
PLANNING JUSTIFICATION REPORT

APPLICATION TO AMEND THE ZONING BY-LAW & DRAFT PLAN OF SUBDIVISION

Lakeview Community Partners Limited
1082 Lakeshore Road East and 880 Rangeview Road

PART OF LOTS 8, 7 AND 9, CONCESSION 3, SOUTH OF DUNDAS STREET PART OF WATER LOT IN FRONT OF LOT 7, CONCESSION 3, SOUTH OF DUNDAS STREET PART OF WATER LOT LOCATION HY28 IN FRONT OF LOT 7, CONCESSION 3, SOUTH OF DUNDAS STREET WATER LOT LOCATION HY 77IN FRONT OF LOT 7, CONCESSION 3, SOUTH OF DUNDAS STREET PART OF WATER LOT LOCATION HY 116IN RONT OF LOT 7, CONCESSION 3, SOUTH OF DUNDAS STREET(GEOGRAPHIC TOWNSHIP OF TORONTO, COUNTY OF PEEL), CITY OF MISSISSAUGA REGIONAL MUNICIPALITY OF PEEL

March 2019
GSAI File # 792-013

TABLE OF CONTENTS

1.0	Introduction.....	1
1.1	Executive Summary.....	2
1.2	Submission Materials Included with This Development Proposal.....	3
2.0	SITE HISTORY, PLANNING PROCESS & ENGAGEMENT.....	10
3.0	SITE DESCRIPTION, SURROUNDING LAND USES & COMMUNITY AMENITIES.....	12
3.1	Site Information.....	12
3.2	Broader Land Use & Development Context.....	13
3.3	Community Amenities, Services & Public Facilities.....	15
3.3.1	Commercial.....	15
3.3.2	Education.....	16
3.3.3	Community, Culture & Health.....	17
3.3.4	Parks and Open Space.....	18
3.4	Mobility	
3.4.1	Transit.....	19
3.4.2	Active Transportation.....	20
3.4.3	Road Network.....	20
4.0	DEVELOPMENT PROPOSAL.....	22
4.1	Overall Vision.....	22
4.2	Project Statistics	24
4.3	Project Phasing.....	25
4.4	Mobility.....	25
4.5	Urban Design & Built Form.....	27
4.6	Affordable Housing.....	29
4.7	Park & Open Space System.....	29
4.8	Sustainability.....	30
5.0	PROPOSED ZONING BY-LAW AMENDMENT & DRAFT PLAN OF SUBDIVISION.....	32
6.0	PLANNING ANALYSIS OF EXISTING ZONING PERMISSIONS.....	37
7.0	PLANNING ANALYSIS & JUSTIFICATION OF PROPOSED ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION.....	41
7.1	Provincial Policy Statement (2014).....	41
7.1.1	Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns.....	41

7.1.2 Land Use Compatibility.....	44
7.1.3 Employment & Long-Term Economic Prosperity	45
7.1.4 Housing.....	46
7.1.5 Public Spaces, Recreation, Parks, Trails and Open Space.....	47
7.1.6 Infrastructure and Public Service Facilities.....	48
7.1.7 Energy Conservation, Air Quality, Climate Change & Natural Heritage.....	49
7.1.8 Conclusion.....	49
7.2 Growth Plan for the Greater Golden Horseshoe (2017).....	49
7.2.1 Managing Growth & Delineated Built Up-Areas.....	50
7.2.2 Transit Corridors and Station Areas.....	53
7.2.3 Employment.....	54
7.2.4 Housing.....	55
7.2.5 Infrastructure to Support Growth.....	56
7.2.6 Protecting What is Valuable.....	57
7.2.7 Conclusion.....	58
7.3 Region of Peel Official Plan (Office Consolidation 2016).....	58
7.3.1 The Natural Environment.....	58
7.3.2 Recreational, Cultural and Energy Resources.....	60
7.3.3 The Urban System, Growth Management and Intensification.....	61
7.3.4 Housing.....	63
7.3.5 Transportation System in Peel.....	64
7.3.6 Conclusion.....	67
7.4 Mississauga Official Plan (Office Consolidation 2018).....	67
7.4.1 Value the Environment.....	69
7.4.2 Complete Communities.....	70
7.4.3 Multi-Modal City.....	72
7.4.4 Foster a Strong Economy.....	74
7.4.5 Direct Growth.....	75
7.4.6 Desirable Built Form.....	78
7.4.7 Conclusion.....	82
8.0 RATIONALE FOR CITY-INITIATED AMENDMENT TO MOP LWMNCA POLICIES.....	83
8.1 Major Node Limits.....	83

8.2 Major Node Density.....	83
8.3 Major Transit Station Area Locations and Density.....	84
8.4 Height Restrictions.....	85
8.5 Land Use Permissions.....	86
8.6 Conclusion.....	87
9.0 CONCLUSION.....	88

TABLES

Table 1	Nearby Development Applications
Table 2	Proximity to Existing Grocery Stores
Table 3	Nearby Schools within Approximately 1.5 km
Table 4	Proposed Development Statistics
Table 5	Built Form Height
Table 6	Proposed Parks and Open Space
Table 7	Mississauga Official Plan Section 13.3 – Figure 2: Lakeview Waterfront Major Node, Statistics and Targets Summary
Table 8	Comparison of Lakeview Waterfront Major Node Character Area Unit Distribution and Proposed Unit Distribution by Unit Type

FIGURES

Figure 1	Aerial Context
Figure 2	Context Map
Figure 3	Community Amenities Map
Figure 4	Mobility Map
Figure 5	Metrolinx 2041 Regional Transportation Plan - Map 3 – Existing and In Delivery Regional Rail and Transit Projects
Figure 6	Metrolinx 2041 Regional Transportation Plan - Map 4 –In Development Rapid Transit Projects
Figure 7	Lakeview Village District Map
Figure 8	Proposed Active Transportation Network
Figure 9	Development Phasing Concept
Figure 10	Proposed Road Network & Hierarchy
Figure 11	Parking Plan
Figure 12	Draft Plan of Subdivision
Figure 13	Peel Official Plan – Schedule ‘D’ Regional Structure
Figure 14	Peel Official Plan – Schedule ‘D4’ The Growth Plan Policy Areas in Peel
Figure 15	Peel Official Plan – Schedule ‘E’ Major Road Network
Figure 16	Peel Official Plan – Schedule ‘G’ Rapid Transit Corridors
Figure 17	Mississauga Official Plan – OPA 89 Schedule ‘10’ Land Use Designations
Figure 18	Mississauga Official Plan – Schedule ‘1’ Urban System
Figure 19	Mississauga Official Plan – Schedule ‘2’ Intensification Area
Figure 20	Mississauga Official Plan – Schedule ‘9’ Character Areas
Figure 21	Mississauga Official Plan – Lakeview Waterfront Major Node Character Area Map 13.3.2
Figure 22	Mississauga Official Plan – Schedule ‘1a’ Urban System, Green System
Figure 23	Mississauga Official Plan – Schedule ‘3’ Natural Heritage System
Figure 24	Mississauga Official Plan – Schedule ‘4’ Parks & Open Space
Figure 25	Mississauga Official Plan – Schedule ‘5’ Long Term Road Network
Figure 26	Mississauga Official Plan – Schedule ‘6’ Long Term Transit Network
Figure 27	Density Plan

APPENDICES

Appendix I	Draft Implementing Zoning By-law Amendment
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Planning Justification Report
Zoning By-law Amendment and Draft Plan of Subdivision
Lakeview Community Partners Limited
1082 Lakeshore Road East and 800 Hydro Road
City of Mississauga

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by Lakeview Community Partners Limited (LCPL) to assist in obtaining the necessary planning approvals to permit the redevelopment of the lands located at 1082 Lakeshore Road East and 800 Hydro Road in the City of Mississauga (herein referred to as the “subject lands”). The subject lands are currently vacant.

This proposal contemplates the redevelopment of the subject lands for a long-awaited new sustainable and mixed-use waterfront community named Lakeview Village (herein also referred to as the “proposed development”). The proposed development will feature a destination waterfront park and an interconnected open space network, a range of residential, commercial, institutional and cultural opportunities. The new community will be a model for sustainable development through the implementation of various innovation technologies, its commitment to facilitating and promoting active transportation and public transit as well as offering new opportunities for people to connect with the waterfront. The proposed development is anticipated to be phased and be carried out over approximately a 10-year horizon.

The subject lands are designated in the City of Mississauga Official Plan (MOP) Schedule 10 - Land Use Designations as a mix of “Medium Density Residential”, “Mixed Use”, “Public Open Space”, “Greenlands”, “Institutional” and “Business Employment”. The subject lands are further identified within a Major Node in Schedule 1 – Urban System, Schedule 1b. City Structure and Schedule 2 – Intensification Areas. The Major Node, its own Character Area, is specifically known as the Lakeview Waterfront Major Node Character Area (LWMNCA) as shown in Schedule 9 – Character Areas of the MOP. The City of Mississauga Zoning By-law (0225-2007), in full force and effect as applicable for the subject lands, zones the lands *Utility – 1* which limits the use of the lands for utility uses such as water and waste treatment and electricity facilities and does not align with the land use intent of the Mississauga Official Plan. A portion of the subject lands are also zoned *Greenlands – 1* which permits various conservation and hazard land uses. This portion of the site will generally remain with this zoning unchanged as the development proposal intends on recognizing the existing natural feature and its functions. In accordance with the enclosed technical analysis in support of this application, the limits of the *Greenlands-1* zoned lands have been refined and confirmed.

The following amendments to the Zoning By-law (the “Zoning By-law Amendment”) are required to facilitate the proposed development and to bring the zoning by-law into conformity with the MOP. They are also outlined in further detail in Section 5 of this Report.

The proposed Zoning By-law Amendment seeks to rezone the subject lands from *Utility -1* and *Greenlands - 1* to:

1. "RA5-XX" (Residential Apartment - Exception) permits various residential built forms such as apartments and townhouses with specific use and/or development restrictions based on locations within the subject lands.
2. "H-RA5-XX" (Holding Residential Apartment – Exception) permits all the uses noted above but withholds residential uses until specific technical requirements are satisfied.
3. "C4-XX1" (Mainstreet Commercial – Exception) permits predominantly larger commercial uses in a mixed-use environment including residential uses, with at-grade retail.
4. "C4-XX2" (Mainstreet Commercial – Exception) permits a mixed-use environment including residential uses with at-grade retail around the village square near the lake.
5. "C4-XX3" (Mainstreet Commercial – Exception) permits a mixed-use environment for lands intended to be owned by the City of Mississauga.
6. "OS1" (Neighbourhood Open Space) permits park/recreation uses intended for primarily less formalized play.
7. "OS2" (City Open Space) permits park/recreation uses intended for neighbourhood and City-wide focus with more formalized spaces.
8. "OS2-XX1" (Open Space - Exception) permits park/recreation uses intended for formal play in recognition of the City-wide function of waterfront and other parkland and includes limited commercial uses.
9. "I-XX" (Institutional - Exception) permits institutional and some limited commercial uses as well as infrastructure uses supporting the overall project lands.
10. "G1" (Greenlands) permits natural conservation areas and passive recreational uses.
11. "G1-XX" (Greenlands – Exception) permits primarily passive recreational uses with protection from natural hazards with some limited commercial uses.
12. "E2-XX" (Employment – Exception) permits various employment opportunities, limited commercial uses, and infrastructure uses supporting the overall project lands.

The proposed Draft Plan of Subdivision (Draft Plan) has been filed concurrently in order to facilitate creation of the blocks of a varied mix of uses. The Draft Plan includes residential, mixed-use, employment, institutional, cultural, park and natural heritage system blocks as well as future streets and walkways.

The purpose of this report is to outline the nature of the proposed development and to evaluate the existing Mississauga Zoning By-law zoning and the proposal in the context of the Provincial Policy Statement, Growth Plan, the Metrolinx Regional Transportation Plan, the Region of Peel Official Plan and the MOP.

1.1 EXECUTIVE SUMMARY

This report reviews the proposed development in the context of the planning framework expressed in the Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan, the Region of Peel Official Plan and the MOP. The report demonstrates that a Zoning By-law Amendment is required and justified to implement the proposed development.

The existing *Utility-1* zoning of the subject lands is outdated as the permitted use of this zoning is no longer in demand by the Provincial Ontario Power Generation authority for energy generation. Further, it no longer aligns with the current land use direction for the lands envisioned by the City of Mississauga as a

vibrant mixed-use community in their MOP. As such, with a land use permission mis-aligned with the overall policy framework the existing *Utility -1* zoning is not consistent with the PPS and is not in conformity with the Growth Plan, the Region of Peel Official Plan or the MOP.

The proposed development and supporting Zoning By-law Amendment is consistent with, and supportive of, policy directions promoting intensification, supporting the creation of complete communities as well as achieving various housing, employment, cultural, institutional and open space objectives. The proposed variety of built form, densities and mix of uses including residential, employment, institutional, commercial, open space and mixed-use will be appropriate for the planned character and function of the surrounding neighbourhood and will serve to emphasize the prominence of the Lakeview Waterfront Major Node. Superior and thoughtful urban design strategies and architecture will contribute to a multi-modal, vibrant and accessible public realm and will promote a sense of place for the local and broader community.

It is acknowledged that certain aspects of the proposed development suggest a need for an Official Plan Amendment. Detailed review of the LWMNCA policy framework through drawings and detailed analysis revealed unintended consequences of policies which do not have the benefit of the finer level of detail resulting from the preparation of this development application. It is our opinion that revisiting the recently approved OPA 89 policies would enable the MOP to better align with regional and provincial objectives. This includes achieving appropriate intensification on the subject lands in consideration of its location within a Major Node with access to two Major Transit Station Areas, optimizing the use of public infrastructure and investment, supporting increased housing diversity in the broader area and better responding to the ability of built form to encourage a community and City-wide identity and sense of place. The appropriateness of an Official Plan Amendment is further supported by the technical studies prepared for the proposed development that confirm an OPA would not jeopardize the achievement of other policy objectives discussed in this report. As the LWMNCA policies of the MOP were approved July of 2018, LCPL is prohibited from applying for an Official Plan Amendment for a two-year period and thus it is requested that the City consider a City-initiated Official Plan Amendment. Section 8 of this report elaborates in more detail on the justification for the requested City-initiated Official Plan Amendment.

Overall, it is our opinion that the proposed development represents good planning and will be a desirable contribution to the broader Lakeview community as well as City of Mississauga.

1.2 SUBMISSION MATERIALS INCLUDED WITH THIS DEVELOPMENT PROPOSAL

The following technical reports, drawings, and other information has been provided with the formal Rezoning and Draft Plan of Subdivision development applications to the City Planning Department. The information has been provided in accordance with the City's DARC 18-202 checklist and associated PSR commentary dated August 2, 2018.

REPORTS

- FUNCTIONAL SERVICING REPORT prepared by Urbantech dated February 2019

The Functional Servicing Report prepared by Urbantech includes a Stormwater Management assessment and plans, Master Drainage Plan, Drainage Proposal, conceptual Phasing Plan, as well

as Low Impact Development features. Overall, the proposed development makes efficient use of existing infrastructure and facilities.

The Report determined that sanitary servicing requirements can be accommodated from an existing 1650 mm trunk sanitary sewer on Lakeshore Road to the north (which drains to the adjacent Lakeview Wastewater Treatment Plant). The nearest sanitary service is the existing Beach Street sewage pumping station to the west, accessed from a sanitary sewer on Rangeview Road. This facility has no further capacity and thus it is acknowledged that a new sanitary pumping station will be required. This can be incorporated into the Draft Plan of Subdivision and is likely to be located along the eastern edge of the development. Due to grading constraints, it is not possible to service the proposed development with gravity sewers draining to Lakeshore Road East. Therefore, force main infrastructure will also be required for this development. Existing watermain servicing will be capable of accommodating the proposed development with a recently installed 600 mm sub-transmission main on Lakeshore Road East without the need for any upgrades to existing watermains or the Lakeview Water Treatment Facility. It is noted for information the Region of Peel's latest employment and population projections for infrastructure planning include the LWMNCA lands. In terms of stormwater management, the proposed development will accommodate anticipated draining and outfall requirements and can further accommodate various LID strategies to further improve stormwater runoff.

- ENVIRONMENTAL IMPACT STATEMENT prepared by Beacon Environmental, dated February 2019

Beacon Environmental was retained to prepare an Environmental Impact Study in support of the proposed development of the subject lands as a portion of the lands are located within and adjacent to key components of the City's Natural Heritage System. The Study confirmed the presence of a significant woodland to the northeast of the subject lands and confirmed the Lake Ontario shoreline, Serson Creek Channel and the future Jim Tovey Lakeview Conservation Area to the southeast as key natural heritage resources associated with the subject lands.

The Study determined that the proposed development represents an opportunity to enhance habitat connectivity along the shoreline, improve the quality and function of Serson Creek, create improved wildlife habitat and enhance natural biodiversity. The Study confirmed that the proposed development will not directly impact the identified significant natural heritage features or functions and any indirect impacts can be mitigated by implementing the various recommendations outlined in the report.

- ARBORIST REPORT (including full tree inventory) prepared by Beacon Environmental Services dated February 2019

The Arborist Report is accompanied by a Tree Inventory and was prepared by Beacon Environmental to identify and assess existing trees on the subject lands as well as identify those to be removed and potential trees that may be preserved. A total of 1,155 trees were inventoried and these consist of a mix of native and non-native species of varying health. No endangered tree species were identified. Approximately 922 trees are to be removed for the proposed development

and opportunities exist to preserve an estimated 199 trees that are located in areas planned for Public Open Space and Greenland Blocks of the proposed Draft Plan of Subdivision.

- SHADOW STUDY prepared by Gerrard Design dated February 27, 2019

A Shadow Study Analysis was prepared by Gerrard Design to demonstrate how the proposed development achieves the City's criteria for assessing shadow impacts. The Study determined that overall the criteria for shadow have been met for private outdoor amenity spaces, communal outdoor amenity spaces, public streets, and public open spaces, parks and plazas. With regards to public parks, all park spaces meet the City's criteria with the exception of Ogden Vista Park which has a narrower form. In this instance, mitigative features can be implemented to improve shadow conditions. It should be noted this Study has and will continue to inform the evolution of the development plan and addendum analysis will be provided with further iterations of the development.

- PEDESTRIAN WIND STUDY prepared by RWDI dated February 26, 2019

A Pedestrian Wind Study was prepared by RWDI to assess pedestrian comfort as it relates to wind conditions influenced by the proposed development. The Study determined that overall, the proposed development achieves comfortable pedestrian conditions with the exception of a limited number of locations. In these instances, the Study recommends a number of mitigative features that can be implemented to improve the conditions in these areas. This includes landscaping, public art and built form articulation and positioning. It should be noted this Study has and will continue to inform the evolution of the development plan and addendum analysis will be provided with further iterations of the development.

- AIR QUALITY & NOISE LAND USE FEASIBILITY ASSESSMENT prepared by RWDI dated January 31, 2019

An Air Quality & Noise Land Use Feasibility Assessment was prepared by RWDI to assess the impact of the adjacent industrial and utility uses as well as any proposed employment uses on the subject lands. This Assessment provides a preliminary analysis that will be followed up with further assessment with the receipt of further data from the Region of Peel regarding the adjacent G.E. Booth Wastewater Plant and from other data sources in consideration of potential uses proposed for the Serson Innovation Corridor. The preliminary Assessment determined that the proposed development can be considered feasible subject to one small portion of the site being subject to an "H" holding zone provisions resulting from an existing industrial use as well as the implementation of various mitigation measures proposed in this report and with the noted further analysis.

- HERITAGE IMPACT ASSESSMENT prepared by Dilse Heritage Consulting Inc. dated March 2019

A Heritage Impact Assessment was prepared by Paul Dilse to assess potential impacts of the proposed development on identified cultural heritage resources in the vicinity and within the subject lands. These resources include the Indoor and Outdoor Rifle Ranges located east of the

subject lands and the Lakefront Promenade Scenic View (a Cultural Landscape) which runs along Lakefront Promenade-

The Study determined that the proposed development will have no negative impacts to the identified cultural heritage features and further that the proposed development represents an opportunity to enhance and commemorate the rich heritage of the site and surrounding area through landscape and urban design as well as public art, among other opportunities.

- STAGE 1 & STAGE 2 ARCHAEOLOGICAL ASSESSMENTS prepared by ARA dated March 13, 2017 and January 21, 2019

Two Archaeological Assessments were prepared for the subject lands. The first being a Stage 1 and 2 Archaeological Assessment prepared by ARA dated March 13, 2017 prepared for the majority of the subject land except the recreation fields for OPG. The second, a Stage 2 Archaeological Assessment was prepared to complete the full assessment of lands and was conducted on the recreational fields by ARA dated January 21, 2019 for LCPL. The Studies determined there are no archaeological features present on the site and therefore do not warrant further Assessment.

- DUE DILIGENCE PHASE 1 & 2 ENVIRONMENTAL SITE ASSESSMENT prepared by EXP Services Inc. initial report issued December 22, 2017 and reissued March 2, 2018

Phase 1 & 2 Due Diligence Environmental Site Assessments prepared by EXP Services Inc. was required due to the previous use of the subject lands for the OPG coal-fired power plant. The Assessments are accompanied by a Reliance Letter. The Assessment determined that for the most part, soil and ground water results from borehole samples located 30 m outside and within Lake Ontario were found to be within MOECC Standard with the exception of a number of sample locations which exceed MOECC standards. All soil and ground water results from borehole samples located in areas with shallow bedrock were found to be within MOECC standard. It is important to note exceedances of the MOECC generic standards do not necessarily mean there is an unacceptable risk to human health or the environment. The Assessment confirms that there are no concerns associated with the current site status, however additional environmental assessment work will be required to support a change to a more sensitive land use in accordance with O. Reg. 153/04. Further reports will be submitted when available with regards to this, as well as in consideration of project and public area phasing requirements.

- SHORELINE HAZARD ASSESSMENT prepared by Baird dated January 14, 2019

The Shoreline Hazard Assessment prepared by Baird provides an analysis of erosion hazard, flood hazards and coastal hazards of the waterfront as well as considers resiliency and adaptation to climate change adaptation. The Assessment confirms that the Western Pier can be made safe for public access and parkland use and there are limited erosion hazards which can be mitigated by various recommendations outlined in the report. In addition, the Assessment determined the limits of the hazard lands along the waterfront resulted in an overall reduction in hazard area as the shoreline is well protected by the Western Pier, meaning greater area useable as unrestricted parkland and opportunities for people to access the water.

- DOCK FEASIBILITY STUDY prepared by Baird dated February 26, 2019

A Docking Feasibility Report was prepared by Baird to determine the feasibility of potential docking facilities. This was submitted at the request of the City's Community Services Department as the Development Master Plan shows these facilities. The study also included in its scope docking facilities on the Wester Pier. The Study determined that docking could be accommodated at both locations subject to further market analysis (in the case of the Western Pier), ownership, and operational considerations as well as types of associated facilities that might be required such as parking.

- STREETSCAPE FEASIBILITY STUDY prepared by NAK Design dated February 2019

A Streetscape Feasibility Report was prepared to outline how the proposed development and planned temporary uses fronting Lakeshore Road East would align with the City's planned infrastructure and streetscape improvements for Lakeshore Road East.

- LAKEVIEW VILLAGE ENGAGEMENT STRATEGY as prepared by Glen Schnarr & Associates dated February 28, 2019

The Lakeview Village Engagement Strategy provides a long-term approach for meaningful public engagement and participation as well as public awareness, including how statutory requirements of the *Planning Act* and major node policies originating from OPA 89 will be met. The strategy also notes additional activities intended to span the various stages of development approval and implementation.

- AFFORDABLE HOUSING BRIEF prepared by Glen Schnarr & Associates dated February 28, 2019

The Affordable Housing Brief provides a high-level outline of the existing policy framework and local context of affordable housing in the Lakeview area, partner roles, targets and next steps for achieving an appropriate mix of affordable housing in Lakeview Village in collaboration with the City, Region and other potential partners.

- GEOTECHNICAL INVESTIGATION prepared by DS Consultants Ltd. dated October 15, 2019

The enclosed Geotechnical Investigation was prepared to determine the subsurface conditions at various borehole sample locations in order to prepare preliminary engineering recommendations for building foundations, floor slabs and permanent drainage, earth pressures, excavations and backfill, earthquake considerations, pavements and underground utilities.

- TRANSPORTATION DEMAND MANAGEMENT & PARKING STRATEGY REPORT prepared by TMIG dated March 2019

The enclosed Parking Strategy Report provides an in-depth analysis of key parking considerations for the proposed development and how to best manage supply and demand for parking. This report is linked to a series of previously submitted materials including the Traffic Considerations

Report and Street Hierarchy and ROW Study and provides further technical analysis on parking as well as transportation demand management. The Strategy seeks to support the proposed development in mitigating external and internal traffic impacts by controlling supply of parking related to the many land uses proposed on the subject lands including residential, commercial, employment and institutional and tourism which will create a broader regional draw of visitors. The Strategy provides a variety of recommendations relating to vehicle and bicycle parking standards, active transportation supportive facilities (i.e. showers), car share spaces, shared visitor parking for mixed use buildings, public parking structures and more which have informed the proposed ZBLA.

- URBAN DESIGN STUDY prepared by LRK dated February 25, 2019

The Urban Design Study scope has been refined in coordination with City urban design staff in order to reduce duplication and reflect the considerable design work previously conducted and submitted through the Development Master Plan and other previously submitted materials. This report provides supplemental urban design materials necessary for this stage of the DMP as well as in support of the subject development application and inform the proposed ZBLA. This supplemental information includes a review of street frontages and transportation, open space and block plan considerations.

- PRELIMINARY NATURAL HERITAGE SYSTEM DESIGN BRIEF (SERSON CREEK ASSESSMENT), prepared by Urbantech dated March 2019

The Serson Creek is a highly engineered channel with great opportunity with the redevelopment of the subject lands to be re-aligned and restored to improve stormwater management, habitat quality and habitat connectivity. The Preliminary NHS Design Brief was prepared by Urbantech to reflect ongoing work of the LCPL project team as well as discussions and coordination with Credit Valley Conservation staff. The report provides an outline of the proposed creek design and precedes a more comprehensive technical review of the proposal to be submitted to the City and Credit Valley Conservation upon completion.

DRAWINGS

- Property Survey 43R-37701 prepared by J. D. Barnes dated April 7, 2017
- Draft Plan of Subdivision prepared by Glen Schnarr & Associates Inc. dated February 25, 2019
- Concept Plan prepared by Gerrard Design dated February 2019
- Context Map prepared by Glen Schnarr & Associates Inc. dated February 28, 2019
- Grading and Site Servicing Plan prepared by Urbantech dated February 2019. This is to be read in conjunction with the Functional Servicing Report prepared by Urbantech dated February 2019
- Phasing Plan (included within the Functional Servicing Report) prepared by Gerrard Design dated February 26, 2019
- Underground Parking Limits Plan prepared by Gerrard Designs dated February 28, 2019
- Tree Preservation Plan (included within the Arborist Report) prepared by Beacon Environmental dated February 2019

INFORMATION/CORRESPONDENCE

- Municipal Lands Agreement between LCPL and the City of Mississauga dated March 20, 2018
- Draft Implementing Zoning By-law with accompanying schedules prepared by Glen Schnarr & Associates
- Parcel Register containing easements/restrictions as detailed on the PINS listing prepared by Agro Zaffiro dated February 4, 2019

PREVIOUSLY SUBMITTED REPORTS

These materials have mostly been provided in support of the City's OPA 89 (now MOP Lakeview Waterfront Major Node Character Area) policy planning requirements and are either pre-requisites, or to accompany, a formal development application for lands in this character area:

- Development Master Plan prepared by the cross-functional LCPL consulting team and submitted to the City on October 5, 2018
- Sustainability Strategy prepared by TMIG and submitted to the City on December 17, 2018
- Transportation Considerations Report prepared by TMIG and submitted to the City on January 25, 2019
- Street Hierarchy and Right-Of-Way Study* prepared by TMIG submitted January 25, 2019
- Height Study* prepared by LRK submitted February 5, 2019

*Note: These studies have been provided to augment information in the Development Master Plan as well as to satisfy City PSR commentary.

2.0 SITE HISTORY, PLANNING PROCESS & ENGAGEMENT

Lakeview Village and the surrounding lands south of Lakeshore Road East have a long and diverse history stemming from indigenous settlement. Many indigenous cultures occupied the area prior to and following first historical contacts with Europeans in the 1600s including Iroquois-speaking Hurons, Tobacco and Petun, the Senecas of the Six Nations Confederacy, and the Mississaugas consisting of the Cree, Ojibwa, Ottawa, Chippewa, Micmac and Algonquins.

The Head of the Lake Treaty, No. 14 saw the transfer of the Lakeview area lands to the British government in 1806. This eventually led to the use of the Lakeview Village site by the Federal government for military purposes, including Canada's first aerodrome, followed by Ontario Power Generation (OPG) for the Lakeview Generating Station. The OPG Lakeview Generating Station was in operation from 1962 to 2005 when it was decommissioned. Since this time the lands have remained vacant. Upon the decommissioning of the OPG Station, the local community rallied to impart a new vision for the waterfront. The community-led Legacy Project alongside former Councillor Jim Tovey championed this new direction and kickstarted the City's re-visioning process concluding in the Inspiration Lakeview Master Plan in 2014.

In March of 2018, the former OPG lands were officially purchased by LCPL, marking the start of the continued visioning by the new owner and development approvals process for Lakeview Village, a further iteration of the vision for the redevelopment of the former OPG Station lands.

Subsequent to the City's Planning and Development Committee's approval of the Lakeview Waterfront Major Node policies, on July 4th, 2018 City Council enacted By-law 0169-2018 (Mississauga Official Plan Amendment 89). On August 1, 2018 By-law 0169-2018 came into effect. Official Plan Amendment 89 (OPA 89) confirmed land use policies to reflect the new vision for the lands as a sustainable mixed-use community with a publicly accessible waterfront. In addition, OPA 89 set forth a unique planning and development approvals process for Lakeview Village. Most notably, prior to the approval of any development applications, a Development Master Plan (DMP) is to be prepared for and endorsed by City Council. Select area-wide studies as well as consultation with the local ratepayers' association are required to augment and inform the final DMP. The first version of the DMP with supporting materials as well as all supporting area-wide studies have been submitted to the City and to the LCAP as follows:

- DMP first submission made on October 5, 2018
- Comments on the first submission of the DMP from City and Regional staff and the LCAP received December 12, 2018
- Sustainability Strategy, submitted December 17, 2018
- Traffic Considerations Report, submitted January 25, 2019
- Street Hierarchy and Right-of-Way Study, submitted January 25, 2019
- Height Study, submitted February 5, 2019

To account for the unique process considerations outlined in OPA 89 as well as the scale, complexity and significance of the project, LCPL has worked to coordinate with community members, municipal staff and other stakeholders outside the typical development process to ensure Lakeview Village achieves its full potential. The Lakeview Village Engagement Strategy enclosed with this application outlines this process in more detail and describes how LCPL will meet statutory requirements for consultation as well as how they have achieved and seek to exceed these requirements to ensure meaningful participation throughout the

approvals and development process. Below are some key milestones for public engagement and coordination with municipal staff:

- Community Meeting # 1 held April 18, 2018 (CM1)**
- Community Meeting # 2 held September 26, 2018 (CM2)**
- Community Meeting # 3 held October 24, 2018 (CM3)**
- 2 Online Surveys
- Launching of various social media platforms including an active website, Facebook, Twitter and Instagram to maximize meaningful outreach, provide platform for Questions and Answers and to advertise project updates and events (summer 2018)
- Site Tours with Municipal staff, Lakeview Ratepayers Association and community members (various 2018 dates)
- Lakeview Community Advisory Panel Meeting #1 held on October 16, 2018
- Lakeview Community Advisory Panel Meeting #2 held on February 4, 2019
- Lakeview Community Advisory Panel Meeting #3 held on February 25, 2019
- Lakeview Community Advisory Panel Meeting #4 held on March 18, 2019
- Outreach to the Mississaugas of the Credit First Nation began December 12, 2018
- Community Feedback data and summary reports for CM1-3 submitted to City staff and published on the LCPL website in February 2019
- Bi-weekly City staff meetings
- Monthly Regional staff meetings

**Note: Raw data summarizing commentary and themes from these engagement meetings have already been provided to the City on February 5, 2019 submitted with the Height Study. LCPL looks forward to maintaining meaningful and effective coordination with staff and public engagement throughout the development process of Lakeview Village. Please refer to the Lakeview Village Engagement Strategy enclosed with this application submission for further information.

3.0 SITE DESCRIPTION, SURROUNDING LAND USES & COMMUNITY AMENITIES

3.1 SITE INFORMATION

The subject lands are located on the south side of Lakeshore Road East in the City of Mississauga, as shown in Figure 1. As can be seen, the subject lands are described in greater detail as being at the southeast corner of Lakeshore Road East and Hydro Road, at the foot of Hydro Road south of Rangeview Road, as well as on the east side of Lakefront Promenade also south of Rangeview Road. The subject lands have a frontage of 132.18 m on Lakeshore Road East and the lands extend south to the waterfront of Lake Ontario. The subject lands have a total area of 71.26 ha (176.09 ac). The lands are municipally addressed as 1082 Lakeshore Road East and 800 Hydro Road and are legally known as:

PART OF LOT 7, 8, AND 9, CONCESSION 3, SOUTH OF DUNDAS STREET AND, PART OF WATER LOT IN FRONT OF LOT 7, CONCESSION 3, SOUTH OF DUNDAS STREET AND, PART OF WATER LOT LOCATION HY28 IN FRONT OF LOT 7, CONCESSION 3, SOUTH OF DUNDAS STREET AND, WATER LOT LOCATION HY77 IN FRONT OF LOT 7 CONCESSION 3, SOUTH OF DUNDAS STREET AND, PART OF WATER LOT LOCATION HY116 IN FRONT OF LOT 7 CONCESSION 3, SOUTH OF DUNDAS STREET

The majority of the subject lands are not publicly accessible with the exception of a 13.3 ha (33 ac) portion with existing City-operated recreational fields known as Lakeview Park including two baseball diamonds, one soccer field, and parking. These lands are leased by the City of Mississauga from LCPL. Recreational activities on the fields are expected to continue for the summer 2019 season and are thereafter proposed to be temporarily relocated elsewhere on the subject lands. The lands occupied by the public recreational fields are accessible via a driveway extending from Lakefront Promenade to the west and Hydro Road to the east. Two parking lots are located on the subject lands off both access points to service the recreational fields.

The remainder of the subject lands are bordered by chain-link fencing which restricts public access and have remained vacant since the demolition of the former OPG Station in 2007. The site is currently undergoing remediation works including former building excavation and phytoremediation (farming). Access to this portion of the subject lands is located at the terminus of Hydro Road through a two-way gated vehicular entrance. There are no existing formal roads within this portion of the subject lands, only roadways currently under use for contractor works on site. The subject lands include an artificial pier which extends approximately 600 m out into Lake Ontario.

The subject lands have a short stretch of frontage on Lakeshore Road East. This portion of Lakeshore Road East contains sidewalks, a heritage plaque, and landscaped area with mature trees and is in close proximity to the east and west bound bus stops for MiWay Route 5 and 23. A multi-purpose waterfront trail extends along the north side of the recreational fields, north on Hydro Road and east across the Lakeshore frontage of the subject lands. The trail connects Lakefront Promenade Park to the west to Lakeshore Road and to Marie Curtis Park to the east. This diversion is due to the restricted access to the public from the subject lands and the location of the equally restricted G.E. Booth Waste Water Treatment Facility to the east.

The subject lands are located within the Lake Ontario Shoreline East Tributaries Subwatershed of the Credit River Watershed. Portions of the subject lands are located within the Credit Valley Conservation Authority regulatory area. These areas include lands along Serson Creek on the east property line as well as along the

southern edge along the waterfront and inlet. The pier (referenced as the Western Pier here and throughout the various technical reports and information in support of this application) and inlet were built using landfill and were intended to protect both boat docking activities and the former OPG Station and support its operations.

3.2 BROADER LAND USE & DEVELOPMENT CONTEXT

A summary of immediate surrounding land uses is provided below and are illustrated on Figure 2:

- North: Immediately north of the subject lands are active business employment lands. Currently, this area is occupied by low-density commercial and light industrial buildings. Along Lakeshore Road East, there exists a mix of detached residential dwellings, private educational facilities, a small-scale commercial plaza and separate commercial buildings, some with apartment dwellings above, as well as a former hydro corridor. An established low-density residential neighbourhood exists further north of Lakeshore Road East.
- South: The southern boundary of the subject lands is framed by the waterfront of Lake Ontario
- East: The eastern property line of the subject lands is adjacent to the Serson Creek and beyond this the Region of Peel G.E. Booth Wastewater Treatment Facility as well as a number of business employment uses fronting onto Lakeshore Road East. Adjacent to the subject lands to the east and south of the G.E. Booth Water Treatment Facility, the Jim Tovey Lakeview Conservation Area is currently under construction. Further east on the waterfront is Marie Curtis Park located along the waterfront and the Small Arms Inspection Building, a heritage building and cultural hub fronting onto Lakeshore Road East.
- West: To the west of the subject lands is the Lakeview Water Treatment Facility as well as a connected network of public parks along the waterfront including Douglas Kennedy Park and Lakefront Promenade Park. To the west of Hydro Road and north of the temporary recreational fields are existing employment lands known as Rangeview Estates in the MOP which form part of the Lakeview Waterfront Major Node.

The subject lands are located within the LWMNCA as per OPA 89 now consolidated in the MOP approved in July 2018. The broader land use context of the area identifies the lands immediately north and south of Lakeshore Road East as a Mixed Use corridor. Further north of Lakeshore Road East, west of the Rangeview Estates lands and north of Lakefront Promenade Park are residential areas designated as Residential Low Density II. These residential areas are predominantly characterized by low-rise built forms including detached dwellings with some instances of semi-detached dwellings, townhouse and apartment dwelling types in the broader neighbourhood. These lands outside of the LCPL site are part of the Lakeview Neighbourhood Character Area.

The following table outlines existing development applications in the surrounding area as of February 10, 2019 within the area defined as east of Cawthra Road, west of the Toronto (Etobicoke) border and south of the Metrolinx/GO Train line:

Table 1. Nearby Development Applications

Address	Project Details	City File	Application Type	Status
1041 Lakeshore Road East	- Two 4-storey buildings - 73 residential units - 491.4 m ² of retail space	SP 12 135	Site Plan	Withheld
881 Lakeshore Road East	- 3 storey mixed use building	SP 17 155	Site Plan	Withheld
760 Lakeshore Road East	- 3 storeys - 13 residential units and 7 commercial units	21CDM-M 17007	Draft Plan of Condominium	Approved and built (currently being occupied)
938 East Avenue	- Region of Peel Paramedic station	SP 16 155	Site Plan	Approved (under construction)
1345 Lakeshore Road East	- 4-12 storeys - Condominium apartment and townhouse units - 308 m ² of commercial space	OZ/OPA 18 9	Zoning Bylaw Amendment	Application in process
1407 Lakeshore Road East	- 24 stacked townhouse units and 139 m ² of retail space	SP 11 174	Site Plan	Application in process
857 & 859 Lakeshore Road East	- 4 storey mixed use building - 12 residential units - 193 m ² of ground floor commercial space	SP 18 110	Site Plan	Withheld
1082 Lakeshore Road East	- LCPL Discovery Centre temporary multi-use building	SPM 18 106	Site Plan	Withheld

The surrounding active and submitted development applications are clustered along the Lakeshore Road East corridor and are predominantly mixed use and mid-rise in nature, offering a limited supply of new housing and commercial space to the Lakeview area. This length of Lakeshore Road East has generally seen very little development applications and redevelopment activity for many years. In contrast, the proposed development will be a significant addition to its surrounding area, being the largest development site along the waterfront offering a diverse mix of uses and housing opportunities.

3.3 COMMUNITY AMENITIES, SERVICES & PUBLIC FACILITIES

The subject lands are serviced by a variety of existing community amenities in the surrounding area which contribute to a livable and complete community. The following discussion examines the opportunities available within a general area between the Queen Elizabeth Way highway to the north, Etobicoke Creek to the east and Hurontario Street to the west. In some instances, certain services outside this boundary are identified which typically serve a larger catchment area. Identified community amenities, services and public facilities are shown on Figure 3.

3.3.1 Commercial

The proposed development has access to a range of commercial opportunities of varied scales including daily necessities to destination commercial experiences. The nearest commercial opportunities exist along Lakeshore Road East, where existing and future residents have access to a number of convenience stores, small independent as well as convenience restaurants, various specialty stores, as well as services such as car services, pet care and veterinary services, nail salon/ spa, and a dance studio. Similar offerings and commercial plazas exist further east and west along Lakeshore Road. The closest nearby larger district commercial opportunity is Dixie Outlet Mall located approximately 1.9 km north on Haig Boulevard (4 min drive, 6 min transit, 10 min bike, 24 min walk) with convenient access from Dixie Road just east of the subject lands. For the typical regional commercial shopping trip, Sherway Gardens located in Toronto (accessed from Sherway Drive from the QEW) is a closely located facility.

The nearest grocery store is Metro located at Lakeshore Road East and Shaw Drive approximately 1.5 km west of the western limit of the subject lands. Other grocery stores include two No Frills located at the Dixie Outlet Mall and in Toronto east of Browns Line, located 1.7 km north and 2.4 km east of the subject lands, respectively.

Table 2. Proximity to Existing Grocery Stores

Commercial Opportunity	Address	Walk Distance	Bike Distance	Transit Distance
No Frills Grocery Store Dixie Outlet Mall Location	1250 South Service Road	24 Min	9 Min	10 Min
Metro Grocery Store	406 Lakeshore Road East	27 Min	10 Min	6 Min
No Frills Long Branch Location	3730 Lakeshore Road West (Toronto)	30 Min	11 Min	12 Min

* Distance calculated from Lakeshore Road East frontage

3.3.2 Education

There are a number of schools in the surrounding area that may service future residents of the proposed development. The following analysis identifies nearby public and separate elementary and secondary schools as well as nearby post-secondary institutions. It should be noted that pupil yield and school utilization rates represent only existing capacity conditions and are subject to change. The following table identifies nearby schools:

Table 3. Nearby Schools within Approximately 1.5 km

School	Enrolment/ Capacity (2018/2019 academic year)	Other
Public Schools (PDSB)		
Allan A Martin Senior Public School*	502/not provided	
Janet I McDougald Public School*	468/ not provided	
Cawthra Park Secondary School*	1309/ not provided	Regional Arts Program
Glen Forest Secondary School South*	114/ not provided	
Port Credit Secondary School	1244/ not provided	Regional STEM Program
Peel Alternative School South	not provided	Grades 7-12 Programs: TEAM, mPLAR, GRIT, Fit to Lead, Technautics
Separate Schools (DPCDSB)		
Queen of Heaven Elementary School*	345/579	
St. Dominic Separate School*	not available	
St. Paul Secondary School*	475/807	
Post-Secondary and Other Private Schools		
Humber College (Etobicoke Campus) (not within 1.5 km)	Enrolment of over 10,600 students	
Sheridan College (Hazel McCallion Campus) (not within 1.5 km)	Enrolment of over 5,500 students	Pilon School of Business
Lakeside Montessori School	not available	Private pre-school
TFS – Canada’s International School	not available	Private international school
Blyth Academy Mississauga – Cawthra Campus	not available	

* Local schools identified as such by PDSB/DPCDSB as per recent correspondence or commentary on OPA 89

The above list of nearby schools extends beyond identified local schools determined by the PDSB and DPCDSB. This is to account for more diverse educational services sought by future students and capacity considerations where students may choose to access other schools outside of their catchment area for private education or specialty programs such as French Immersion, Regional Arts programs, among others.

In their commentary dated December 1, 2016, to the City of Mississauga regarding the City-initiated Official Plan Amendment resulting in OPA 89, the PDSB indicated that based on the 2016 school year and the proposed unit count at the time of 8,000 units across the entire Lakeview Waterfront Major Node that one elementary school site will be required. In PDSB's commentary dated December 1, 2016 as well as the OPA 89 policies (policy 13.3.10.1.4), this school is intended to take the form of an urban school and creatively co-locate with compatible uses. The location and size requirements of this new elementary school is to be determined through the development application process in coordination with the PDSB.

3.3.3 Community, Culture & Health

The subject lands are serviced by a variety of community centres, recreational facilities and other public services facilities that encourage and promote health and well-being. The nearest community centre is Carmen Corbasson Community Centre, located on Cawthra Road 2.5 km from the subject lands (32 min walk, 9 min bike ride and 4 min drive). The centre includes a wide range of offerings including a 25-metre 6-lane pool (located within Cawthra Secondary School adjacent to the main building), a fitness studio, indoor walking track, sports gymnasium and an arena with two ice pads. Fitness programming includes dance classes, a variety of sports leagues, public skating, ice lessons, swimming lessons. The centre also offers rental spaces for social events and meetings among other uses. The centre is open Monday-Friday from 8:30am-9:00pm and Saturday from 8:00am to 12:30pm. It has been recognized in both the City's Future Directions Report (2014) and the Recreation Master Plan (2019) the centre should be revitalized and expanded to accommodate new uses such as indoor aquatics and youth and older adult spaces and activities in order to meeting the needs of a growing population of the area.

Adjacent to the Carmen Corbasson Community Centre is the Mississauga Seniors Centre and the Port Credit Lawn Bowling Club. The Mississauga Seniors Centre is a recreational and social facility catered for older adults 60 years and older open seven days a week. Members can participate in a variety of activities including clubs, information sessions, registered programs, special events and volunteer opportunities. The Seniors Centre also hosts a number of facilities including an auditorium/gymnasium, billiards room, craft room, garden café, library and meeting room. The Port Credit Lawn Bowling Club is an outdoor natural grass 8 lane facility located immediately south of the Seniors Centre.

The nearest public library is the Lakeview Library located approximately 1 km north of the subject lands on Atwater Avenue (13 min walk, 4 min bike ride). The Lakeview Library offers programs for all ages including book clubs. It offers free internet access, Wi-Fi and Word Processing and is open Tuesday-Sunday.

Existing cultural amenities include the Small Arms Inspection Building located to the east of the subject lands at 1352 Lakeshore Road East. The Small Arms Inspection Building is a recognized heritage feature and cultural landmark in the City of Mississauga. Today, the Small Arms Inspection Building has been repurposed as a creative hub for the arts and hosts educational programs, workshops, a residency program and provides a community gathering space and community garden.

The subject lands are located near to various health centres. Nearest hospitals include Trillium Health Partners located at 100 Queensway Road approximately 10 km northwest of the subject lands and the Trillium Health Partners – Queensway location at 150 Sherway Drive in Toronto, approximately 4.5 km northeast from the subject lands.

3.3.4 Parks and Open Space

The Lakeview area hosts a great number and variety of parks and recreational opportunities ranging from small local parks, recreational fields to larger recreational facilities, park systems and trail networks. The following discussion provides an overview of the nearest parks, open space and recreational opportunities to the subject lands and where possible the features, services and programs they provide.

To the north and northwest of the subject property are a number of local parks including Serson Park and Petrescue Park located approximately 1 km north near the intersection of Atwater Avenue and Ogden Avenue. Dellwood Park and Lyndwood Park are located approximately 2.4 km northwest of the subject lands on Atwater Avenue past Cawthra Road.

The Waterfront Trail consists of 1,400 km of interconnected cycling and multi-use trails extending from Windsor, Ontario to the Quebec border. The portion within Mississauga runs along (or in proximity to) the Lake Ontario waterfront from Winston Churchill in the west to Marie Curtis Park to the east and provides trail linkages to Oakville, Toronto and beyond. The subject lands therefore have access to an extensive regional trail network which connects to key destinations along Lake Ontario's waterfront as well as to important local services and recreational destinations. The Waterfront Trail provides mainly off-street pedestrian and bike access to the Port Credit GO Station, Long Branch GO Station and other destinations along Lakeshore Road. Immediately to the west, this includes access to a number of parks including Douglas Kennedy Park, Lakefront Promenade Park, A.E. Crookes Park and R.K. McMillan Park which collectively contain two baseball diamonds, beach volleyball courts, picnic spaces, boat launch areas, two playgrounds, a splash pad as well as wildlife habitat. This location is also home to the private Port Credit Yacht Club and public Lakefront Promenade Marina. This park system to the west of the subject property is within walking and cycling distance from all future residents of Lakeview Village, with up to an approximate 10 min walking distance from any point in the site to Douglas Kennedy Park. Additional parks further west as well as north of Lakeshore Road East such as Serson Park can service future residents.

To the east of the subject lands is Marie Curtis Park, a public park owned and operated by the City of Toronto. Marie Curtis Park provides a gateway connection to the Etobicoke Creek park system and trails as well as Toronto's waterfront system. It is a destination park with features such as a beach, bike trail connections (Waterfront Trail and Etobicoke Trails), off-leash dog area, picnic site, playground, splash pad, wading pool and public washrooms. In addition, it is noted as a good place for scenic views, bird watching, fishing and wildlife spotting (such as the salmon run). Marie Curtis Park is currently 1.2 km (15 min walk or 4 min bike ride along the Waterfront Trail) from the subject lands at the Lakeshore Road East frontage. To the northeast are two golf courses, the public Lakeview Golf Course and the private Toronto Golf Club, located 1.3 km and 1.6 km from the subject lands, respectively.

Another notable open space is under construction immediately to the east of the subject lands and will provide a direct waterfront connection to Marie Curtis Park and eastern waterfront trail network. The 26 ha Jim Tovey Lakeview Conservation Area is a collaborative project between the Region of Peel, City of Mississauga, Toronto Region Conservation Authority and Credit Valley Conservation. The project will create a complete, functional coastal ecosystem including space for meadow, forest, wetland and a cobble beach. The park will provide a new, more naturalized open space experience to the immediate Lakeview area with improved Waterfront Trail connection as well as opportunities to experience wildlife along Lake Ontario. Upon completion of the Jim Tovey Lakeview Conservation Area and the proposed development, the Waterfront Trail will be re-routed along the Lake Ontario shoreline.

As previously noted, there are existing recreational fields located on the subject lands that are leased by the City of Mississauga, named Lakeview Park. Although these fields will ultimately be removed with the full build-out of Lakeview Village, LCPL is seeking to collaborate with City staff on the potential relocation of these fields to the northeast portion of the subject lands in order to maintain recreational activities for a longer period of time in consideration of the project's phasing plan.

3.4 MOBILITY

3.4.1 Transit

The subject lands are currently serviced by MiWay Bus Routes 5 and 23. Route 5 runs east/west from/to Long Branch TTC loop in Toronto along Lakeshore Road East and turns north towards Dixie Outlet Mall, Dixie GO Train Station and loops south at Derry Road East. Route 23 runs east-west along Lakeshore Road between Long Branch Go Train Station to Clarkson GO Train Station, stopping also at Port Credit GO Station. The nearest existing bus stops for both Routes 5 and 23 are at the frontage at Lakeshore Road East and both routes run Monday through Sunday. Connections, through MiWay service, to the City of Toronto's transit system (TTC) connects to the 501 Streetcar Route and 110/123 Bus Routes which connects to the TTC Subway system (Lines 1 and 2) and provide service to Toronto's downtown core. Both buses, with subway connection, and streetcar services allow for the public to get to downtown Toronto in approximately one hour.

The subject lands front onto Lakeshore Road East which is identified as a Higher Order Transit Corridor in the MOP Schedule 6 – Long Term Transit Network. This positions the Lakeview area to enjoy many convenient, safe and reliable public transit options to access local and regional destinations. The MiWay Five Year Transit Service Plan (2016-2020) is moving Mississauga's transit system from a design that radiates from the city centre to a grid network that will allow for more frequent buses along main corridors. Figure 4 illustrates the existing and planned mobility network planned by 2020 that will service the subject lands and the surrounding area. According to the Lakeshore Connecting Communities Plan, a City-initiated review of future transit expansions, Lakeshore Road East will benefit from a future Bus Rapid Transit route with dedicated bus lanes (BRT) with three bus stops in immediate proximity to the subject lands at the intersections of Lakeshore Road East and Dixie Road, Haig Boulevard, and Lakefront Promenade. The BRT stops are classified as future Major Transit Station Areas as per the Growth Plan. Enhanced service is planned within the subject lands along the south extension of Hydro Road and east/west to Lakefront Promenade. This means that all future residents of the proposed development will reside within a 5 min walk to a regular local bus stop and 10 min walk of a Higher Order BRT stop.

The subject lands are conveniently located between two higher order Metrolinx/GO (GO) Train Stations along the Lakeshore West Line, GO Transit's most frequent service and used corridor. The nearest station, Long Branch GO Train Station, is located 1.6 km from the frontage at Lakeshore Road East. Travel time to/from this station can vary from 20 min on foot, 8 min by bike (using the Waterfront Trail) and 8 min using MiWay transit. Port Credit GO Station is located 4 km west of the subject lands. Reaching Port Credit GO Station takes approximately 11 min by transit, 8 min by private vehicle, or 16 min by bike (via the Waterfront Trail). Both options provide regional transit opportunities and destinations such as downtown Toronto's Union Station (15 min from Long Branch GO). Currently, the Lakeshore West GO Train delivers all-day, two-way service Monday through Sunday. Rush-hour service is provided between Toronto to Hamilton (stopping in Port Credit) during weekday morning and afternoon rush hour periods. The

Lakeshore West GO Expansion project (expected completion in 2025) will improve upon this service by delivering two-way 15 min service or better between Burlington and Toronto and expanding the rush hour service to all-day, hourly service seven days a week.

The Metrolinx 2041 Regional Transportation Plan (2041 RTP) further recognizes the two-way 15 min service upgrade for the Lakeshore West GO line, as shown in Figure 5. Further, the 2041 RTP also identifies Lakeshore Road East as an LRT/BRT rapid transit corridor, and specifically identifies Lakeshore Road East as part of the Waterfront West LRT listed as Project #37 as shown in Figure 6. The Waterfront West LRT is one of Metrolinx's thirteen projects in Development, meaning a future project in advanced stages of planning and design and is intended to run from Union Station to Port Credit GO and further west to Mississauga Road. The 2041 RTP also identifies projects currently in Delivery, including the Hurontario LRT, with a terminal station located west of the subject lands in Port Credit, which is anticipated to be complete by 2021. Alignment of the proposed development with the 2041 RTP is further discussed in conjunction with the Growth Plan as the 2041 RTP is intended to operate in conjunction with the Growth Plan land use policy direction.

3.4.2 Active Transportation

The subject lands front onto Lakeshore Road East which is identified as a *Primary On-Road/Boulevard Route* in the Mississauga Official Plan Schedule 7 – Long term Cycling Routes. Similarly, Dixie Road and Cawthra Road are identified as *Regional Primary On-Road/Boulevard Routes*. In addition, Schedule 7 also identifies the Lake Ontario Waterfront Trail and Haig Boulevard as *Primary Off-Road Routes* for cycling. Currently, existing cycling routes in close proximity to the subject lands are the Lake Ontario Waterfront Trail, an off-road multi-use trail that currently runs east-west along the waterfront and detours north to Lakeshore Road East around the subject lands. The Waterfront Trail is a regional route extending east into Etobicoke in the City of Toronto and west through Port Credit and beyond. On a local scale, the trail connects a variety of waterfront parks.

The City of Mississauga Cycling Master Plan (2018) and the Lakeshore Connecting Communities Study further articulates a vision for an improved cycling network and proposes separated bike lanes along Lakeshore Road East and Cawthra Road, bike lanes stretching south within the subject lands, a Shared Cycling Route on Haig Boulevard and a re-routed Multi-Use Trail for a Waterfront Trail that runs along the true Lake Ontario shoreline. Although existing cycling infrastructure remains under-developed in the area, planned improvements will contribute to a well-connected cycling network with improved use for recreation and utilitarian access to transit and other services. It should be noted that once the LCPL lands complete development of the waterfront park system (currently envisioned in the first phase of project development), and the Jim Tovey Conservation Area is open to the public, the Waterfront Trail will relocate to the LCPL lands and this will facilitate a near completely off-road connection from the LCPL lands to the TTC Long Branch loop as well as the Long Branch GO station.

3.4.3 Road Network

Lakeshore Road East is identified as an Arterial Road in Schedule 5 – Long Term Road Network of the City of Mississauga Official Plan. Cawthra Road and Dixie Road are identified as Regional Arterial and Regional Major Collector Roads, respectively. These routes are intended to support large traffic volumes and provide enhanced access to key destinations within the City. Further to the north of the subject lands is the Queen Elizabeth Way (QEW), a Provincial Highway with access from Cawthra Road and limited direct access from Dixie Road. The QEW provides access to other regional destination and connects with Highway 427 in

Etobicoke to the northeast of the subject lands. Within the subject lands, Lakefront Promenade and Hydro Road extensions and proposed Street 'A' connecting the two are identified as Future Major Collector in Schedule 5 of the Official Plan. The remaining streets in the proposed development are identified as Future Minor Collector roads.

3.5 CONCLUSION

The subject lands are located within an area with convenient access to a diverse variety of community amenities, services and transit options. A number of grocery stores and other commercial establishments exist in the surrounding area that will service future residents, particularly in the short term. A range of public and separate schools in the existing area will accommodate the majority of future demand for students of all ages. It is acknowledged a public elementary school will be required to support the growing population of the Lakeview neighbourhood. The Carmon Corbasson Community Centre and the various other facilities in its direct vicinity is a key community hub that exists in the surrounding area that will also serve future population. Future residents will be well serviced by a variety of parks, open spaces and recreational opportunities from more passive park spaces to the regional Waterfront Trail and Jim Tovey Lakeview Conservation Area. Linking all these community amenities together is a network of existing and planning transit and active transportation infrastructure. The subject lands are well positioned in close proximity to two existing and planned higher order transit lines (BRT and GO Train) and is conveniently linked to local and regional transit opportunities.

It should be recognized that with the full development of Lakeview Village, the availability of amenities such as commercial opportunities, parks and open spaces, active transportation networks, recreational and cultural opportunities will be significantly enhanced, therefore benefiting future residents of the proposed development and existing members of the surrounding community. For example, the proposed ZBLA permits a variety of retail uses including a grocery store, among others. LCPL and the project team are further seeking to obtain a grocery store anchor tenant for the portion of the lands at the Lakeshore Road East frontage, as well as a potential "satellite" location internal to the site. This is one example where the surrounding community will greatly benefit from the proposed development and the future services and amenities it will provide.

4.0 DEVELOPMENT CONCEPT

4.1 OVERALL VISION

Lakeview Village occupies a large and significant piece of Mississauga's waterfront and represents the most unique, innovative and exciting waterfront community development in the greater region while reconnecting the City's people with the waterfront. Lakeview Village will become a model diverse, sustainable and mixed-use community. A mix of diverse residential offerings, high quality employment and significant commercial, cultural, recreational and institutional uses will create a unique destination and complete community for future residents and visitors alike.

As shown on Figure 7, Lakeview Village will be comprised of seven districts, each characterized by a unique sense of place that will collectively contribute to the projects overall vision and experience:

LAKEVIEW GATEWAY	Lakeview Gateway will provide a significant entryway into Lakeview Village. This district will be defined by a mixed-use landmark building on Lakeshore Road East and will offer commercial uses geared towards every-day necessities such as a grocery store at grade with residential and office uses located on upper floors. Lakeview Gateway will also provide entry to the Serson Creek corridor. These new commercial uses will provide close by shopping opportunities for existing and future LCPL residents.
OGDEN GREEN	Ogden Green will be predominantly residential in nature and will consist mainly of a mix of townhouse units and mid-rise buildings offering apartment units. At its core is Ogden Green Park, a central community gathering space that will anchor the district and promote community interaction and sense of place. Ogden Green will be well connected to its neighbouring districts and the surrounding community by planned transit routes and pedestrian and cycling networks that utilize the proposed street grid and open space system.
WATERWAY COMMON	Central to Lakeview Village is Waterway Common. This district features Waterway Common Park, a significant four-season public space that will host a variety of outdoor experiences and will be a key gathering space for the Lakeview Village and broader area community. Waterway Common will be characterized by mid-rise and taller building forms demonstrating architectural excellence and superior urban and landscape design that will enhance the experience of the public realm. This district will be a critical component in the early phases of the development through providing destination activities and will host the first residents of Lakeview Village.

LAKEVIEW SQUARE

At the heart of Lakeview Village, is Lakeview Square. Lakeview Square converges significant open space, commercial, cultural, institutional and employment uses and will be a destination for the local and broader community. Lakeview Square will be characterized by ground floor commercial uses with a mix of residential and office uses on upper floors to frame the square and encourage activity at all times of day. Lakeview Square is located along a Character Street and will be designed to prioritize the pedestrian and enhancing sense of place.

THE MARINA

The Marina district is characterized by a taller built form demonstrating architectural excellence that is considerate of the adjacent waterfront park and trail system. The buildings proposed within this district will 'earn the sky' and serve as landmark features for the local community to support wayfinding and sense of place as well as mark the presence of the City of Mississauga on the Lake Ontario shoreline. The Marina district will provide residential and some commercial opportunities and will ensure pedestrian permeability through the built form.

SERSON INNOVATION
CORRIDOR

The Serson Innovation Corridor will be a model of innovative city-building. It will offer an integrated mix of office and next-generation employment uses that are well connected by transit and active transportation networks and will complement its neighbouring residential, cultural, institutional and open space areas. The Serson Innovation Corridor will be connected to significant institutional/cultural uses to the south.

INSPIRATION POINT

This district contains a destination public waterfront park and a publicly accessible pier extending 600 m out onto Lake Ontario. Once a former industrial pier, Inspiration Point will become one of the most inviting and celebrated features of Lakeview Village. This feature will be unique on Lake Ontario as a reutilized industrial feature incorporated in to a multi-use community and will be a regional tourism draw for Lakeview and the City of Mississauga. Predominantly mid-rise housing will be provided in Inspiration Point and the waterfront park will host the re-routed Waterfront Trail and provide diverse opportunities for future users to engage with nature, recreate and access cultural opportunities.

4.2 PROJECT STATISTICS

The following Table provides an overall summary of key elements and statistics with respect to the proposed development:

Table 4. Proposed Development Statistics

Site Statistics				
Gross Site Area	71.27 ha		176.1 ac	
Land Use Breakdown	Private Development Lands (excludes MLA lands)		Total LCPL Property	
	ha	ac	ha	ac
TOTAL AREA	44.03	108.8	71.27	176.1
Greenland/Hazard Lands	1.11	2.74	5.58	13.79
Water (Lake Ontario/Inlets)	0	0	7.17	17.72
Residential Medium Density	19.87	49.10	19.87	49.10
Mixed Use	5.16	12.75	5.16	12.75
Mixed Use Cultural Hub	0	0	1.14	2.82
Business Employment	3.34	8.25	3.34	8.25
Institutional	0	0	3.56	8.80
Public Open Space	5.21	12.87	14.50	35.83
Right of Way	9.34	23.1	10.95	27.1
Proposed Residential Component	Unit Count		Total GFA (m²)	Total GFA (ft²)
TOTAL	8004		712,669	6,414,855
Townhouse (Rear Lane)	54		9,288	99,900
Townhouse (Dual Frontage)	111		17,205	184,926
Townhouse (Roof Top)	116		21,692	233,160
Townhouse (Standard)	17		2,703	29,019
Townhouse (Back-to-Back Standard)	104		13,000	139,880
Mid-Rise (Podium Townhouse)	272		52,775	468,384
Mid-Rise (Apartment)	5026		410,606	3,623,746
Taller Building (Apartment)	2304		185,400	1,635,840
Non-Residential Component	Total GFA (m²)		Total GFA (ft²)	
Commercial/Retail	22,108		237,968	
Office	51,594		555,356	
Cultural	24,287		261,423	
Institutional	71,815		773,009	
Density				
Total FSI	2.02 (gross)		2.38 (net)	

**PLEASE NOTE: that the above project statistics are subject to change with the anticipated evolution of the proposed development plan. It is further noted that the GFA (Gross Floor Area) calculations are conceptual and based on gross building sizes.*

4.3 PROJECT PHASING

The proposed development is intended to be phased according to the Phasing Plan shown in Figure 8 and is anticipated to be built out over a horizon of approximately 10 years. LCPL seeks to introduce publicly accessible open spaces in the first phases of the development (Phase 1A), including the waterfront park and Waterway Common, in order to generate critical mass, draw attention to the development and prioritize the long-awaited community desire for public access to the waterfront. LCPL will continue to coordinate with the City on delivering the Western Pier project. The Phasing Plan will further seek to incorporate opportunities for placemaking throughout the development process.

The Phasing Plan considers the need to coordinate with City and Regional staff in delivering parking, stormwater management, sanitary, water and wastewater and road infrastructure as well as potential opportunities for cultural and institutional uses as well as the implementation of Vacuum Waste and District Energy systems on the site. The Functional Servicing Report prepared by Urbantech provides further information on phasing as it relates to the delivery of infrastructure. The Phasing Plan will also align with the project's remediation process. It should be noted that the Phasing Plan is subject to change and further detail will be provided with future submissions. For example, if a user is found for the Institutional block (currently Phase 3C3), LCPL will work with the approval authorities to accelerate delivery of that phase of the LCPL project in line with the user's requirements.

4.4 MOBILITY

Lakeview Village will be designed to have a fine-grain street pattern and will prioritize the use of transit and active transportation. Figure 9 shows the planned street hierarchy for the proposed development. The proposed road network will consist of a mix of Major Collector Roads, Minor Collector Roads and Local Streets and will be designed to allow people using various modes of travel to access and navigate the site safely and conveniently. Proposed Streets C, D, K and the southern portion of Street H are further identified as Character Streets which will prioritize pedestrian mobility, contain urban streetscape elements and contribute to overall sense of place along the waterfront and Lakeview Square area. The proposed development, upon build-out of the broader Major Node area, will have four key accesses onto Lakeshore Road East from its collector roads on Lakefront Promenade, Street G (extension of Ogden Avenue), Hydro Road, and Street I (extension of Haig Boulevard). In accordance with the Phasing Plan, Lakefront Promenade will serve as the first road access into Lakeview Village. Lakefront Promenade will be extended into the site and terminated in a roundabout just north of the inlet. This extension will provide early and continued access to the waterfront and parks as well as residential uses within the first phases of the proposed development.

As mentioned previously, there is existing MiWay bus service along Lakeshore Road East. A BRT line is planned along Lakeshore Road East which will provide convenient access to west to the Port Credit GO Train Station and planned Hurontario LRT, and east to Long Branch GO Train Station and TTC transit service. Further an enhanced bus route is planned to extend into the site along the proposed Major Collector Roads, providing transit access within 225 m of all residential, open spaces, commercial, and institutional uses, as noted in the Traffic Considerations Report prepared by TMIG. The proposed development will support the implementation of this enhanced transit route and LCPL will coordinate with staff in the provision and phasing of transit service within the site. Proposed bus stops will be implemented at a spacing of

approximately 300 m along this planned transit route. An interim bus service utilizing the Lakefront Promenade road extension and roundabout is proposed to ensure a smooth transition of available transit service. LCPL's goal is to ensure the earliest phases of residential development has public transit opportunities from the very earliest stages of community development.

Active transportation will be prioritized and coordinated with the planning of transit service within the proposed development. Figure 10 illustrates the proposed active transportation network for the subject lands. The proposed development will contain sidewalks on both sides of all proposed streets, on-street bike lanes on all Major Collector Roads, a network of multi-use trails within the park systems and adjacent to minor collector roads including along the Serson Innovation Corridor. In addition, the Waterfront Trail is planned to be re-routed along the Lake Ontario Shoreline. Further consideration will be made for pedestrian comfort, accessibility and convenience through open space and streetscape features such as seating, landscaping, lighting among other features as well as achieving accessibility standards. Walkways and pedestrian mews separate from the proposed street network will be applied within the residential components of the Ogden Green, Waterway Common and Marina districts to enhance pedestrian permeability. The right-of-way designs, by incorporating bicycle lanes, are intended to immediately encourage bicycle use by area residents.

The proposed development seeks to mitigate external and internal traffic impacts by controlling the supply of parking in the public realm as well as the site-specific parking supply. Parking will be provided in a mix of underground garages, limited at-grade parking as well as a number of free-standing parking structures. Figure 11 demonstrates the proposed parking plan for Lakeview Village.

For townhouse units, resident parking is anticipated to be provided predominantly at grade or in limited quantities below grade. For mid-rise and taller buildings, resident and visitor parking will be predominantly provided below grade. In some instances, such as the Marina District, parking will be provided within above grade garages which will be wrapped by residential units to conceal these parking areas. It is anticipated that most parking areas will not be directly visible from the street network. Visitor parking for the residential units within mixed-use areas will be shared with commercial parking. Reduced residential parking standards are applied in order to encourage a more sustainable modal split and discourage the use of personal vehicles.

On-street and lay-by parking will be provided as appropriate and integrated into the streetscape design, balancing the needs of all modes of transportation including bike lanes, sidewalks and bus bays as well as public realm features and stormwater management features that share the right-of-way. A free-standing parking garage is proposed adjacent to the cultural hub and Lakeview Square in consideration of anticipated visitor parking requirements for the significant cultural, institutional and tourism uses being proposed for the area. This garage will help mitigate parking concerns for the rest of the community and is subject to further coordination and discussions with City staff. Any proposed above grade parking structure will consider the use of façade treatments, landscaping and public art to screen the parking use and enhance the public realm.

The proposed development provides the needed physical infrastructure to support a sustainable modal split in the Lakeview Village community. The proposal further seeks to apply various transportation demand

management measure in order to promote the use of this infrastructure and sustainable transportation behavior of future residents and users of the site from early on in the development’s phasing. The reduced parking standards, and other related regulations are TDM measures being deployed through the proposed Zoning By-law Amendment. Other measures may include a temporary shuttle to connect the first phases of the development to transit in lieu of MiWay enhancements to the site or the planned BRT line, sufficient amount of convenient bicycle parking, ride-share and carpooling programs, commuter options brochure, transit incentives, among other opportunities.

Overall the proposed development will prioritize and promote the use of active transportation and transit as primary modes of transportation while reducing dependence on the personal vehicle. Mobility will form a significant component in achieving a model sustainable community. TMIG’s Traffic Consideration Report and Sustainability Strategy both previously submitted as well as the Parking Study enclosed with this application provide further information on how the proposed development satisfies transportation requirements, promotes the use of active transportation and transit and further seeks to implement innovative mobility technologies and transportation demand management measures.

4.5 URBAN DESIGN AND BUILT FORM

Lakeview Village will be designed as a connected community featuring high quality urban design standards for open spaces, streetscapes and built form. As shown in Table 5, the proposed residential component will support a built form that will accommodate a diverse range of housing types including various townhouse forms and apartments within midrise and taller buildings. The diversity of units will provide varied unit sizes and price points that accommodate a diverse range of household needs and incomes and will greatly contribute to housing diversity in the broader Lakeview area. The proposed housing mix is anticipated to incorporate studio/bachelor, 1-bedroom and 2+ bedroom units.

A predominantly mid-rise built form (66%) will be achieved across the site. Table 5 below outlines height details for different housing types and land uses.

Table 5. Built Form Height

Residential Component	Height (storeys)	Unit Count	Percentage (%)
Townhouses	4	402	5%
Mid Rise	5 - 8	5298	66.2%
Taller Buildings	9 +	2304	28.8%
TOTAL		8004	100%
Non-residential Component	Height (storeys)		
Business Employment	5 - 15		
Institutional/Cultural	5-8		

All buildings within Lakeview Village will demonstrate architectural excellence, however taller buildings in particular, will be thoughtfully located and designed to ensure their design “earns the sky” and adequately considers impacts of wind and shadow on the public realm. These taller buildings will serve as local and broader area landmarks and will contribute to the character, identity and sense of place for the local community and the City of Mississauga as a whole. Taller buildings will further earn their location through their function as community landmarks, framing view corridors and open spaces, as well as programming density along transit lines and at key community focal points such as Lakeview Square that will contribute to the activation of public space and placemaking. Built form will further be designed to enhance the public realm through design elements such as defining a base, utilizing expression lines and step backs to ensure an appropriate transition in height that respects the human scale.

A number of supporting studies including the Development Master Plan, Urban Design Study and Height Study submitted previously and with this application provides further information regarding guiding design principles as well as more detailed design considerations such as building setbacks, massing and articulation and other elements that address the relationship of the proposed built form and the public realm.

The Shadow Study prepared by Gerrard Design and Pedestrian Wind Study prepared by RWDI inform on the impact of the built form for shadow on public open spaces and wind comfort conditions for the public realm. Overall, the Shadow Study confirmed that appropriate sun/shadow conditions will be maintained across the subject lands throughout the year with the exception of Ogden Vista Park to the south of the proposed development which, due to its configuration received less than desirable sunlight. The Wind Study has demonstrated that overall, the proposed development will achieve comfortable wind conditions throughout the year and that only a limited number of locations can expect uncomfortable wind conditions. The study confirms that these conditions would be significantly improved with further incorporation of mitigative measures such as landscaping. It is important to note that the results of the Shadow Study and Wind Study (as with the other supporting studies) have and will continue to inform the ongoing evolution of building and district design moving forward. Any areas of concern identified by these studies are intended to be addressed through the ongoing design refinement of the project.

The LCPL project team has very recently completed its Master Architect selection process which has entertained proposals from internationally recognized architect firms to oversee and guide the overall Lakeview Village architectural vision. This process will work to refine and validate height, density and overall design of each district. Moving forward, the Master Architect and LCPL team will further seek to assemble district-specific and building-specific design teams and processes to ensure design excellence throughout the site and that a diverse and interesting built form and skyline is achieved. As this process continues, the ultimate built form of the site will be further shaped and refined and will incorporate additional feedback from staff and the community.

4.6 AFFORDABLE HOUSING

Lakeview Village is an exciting opportunity to diversify the housing mix of the Lakeview area, which is currently dominated by detached dwelling and other low-density built form. The proposed diversity of unit types, including various apartment-built forms and townhouse dwellings, within Lakeview Village immediately presents housing alternatives to existing and prospective residents. In terms of unit size, the proposal offers a mix of studio/bachelor, 1 bed and 2+ bed units in the mid-rise and taller element buildings as well as a variety of townhouse unit typologies. This caters to a broad set of space and cost needs for the expected future population including students, families, older adults and young professionals. Further, this supports aging-in-place and may contribute to opening space within the existing Lakeview supply of family-supportive housing with more diverse options for downsizing.

LCPL has held discussions with and will continue to discuss and collaborate with the City of Mississauga, Region of Peel and other potential partners in exploring appropriate opportunities to deliver dedicated affordable housing options which cater to low-income and middle-income households. An Affordable Housing Brief is enclosed with this submission which provides further detail on the context of affordable housing in Lakeview, policy considerations and potential avenues for discussion which can contribute to achieving a desirable and feasible mix of affordable housing in Lakeview Village.

4.7 PARK & OPEN SPACE SYSTEM

The proposed development will greatly contribute to the network of existing parks and open spaces in the surrounding area. The waterfront park will fill a significant missing piece of the waterfront trail and waterfront park system along Lake Ontario and will provide access for people to the water's edge. The waterfront park will become a destination for the local and broader community and region and will feature a unique industrial pier that extends 600 m into Lake Ontario. The proposed development further provides an interconnected north-south and east-west open space network throughout the site that will accommodate a diverse range of activities and experiences from more passive and contemplative leisure activities and opportunities to engage with and appreciate nature in an urban context, to highly active water and land-based activities. This network will ensure equitable and walkable access to all scales of open spaces for all future residents and will invite in the surrounding community. The proposed network achieves and greatly exceeds the goals set out in the Parks and Open Space Master Plan (2019) which seeks to achieve parks within 800 m of all households. The open space system will enhance mobility of pedestrians and cyclists to reach needed services and promote physical activity. In addition to the sidewalks and walkways previously mentioned, trail networks will provide additional pedestrian routes along the waterfront and along Serson Creek which will be improved and naturalized.

The following Table outlines public park and open space details:

Table 6. Proposed Parks and Open Space

	Area (ha)	Area (ac)
Public Parks		
Ogden Green	1.11	2.74
Aviator Greenway	1.5	3.71
Waterway Common	2.17	5.37
Panorama Point Park (waterfront)	2.82	6.97
Ogden Vista Park	0.41	1.01
Channelside Park (waterfront)	2.2	5.44
Inspiration Park (waterfront)	4.27	10.55
TOTAL	14.48	35.79
Public Parks with Natural Hazard (Waterfront Only)		
Prior to Coastal Shoreline/Hazard Study (City's April 2018 Estimate)	10.24	25.30
After Coastal Shoreline/Hazard Study	4.02	9.93
Total New Parkland Area Along Waterfront	6.22	15.37

The completion of a Coastal Shoreline Hazard Assessment prepared by Baird, the report has refined and confirmed the natural hazard limits along the Lake Ontario shoreline through technical analysis. This report was prepared to satisfy technical CVC requirements and has resulted in an increase of land that is hazard-free and in some locations support direct access to the water. The Parks and Open Space Plan enclosed with this application provides a conceptual vision for park and open space design and features. These open space features and their programming will be further refined and confirmed through continued collaboration with the City of Mississauga.

The proposed parks and open space system will complement and provide an appropriate transition to the adjacent Jim Tovey Lakeview Conservation Area. The system will create and enhance habitat for wildlife through increased vegetation and creation of new habitat, and revitalization of Serson Creek and the industrialized waterfront of the subject lands. This will support biodiversity for shoreline wildlife such as migratory birds and contribute to terrestrial and aquatic habitat connectivity in an urban context.

4.8 SUSTAINABILITY

Lakeview Village will be planned to be a model sustainable community and will set a precedent for sustainable development across the GTHA and beyond. The proposed development achieves this vision through aspects discussed already such as the proposed well-connected active transportation network, transit supportive densities, transportation demand management measures, parks and open space system, and compact built form and mix of uses. In addition to these, the proposed development and project team are exploring how to implement a suite of innovative sustainable technologies that will shape mobility, energy use and generation, biodiversity, stormwater management, waste management and built form.

Of particular note, the project team is coordinating with municipal and regional staff to explore the implementation of Vacuum Waste and District Energy systems in Lakeview Village. These technologies, if

implemented, would serve to improve the efficiency of waste collection systems as well as improve energy efficiency using alternative energy sources resulting in positive benefits for future residents. Further, implementation in Lakeview Village will set a benchmark precedent for furthering these technologies elsewhere in the City and broader region. These uses are permitted within the proposed ZBLA however, their implementation is dependent on the collaboration with municipal and regional departments and staff as well as access to funding for these technologies.

The proposed development seeks to utilize green infrastructure in building and streetscape design to manage stormwater, enhance the public realm and support biodiversity. Where feasible, building design will incorporate sustainable practices focusing on managing energy use and seek to achieve sustainability certifications. The commitment to implementing world-class sustainability technologies and initiatives is in line with the objectives of the LWMNCA policies which identifies sustainability as a key objective and principle for the future community. Further information on other potential sustainability features are presented in the Sustainability Strategy submitted to City staff on December 17, 2018.

5.0 PROPOSED ZONING BY-LAW AMENDMENT & DRAFT PLAN OF SUBDIVISION

To permit the proposed development concept, a Zoning By-law Amendment and Draft Plan of Subdivision are required. The following discussion outlines the various zoning provisions and configuration of the various uses proposed that provide the framework for implementing the proposed development concept.

5.1 PROPOSED ZONING BY-LAW

The following section is provided to give further details on the specifics of the implementing zoning by-law appended to this report as Appendix "I". It is anticipated that this document will be revised as the evolution of the community plan and associated design and technical information is received. It is also hoped City staff will provide guidance on their early acceptance to the fundamentals of the by-law structure and intent so as to allow for easier revisions as part of formal resubmissions back to the City. It is anticipated that should the DMP and associated development applications be formally revised, a supplementary by-law will be provided accordingly.

The implementing zoning by-law has been prepared on the following basis:

GENERAL COMMENTS

- The use provisions noted in either the residential zone or in the commercial, employment and institutional zones are designed to fundamentally match the MOP provisions applicable for each designation. The MOP under section 13.3 also gives specific direction to certain blocks containing uses (i.e. district energy in "Institutional" lands, or limited commercial on certain residential blocks).
- The height limits noted in all zones are similarly prepared to match, where applicable, the MOP provisions based on precinct and/or specific height policies. As noted in later in Section 7 and 8 of this report, certain buildings exceeding the MOP height limits are not included in this by-law notwithstanding the justification for the increased height as specified in the applicable studies (i.e. DMP, height study). Further, there are buildings shown in the DMP or in the concept plan which indicate lower buildings than what is permitted but the MOP limits are applied for those locations.
- To reflect TDM initiatives as detailed in the various TMIG reports, the implementing zoning by-law has been prepared with innovative standards which reinforce TDM as well as speak to the modal split/sustainability policies in the MOP. This is reflected in the parking standards amongst other regulations.
- To accommodate alternative sustainable technologies, provisions have been added to permit various anticipated technologies in primarily the employment and institutional lands. Further development of these technologies, and City/Region cooperation in the potential funding and adoption of the use of these technologies will allow for further refinement of the regulations applicable for this infrastructure.
- To accommodate phasing, and interim uses of blocks in support of the development, the implementing zoning by-law allows for various special uses. This includes, for example, a provision for parking lots in residential zones, temporary structures for park spaces to accommodate pop-up programming, as well as infrastructure to accommodate district energy outside of the main facility.

- Lastly, this report has noted the necessity of a City-initiated Official Plan Amendment which does tie in to the proposed implementing zoning by-law. While there are inventive or aspirational plans and solutions to satisfy the built-form, complete community, or sustainable community objectives for this major node, there does not always appear to be the accompanying MOP framework to allow this to be entrenched in an implementing zoning by-law. To this end, the proposed by-law could add details which match some of the supporting plans and reports but has not done so at this time. It is expected that with completion of the City-initiated OPA in recognition of, at a minimum, the Lakeview Village parameters (i.e. height, use permissions, sustainable technology permissions), this implementing zoning by-law will be revised to fully capture the complete development plans for Lakeview Village. Further details on this matter can be found under Section 7 of this report.

SPECIFIC ZONES

The report notes the proposed Zoning By-law Amendment seeks to rezone the subject lands from *Utility - 1* and *Greenlands – 1* to the following zone categories:

1. "RA5-XX" (Residential Apartment - Exception) permits various residential built forms with specific use and/or development restrictions based on specific locations within the subject lands. To reflect the MOP and plans prepared to date, various built forms are permitted. A separate schedule is proposed to provide clarity for specificity for height allowances and certain use provisions which tie in to the MOP framework. For example, height limits proposed match either the buildings as shown in the Height Study and as permitted through the allowance of height exceedances through the preparation of a Height Study, or they are the MOP provisions specific to a certain precinct. Ancillary non-residential uses when applicable have generally been restricted to at-grade locations to provide façade and street animation. A parking lot is proposed for certain blocks in consideration of two scenarios: first, to permit underground public parking in a built environment scenario should the City not proceed with centralized public parking structures on their lands and second, during the initial phases of construction, vacant or partially vacant lots can be used for surface parking. This scenario allows for interim parking until the City builds structured parking and the surface lots can be used as part of surveying to determine non-residential demand for visitor parking to the waterfront open spaces. The proposed zone regulations also expand accessory structure permissions which are more aligned with typical higher-density developments as well as more appropriate landscape and amenity area provisions. The low-rise built forms have specified standards based on both recent experiences by the landowner for this product as well as to create a more urbane experience.
2. "H-RA5-XX" (Holding-Residential Apartment – Exception) permits all the uses noted above but withholds residential uses until specific technical requirements are satisfied. The "H" prefix has been applied due to the identification of a land use (Long Branch Foundry) which while operating has an impact on proposed residential uses. The limit of the "H" zoned lands reflects the land use separation in accordance with the RWDI report recommendation. As these lands are part of later phases of the proposed development, the current uses are reflected in land use permissions (i.e. open space and parking uses) which are permitted until such time as the "H" prefix can be lifted.

3. "C4-XX1" (Mainstreet Commercial – Exception) permits larger commercial uses in a mixed-use environment with at-grade retail. This block, as detailed in the DMP, is primarily meant to be the focus of neighbourhood shopping offering a grocery store and other weekly and convenience type shopping experiences for area and Lakeview Village residents. The zone also continues with the spirit of "main street" uses and allows a mix of uses as permitted in the base "C4" zone provisions. To provide for an animated streetscape, residential uses have exclusions on the ground level of proposed buildings. Height is regulated in accordance with the MOP policies as well as the DMP built form concept. Parking standards proposed generally reflect the most recent City-endorsed standards reflecting research specific to Port Credit but applicable in Lakeview. This zone will also permit the proposed "Discovery Centre" building along Lakeshore Road East which will morph over time beginning as a community engagement space, to a sales centre and for overall project management in support of on-site activities.
4. "C4-XX2" (Mainstreet Commercial – Exception) permits a mixed-use environment with at-grade retail around the village square near the lake. In contrast to the "C4-XX1" zoned lands along Lakeshore Road East, this commercial zone is providing commercial space that allows for local shopping needs as well as destination commercial for the visiting public to the cultural hub as well as the waterfront park system. The zone also contemplates the potential for accommodation uses as well as other non-residential uses which may offer employment opportunities such as office. Residential uses are permitted above the main floor. Height restrictions are based on the MOP policy framework.
5. "C4-XX3" (Mainstreet Commercial – Exception) permits a mixed-use environment for lands intended to be owned by the City of Mississauga. The commercial permissions are intended to be similar, but with some restrictions to "C4-XX2". However, the lands can also be used for cultural and institutional uses, including residential uses which may be in support of a potential post-secondary school user on the adjacent lands designated under the MOP for institutional uses.
6. "E2-XX" (Employment – Exception) permits various employment opportunities, limited commercial uses, and infrastructure uses supporting the overall project lands. Specific to infrastructure, the zone permits defined uses such as Renewable Energy and Waste Transfer Station but does so to accommodate what is currently being proposed as potential infrastructure on the site. The district energy facility as envisioned for these lands will require City and Regional effort to confirm the final design, location, and functional aspects of this facility. Once confirmed, the zoning definitions and regulations can be further reviewed. This approach is also applicable to the alternative waste collection system (Envac) as currently proposed. It should be noted that no distance separation requirements are included in the implementing draft zoning by-law for these infrastructure uses as they are not the typical uses as envisioned under the base City zone provisions. The RWDI land use report notes further analysis of these infrastructure uses will be performed once details are available. Any separation or land use requirements, if necessary, will be reflected in revisions to this by-law.
7. "I-XX" (Institutional - Exception) permits institutional, research, marine-related, infrastructure and some limited commercial uses all in accordance with the MOP provisions. The infrastructure regulations are similar to the "E2-XX" zone noted above.

8. "OS2-XX1" (Open Space - Exception) permits various park/recreation uses intended for various levels of informal and formalized play, but primarily intended for City-wide focussed formalized spaces including waterfront parkland as a destination. This zone also includes marina use and limited commercial uses in buildings or structures which may also be temporary.
9. "G1-XX" (Greenlands – Exception) permits primarily passive recreational uses with protection from natural hazards with some limited commercial uses permitted in temporary structures. The zone includes the Wester Pier portion of the site which is an artificial structure built originally to protect the OPG main lands. This pier offers unique recreational opportunities in that it includes structures which may be repurposed as part of future open space programming.
10. "OS1" (Neighbourhood Open Space), "G1" (Greenlands), and "OS2" (City Open Space) zones permit various park/recreation uses intended for various levels of informal and formalized play, natural conservation areas and passive recreational uses, and neighbourhood and City-wide focussed formalized spaces. These zones are intended to be applied to the subject lands with the applicable base zone provisions.

5.2 PROPOSED DRAFT PLAN OF SUBDIVISION

As shown in Figure 12 the proposed Draft Plan Subdivision provides for a mix of uses subdivided within appropriately proportioned blocks in alignment with the MOP land use direction. Section 51(24) of the *Planning Act* outlines criteria for the consideration of draft plan of subdivisions. Draft plan of subdivisions must consider the health, safety, convenience, accessibility and welfare of the present and future inhabitants of the municipality. Further, Section 51(24) stipulates that consideration of a draft plan of subdivision shall have regard for:

- The effect of development of the proposed subdivision on matters of provincial interest
- Whether the proposal is premature or in the public interest
- Whether the plan conforms to the official plan
- The suitability of the land to be subdivided
- If any affordable housing units are being proposed, the suitability of the proposed units for affordable housing
- Proposed grades and relevant information including highways (roads), and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them
- The dimension and shape of the proposed lots
- Existing or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land
- Conservation of natural resources and flood control
- The adequacy of utilities and municipal services
- The adequacy of school sites
- Any lands to be conveyed for public purposes
- The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy
- The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land

Rationale will be provided throughout this report that demonstrate how the proposed Draft Plan of Subdivision has had proper regard for Section 51(24) of the *Planning Act*. The proposal will implement the vision of the Mississauga Official Plan for a sustainable, mixed-use community and will contribute to the health and welfare of present and future inhabitants of Lakeview and Mississauga through creating new opportunities to access the waterfront, housing, employment and institutional services as well as facilitate active lifestyles and sustainable lifestyles that reduce greenhouse gas emissions. The Draft Plan further supports the safety, convenience and accessibility for inhabitants through the compact mix of uses and dedication to active transportation and transit.

Due to the size and mix of uses it is a suitable approach to subdivide the subject lands. The proposed blocks are appropriate in shape as they are in alignment with the Mississauga Official Plan land use direction. The proposed blocks also do not preclude any future site development plan requirements which may be imposed by the City. While not currently shown on the draft plan, the blocks and overall layout do not preclude affordable housing from being provided specific to any certain area. Once LCPL can confirm with the City and Region acceptable affordable housing provisions, the draft plan will be reviewed to ensure any necessary revisions. As demonstrated to the rationale presented in this report as well as the various technical studies including the FSR & SWM Report, Traffic Considerations Report (previously submitted), among others, the proposed Draft Plan of Subdivision will be adequately accommodated by utilities, municipal services and school sites (existing and in consideration of the proposed new public elementary school, location to be determine) and is designed to optimize the use of the land, consider existing and future legal and grading considerations and conditions, connections with existing road infrastructure, other public infrastructure, and promote energy conservation. The Environment Impact Study, Shoreline Hazard Assessment and other technical studies enclosed with this application demonstrate that the proposed Draft Plan of Subdivision will support the conservation, restoration and enhancement of the natural heritage system and adequately considers flood risk. The draft plan considers the proposed implementing zoning by-law provisions and ensures a complimentary land use block pattern which will allow for successful implementation of zoning considerations such as all forms of housing, commercial, employment, open space, and cultural and institutional uses. Adequate consideration has been provided within this report and all relevant technical studies for the lands to be conveyed to the City of Mississauga (including waterfront park area and all institutional and cultural uses), particularly as it relates to open space and park design, shoreline and creek hazards and urban design.

6.0 PLANNING ANALYSIS OF EXISTING ZONING PERMISSIONS

This section of the report will review the current zoning of the subject lands and evaluate whether or not the existing *Utility -1* zoning is consistent with the Provincial Policy Statement (PPS), conforms to the, Growth Plan for the Greater Golden Horseshoe (Growth Plan), the Region of Peel Official Plan (ROP) or the Mississauga Official Plan (MOP). It is recognized that the site is also zoned *Greenlands – 1*. This portion of the site will generally remain with this zoning unchanged as the development proposal intends on recognizing the existing natural feature and its functions. As a result, the proceeding analysis does not apply to the *Greenlands – 1* zoned lands.

PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS 2014) provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

Section 1 of the PPS outlines policies associated with future development and land use patterns. The Policies of subsection 1.1 emphasize the efficient use of land and infrastructure in support of the creation of healthy, livable and safe communities, particularly in settlement areas. This includes supporting intensification, providing a mix of housing options, encouraging the use of public infrastructure such as public transit and avoiding development and land use patterns that cause environmental or public health concerns. The lands are no longer used or required for a power generating station and given that the lands are serviced and located within a settlement area, a new land use vision has been provided as described in the LWMNCA of MOP for a mixed-use sustainable waterfront community. As such, the existing zoning is not consistent with the policies of subsection 1.1 as the *Utility-1* zoning does not support the most efficient use of land and infrastructure. Further, the current zoning does not contribute to the creation of complete communities or the achievement of intensification, housing diversity and affordability, high quality employment, environmental and public health objectives (Policies of 1.1, 1.4. and 1.3).

GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE and the METROLINX REGIONAL TRANSPORTATION PLAN

The Growth Plan for the Greater Golden Horseshoe came into effect July 1, 2017, replacing the 2006 Growth Plan. Under the Planning Act, all planning decisions with respect to land use shall conform to the Growth Plan. The Growth Plan is intended to be a framework for implementing the Province’s vision for supporting strong prosperous communities through managing growth in the region through 2041. The Growth Plan provides policy direction that aims to facilitate the wise consumption of land through compact built form and intensification as well as the achievement of complete communities.

Section 2 of the Growth Plan provides direction for managing growth. Section 2 places areas within the delineated built up boundaries with access to existing or planned municipal infrastructure and public service facilities as key locations to accommodate intensification as well as support the efficient use of land, resources and infrastructure. Further, Section 2 stipulates that lands within the delineated built up area will be planned to support the achievement of complete communities. This section further promotes compact built form, an appropriate mix of uses, diverse and accessible housing options, high quality and competitive employment opportunities as well as transit-oriented development, particularly along Transit Corridors and Station Areas.

The subject lands are located within the built-up area of Mississauga and is located within a Major Transit Station area along Lakeshore Road East, as such is an ideal opportunity for intensification. Further, the subject lands represent a critical piece in achieving the objective of a complete community in the Lakeview area. The existing *Utility-1* zoning does not permit the mix of land uses and densities required to create a complete community, nor does it represent the most efficient use of land, resources and public infrastructure. As such, the existing *Utility - 1* zoning of Zoning By-law 0225-2007 does not conform with the applicable policies and objectives of Section 2 of the Growth Plan. Similarly, the existing *Utility-1* zoning does not support the Metrolinx 2041 RTP which seeks to optimize the transportation system and better coordinate land use and transportation planning and investment

Section 3 of the Growth Plan provides policy direction for infrastructure to support growth. Section 3 prioritizes the coordination of infrastructure planning and investment with land use planning and seeks to optimize the use of public infrastructure and facilities. In particular, this includes optimizing the use and existing and planned public transit infrastructure, water and waste systems, storm water management, and public services facilities. The existing *Utility – 1* zoning permits a single industrial use which represents an underutilization of these public infrastructure systems and facilities. Further it does not support investment in services such as public transit which is critical for supporting growth and achieving complete communities. As demonstrated through the sale of the subject lands by OPG in March 2018 to LCPL, such a facility permitted in the current *Utility-1* zoning (such as the former Lakeview Generation Station) on the subject lands for energy production is no longer needed. As such, the existing *Utility - 1* zoning of Zoning By-law 0225-2007 does not conform with the applicable policies and objectives of Section 3 of the Growth Plan.

Section 4 of the Growth Plan provides policy direction to protecting, preserving and enhancing important natural features, ecosystems and resources, public open spaces, cultural heritage resources. In addition it seeks to promote a culture of energy and resource conservation and to mitigate and address the impacts of climate change. The existing *Utility – 1* zoning prevents the achievement of the policies of Section 4. The *Utility – 1* zone is an obstacle to habitat connectivity and undermines ecosystem and public health due to a habitat fragmentation and disturbance as well as potential soil and air contamination. These concerns are further exacerbated due to the prominent location of the subject lands from an ecological perspective on the shores of Lake Ontario and adjacent to the Jim Tovey Lakeview Conservation Area currently under construction. The existing *Utility - 1* zoning of Zoning By-law 0225-2007 therefore does not conform with the applicable policies and objectives of Section 4 of the Growth Plan.

REGION OF PEEL OFFICIAL PLAN

The Regional Official Plan (ROP) is the primary long-range strategic land use policy document for the Region of Peel. It is a broad land use policy document, which provides Regional Council with a long-term policy framework for guiding growth and development in Peel Region while having specific regard for protection of the natural environment, managing renewable and non-renewable resources, and outlining a regional structure that manages such growth. It also serves as a bridge between provincial and municipal policy and provides guidance to the area municipalities in the preparation and implementation of their local Official Plans.

As illustrated on Schedule D – Regional Structure of the ROP, the subject property is located within the Region’s “Urban System”. The policies of Section 5.3 provide direction for the Urban System and they encourage sustainable development, compact built form and intensification, optimizing the use of land and

existing and planned infrastructure as well as planning for complete communities and transit supportive densities within the Urban System. The existing *Utility -1* zoning of the subject lands severely restricts any community uses and is not representative of the encouraged mix of uses, built form or densities in the Urban System and do not support the achievement of complete and transit-supportive communities. Section 5.3 further seeks to achieve an urban structure, form and densities which are pedestrian-friendly and takes into account the characteristics of the existing community. The existing *Utility -1* zone is a barrier to a continuous waterfront multi-use trail and the permitted built form does not represent the most appropriate form for the surrounding Lakeview community or its prominent location on the Mississauga waterfront. The existing *Utility -1* zoning therefore does not conform to the policies and objectives of Section 5.3 of the ROP.

Section 5.5 of the ROP provides direction for growth management and intensification. The policies and objectives of Section 5.5 promotes compact built form and the redevelopment and intensification of underutilized and brownfield sites within built-up areas. This is to optimize the use of existing infrastructure and services, reduce dependence on the automobile and promote the use of public transit and active transportation, and to facilitate the achievement of vibrant and complete communities. The existing *Utility -1* zoning represents the underutilization of land within an area well serviced by public infrastructure and with limited opportunities for intensification. The existing zoning currently does not facilitate intensification or a mix of uses that may support public transit, complete communities or sustainable transportation behaviours. The existing *Utility -1* zoning therefore does not conform to the policies and objectives of Section 5.5 of the ROP.

Section 5.8 of the ROP provides direction for housing in the Region. The ROP recognizes a diverse range of housing options which supports households of various incomes, preferences, accessibility needs, and stage of life is essential in the achievement of complete communities. As the existing *Utility -1* zoning does not permit residential uses, it does not conform to the general objectives of Section 5.8 of the ROP or the planned residential designations provided within the City of Mississauga Official Plan.

Section 5.9 provides policy direction as it relates to the transportation system across the Region. The subject lands front onto a “Other Rapid Transit Corridor” on Schedule G - Rapid Transit Corridors and onto a “Major Road” shown on Schedule E – Major Road Network. Further, the City’s Lakeshore Connecting Communities Plan places two Bus Rapid Transit stops along the section of Lakeshore Road East adjacent to the subject lands and the lands are near to two GO Train Stations to the east and west. This positions the subject lands, in the eyes of Section 5.9 of the ROP, as an ideal location for intensification for transit-supportive built form and densities. Also, Section 5.9 further encourages development and planning to support a sustainable multi-modal transportation system which prioritizes active transportation and public transit. The existing *Utility -1* zoning does not support transit supportive built form, mix of uses or densities and is a barrier to promoting active transportation in the Lakeview neighbourhood. As such, the existing *Utility -1* zoning does not conform to the policies and objectives of Section 5.5 of the ROP.

MISSISSAUGA OFFICIAL PLAN & LAKEVIEW WATERFRONT MAJOR NODE

The City of Mississauga Official Plan (MOP) provides direction for the next stage of the city’s growth and articulates a vision for a future Mississauga through specific guidance for both the public and private sectors in the ongoing evolution of the city. The MOP provides planning policies to guide the city’s development to the year 2031, as required by Provincial legislation. The MOP provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment as well as to set out the goals, objectives and policies to guide future development,

redevelopment and intensification within the City. It also forms the basis for detailed land use designations and urban design policies.

The existing *Utility-1* zoning was originally intended to permit the use of the former OPG Station which was decommissioned in 2007. Since this time, the subject lands have been vacant and have been provided a new vision through Official Plan Amendment 89 (OPA 89), which became the LWMNCA policy framework, to be redeveloped as a new mixed use and sustainable community. The subject lands are currently designated “Medium Density Residential”, “Mixed Use”, “Public Open Space”, “Greenlands”, “Institutional” and “Business Employment” within the Lakeview Waterfront Major Node policies of the MOP. The existing *Utility -1* zoning does not permit these land uses and therefore is no longer in conformity with the policies of the MOP or the new vision outlined in the Lakeview Waterfront Major Node policies of the MOP.

CONCLUSION

The existing *Utility-1* zoning of the subject lands is outdated and is no longer needed for Provincial energy generation. The existing zoning therefore does not support the new intended uses and function as a sustainable, mixed use and complete community. The Zoning By-law provisions for the subject lands are therefore inconsistent with the policies of the PPS and is not in conformity with the policies of the Growth Plan, Metrolinx Regional Transportation Plan, ROP or MOP. As such, a Zoning By-law Amendment is required to bring the Zoning By-law into conformity with these municipal, regional and provincial plans.

7.0 PLANNING ANALYSIS & JUSTIFICATION OF PROPOSED ZONING BY-LAW AMENDMENT AND DRAFT PLAN OF SUBDIVISION

The following discussion will evaluate the proposed development concept along with the required ZBLA in respect to the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Metrolinx Regional Transportation Plan, the Region of Peel Official Plan, the City of Mississauga Official Plan and City of Mississauga Zoning By law 0225-2007. These provincial and municipal plans are meant to guide land use decisions in Ontario and provide the policy direction for local municipal land use planning.

7.1 PROVINCIAL POLICY STATEMENT (2014)

The PPS provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters “shall be consistent with” policy statements issued under the Act.

7.1.1 Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns

Section 1.1 of the PPS outlines policies associated with future development and land use patterns. Policies 1.1.1 and 1.1.3 provide direction for creation of healthy, liveable and safe communities and ensuring available land for an efficient mix of land uses:

“1.1.1 Healthy, liveable and safe communities are sustained by:

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b. accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c. avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d. promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- e. improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- f. ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- g. promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where

an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.”

The proposed development and supporting ZBLA will support the creation of a healthy, safe and livable community and are therefore consistent with the above policies of the Section 1.1 of the PPS.

The proposed mix of residential, employment, institutional, open space, and commercial uses will accommodate the long-term needs of future residents internal and external to the proposed development. The proposed ZBLA provides a framework to support a great variety of opportunities for residential uses to ensure a diverse range of unit types, tenure and size, and is intended to accommodate diverse incomes, accessibility needs, preferences and stages of life.

The proposed residential densities represent an efficient use of land and promotes cost-effective development patterns. As the site is located within a settlement area, intensification is an appropriate means of accommodating an appropriate range and mix of land uses to meet projected needs. As the surrounding Lakeview context is predominantly low-density with limited opportunities for intensification, the proposed densities for the subject lands further supports the long-term financial well-being of the Province and City. In addition, as demonstrated through the proposed Phasing Plan, Servicing Plan and Sustainability Strategy enclosed with this application, the proposed development ensures that necessary infrastructure and public service facilities will be provided in a timely manner to support current and future demands.

The proposed ZBLA and Draft Plan support a land use and development pattern that enhances biodiversity and environmental health on a brownfield site. The ZBLA permits a range of uses that better address public health and safety than the existing *Utility – 1* zoning. The proposed siting of employment uses to the eastern portion of the subject lands in alignment with the Serson Innovation Corridor shown in the MOP is consistent with the Policy 1.1.1 c) as it provides an appropriate land use transition and barrier to the adjacent regional waste water treatment facility. The Land Use Feasibility Assessment prepared by RWDI concluded that subject to the implementation of mitigation measures, including imposing an “H” holding provision for one part-block on the subject lands, the proposed development can achieve appropriate transition to more sensitive residential uses within the development. Further study is required to incorporate newly available data from the Region of Peel, and other data sources in consideration of future iterations of the development plan.

The proposed ZBLA and Draft Plan promote a land use pattern and densities which are considerate of biodiversity and the impacts of climate change. The proposed development facilitates connectivity of open spaces along the waterfront which will create and improve habitat for migratory birds and other species. Further, the proposed development provides an appropriate transition in land use from the adjacent Jim Tovey Lakeview Conservation Area. The proposed ZBLA supports climate change mitigation and adaptation through the proposed Transportation Demand Management (TDM) strategies intended to discourage the use of personal vehicles and through the proposed built form, potential building and energy design systems, mobility network and densities which will support the use of public transit and active modes of transportation.

The policies of Section 1.1.3 provide direction for growth to ensure efficient land use patterns:

- “1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*
- 1.1.3.2 Land use patterns within settlement areas shall be based on:*
- a. densities and a mix of land uses which:*
 - 1. efficiently use land and resources;*
 - 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
 - 4. support active transportation;*
 - 5. transit-supportive, where transit is planned, exists or may be developed; and*
 - b. range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.*
- 1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*
- Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.*
- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.”*

The proposed development and supporting ZBLA provisions for density and mix of land uses are consistent with Policies 1.1.3.1, 1.1.3.2 and 1.1.3.3 as the subject site is a brownfield site located within a built-up area of a settlement area with convenient access to existing transit options and planned enhanced transit and as such is an ideal site for growth and intensification. Further, the proposed development will be well supported and make efficient use of existing servicing, waste management and other infrastructure systems. The proposed development and ZBLA takes into consideration the existing building stock of the

area through providing more diverse unit types in an area dominated by low-rise detached homes and will support a more diverse housing mix.

The proposed density and compact built form are therefore consistent with Policies 1.1.3.4, 1.1.3.5 and 1.1.3.6 as it appropriately facilitates intensification and a compact built form which will not compromise public health and safety. In addition, growth facilitated by the proposed development will be well serviced by infrastructure and public service facilities internal and external to the subject lands and support the achievement of minimum intensification targets. The specific density of the proposed development will be elaborated upon later in this report under Section 6.4.

The proposed ZBLA supports a mix of land uses, compact built form, TDM measures and densities which promotes the use of active transportation and public transit as convenient mobility alternatives to personal automobiles. This will support the reduction in greenhouse gas emissions and air pollution in the area from transportation. The proposed densities and land use mix are therefore consistent with policy direction for transit-supportive development (Policy 11.3.2). Energy efficiency is promoted through the proposed densities and compact design of the proposed development and is further encouraged through infrastructure and building design as demonstrated in the Sustainability Strategy.

The proposed development and supporting ZBLA is therefore consistent with the above noted policies of Section 1.1.3 of the PPS.

7.1.2 Land Use Compatibility

Section 1.2.6 provides the following policy direction for land use compatibility:

“1.2.6.1 Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.”

The Land Use Compatibility Study prepared by RWDI was conducted to assess the potential impacts of the adjacent employment, industrial and utility operations on the lands adjacent to the subject property as well as potential impacts of proposed uses within the proposed development. The adjacent major facilities would include the G.E. Booth Wastewater treatment facility to the east of the subject lands. This initial study determined that the proposed development can be considered feasible but may require mitigation measures to ensure the proposed residential uses in certain locations remain compatible with the G.E. Booth Wastewater Facility and other adjacent industrial uses. Part of the analysis included confirmation that a portion of one residential block will not permit residential uses as it was within the area of influence of the use and as a result, the proposed zoning by-law had added an “H” holding provision applied until the adjacent industrial uses is no longer in operation. Further analysis will be provided with the evolution of the development plan as well as in coordination with the G.E. Booth Wastewater Facility and its own ongoing studies. Part of the further study will also include reviewing the necessary and proposed infrastructure on the LCPL lands and their potential impacts. This infrastructure includes the District Energy system, alternative Vacuum Waste system, and the sanitary pumping station. Please refer to the enclosed Land Use Compatibility Study for further detail on the proposed development’s proximity to major facilities as well as adjacent industrial and proposed uses on site.

7.1.3 Employment & Long-Term Economic Prosperity

Section 1.3 and 1.7 of the PPS outlines policy direction for employment and long-term economic prosperity. Applicable policies include:

- “1.3.1 Planning authorities shall promote economic development and competitiveness by:*
- a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs*
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*
 - c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities; and*
 - d) ensuring the necessary infrastructure is provided to support current and projected needs.*
- 1.7.1 Long-term economic prosperity should be supported by:*
- b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities;*
 - d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*
 - e) promoting the redevelopment of brownfield sites;*
 - f) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*
 - g) providing opportunities for sustainable tourism development;*
 - i) promoting energy conservation and providing opportunities for development of renewable energy systems and alternative energy systems, including district energy;*
 - j) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature;”*

The proposed development includes significant commercial, employment and institutional components which will contribute a diverse range and mix of employment opportunities and forms of economic activities. As some of these components are to be developed within later phases of this project, the proposed ZBLA supports a flexible range of desirable uses including post-secondary institution, office, among others. Overall, the proposed development will support long term needs of the existing and future residents of the area and appropriately accounts for the needs of existing and future businesses through the siting of proposed commercial and employment areas and proposed densities to support a thriving business community.

The proposed development will support a compact, mixed-use built form that integrates compatible employment opportunities that will support liveable and resilient communities. Resilience is promoted by supporting the ability to walk and cycle to key essentials (grocery store, work, parks/community space, school, daycare, transit) as well as through providing supportive densities to ensure economic resilience of future businesses, particularly locally-owned small businesses being promoted at this location.

The proposed development will encourage local and City-wide sense of place through the design of buildings, public realm, art and heritage interpretation to be determined later in the development process. The proposed development may support sustainable regional tourism through the various destinations proposed including Lakeview Square, Waterfront Park and Pier, re-routed Waterfront Trail, future cultural/institutional uses and world-class architecture and sustainability technologies. These elements will support the competitiveness of Lakeview and Mississauga in attracting economic investment and development.

7.1.4 Housing

Section 1.4 of the PPS provides policy direction for the housing and include the following applicable policies:

- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*
- a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
 - b) permitting and facilitating:*
 - 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and*
 - 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*
 - c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
 - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
 - e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”*

The proposed ZBLA supports a mix of housing types and densities to meet current and future needs of the local and regional market areas and will effectively use land, planned and existing infrastructure and public services facilities and promote the use of existing and planned active transportation and public transit.

Given the limited ability of the surrounding area to accommodate intensification and unit diversity, the proposed development is a significant opportunity to deliver sustainable densities.

The proposed ZBLA provides for a mix of housing types that will contribute to a more diverse housing stock in the area which is currently dominated by low-rise homes unaffordable to many. The projected housing requirements of the regional, and local, markets call for a more diverse housing mix than what exists in the area which support middle income households. This includes townhouse and apartment units, condo and rental tenures, and diverse unit sizes which support aging in place and diverse household incomes. The proposed development will include a mix of unit sizes and tenure types as well as the inclusion of housing affordable for low- and middle-income households in coordination with City and Regional staff. Please refer to the Affordable Housing Brief enclosed with this application for further detail on LCPL's housing strategy.

The proposed development and supporting ZBLA are therefore consistent with the housing policies of the PPS.

7.1.5 Public Spaces, Recreation, Parks, Trails and Open Space

Section 1.5 of the PPS provides the following policy direction for parks and open spaces:

"1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*
- c) providing opportunities for public access to shorelines; and*
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas."*

The proposed development and supporting ZBLA is consistent with the above policies of the PPS. The proposed street grid and pedestrian network will encourage safety and community connectivity and encourage active transportation. The proposed development provides an integrated network of open spaces throughout the site which will provide an equitable distribution of publicly-accessible parks and open spaces for a range of activities and will be welcoming to all. This open space network will facilitate social interaction and activities in various capacities across the diverse size and function of various parks, streets and walkways. The open space system will provide the easiest access with nearly every residential block either adjacent an open space block, or across the street from one. This network of parks also provides a great benefit for children as they can use it as their first experiences with way-finding for parks spaces and their uses, educational facilities, and other experiences. Eventually with age, the network of spaces provides the first freedom as individuals by accessing other area commercial uses or recreational opportunities, such as waterfront parks. This is also accompanied by using the network to learn to be comfortable with bicycling in an off-road environment.

The proposed development will open the length of the Lake Ontario waterfront for public access and will reroute the Waterfront Trail along the true shoreline. The proposed development will minimize negative impacts on the adjacent Jim Tovey Lakeview Conservation Area through the use of appropriate landscape and public use transition to the Conservation Area.

7.1.6 Infrastructure and Public Service Facilities

Section 1.6 of the PPS provides policy direction for essential infrastructure systems including sewage, stormwater and waste management, transportation and public services facilities. Policy 1.6.1 of this section stipulates that infrastructure and public service facilities shall be planned in a coordinated, efficient and cost-effective manner to ensure project needs are met. The proposed development and supporting ZBLA are consistent with this policy through efficient and cost-effective densities and a mix of uses planned in coordination with existing and planned infrastructure.

Policy 1.6.5 notes that public service facilities should be co-located in community hubs with access to transit and active transportation to promote cost-effectiveness and facilitate service integration. The proposed development and supporting ZBLA permits the opportunity for co-locating uses such as “post-secondary”, “cultural/institutional” with the Lakeview Square. Lakeview Square is the identified “community hub” of Lakeview Village. Within the Square, these uses are co-located with commercial, employment, residential and recreational uses to contribute to a vibrant community hub and will offer convenient access to transit and active transportation. As such, the proposed development and ZBLA is consistent with Policy 1.6.5 of the PPS.

The policies of Sections 1.6.7 for the Transportation System stipulate that efficient use shall be made of existing and planned infrastructure through supportive land use patterns, TDM measures, densities and mix of uses in order to reduce the length and number of vehicle trips and support active transportation and transit systems.

The proposed development and supporting ZBLA proposes a number of TDM measures including reduced parking standards, bicycle parking, car-sharing and bicycle-sharing, and interim shuttle bus to encourage transit usage early on in the development process. The proposed ZBLA provisions for density and land use mix will help minimize the length and number of vehicle trips required as regular services are located in close proximity to each other and are easily reachable via walking, biking or transit. In addition, the proposed densities will support the use of current and future active transportation and public transit infrastructure by future residents of the proposed development but also to the benefit of the surrounding Lakeview community. Further in this report, the idea of exploring increasing density is noted as a way to further reinforce the investments in existing and proposed public transit infrastructure.

In addition, consistent with Policy 1.6.8.3 regarding Transportation Corridors, the proposed zoning supports a density that is compatible with and supportive of the long-term viability and function of the Lakeshore Road transportation corridor and planned enhancements to public transit services.

The policies of Section 1.6 provide direction for stormwater and waste systems (Policies 1.6.2, 1.6.6.7 and 1.6.10.1). These policies promote the use of green infrastructure and low impact development features. Waste management systems are to be considerate of land use patterns on waste generation, management and diversion to accommodate present and future requirements. Policy 1.6.11.2 promotes alternative energy systems, where feasible. The proposed development is consistent with these policies through the considerations of various green infrastructure and low impact development features as well as innovative waste management and alternative energy systems. Further detail on these features are provided in the enclosed Functional Servicing Report (enclosed with this application) and Sustainability Strategy (previously submitted).

7.1.7 Energy Conservation, Air Quality, Climate Change & Natural Heritage

The policies of Sections 1.8 provide direction and support for energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and climate change adaptation through land use and development patterns. These land use and development patterns shall promote compact built form, the use of active transportation and transit, improve the proximity and mix of employment and residential uses to reduce congestion and commute times, and to promote alternative energy systems (Policy 1.8.1). The proposed development is consistent with this policy objective in that it represents a compact and transit-supportive built form and proposed densities. Further, the proposed mix of uses will facilitate shorter distances between employment and residential opportunities and are supported by existing and planned higher order transit. In addition, LCPL and their project team are exploring potential options regarding the implementation of district energy in the proposed development in coordination with City and Regional staff as described in the enclosed Sustainability Strategy.

The policies of Section 2.1 for Natural Heritage acknowledge that Ontario's long-term prosperity, environmental health and social well-being depend in part on conserving biodiversity and protecting natural heritage resources for their economic, environmental and social benefits. Policy 2.1.2 emphasizes that diversity and connectivity of natural features should be maintained, restored or improved to facilitate long-term ecological function and biodiversity of natural systems. The proposed redevelopment of the former industrial site provides a great opportunity to restore and improve landscape and habitat connectivity between the existing waterfront park system to the east and west of the subject lands and future Jim Tovey Lakeview Conservation Area through the proposed Waterfront Park as well as north-south along the proposed redevelopment and naturalization of the Serson Creek. These new and improved connections will support wildlife mobility and will generate new habitat to support improved biodiversity and ecological function. The Environmental Impact Study prepared by Beacon Environmental confirmed there are no direct impacts expected to existing natural heritage system features and any indirect impacts can be mitigated through various recommendations proposed in the report. This includes recommendations to inform the parks and open space landscape plans, which are to be finalized at a later time in collaboration with the City and other stakeholders. As such, the proposed development and supportive ZBLA are consistent with this policy objective of the PPS.

7.1.8 Conclusion

As per the analysis and rationale provided in this section of the report, it is our opinion that the proposed development and proposed ZBLA are consistent with the applicable policies of the PPS including the policies of Sections 1.1 Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns, 1.2 Coordination, 1.3 Employment, 1.4 Housing, 1.5 Public Spaces, Recreation, Parks, Trails and Open Space, 1.6 Infrastructure and Public Service Facilities, 1.7 Long-Term Economic Prosperity, 1.8 Energy Conservation, Air Quality, Climate Change, and 2.1 Natural Heritage.

7.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2017)

The Growth Plan is intended to be a framework for implementing the Province's vision for supporting strong prosperous communities through managing growth in the region through to 2041. The Growth Plan for the Greater Golden Horseshoe (2017) provides policy direction that aims to facilitate the wise consumption of land through compact built form and intensification as well as the achievement of complete communities.

7.2.1 Managing Growth & Delineated Built Up-Areas

Section 2.2.1 and 2.2.2 of the Growth Plan provide land use policy direction for managing growth, the creation of complete communities and delineated built-up areas. Section 2.2.1 provide policies for managing growth:

- “2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:*
- a. the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems;*
 - iii. can support the achievement of complete communities;**
 - c. within settlement areas, growth will be focused in:
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public service facilities;**
 - e. development will be generally directed away from hazardous lands”*

The proposed development and supportive ZBLA demonstrates conformity with the above policies of the Growth Plan as it proposes an increase in residential density in a location which is situated within the existing settlement area and delineated boundary. Further, the subject lands are located within an area where this amount of density is supportable by existing and planned infrastructure and services including planned higher order transit.

With respect to the establishment of complete communities, Policy 2.2.1.4 provides that:

- “2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:*
- a. feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b. improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
 - c. provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
 - d. expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and**

- e. ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f. mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g. integrate green infrastructure and low impact development.”*

The proposed development and supporting ZBLA will support the creation of a complete communities at two scales. First the proposed community in itself will be planned with a mix of residential, commercial, institutional, open space and employment uses easily accessible by active modes of transportation with convenient access to public transit to connect to the broader transit system. Further, the proposed development supports the achievement of a complete community within the broader Lakeview neighbourhood by introducing transit-supportive densities, access to the waterfront, new public spaces, employment and commercial destinations, housing diversity to support aging in place, as well as new consumer base to support existing and future businesses in the surrounding area.

The proposed mix of residential unit types and sizes will support greater housing diversity within the Lakeview area which is predominantly characterized by low-density housing forms. The new unit mix is intended to introduce more affordable unit types in the broader area and will support households of various stages of life. Through discussions with the Region and City, the project team will continue to explore options for the provision of affordable housing. Please refer to the Affordable Housing Brief enclosed with this application for further detail.

The proposed development will improve overall quality of life in the surrounding area and improve social equity through the above noted commitment to housing diversity and affordability, the creation of new and accessible open spaces and enhance waterfront park network as well as convenient, safe and accessible mobility system and public realm. For example, the proposed waterfront park system will not only introduce visual access to the shoreline of Lake Ontario, but the spaces are intended to be programmed and include walkway/bicycle path systems near the shoreline to promote a truly public access all along the entire subject land's shoreline. In contrast, the adjacent Lakefront Promenade Park while a public facility has a portion of its shoreline and water restricted to public access and use as a result of the private yacht club (P.C.Y.C.). Accessibility and even the perception of public access is further enhanced with no private development blocks (except Block 14) immediately adjacent the waterfront public spaces as all blocks are separated with public roadways. The proposed new community will therefore be a place for people of all stages of life, household incomes and abilities.

The proposed development will expand convenient access to a range of transportation options and publicly-accessible open spaces, parks and trails. The proposed development will have convenient access to two planned BRT stations along Lakeshore Road East and will include the expansion of existing MiWay bus routes along Lakeshore Road south into the proposed community, therefore ensuring convenient access to public transit services internal to the site. Further the proposed transportation network within the site supports the safe and convenience use of active transportation through the planned on and off-street bike lanes, re-routed Waterfront Trail, and fine grain pedestrian network which includes accessible sidewalks, short blocks and the potential for use of pedestrian mews, easements and private walkways.

The proposed development consists of a high quality and compact built form and a vibrant public realm as noted in the DMP, Height Study and Urban Design Study. The proposed development contains a system of

attractive public open spaces ranging in size and function which caters to the recreational needs of local residents and visitors. Of particular note is the proposed waterfront park which will re-route the Waterfront Trail to align with the Lake Ontario shoreline and will provide area residents and visitors a new opportunity to engage with nature in an urban setting.

The proposed development ensures convenient access to public service facilities which may occupy the lands to be conveyed to the City that are currently designated for “Institutional” uses in the MOP. These uses shall be well integrated within the proposed community and co-located with compatible uses with superior urban design to support the creation of a community hub centered around the Lakeview Square district of the development.

The proposed development and supporting ZBLA will contribute to the reduction of greenhouse gas emissions and will seek to achieve a low-carbon community. The proposed transit- supportive densities and mix of land uses as well as proposed TDM measures, including parking standard reduction among others, will encourage the use of public transit and active transportation over the use of personal vehicles. The integration of green infrastructure and low impact development features along proposed streets, within parks and open spaces and potentially integrated within buildings will enhance the site’s resilience to the impacts of climate change including excessive rain events. These features include green roofs, bioswales, street trees, among others. The FSR/SWM as well as the Sustainability Strategy provide further detail on the use of green infrastructure and how the proposed development will seek to build resilience within the site and serve as a model community for climate change readiness for the broader Region.

Section 2.2.2 provides policy direction on growth within Delineated Built-up Areas and provides that intensification in delineates built up areas will achieve a desired urban structure and transition of built form, supports the achievement of complete communities and prioritizes planning and investment in infrastructure and public service facilities.

The proposed development will be a significant addition to the residential density of the Lakeview area, and will be planned to support a compact and complete community. While proposing a unit count exceeding what is prescribed in the MOP, the density is within the planned unit target for this major node and more importantly, it still fulfills the main urban design and built form objectives for the LWMN. The proposed development and supporting ZBLA further conforms to this objective through intensification of an underutilized site within the delineated built up area of the City of Mississauga.

The proposed development and supporting ZBLA conforms to the above noted objectives by contributing to intensification targets while achieving a complete community and compact built form. Further, the proposed residential densities appropriately support the planning and investment in infrastructure and public services facilities needed to support growth. This is particularly important in regards the site’s surrounding context within the Lakeview area, which as a built-up area dominated by a low-density built form, has limited opportunities to achieve transit-supportive densities and support the achievement of the above intensification targets.

The proposed development is planned with an appropriate built form, scale and transition to adjacent lands primarily occupied by public parkland, employment lands and regional infrastructure facilities. The proposed waterfront park creates an uninterrupted waterfront trail and park system. Further, the proposed land uses site employment uses towards the east proper line as a buffer for the community from the adjacent waste water treatment facility to the east.

The proposed development and supporting ZBLA therefore conform to the above noted growth management policies of Section 2.2.1 and 2.2.2.

7.2.2 Transit Corridors and Station Areas

The proposed development is located along Lakeshore Road East which provides convenient access to a local and broader multi-model transportation system. The City's Lakeshore Connecting Communities Study has situated three stops in proximity to the subject lands for the planned BRT line, as shown in Figure 4, which places the proposed development within a Major Transit Station Area along a priority transit corridor. Section 2.2.4 of the Growth Plan provides land use policy direction for Transit Corridors and Station Areas:

- “2.2.4.2 For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*
- 2.2.4.3 Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*

 - b. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or*
- 2.2.4.6 Within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.*
- 2.2.4.9 Within all major transit station areas, development will be supported, where appropriate, by:*

 - a. planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;*
 - b. fostering collaboration between public and private sectors, such as joint development projects;*
 - c. providing alternative development standards, such as reduced parking standards; and*
 - d. prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*
- 2.2.4.10 Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.”*

The Growth Plan states that within Major Transit Station Areas, development will be supported where appropriate by prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. Based on the policy direction set forth in the Growth Plan, the proposed ZBLA density provisions represent transit supportive densities and an appropriate range and mix of uses which will

enforce policies which support intensification areas and therefore represent conformity with the Growth Plan.

At this point in time, two Major Transit Station Areas are planned to be located at Lakeshore Road East and Hydro Road and Lakefront Promenade. Although, the entire site is not located within the 500 m radius of these stations, as per Policy 2.2.4.2, such areas should be maximized in terms of accommodating potential transit users within walking distance of the station. Policy 2.2.4.3 notes that Major Transit Station Areas should have a density of 160 residents and jobs per hectare within this 500 m radius. This is problematic when adjacent the Lakeview Neighbourhood as it is a character area that is stable and not intended for future intensification appropriate to support the two planned Major Transit Station Areas. As such, approximately half of the 500 m radius area would not provide density to support the planned Major Transit Station Areas. This issue is further discussed with Section 8 of this report. It should be recognized that in a draft of proposed changes to the Growth Plan released January 15, 2019, the Ontario Growth Secretariat proposes that the MTSA radius be allowed to be expanded to an 800 m in order to provide more flexibility for municipalities to distribute density and built form appropriately around these locations. Should this proposed amendment be adopted, a greater area of the LCPL lands could fall within the MTSA.

The Metrolinx 2041 RTP is intended to align with the Growth Plan to ensure coordinated transportation and land use planning and investment to the horizon of 2041. The 2041 RTP provides a number of key strategies relevant to the proposed development including completing the delivery of current regional transit projects, optimizing the transportation system and integrating transportation and land use. The 2041 reflects the Growth Plan's intent for promoting active transportation as well as transit-supportive densities and built form. It further identified Lakeshore Road East for LRT/BRT and specifically A Waterfront West LRT, a project in Development, meaning a future project in advanced stages of planning and design (as shown in Figure 5 and 6). Therefore, as with the Major Transit Station Area policies of the Growth Plan, the proposed ZBLA will support the Metrolinx 2041 RTP through the proposed transit supportive densities as well as through various transportation demand management measures incorporated into the zoning by-law such as vehicle and bicycle parking standards, supportive facilities for active transportation users, among others which are intended to encourage the use of active transportation and transit. Parking and transportation demand management are discussed further in this report and are outlined in more detail in the Traffic Considerations Report previously submitted and the Parking Study enclosed with this application.

7.2.3 Employment

Section 2.2.5 of the Growth Plan provides policy direction for employment:

2.2.5.1 Economic development and competitiveness in the GGH will be promoted by:

- a. making more efficient use of existing employment areas and vacant and underutilized employment lands and increasing employment densities;*
- c. planning to better connect areas with high employment densities to transit;*
and
- d. integrating and aligning land use planning and economic development goals and strategies to retain and attract investment and employment.*

2.2.5.2 Major office and appropriate major institutional development will be directed to urban growth centres, major transit station areas or other strategic growth areas with existing or planned frequent transit service.

- 2.2.5.3 *Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.*
- 2.2.5.4 *In planning for employment, surface parking will be minimized and the development of active transportation networks and transit-supportive built form will be facilitated.”*

The proposed development will contain significant employment and institutional use opportunities. The proposed ZBLA is supportive of a range of employment uses and activities including major office and major institutional uses among others. The proposed compact built form and density will support intensification of retail, office and institutional functions and will have access to convenient transportation options such as public transit including planned BRT line with frequent service, cycling networks and a fine grain pedestrian network all of which serves potential employees who may live in close proximity to the employment lands. Overall, the employment and commercial uses will seek to minimize surface parking and prioritize the use of active transportation and public transit. The proposed development and supporting ZBLA therefore conform to the employment policies of the Growth Plan.

7.2.4 Housing

Section 2.2.6 of the Growth Plan provides policy direction for housing:

- “2.2.6.1 *Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop a housing strategy that:*
- a. supports the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*
 - ii. establishing targets for affordable ownership housing and rental housing;*
 - b. identifies mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
- 2.2.6.2 *Notwithstanding policy 1.4.1 of the PPS, 2014, in preparing a housing strategy in accordance with policy 2.2.6.1, municipalities will support the achievement of complete communities by:*
- a. planning to accommodate forecasted growth to the horizon of this Plan;*
 - b. planning to achieve the minimum intensification and density targets in this Plan;*
 - c. considering the range and mix of housing options and densities of the existing housing stock; and*
 - d. planning to diversify their overall housing stock across the municipality.”*

The proposed development will significantly contribute to housing diversity and supply within the Lakeview area and broader community. In a neighbourhood predominantly characterized by low-density and

detached homes, options for units which better serve a range of household incomes and accommodate people through all stages of life are lacking. Further, as the area is largely built-up and limited by stable neighbourhood policies of the MOP which restrict the form and density of residential development, there are few opportunities to significantly increase supply and diversity of housing in Lakeview. A development of this size and scale is unique in Mississauga and as such, the proposed development will contribute to housing diversity of the city-wide housing stock. The proposed compact built form and densities for housing will support the creation of a complete community as well as contribute to the minimum intensification targets of the Growth Plan.

The proposed ZBLA permits for a wide variety of housing types including various forms of townhouse dwellings and apartment units within midrise and taller buildings. Other forms of dwellings catering primarily for the elderly are also permitted in all residential zones. The proposed ZBLA supports a range of unit sizes from bachelor/studio units to 3-bedroom units. The proposed unit number and mix will support the objective of aging-in-place for future and existing residents of the area and will improve housing options for those of all stage of life including young professionals, families and older adults.

Through increasing supply of more diverse housing options, the proposed development introduces more affordable housing options than what currently exist in the area. However, for more direct contributions to affordable housing including the missing middle, LCPL will continue discussions with the Region and City on how to achieve a feasible amount of affordable housing in Lakeview Village. For further detail, please refer to the Affordable Housing Brief enclosed with this application.

The proposed development and supporting ZBLA therefore conforms to the housing policies of the Growth Plan

7.2.5 Infrastructure to Support Growth

Section 3.2 of the Growth Plan provides policy direction for infrastructure to support growth and in particular includes direction on integrated planning, water and waste services, stormwater management and public service facilities.

The policies of Section 3.2.1 for Integrated planning require that infrastructure planning and investment as well as land use planning are conducted in a coordinated manner. Planning for expanded infrastructure therefore must occur in an integrated manner and consider long-range scenario-based land use planning and financial planning to ensure long term financial feasibility and to support minimum intensification targets of the Growth Plan. The proposed development and supporting ZBLA conform to the policies of Section 3.2.1 for Integrated Planning as it proposes densities and mix of land uses that complement, but do not exceed, the capacity and optimization of existing infrastructure in the area. These provisions further support long-term financial feasibility of the area's infrastructure systems through optimizing use.

The policies of Section 3.2.6 for Water and Wastewater Systems stipulate that these systems must be planned, designed and expanded to seek opportunities to optimize and improve the efficiency of existing systems and support the achievement of minimum intensification and density targets of the Growth Plan (Policy 3.2.6.2). The proposed development and supporting ZBLA conform to the policies of Section 3.2.6. Given the limited opportunities to support significant growth in the surrounding area and the close proximity to existing water and waste water treatment facilities, the subject lands are a good opportunity to optimize and improve the efficiency of existing systems in the Lakeview area through the proposed

increase in density. Further, this supports the achievement of minimum intensification and density targets of the Growth Plan.

The policies of Section 3.2.7 for Stormwater Management note that large-scale developments should seek to minimize stormwater flows and reliance on stormwater ponds and seek opportunities to include low impact development and green infrastructure (Policy 3.2.7.2). The proposed development conforms to the policies of Section 3.2.7 as demonstrated through the Functional Servicing Report (enclosed with this application) and Sustainability Strategy which outline how the proposed development will minimize stormwater flows and how low impact development and green infrastructure are integrated into the project.

The policies of Section 3.2.8 for Public Service Facilities require that planning and investment for such facilities are conducted in a coordinated manner with land use planning (Policy 3.2.8.1). Further, new public services facilities should be co-located in community hubs and should be easily accessible by active transportation and public transit (Policies 3.2.8.2, 3.2.8.4 and 3.2.8.6).

The proposed development and supporting ZBLA conform to these policies of Section 3.2.8. As shown in the MOP, institutional and cultural land uses are located near to the Lakeview Square to facilitate the creation of a community hub within the proposed development. The future institutional and cultural uses will be connected to a convenient multi-modal mobility network including pedestrian, cycling and enhance public transit networks.

7.2.6 Protecting What is Valuable

Section 4.2 of the Growth Plan provides policy direction for public open spaces, encouraging a culture of conservation and promoting action to mitigate and adapt to the impacts of climate change.

The policies of section 4.2.5 for Public Open Space supports the development of a system publicly accessible parkland, open space and trails including shoreline areas. This system is to be based on a coordinated approach to trail planning and good land stewardship practices for public and private lands (Policy 4.2.5.1). The proposed development conforms to the policies of Section 4.2.5. The proposed development contains a well-connected system public open spaces with north-south and east-west green networks. The proposed development will re-route the Waterfront Trail to align with the Lake Ontario shoreline, therefore enhancing the broader City-wide and regional trail network. Further, the proposed development will demonstrate good land stewardship practices. As an example, the DMP and conceptual Parks and Open Space Plan prepared by NAK ensure an appropriate transition to the adjacent Jim Tovey Lakeview Conservation Area and through implementation, opportunities will be sought to further encourage stewardship of the planned natural areas.

The policies of Section 4.2.9 direct municipalities to implement official plan policies and other strategies to support the conservation of energy, water and other resources and the reduction of greenhouse gas emissions and waste. Section 4.2.9 further encourages opportunities to consider district energy generation and waste management initiatives that consider the context of long-term regional planning. Where possible, construction materials should be reused and recycled.

The proposed development supports the achievement of the policies of Section 4.2.9. In coordination with the City and Regional staff and LCPL project team, the opportunity to implement district energy in the proposed development is currently being reviewed. Similarly, the opportunity to implement Vacuum Waste

technology is currently under coordinated review with City and Regional staff as well as the LCPL project team and if implemented, will significantly support the long-term regional planning of waste management with respect to Lakeview and the proposed development. The Sustainability Strategy previously submitted to the City outlines various technologies and standards being considered for the proposed development including building features and standards that will enhance energy and water efficiency and reduced emissions.

The policies of Section 4.2.10 direct municipalities to develop Official Plan policies to support the reduction in greenhouse gas emissions and address climate change adaptation. Doing so shall support the achievement of complete communities and minimum intensification and density targets of the growth plan, reduce dependence on the automobile and support public transit and active transportation as well as incorporation of green infrastructure and low impact development techniques (Policies 4.2.101 and 4.2.10.2). The proposed development supports the achievement of these policies as it contributes to the creation of a complete community, proposes transit-supportive densities and convenient active transportation network and incorporates green infrastructure and other sustainability technologies. Further, the proposed ZBLA includes TDM measures, such as reduced parking standards, car-sharing and bicycle-sharing standards, that will discourage the use of personal vehicles and support a reduction of greenhouse gas emissions from this source. Further detail is provided in the Traffic Considerations Report previously submitted and the Parking Study enclosed with this application.

7.2.7 Conclusion

As per the analysis and rationale provided in this Section, it is our opinion that the proposed development and proposed ZBLA conform to the applicable policies of the Growth Plan including the policies of Sections 2.2.1 Managing Growth, 2.2.2 Delineated Built-up Areas, 2.2.4 Transit Corridors and Station Areas, 2.2.5 Employment, 2.2.6 Housing, 3.2 Infrastructure to Support Growth and 4.2 Protecting What is Valuable.

7.3 REGION OF PEEL OFFICIAL PLAN

The Regional Official Plan (ROP) is the primary long-range strategic land use policy document for the Region of Peel. It is a broad land use policy document, which provides Regional Council with a long-term policy framework for guiding growth and development in Peel Region while having specific regard for protection of the natural environment, managing renewable and non-renewable resources, and outlining a regional structure that manages such growth. It also serves as a bridge between provincial and municipal policy and provides guidance to the area municipalities in the preparation and implementation of their local Official Plans.

7.3.1 The Natural Environment

The policies of Chapter 2 of the ROP provide policy direction for the natural environment including large environmental systems and greenland systems. Section 2.2 of the ROP provides direction for Large Environmental Systems, the goal of which is to “...create and maintain a system of viable, well-functioning environmental features to ensure a healthy, resilient and self-sustaining natural environment within Peel Region”. Applicable general objectives for Large Environmental Systems include:

- “2.2.1.1 To recognize and promote the connections between local ecosystem functions and large environmental systems and contribute to the protection of these larger non-localized systems*
- 2.2.1.2 To conserve, restore and enhance integrity of Peel’s air, water and land resources”*

The proposed development has an opportunity to support and enhance the viability and function of the large environmental system in Peel, particularly along the Lake Ontario shoreline and Credit River Watershed. The proposed waterfront park and green space areas will enhance connectivity between adjacent green spaces including the Jim Tovey Lakeview Conservation Area and support new and improved habitat for migratory birds and other species. In addition, the redevelopment and naturalization of the Serson Creek corridor will improve the aquatic and terrestrial habitat within the broader Credit River Watershed system. Section 2.2.3 provides further direction for large environmental systems with regards to air quality. The general objectives of this section encourage the reduction of greenhouse gas emissions, sustainable development and land use patterns which address public health, transportation systems, energy conservation and environmental concerns (Policy 2.2.3.1 and 2.2.3.2). The proposed ZBLA supports transit-supportive densities and TDM measures that will reduce the need for trips made by personal vehicles and therefore will support a reduction in greenhouse gas emissions from transportation sources. The project team, in coordination with City and Regional staff, are pursuing innovative technologies and solutions to support energy efficiency and sustainable building features. For further detail please refer to the Sustainability Strategy which has been prepared in support of the Development Master Plan.

Section 2.3 of the ROP provides direction the for Greenlands System in Peel. As per Policy 2.3.2.1 of the ROP defines the Greenlands System as being made up of established and potential “Natural Areas” and “Corridors” which are to be interpreted as appropriate within area municipal plans. As per Policies 2.3.2.9 and 2.3.2.10, these existing and potential Natural Areas and Corridors include a variety of features including the following which are applicable to the subject lands:

- Fish habitat.
- The Lake Ontario shoreline.
- Valley and stream corridors.
- Portions of historic shorelines.
- Any other natural features and functional areas interpreted as part of the Greenlands System Natural Areas and Corridors by the individual area municipalities. As per Schedule 1a Urban System – Green System of the City of Mississauga Official Plan (Figure 20) this includes the waterfront area and Serson Creek corridor.

The objective of the Greenlands System is to *“to identify, protect and support the restoration and rehabilitation of the Greenlands System in Peel”*. Section 2.5 on Restoration of the Natural Environment of the ROP further *“...seeks opportunities to enhance the Greenlands System in Peel by restoring and enhancing degraded components of the ecosystem and by extending the network of natural areas where ecologically beneficial”* (Objective 2.5.1). The Environmental Impact Study prepared by Beacon Environmental confirmed there are no direct impacts expected to existing natural heritage system features, including the significant woodland to the east, Lake Ontario Shoreline, future Jim Tovey Lakeview Conservation Area and Serson Creek channel. Similarly, the Preliminary NHS Report prepared by Urbantech confirms that key objectives such as improving habitat quality and connectivity for terrestrial and aquatic

species will be achieved. Any indirect impacts can be mitigated through various recommendations proposed in the report. This includes recommendations to inform the parks and open space landscape plans, which are to be finalized at a later time in collaboration with the City and other stakeholders. Overall, the report confirms that the proposed development will support an improvement of habitat and wildlife connectivity, habitat quality and overall natural biodiversity and ecological function for the site. As such, the proposed development supports these objectives of the ROP.

Section 2.4 provides policy direction for natural and human-made hazards and seeks to *“To ensure than development and site alteration are not permitted in areas where site conditions or location may pose a danger to public safety, public health or result in property damage”* (General Objective 2.4.1.1). Further the policies of Subsection 2.4.3 and 2.4.4 further requires that adequate consideration is provided to minimize and prevent risk to human life and property associated with the shoreline areas of Lake Ontario and erosion and/or slope instability of stream corridors, respectively. The proposed development supports these objectives and policies. The Shoreline Hazard Assessment prepared by Baird confirms that the proposed development does not create new shoreline hazards and that the proposed development adequately responds to the confirmed hazard limits.

It is our opinion that the proposed development and supporting ZBLA conform to the above goals, objectives and policies for the Natural Environment in the Region of Peel.

7.3.2 Recreational, Cultural and Energy Resources

Chapter 3 of the ROP provides policy direction for resources in the Region of Peel, including recreational, cultural and energy resources.

The objectives of Section 3.5 for recreation seek to promote a harmonious relationship between humans and the natural environment (Objective 3.5.1.2) and to promote tourism opportunities (Objective 3.5.1.3). The proposed open space network will offer a range of recreational activities and experiences for future users to enjoy and appreciate the waterfront and natural attributes of the proposed development. The proposed development is considerate of the adjacent Jim Tovey Lakeview Conservation Area through programming compatible activities and landscaping along this interface. Overall, the proposed development will support habitat creation and improvement on the site. Further, the proposed waterfront park and western pier will be a new experience on the Lake Ontario waterfront and will support City-wide and regional tourism. The proposed development therefore conforms to objectives of Section 3.5.

Section 3.6 provides direction for cultural heritage resources. The subject lands are located within 1 km of the nearest designated Cultural Heritage features (the Small Arms Building and Rifle Range) and Lakeview Promenade is a designated cultural landscape/view corridor. It is the objective of Section 3.6 to identify, preserve and promote cultural heritage resources. As demonstrated in the Heritage Impact Assessment enclosed with this application, the proposed development will not adversely impact the nearby Cultural Heritage features and will respect and enhance the Lakefront Promenade cultural landscape. Further, the proposed development has opportunity to further reflect the site’s long and diverse history through public art, landscape design and other interventions which the project team will assess as the project advances through subsequent stage of the development. The proposed development therefore conforms to the policies and objectives of Section 3.6.

Section 3.7 provides direction for energy resources within the Region of Peel. The objectives of Section 3.7 seek to promote energy efficient land use and development patterns, efficient transportation and alternative energy systems such as district energy (3.7.1.1 and 3.7.2.8). Further this Section seeks to foster a culture of conservation that reduces emissions from all sources including personal vehicles and protects air quality for a greener and healthier communities (3.7.1.2 and 3.7.1.3). The proposed ZBLA supports an efficient development pattern through its proposed densities and mix of uses and is transit supportive. Further, the proposed development seeks to implement a variety of transportation demand management measures, some which are reflected in the proposed ZBLA such as parking standard reductions, which will help foster a culture of conservation within the arriving new community to minimize the use of personal vehicles. The proposed development and supporting ZBLA therefore conforms to the objectives and policies of Section 3.7.

Lakeview Village is an incredible opportunity for promoting and enhancing the recreational, cultural heritage and energy resources of the subject lands and broader area. The proposed development will uphold the objectives of Section 3.5 and is in conformity with its applicable policies.

7.3.3 The Urban System, Growth Management and Intensification

As shown in Figure 13, the subject lands are identified within the “Urban System” as per Schedule D – Regional Structure of the ROP. Section 5.3 of the ROP notes that the “Urban System” is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The Region has general objectives and policies for lands in the “Urban System”, which include the following:

- “5.3.1.2 To achieve sustainable development within the Urban System*
- 5.3.1.4 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services*
- 5.3.1.8 To provide for the needs of Peel’s changing age structure and allow opportunities for residents to live in their own communities as they age*
- 5.3.2.3 Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment*
- 5.3.2.6 Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:
 - a) support the Urban System objectives and policies in this Plan;*
 - b) support pedestrian-friendly and transit-supportive urban development*
 - c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use”**

The subject lands are located within the Urban System of the City of Mississauga and therefore is an ideal location for intensification. Given the context of the subject lands in a built-up area dominated by low-density built forms, the proposed development is a significant opportunity for intensification in Lakeview that effectively considers existing character of the surrounding community. The proposed development

and supporting ZBLA therefore conform to the above objectives and policies of the Urban System as they support a mix of land uses and densities in a desirable compact built form which is supportive of planned higher order transit along Lakeshore Road East. Further, the proposal represents pedestrian-friendly development through the thoughtful planning of pedestrian and cyclist mobility networks, open space and public realm elements throughout the site. The proposed development pattern and densities represent an efficient use of land and public infrastructure and effectively considers public finances and will capitalize on infrastructure investment.

The proposed development achieves the above objectives of compact form, intensification, and pedestrian and transit-supportive development with appropriate consideration for compatibility with the surrounding community. The subject lands are largely removed from nearby residential neighbourhoods, with no residential areas immediately adjacent to the subject lands. The proposed transition of built form and densities towards Lakeshore Road East adequately accounts for community characteristics along Lakeshore Road and the neighbourhood to the north. In addition, the proposed development will support the area's and broader region's changing age structure through its compact and walkable built form as well as through the proposed mix of residential unit types which will better account for the diverse incomes and housing needs of various age groups.

Overall, the proposed development achieves an unprecedented standard of sustainable development within the Region's Urban System and will serve as catalyst and benchmark community in promoting sustainable development practices such as TDM, energy and waste systems among other features for the greater region.

As illustrated in Figure 14, the subject lands are located within the "Built-Up Area" as per Schedule D4 – The Growth Plan Policy Areas in Peel of the ROP. As noted in the Section 6.2.1 of this report, "Built-Up Areas" are intended to accommodate growth and intensification. Section 5.5 of the ROP provides growth management policies which seek to contribute to sustainable land development and the achievement of complete communities within the Region of Peel. In addition, Section 5.5 contains policy direction specific for Growth Management and Intensification. Section 5.5 offers the following applicable policies:

"Growth Management

- 5.5.2.1 *Direct the area municipalities to incorporate official plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and services*
- 5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification*
- 5.5.2.2 *Direct a significant portion of new growth to the built-up areas of the community through intensification.*

Intensification

- 5.5.3.2.2 *Facilitate and promote intensification*

- 5.5.3.2.3 *Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area*
- 5.5.3.2.10 *Encourage the area municipalities to establish official plan policies that promote the redevelopment and reuse of brownfield sites.”*

The proposed development and supporting ZBLA conform to the above noted policies for Growth Management and Intensification which are highly supportive of directing significant intensification to built-up areas. As the subject lands are a brownfield site within a built-up area, is located within a designated Major Node by the City of Mississauga and is in close proximity to existing and planned higher order transit, the subject lands are an ideal location for accommodating significant intensification. It should be noted that the ROP has not completed its conformity exercise with the Growth Plan 2017, and as such the Growth Plan intensification target of 60% growth to be directed to built-up areas shall apply. On January 15, 2019, proposed amendments to the Growth Plan were released for consultation, the proposed amendment maintains the 60% growth target for the Region of Peel. As such, in either the existing or proposed scenario, the proposed development and supporting ZBLA will contribute to the achievement of intensification targets for the Region and City of Mississauga.

The proposed development achieves the above growth management and intensification policies while ensuring a well-designed connected and complete community that will generate new retail, employment and recreational opportunities and enhance quality of life and wellbeing for people of all stages of life.

The subject lands are an ideal location to accommodate significant growth in the Region of Peel through intensification. The proposed development will support the achievement of the Region’s intensification targets as well as design for a complete, healthy and sustainable community that will benefit both future users and the broader community. As such, the proposed development and supporting ZBLA conform to the policies and objectives of Section 5.5 of the ROP.

7.3.4 Housing

The ROP promotes the provision of a range and mix of housing types, sizes and densities that will accommodate diverse needs of Peel’s population. Section 5.8 of the ROP provides direction for Housing in the Region of Peel:

- “5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel*
- 5.8.3.1 *To increase the supply of affordable rental and affordable ownership housing.*
- 5.8.4.1.1 *To ensure an adequate supply of rental housing stock to meet the existing and projected needs of all households in Peel”*

The proposed development will support the Region in achieving a sustainable mix of housing types, sizes and tenure to meet the diverse needs of current and future residents and therefore conforms to the housing policies of Section 5.8 of the ROP. The proposed ZBLA permits for a wide variety of housing types including various forms of townhouse dwellings and apartment units within midrise and taller buildings as

well as varied unit sizes from bachelor/studio units to 3-bedroom units which will help support changing housing needs and preferences.

LCPL and project team are continuing dialogue with the Region of Peel and City of Mississauga in how to achieve a feasible amount of affordable housing in Lakeview Village. LCPL intends on provided affordable housing and incorporating a mix of tenure options that will support the supply of rental options and broader tenure diversity. Some potential examples of affordable housing to be provided include market-rate rental units, artist-supportive units, and potential first-time housing ownership programs, among other potential options to be determined in coordination with City and Regional staff and other potential partners. For further detail, please refer to the Affordable Housing Strategy enclosed with this application.

7.3.5 Transportation System in Peel

Section 5.9 of the ROP sets out the objectives and policies related to the Transportation System in Peel. The ROP identifies Lakeshore Road East as a “Major Road” on Schedule E – Major Road Network and a “Rapid Transit Corridor” on Schedule G – Rapid Transit Corridors, as illustrated on Figure 15 and Figure 16, respectively. The ROP’s general objectives and policies for the transportation system applicable to the proposed development include:

- “5.9.1.2 To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system;*
- 5.9.1.4 To promote and encourage the increased use of public transit and other sustainable modes of transportation;*
- 5.9.1.10 To support the integration of transportation planning, transportation investment and land use planning;*
- 5.9.2.5 Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction”*

The proposed development will help promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system within the site and broader Lakeview area and represents an effective integration of land use and transportation planning. The proposed densities, TDM measures, compact built form and convenient and safe active transportation network will promote the use of transit and active modes of transportation and further optimize transportation investment. Section 5.9 provides further policy direction in relation to inter and intra-Regional transit networks, transportation demand management and active transportation.

Section 5.9.5 provides objectives and policies to direct for inter and Intra-Regional transit networks. The subject lands are located south of Lakeshore Road East in the City of Mississauga just about 1.4 km west of the border with the City of Toronto. The subject lands have convenient access to the existing MiWay bus routes and planned Bus Rapid Transit line along Lakeshore Road east and are located approximately 3.7 km and 1.7 km from the Port Credit GO Station to the west and Long Branch GO Station to the east in Toronto, respectively. From Long Branch GO Station, there is access to Toronto’s TTC bus and street car lines. The Metrolinx Regional Transportation Plan (2019) identifies this GO line for two-way 15 min service upgrades

and also recognizes Lakeshore Road East for LRT/BRT rapid transit line currently in development (under review). The subject lands are therefore embedded within a system of local and regional transportation systems. The ROP acknowledges that road adjustments will not be able to appropriately accommodate long-term travel demand for projects residents and workers and therefore notes that the support for transit usage and investment as a critical objective. Section 5.9.5 provide the following applicable objectives and policies:

- “5.9.5.1.1 To support and encourage a higher use of public transit and an increase in transit modal share within the region.*
- 5.9.5.1.4 To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations, and mobility hubs.*
- 5.9.5.2.10 Encourage intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes”*

The proposed development and supporting ZBLA conform to the above objectives and policies as they facilitate transit-supportive development densities and patterns along an identified rapid transit corridor. The proposed development will encourage the use of nearby GO Stations, MiWay bus routes and planned Bus Rapid Transit along Lakeshore Road East. Coupled with the proposed TDM measures supported in the proposed ZBLA and in coordination with the City and Region, these measures will further encourage the use of transit and support a more sustainable modal share within the area.

Section 5.9.9 encourages the application transportation demand management measures as a tool to encourage more sustainable travel behaviours. Applicable objectives and policies are as follows:

- “5.9.9.1.1 To reduce auto dependency by promoting sustainable modes of transportation*
- 5.9.9.2.1 Encourage area municipalities to:*
 - a) Promote land uses and site design which foster the use of sustainable modes of transportation*
 - c) Promote a balance of jobs and housing in communities to reduce the need for long distance commuting*
- 5.9.9.2.3 Work with all levels of the public and private sectors to develop programs that place primary consideration on the reduction or elimination for trips and the increased use of sustainable modes of transportation and to develop programs for implementing these and other travel demand management strategies.*
- 5.9.9.2.5 Work with the public and private sectors to develop and support outreach and marketing programs that promote sustainable transportation alternatives, such as active transportation and transit, to affect changes in peoples’ travel behaviour and to encourage increased use of these alternatives*

5.9.9.2.8 Encourage area municipalities to update their parking and zoning by-laws to support and facilitate transportation demand management measures.”

Lakeview Village is to be a leading sustainable community and will set a precedent for the City and broader region in planning for sustainable urban form and behaviours. As such, the proposed development and supporting ZBLA is bold, forward thinking and prepositioned on long-range transportation planning and sustainability. TDM will play a critical role in achieving this and is intended to be applied early in the development process to influence sustainable behaviours from the outset of this new community.

The proposed development and supporting ZBLA conform to the above noted objectives and policies through promoting a variety of TDM measures. The proposed development provides a balance of housing and employment opportunities as well as commercial, recreational, institutional and cultural uses that will reduce the need for short and long-distance trips by personal vehicle. The proposed development is thoughtfully designed to ensure safe, convenient and enjoyable pedestrian and cycling connectivity internal and external to the site. As demonstrated in the proposed ZBLA, parking standards are set to disincentivize ownership of personal vehicles and will support more sustainable modal share goals of the Region. LCPL and project team are further supportive of additional TDM programs and incentives, including in collaboration with the City and Region. For further detail on proposed TDM measures, please refer to the Traffic Considerations Report previously submitted, and the Parking Study enclosed with this application.

Section 5.9.10 provide ROP objectives and policies for active transportation:

- “5.9.10.1.1 To increase the share of trips made using active transportation*
- 5.9.10.1.2 To encourage and support the development of a safe, attractive, accessible and integrated network of bicycle and pedestrian facilities that enhances the quality of life, and promotes the improved health, of Peel residents.*
- 5.9.10.2.4 Encourage the area municipalities to promote land uses which foster and support the use of active transportation,*
- 5.9.10.2.6 Work with school boards and the private sector to promote the use of active transportation by students and to support the Peel Safe and Active Routes to School program and other new initiatives; and,*
- 5.9.10.2.7 Encourage school boards to select school site locations, define catchment areas and design school campuses to maximize walking and bicycling as the primary means of travel to school.”*

The proposed development consists of a well-connected and accessible network of open spaces, pedestrian pathways and sidewalks, bike lanes and multi-use trails that will serve a variety of trip purposes from leisure, access to transit, employment and daily services. The mix of uses supports the convenience of shorter trips by active transportation and overall will promote more active lifestyles and improved quality of life for residents and visitors. As such, the proposed development conforms to the above noted active transportation objectives and policies.

The PDSB has indicated that an elementary school is intended to be incorporated into the Lakeview Waterfront Major Node to accommodate the increase in the proposed residential population. The

proposed development offers extensive park and open space areas, a well-connected mobility network and mix of residential, employment and institutional uses that will support a pedestrian-friendly accessibility network school environment for future families. The size and location of the future school has yet to be determined and will be confirmed with further coordination with the PDSB. Currently, the proposed ZBLA permits the use within the proposed institutional, mixed use and base residential zones.

The subject lands are an ideal location for transit-supportive intensification and the proposed development will encourage improves usage of transit infrastructure and optimize transit investment. The proposed pedestrian and bicycle-friendly design of the proposed community as well as supportive TDM measures will encourage sustainable transportation behaviours while discouraging the use of personal vehicles. The proposed development and supporting ZBLA therefore conform to the objectives and policies of Section 5.9 of the ROP. The proposed development is ambitious and represents the ideal opportunity to demonstrate and create a precedence for a truly sustainable multi-modal community.

7.3.6 Conclusion

As per the analysis and rationale provided in this section, it is our opinion that the proposed development and proposed ZBLA conform to the applicable policies of the ROP including the policies of Chapter 2 – The Natural Environment, Chapter 3 – Resources, Section 5.3 Urban System, Section 5.5 Growth Management, Section 5.8 Housing and Section 5.9 Transportation System in Peel.

7.4 MISSISSAUGA OFFICIAL PLAN

The City of Mississauga Official Plan (the “MOP”) provides planning policies to guide the city’s development to the year 2031, as required by Provincial legislation. MOP provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment as well as to set out the goals, objectives and policies to guide future development, redevelopment and intensification within the City. It also forms the basis for detailed land use designations and urban design policies.

The subject lands are designated in Schedule 10 - Land Use Designations of the MOP as a mix of “Medium Density Residential”, “Mixed Use”, “Public Open Space”, “Greenlands”, “Institutional” and “Business Employment” (Figure 17). The subject lands are identified within a Major Node with portions of the subject lands within the “Green System” and “Corridor” overlays in Schedule 1 – Urban System (Figure 18). Major Nodes are identified as “Intensification Areas” within Schedule 2 – Intensification Areas of the MOP (Figure 19) and the subject lands are identified as within the Lakeview Waterfront Major Node Character Area as shown in Schedule 9 – Character Areas of the MOP (Figure 20). Subsequent to the City’s Planning and Development Committee’s approval of the Lakeview Waterfront Major Node Character Area policies, on July 4, 2018 City Council enacted By-law 0169-2018 (Mississauga Official Plan Amendment 89). On August 1, 2018 By-law 0169-2018 came into effect. OPA 89 confirmed land use policies to reflect the new vision for the lands as a sustainable mixed-use community with a publicly accessible waterfront. The policies of Section 13.4 of the MOP contain these specific policies for the Lakeview Waterfront Major Node Character Area which categorizes the subject lands within three precincts as shown on Figure 21.

Section 4.5 *Vision* of the MOP outlines six strategic actions for achieving its overall vision for the City including:

1. **Value the Environment**, which speaks to protecting, enhancing and restoring Mississauga's Natural Heritage System and functions, protecting life and property, and promoting a culture of conservation and sustainable, healthy lifestyles.
2. **Complete Communities**, which shall promote an urban form and development that supports public health and active living by ensuring that communities contain a range of uses and services needed to meet daily needs that are easily accessible for people of all stages of life
3. Create a **Multi-Modal City**, through promoting efficient, safe and accessible transportation systems for all users. This includes promoting transit and active transportation as a priority mode of transport for people and reducing dependency on personal vehicles for local trips.
4. Foster a **Strong Economy**, by supporting office, industrial, institutional and commercial businesses, promoting new office development in strategic locations and attracting post-secondary educational facilities to stimulate investment and development of talent to meet long term employment opportunities
5. **Direct Growth** to areas supported by planned higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities
6. Achieve a **Desirable Urban Form** that supports a vibrant mixed-use community that address the everyday needs of existing and future generations to live learn, work and play in Mississauga.

The MOP structures its general City-wide policies as well as the site-specific policies for the Lakeview Waterfront Major Node Character Area (LWMNCA) (Section 13.3) in support of these key objectives. The LWMNCA policies of Section 13.4 further provides eight Guiding Principles for the development of the major node area. The proposed development achieves these eight Guiding Principles through the proposed zoning and Draft Plan of Subdivision. The Guiding Principles are outlined below:

LINK	Connect the city and the water.
OPEN	Open the site with accessible public spaces for all.
GREEN	Create a green, sustainable innovative model community.
VIBRANT	Create a mixed-use community affordable and welcoming to all.
CONNECT	Provide multiple ways to get around: transit, walking & cycling.
DESTINATION	Create a special place to draw visitors.
REMEMBER	Commemorate history while creating a new legacy.
VIABLE	Balance public and private investment to be economically sustainable.

The proposed development and supporting ZBLA and Draft Plan conform to the permitted uses and align with the configuration of land uses outlined in MOP and therefore implements the land use intent of the MOP and would bring the Mississauga Zoning By-law into conformity with the PPS, Growth Plan ROP and the MOP, in this instance.

The proposed development will contribute to the achievement of the general objectives of all the above strategic actions as well as the guiding principles for the Lakeview Major Node Character Area. The use provisions noted in the residential, commercial, employment, open space and institutional zones are designed to fundamentally match the MOP provisions applicable for each designation. The MOP under

section 13.3 also gives specific direction to certain blocks containing uses (i.e. district energy in “Institutional” lands, or limited commercial on certain residential blocks). Through the proposed Zoning By-law Amendment and Draft Plan of Subdivision, the proposed development will facilitate the implementation of the City’s land use vision and support the creation of a sustainable, mixed use waterfront community.

The following discussion demonstrates how the proposed development and supporting ZBLA and Draft Plan of Subdivision conform to and implement the policies of the MOP.

7.4.1 Value the Environment

Chapter 6 of the MOP provides general policy direction to Value the Environment. This Chapter seeks to encourage green living and protect, enhance and restore the Green System. As shown in Figure 22, the subject lands are identified in Schedule 1a of the MOP as within the Green System which is comprised of Natural Heritage System, Urban Forest, Natural Hazard Lands and Parks and Open Space. The subject lands contain areas identified as Natural Hazard Lands as shown in Schedule 3 – Natural System (Figure 23) associated with the Lake Ontario Shoreline and Serson Creek as well as Parks and Open Spaces as shown in Schedule 4 – Parks and Open Spaces of the MOP (Figure 24). These components of the Green System are important for protecting public safety, providing for the everyday needs of residents as well as in protecting and enhancing natural heritage features and their functions.

Section 13.3.5.2 provides direction for the Green System within the LWMNCA and requires that an interconnected network of open spaces is provided that creates linkages within and to surrounding areas. Further, Section 13.3.5.2 requires that the Serson Creek and Lake Ontario shoreline flood and erosion hazard limits are confirmed through technical study. Accordingly, the Preliminary NHS Report prepared by Urbantech and associated ongoing collaboration with the CVC and TRCA as well as the Shoreline Hazard Assessment were submitted in support of this application and have informed the true hazard limits for these features as shown in the Draft Plan of Subdivision.

The proposed Draft Plan of Subdivision aligns with the intended network of open spaces shown on Schedule 4 of the MOP and the proposed the parks and open space network will provide convenient, safe and enjoyable north-south and east-west linkages within the site and will offer enhanced connectivity to the broader area. In particular, the proposed waterfront park will re-route the Waterfront Trail to align with the true shoreline. The Lake Ontario Shoreline is an integral component of the Green System and is a key linkage that support unique ecological functions and habitats as well as recreational and tourism activities. The subject lands have a unique opportunity to contribute to the Lake Ontario Shoreline. As demonstrated in the Environmental Impact Study enclosed with this application, the proposed redevelopment of the lands will not have a negative impact on ecological function and rather will introduce new habitat and linkages that will enhance the ecological function of this portion of the shoreline.

The policies of Section 13.3.5.1 provide direction for Living Green in the LWMNCA. The policies of Section 13.3.5.1 encourages development which incorporate sustainability measures such as district energy systems, stormwater management best practices, a diverse range of green infrastructure including trees, green roofs and naturalized native landscaping, and achieve LEED or other custom green development standards for buildings. In accordance with Policy 13.3.5.1.5, a Sustainability Strategy was prepared and submitted to outline proposed and potential sustainability features for the site and inform the project team and City and Regional staff how they may be implemented. The LCPL project team continues to explore the potential implementation of District Energy on the site as well as other innovative technologies such as

Vacuum Waste. Despite the uncertainty to date regarding the implementation of these technologies, the proposed Draft Plan of Subdivision and ZBLA protects for this possibility by including these as permitted uses within the proposed E2 and I zones as well as accessory public information centre uses for these facilities to ensure community access and integration as well as opportunities for unique learning opportunities. It is anticipated that as further detail emerges on the potential district energy use, the definition within the proposed zoning by-law will be amended.

The proposed Draft Plan of Subdivision and ZBLA effectively implement the policies of Chapter 6 and Section 13.3 as it relates to Green System and Living Green and will support the achievement of a precedent-setting innovative, green model community.

7.4.2 Complete Communities

Chapter 7 Complete Communities of the MOP provides city-wide policy direction for the achievement of complete communities. These policies seek to encourage the provision of services, facilities and housing that support the population living and working in Mississauga and to support a mix of uses and compact development with support public health and the use of transit and active transportation.

The proposed development achieves and the intent of these policies through the proposed ZBLA and Draft Plan of Subdivision. The proposed residential densities and compact built form represent an appropriate form of development that leverages and supports the nearby planned higher order transit. The proposed mix of uses will meet every day needs of residents and visitors and aligns with the uses outlined in the MOP. The proposed compact urban form and well-connected mobility network will encourage the use of transit and active modes of transportation. Future residents will also have the advantage of being in close proximity to various existing and planned recreational opportunities, community services and amenities and commercial opportunities within the site and in the surrounding area.

To accommodate the mixed-use centre of the community (Lakeview Square) and other mixed use and commercial locations on the site, three specific zones of C4 are proposed in the ZBLA which are intended to accommodate a variety of activities that are anticipated for the area as well as best interface with other land uses such as open spaces. These zones typically incorporate retail uses on at grade and office and/or residential uses on upper levels of the same building and seek to achieve a more integrated form of mixed use that will support the creation of a community hub. It should be recognized again here that the PDSB have identified the need for a new public elementary school to service the increase in Lakeview's population. Although the location of this new school has yet to be determined, the proposed ZBLA permits this use within both the C4-XX2 and C4-XX3 zones within the planned cultural hub in order to accommodate a mixed-use urban school. A school is further permitted in the proposed C4-XX3 lands (public lands) as well as within the RA5 zone as a base provision.

Section 13.3.6 provide further policy guidance for the achievement of complete communities within the LWMNCA. Section 13.3.6 reflects the City-wide policy direction discussed above and provide a Lakeview-specific emphasis on promoting the arts and creative industries and ensuring public access to the waterfront. The policies of Section 13.3.6 encourage partnerships and collaboration with the creative industries to support the arts and support the Cultural Waterfront Precinct as a location for potential museums, artist supportive housing, galleries, and festivals and creative urban spaces (Policies 13.3.6.3 and 13.3.6.4). The proposed ZBLA provides a policy framework that aligns with the MOP to achieve the objectives for Lakeview Village including encouraging the development of Lakeview Village as a cultural hub. The proposed C4 zones protect for creative uses within the mixed-use Lakeview Square and

Institutional areas which permit uses such as live-work units, creative industry incubator space and cultural infrastructure facilities. Public art, built form and potential programs are intended to be explored further to support the achievement of these policies in the design of the public realm and open spaces which will be further refined through later phases of the development and where appropriate in collaboration with the City and external organizations.

The policies of Section 13.3.6 further acknowledge the importance of ensuring a public and accessible waterfront park, pier and continued Waterfront Trail along the true waterfront. Public parks are required to front onto a public road to maximize street frontage and accessibility (Policy 13.3.6.7). As shown in the Parks and Open Space plan enclosed with this submission, all public parks maintain a strong public presence on public streets and will enhance the connected waterfront park system. Further, the proposed OS2-XX1 and G-XX zones provide for full public access along the entire shoreline and the western pier. This is further reflected in the DMP which clearly shows the intend to connect the Waterfront Trail between the western and eastern edges of the subject lands. Where supportable from a natural hazards perspective, the proposed G-XX and OS2-XX1 zoning also permits limited commercial uses for opportunities to animate the lands for public use including the reuse of existing western pier structures. For example, these might include temporary, pop-up retail establishments.

Housing is a critical component in the creation of complete communities. Section 7.2 provides policy direction for housing in Mississauga and encourages the creation of housing in Major Nodes, particularly of a higher density form. Section 7.2 stipulates that housing will be provided in a manner that maximizes the use of community infrastructure and engineering services as well as providing a range of housing types, tenure and price that support the diverse housing needs and preferences for Mississauga's diverse population including young adults, older adults and families (policies 7.2.1 and 7.2.2). Policy 7.2.9 further identifies Major Nodes as areas where such housing diversity should be encouraged.

The proposed development will significantly contribute to housing diversity and supply in Lakeview and will support a more sustainable housing mix for existing and future residents. In a neighbourhood predominantly characterized by low-density residential neighbourhoods, options for units which better serve a range of household incomes and accommodate people through all stages of life appear to be limited. Although the surrounding area offers many opportunities for family-supportive housing, due to the lack in affordable and appropriate options for older adults to downsize from their homes, these households opt to stay in their homes and therefore restrict the supply of supportive housing for families seeking to live in Lakeview, which is typical in established parts of the City. Further, as the area is largely built-up and limited by stable neighbourhood policies of the MOP which limit the form and density of residential development, there are few opportunities to significantly increase supply of more diverse of housing in Lakeview.

The proposed ZBLA permits for a wide variety of housing types including various forms of townhouse dwellings and apartment units within mid-rise and taller buildings. The proposed ZBLA ensures the possibility of providing varied unit sizes from bachelor/studio units to 3-bedroom units. The propose unit number and mix will support the objective of aging-in-place and will expand housing options for those of all stage of life including young professionals, families and older adults. The proposed development therefore improves the broader housing "ecosystem" in Lakeview and the broader area through providing new housing options that will support older adults to downsize in their area and free up desirable family supportive housing as well as a proposed new supply of family sized and smaller units. The residential provisions proposed in the ZBLA support an appropriate compact built form, residential densities and mix of housing forms that will support diverse housing needs and preferences as well as contribute to the

optimized use of existing community infrastructure and engineering services. As such, the proposed ZBLA will effectively implement the policies of Section 7.2.

Through increasing supply of more diverse housing options, the proposed development introduces more affordable housing options for the area. For more direct contributions to affordable housing including the missing middle, LCPL will continue to work with the Region and City in how to achieve a feasible amount and type of affordable housing in Lakeview Village. For further detail please refer to the Affordable Housing Brief enclosed with this application.

The proposed ZBLA will implement the policies of the MOP related to the creation of complete communities. The proposed development offers a compact form with a mix of uses that will support existing and future residents to meet every day needs and encourages active modes of transportation. In addition, the proposed development represents a significant opportunity to contribute to the limited supply and diversity of housing options in the Lakeview area needed to create a complete and sustainable housing stock that meets the needs of Mississauga's diverse population.

7.4.3 Multi-Modal City

The subject lands front onto Lakeshore Road East which is identified as an Arterial Road in Schedule 5 - Long Term Road Network of the MOP (Figure 25) and a Higher Order Transit Corridor in Schedule 6 - Long Term Transit Network (Figure 26). In addition, Schedule 6 identifies a future enhanced transit route extending south into the proposed development. The subject lands are located in proximity to existing and expanded all day two-way GO Rail transit Service from Port Credit GO Train Station to the west and Long Branch GO Train Station to the east. The higher order transit corridor on Lakeshore Road will host a Bus Rapid Transit line. The Metrolinx 2041 RTP also identifies this GO line for two-way 15 min service. Further, the 2041 RTP recognizes Lakeshore Road East for LRT/BRT rapid transit line, specifically the Waterfront West LRT, which is in Development, meaning a future project currently in advanced stages of planning and design.

Section 13.3.7 speaks to achieving a multi-modal city in the context of the LWMNCA. Due to the proximity to existing and planned higher order transit, the LWMNCA is planned to emphasize the use of transit and to support a highly connected network of streets and routes for walking and cycling. The LWMNCA is to be developed with a fine-grain network of roads and connection and designed to enhance views and streetscapes along main roads (policies 13.3.7.1.1 and 13.3.7.1.5) The policies of Section 13.2.7 further require that a development master plans and various transportation analysis be prepared to assess and demonstrate how traffic considerations, transportation demand management strategies, transit-oriented development, pedestrian/cycling connections, overall mobility network and development pattern are applied to promote a healthy and sustainable community (policies 13.3.7.1.2, 13.3.7.1.8 and 13.3.7.2.1).

Achieving the vision for the LWMNCA as a sustainable new community which prioritizes the use of transit and active transportation requires action on two fronts. The first is to build the supporting urban form and network that achieves transit-supportive densities and the physical infrastructure needed to support active transportation. The DMP previously submitted demonstrates at a high-level how the blocks are sized and arranged, how public road and sidewalk networks are planned to be developed as well as how the proposed development achieves transit-oriented densities and land use patterns and supports the use of active transportation. The proposed Draft Plan of Subdivision further implements the direction provided in the MOP and the DMP in terms of blocks and road patterns. Essentially, the DMP and Draft Plan of Subdivision achieve this first requirement by outlining the needed physical framework and effectively implement the

policies of Section 13.3.7 regarding block sizes and configuration as well as road and pedestrian infrastructure location and connectivity. It should be noted that the proposed active transportation network aligns and complements the recommendations of both the City's Lakeview Connecting Communities Study and Cycling Master Plan (2018).

Through the refinement of the DMP, block configuration, development patterns as well as road, and pedestrian connectivity will further evolve to achieve the objectives for a multi-modal city based on further technical analysis and design process with the selected Master Plan architect. In addition, the subsequent Draft Plan of Subdivision and landscape and open space design processes will further refine streetscape elements, accessibility, view corridors, and pedestrian permeability and connectivity.

The second key action involves the use of incentives and other programs to encourage desirable transportation behaviours of residents to make use of the provided infrastructure and support active transportation and transit as primary modes of mobility. These strategies must be ambitious, forward thinking and take effect from the early onset of the new community for the desired outcome. In accordance with Policies 13.3.7.1.2 and 13.3.7.1.8, an Area-Wide Traffic Consideration Report previously submitted to the City and the Parking Study enclosed with this application have been prepared to examine how the proposed development is supportable and aligns with future enhanced transit, considers implications for traffic in the broader community, influence over multi-model transportation splits as well as the use of TDM measures. These studies have informed the proposed implementing zoning by-law which contains provisions for reduced parking standards as demonstrated for all land uses, leveraging shared parking spaces in mixed use buildings, provision of bicycle parking and dedicated car-share spaces among other provisions that act as TDM measures.

Parking is one particular TDM measure discussed that is included as part of the proposed ZBLA. Section 13.3.7.3 provides policy direction for parking within the LWMNCA. This section limits surface and above ground parking to support future institutional, recreational and cultural uses and much be designed to be compatible with surround uses minimize negative impacts to the public realm (policy 13.3.7.3.1). Further, vehicle parking standard reductions and caps are contemplated in policy 13.3.7.3.2 when mixed use development is proposed where there is enhanced transit and active transportation facilities present, as demonstrated through a parking study.

The TDM measures within the proposed zoning provisions are informed by the extensive analysis prepared in the Traffic Considerations Report previously submitted and the Parking and TDM Study as seeks to discourage personal vehicles and promote more sustainable modes of transportation in various ways. As an example, to promote car/bike-sharing programs and promote the use of transit and cycling, the following incentives are included that promote reduce vehicle parking:

- Total resident parking spaces per residential dwelling unit may be reduced at a rate of four parking spaces for every car-share parking space provided on the site up to a maximum of 1 car-share parking space per 60 dwelling units
- Total resident parking spaces per residential dwelling unit may be reduced at a rate of 3 parking spaces for every 10 bicycle-share parking spaces and an additional 1 parking space for 2 bicycle-share parking spaces to a maximum of 25% of total required parking spaces per residential dwelling unit

- A reduction in minimum resident parking spaces per dwelling unit when located within 150 m of Lakeshore Road East
- Standards set for minimum number of shower/change facilities per gender based on bicycle parking requirements where there are office and retail use.

Minimizing required vehicle parking is an essential first step in confirming the LWMNCA as a community committed to sustainable modal splits and reduced reliance on the automobile and will have an immediate impression on the travel behavior of future residents. The LWMNCA is well positioned to accommodate reduced parking standards due to its mix of uses, compact built form, access to transit and excellent active transportation facilities. It is intended that surface parking will be limited at full build-out of the proposed development to a limited number of residential blocks. In addition to provisions regulating vehicle parking, a number of other TDM measures are utilized in the proposed implementing zoning by-law including bicycle parking standards and supportive facilities such as showers which are intended to further encourage the use of active transportation, as demonstrated in the above-noted examples.

Overall, the proposed ZBLA and Draft Plan of Subdivision comprehensively align with the policies of LWMNCA and will effectively implement these policies to achieve the MOP objectives for a multi-modal city including setting up the underlying mobility network and supporting development pattern as well as encouraging sustainable travel behaviours of future residents and visitors.

7.4.4 Foster a Strong Economy

Chapter 10 of the MOP provides policy direction for employment uses in Mississauga. As the subject lands are located within a Major Node and near to higher order transit, the policies of Chapter 10 support locating major office, institutional, post-secondary and supporting commercial uses in the LWMNCA. Section 13.3.9 of the MOP provide area-specific direction for fostering a strong economy in the LWMNCA. The policies of Section 13.3.9 identifies the Innovation Corridor Precinct as the intended location for the greatest number of office and light industrial jobs, commercial spaces are acknowledged to provide employment opportunities and support the everyday needs of residents in the area and are to be located along Lakeshore Road East and within the Cultural Waterfront District (Policies 13.3.9.1 and 13.3.9.2). Further, the LWMNCA will seek to attract a post-secondary institutional use and seek opportunities to incorporate cultural infrastructure and spaces to support the creative industries (Policies 13.3.9.3 and 13.3.8.4). The development application also recognizes the significance of the draw of the Lake Ontario shoreline and its economic benefits with recognizing the need to accommodate public parking for the extensive waterfront parks as well as including a feasibility assessment by Baird for the two docking facilities tentatively shown conceptually in the DMP.

The proposed ZBLA align with and will help implement the policies of the MOP intended to support a strong economy. Desirable uses for the Innovation Corridor are reflected the proposed implementing zoning by-law and Draft Plan of Subdivision.

In addition to these policies, the proposed development will further enhance the local and broader economy in considering innovative sustainability technologies, world class architecture and a unique destination waterfront park and pier that will be unlike any that exists on Lake Ontario. The proposed development will become a city-wide and regional draw for tourism and will enhance the image and competitiveness of the City's economy. In anticipation of the future significant features of the proposed development, the proposed ZBLA has incorporated potential parking solutions that will be necessary to

support the function of these uses without compromising the mobility and overall experience of the LWMNCA area. One such example is a proposed multi-storey parking structure to the south of Lakeview Square that will accommodate the parking needs of visitors to the site. This is a parking feature further examined in the enclosed Parking Study and will require ongoing dialogue with City staff.

7.4.5 Direct Growth

Section 5.3 *City Structure* of the Mississauga Official Plan identifies that the City Structure is based on an urban hierarchy including Major Nodes. Major Nodes are to provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the city. As outlined in the MOP, it is intended that Major Nodes will be planned as prominent centres of mixed-use activity with a variety of employment opportunities, such as office and institutional jobs and regional shopping services that draw people beyond the adjacent neighborhoods. Major nodes are to be located close to planned higher order transit and have positive effect on transit demand through higher residential densities and access to employment uses. It is also anticipated that Major Nodes will provide a variety of higher density housing for people throughout the different phases of their lifecycle and for a variety of income groups.

Section 5.3.2 Major Nodes in the Mississauga Official Plan identifies three Major Nodes across the City of Mississauga, including the Lakeview Waterfront Major Node. Section 5.3.2 also identify Major Nodes as Intensification Areas that are served by frequent and higher order transit and are to be development to support and encourage the use of this transit as well as active transportation.

Further, Section 13.3 of the MOP provides local area policy direction for the Lakeview Waterfront Major Node Character Area of which some policies reiterate direction note in the City-wide policies of Section 5 of the MOP. With regards to the function and purpose of the Major Node, Section 13.3.4 specifies that the Major Node is intended to:

- *“Provide opportunities to draw people from a broader area to take advantage of unique uses such as cultural space, innovative employment and institutional uses and waterfront activities along the waterfront;*
- *Achieve a targeted gross density between 200 and 300 people residents plus jobs combined per hectare; and strive to reach a population to employment ratio 2:1 across the entire Major Node.*
- *Provide a range of building typologies predominantly mid-rise in height*
- *Provide a variety of housing choices including affordable, assisted and special needs*
- *Strive to be a sustainable community and incorporate green development standards such as Leadership in Energy and Environmental Design (LEED) or other custom green development standards”*

The subject lands are well established in the MOP as a location for accommodating significant growth in the City as it is designated a Major Node, an Intensification Area, and is located along planned higher order transit. The proposed ZBLA and Draft Plan of Subdivision reflects an appropriate mix of uses, densities and heights for its Major Node status and effectively implements the land use direction of the MOP.

The LWMNCA features a destination waterfront park and pier that will be a draw for the broader City and region. In addition, the site has the potential to be known for significant cultural space and for its proposed sustainable development, technologies and building standards which have been discussed in this report as

well as the Sustainability Strategy previously submitted. In addition to these uses and features, the proposed development and supporting ZBLA appropriately achieves a mix of employment, residential, commercial and other opportunities is well supported by planned higher order transit, specifically a planned BRT line on Lakeshore Road, as well as enhanced transit route to expand south into the site. These diverse uses are accommodated within the RA5, E2, OS1, OS2, I, and C4 zone varieties of the proposed ZBLA and are in compliance with the MOP land use schedule shown in Figure 14.

The City-wide and LWMNCA-specific policies of the MOP LWMNCA contemplate growth in a number of ways including residents and jobs per hectare, permitted unit count and through built form. As noted above, Major Nodes are to achieve a density of 200 to 300 residents and jobs per hectare. Further direction is from the LWMNCA policies of Section 13.3 of the MOP is shown below:

Table 7. MOP Section 13.3 – Figure 2: Lakeview Waterfront Major Node, Statistics and Targets Summary

	2017	Planned Target ¹
Land Area ² (ha)	99 ha	99 ha
Population	0	15,000 -22,000 ³
Employment	1,500 ⁴	7,000 – 9,000 ⁵
Population Plus Jobs per hectare	15	15 200 – 300 residents and jobs
Population to Employment Ratio	0:1	2:1
¹ Planned targets to be confirmed through further study (e.g. transportation study, Innovation Corridor study) ² Land area is a gross figure and includes everything within the defined boundary such as bodies of water, roads, and all other land uses. ³ Population target is from the Inspiration Lakeview Master Plan (2014) and adjusted to account for a maximum unit capacity of 10,500. ⁴ 2017 Employment figures from City of Mississauga, Mississauga Employment Survey (2017) ⁵ Employment target is from the Inspiration Lakeview Master Plan (2014)		

*Source from the Section 13.3 LWMNCA of the MOP

Section 13.3 provides guidance within a table titled *Distribution of Housing and Unit Targets by Precinct of Section* for target unit count within the LWMNCA, which is included with Table 8 of this report, provided below. The unit distribution number provided within the LWMNCA policies do not provide hard policy limitation for unit count but requires development to be consistent with the number and distribution of units for low, midrise and taller buildings. The following table compares the target densities and unit distribution outlined in the MOP that are applicable to the subject lands and the proposed densities:

Table 8. Comparison of LWMNCA Unit Distribution and Proposed Unit Distribution by Unit Type

	Total Residential Units	Unit distribution (#)	Unit distribution (%)
MOP Section 13.3 LWMNCA	6,800	Townhouse – 1,020 Mid-rise – 3,400 Taller Building – 2,380	Townhouse – 19% Mid-rise – 50% Taller Building – 31%
Proposed Development	8,004	Townhouse – 402 Mid-rise – 5,298 Taller Building – 2,304	Townhouse – 5% Mid-rise – 66.2% Taller Building – 28.8%

*MOP unit distribution data sourced from the Section 13.3 LWMNCA of the MOP

The proposed 8,004 residential units exceeds the targets of the LWMNCA for the subject lands, as detailed in Table 8, but will not exceed the 200 to 300 residents and jobs per hectare target and therefore conform to the MOP and LWMNCA policies for density. The proposed unit count will better support the intended function of a Major Node, offers more transit-supportive densities and maintains the desired urban form of predominantly mid-rise buildings. Table 7 noted above further suggests a target population of up to 22,000 people and 7,000 to 9,000 jobs will be accommodated at full build out of the entire Major Node and within the footnotes stipulates that these are planned targets to be confirmed through further study. The various technical analyses prepared in support of this application have provided justification to support the proposed density and heights.

Another way to look at the proposed density for the subject lands is in the context of the City Structure and urban hierarchy and in comparison, with development occurring in other Major Nodes of the City. In terms of density, as the proposed development does not exceed the 200 to 300 residents and jobs per hectare, it remains in line with the intended hierarchy of density across the City. The measure of floor space index (FSI) provides another perspective. The proposed development of 8,004 residential units will achieve a site-wide net FSI of 2.02 (gross FSI of 2.38), which is relatively low for a Major Node and typically might be associated with lower density Community Nodes. In comparison with existing or proposed developments occurring in the Uptown Major Node and Erin Mills Major Node, FSI typically range from 3.0 to as high as 6.0. As shown Figure 27 illustrates the proposed FSI distribution across the subject lands. The overall LCPL plan's FSI can be attributed to significant amounts of open space and the large and mixed-use nature of the site which concentrates the highest densities to a pocket in the southwest portion of the site and contains predominantly mid-rise built form with some townhouses in the remaining areas of the proposed development. Section 3.5 for City Structure as noted above stipulates that Major Nodes will provide a mix of densities that do not exceed the Downtown but are greater than other areas of the City. The proposed development in this scenario does not exceed densities typical within the Downtown, which is in alignment with the density hierarchy of the City Structure, but the overall FSI of 2.02 provides for a density that may not clearly distinguish itself as a Major Node from other higher density areas lower in the hierarchy such as Community Nodes.

In terms of maintaining the function of a Major Node to provide a diverse range of housing, and in particular more high-density unit types, the proposed unit count and built form distribution more accurately accounts for the housing gaps of the Lakeview neighbourhood as discussed in this report and the Affordable Housing Brief submitted with this application. Building typologies and height variety is reflected in the proposed ZBLA under the RA5 zone provisions.

The policies of the PPS, Growth Plan and ROP speak to the importance of compact development and intensification in built-up areas in order to optimize the use of land, including brownfield lands, public infrastructure and service facilities as well as transit-supportive densities and built forms, particularly where higher order transit infrastructure is planned. The findings of the Functional Servicing Report enclosed with this application determined that the proposed development and number of units can be accommodated on the subject lands and the Traffic Considerations Report submitted previously confirmed that the proposed unit count is supportable from a transportation perspective in terms of overall transportation function as well as in achieving long term objectives for sustainable modal share. These supporting studies suggest that the existing target of 6,800 for the subject lands would be an underutilization of existing public infrastructure in an area identified by provincial, regional and municipal policy as an ideal location for intensification and growth while still satisfying technical requirements.

In addition, in relation to optimizing the use of public facilities, the review provided in Section 3 of this report suggests that there is existing capacity of nearby community centres, recreational facilities and schools to accommodate the proposed unit count with one exception for a PDSB public elementary school which has been accommodated into the proposed ZBLA. It should be noted however, that the location, size and other details of the school are to be determined in coordination with the PDSB.

The ZBLA and Draft Plan are in alignment and will ultimately implement the resident and jobs per hectare target density as well as the intent of the Major Node policies of the MOP including Section 13.3 of the LWMNCA. Through the detailed analysis of the supporting studies, the proposed unit count provides an evidence-based refinement of the initial unit count targets provided in Section 13.3 of the MOP noted in Table 8. Further, in accordance with the footnotes of Table 7 (sourced from Section 13.3 of the MOP), supports a Planned Target for population that is refined through detailed study. Overall, the proposed ZBLA will implement the policies of the MOP and will achieve conformity of the MOP with intent of the PPS, Growth Plan, ROP and MOP policies related to growth, in this instance.

7.4.6 Desirable Built Form

Chapter 9 of the MOP sets out a policy framework which speaks to principles associated with building a desirable urban form. The general policies of Chapter 9 speak to developing an urban form that responds to urban hierarchy, promotes the use of active transportation and transit and a diverse mix of uses, utilizes sustainable practices and establishes distinct character for each community. These elements ultimately serve to inform the physical layout and design of spaces and buildings and to encourage a strong sense of place through establishing identifiable features that ground a place in the broader City.

The MOP uses height as part of defining the City and structuring its hierarchy of urban form. In particular, the City structure, through height can be generally characterized as follows:

- Downtown: most unique and vibrant central element to the City with unlimited height;
- Major Nodes: up to 25 storeys
- Community Nodes: up to 4 storeys

For Major Nodes, the MOP also has exceptions to the height policy planning framework which both may permit height exceedances beyond 25 storeys as well as give directions on certain areas that may require other height maximums which will become apparent later in this section in review of the LWMNCA policies for built form. Essentially, the MOP policies on height respond to the wide spread understanding that height matters in context. The tallest buildings help to define the City, and its components such as Major Nodes, from the perspective of order, scale, function, sense of place and identity. The policies of the MOP further seek to ensure an appropriate relationship between this height, the public realm and everyday life on the ground is addressed. The various supporting studies including the Height Study, Urban Design Study, DMP, Wind Study and Shadow Study provide technical analysis which generally validates the proposed heights for the proposed development. Further, these technical studies demonstrate that the proposed 8,004 units can be achieved while maintaining a desirable built form.

Section 13.3.8.1 provides general policies regarding area-specific direction on desirable built form for the LWMNCA. Policy 13.3.8.1.1 emphasizes the importance of lake views, skyline and appropriate transitions of height to open spaces as well as the need for detailed a height study for certain areas permitting height exceedances. The proposed heights and densities permitted within the proposed ZBLA and Draft Plan of Subdivision are distributed in consideration of all the factors noted in Section 13.3.8.1.1.

The proposed development will achieve an appropriate transition in height to surrounding areas. The nearest existing residential neighbourhood is located along the north of Lakeshore Road East, as such the proposed height and density is appropriate on the subject lands. The greatest heights are proposed in the Waterway District Area and will be neighboured by compatible heights and built form that will transition to lesser heights throughout the development, in accordance with Policy 13.3.8.1.1. This includes step-down of height at the Lakeshore Road frontage. The nearest residential area to the greatest proposed heights in the Marina District is approximately 680 m west and are separated by the Lakefront Promenade Park, Douglas Kennedy Park and the Lakeview Water Treatment Plant. View corridors along north-south streets including Lakefront Promenade and Hydro Road will maintain sight lines to the lake and will be further accentuated by the proposed heights and massing of midrise and taller buildings. Throughout the proposed development, streets and open spaces will be treated to respond to the pedestrian scale and contribute to a high-quality public realm. Proposed heights and built forms will be varied and thoughtfully designed and located to promote a diverse and unique skyline that will mark Mississauga's place on Lake Ontario. The completed DMP, Height Study and Urban Design Study provide further analysis in how the proposed built form achieves and implements these policies.

The subject lands are located within a Major Node which is a designated Intensification Area. The policies of Section 9.2.1 of the MOP identify Intensification Areas as key locations to contribute to an overall strong city identity as well as establishing its own character and sense of place (policies 9.2.1.2 and 9.2.1.3). Section 9.2.1 further provides that tall buildings should be located along existing and planned Major Transit Station Areas while also being planned to support an attractive, compact built form that is pedestrian oriented and transit supportive (policy 9.2.1.8 and 9.2.1.21. and 9.2.1.22). In addition, built form within Intensification Areas should be planned to minimize adverse microclimate impacts on the public realm (policies 9.2.1.14 and 9.2.1.16).

The proposed development will achieve design excellence and will contribute to the creation of sense of place for the LWMNCA through massing, height, distinctive architecture, streetscaping and public art. As a Major Node, the proposed development must contribute to a strong community identity for the Lakeview area, but due to its location on the waterfront, the proposed development serves to further mark the presence of the City Mississauga on Lake Ontario and contribute to the overall identity of the City in a way unique to the LWMNCA. As with all Major Nodes, height is an important tool in upholding a distinct character and contributes to broader wayfinding and establishing place within the city's urban hierarchy. At this stage, the proposed ZBLA and Draft Plan achieve these MOP policy objectives through the proposed height ranges and distribution of height across the site which will set a framework for further design processes that will shape the final built form. These future processes include detailed design in coordination with world class architectural firms on a site-wide, district and building-scale to ensure the highest standard of architecture and urban design is applied throughout the site.

The proposed development fronts onto Lakeshore Road East which is proposed to have a Major Transit Station located along the planned BRT line at Dixie Road, Haig Boulevard, and Lakefront Promenade. While the majority of the proposed development is technically located outside the 500 m Major Transit Station Area radius, an enhanced transit route is planned to extend south into the proposed development, providing a convenient connection to Lakeshore Road East. Policy 13.3.8.3.8 of the LWMNCA policies confirm taller buildings may be permitted along this future enhanced transit route. The location of taller buildings along transit routes is transit supportive and will integrate well with the proposed network of pedestrian and cycling infrastructure.

As demonstrated in the enclosed Pedestrian Wind Study and Shadow Study, the proposed tall buildings will adequately mitigate impacts to the pedestrian environment and public realm. Through further detailed analysis in conjunction with further iterations of the development concept, the proposed development will demonstrate how more detailed interventions will further improve the comfort of public areas as required.

Section 13.3.8.3 notes that the Lakeview Waterfront will be predominantly mid-rise in form but will include some lower and taller buildings to achieve a variety of building types. The following provides further direction for building heights in the LWMNCA:

- “13.3.8.3.1 Permitted building heights will range as follows:*
- a. townhouses (all types) ranging from 2 to 4 storeys;*
 - b. low-rise apartment buildings up to 4 storeys;*
 - c. mid-rise apartment buildings from 5 to 8 storeys; and*
 - d. taller buildings from 9 to 15 storeys.*
- 13.3.8.3.2 Notwithstanding policy 13.3.8.3.1, a limited number of buildings from 16 to 25 storeys in height may be permitted in the Rangeview Estates and Ogden Green Precincts, subject to a Height Study(s). Development master plans will demonstrate how a range of heights from 9 to 15 storeys will be maintained across these precincts,*
- 13.3.8.3.3 Notwithstanding policy 13.3.8.3.1, a limited number of buildings up to a maximum height of 25 storeys will be permitted in the Waterway District Area (Map 13-3.3). Buildings greater than 25 storeys in height may be considered and will require a Height Study.*
- 13.3.8.3.6 Table 1: Distribution of Housing and Unit Targets by Precinct provides a guide to how housing units by type and precinct are to be distributed across the Lakeview Waterfront area. Development master plans will be consistent with Table 1.*
- 13.3.8.3.15 Notwithstanding policy 13.2.8.3.1 building heights will be limited to a maximum of 8 storeys will be permitted with the exception of the Waterway District Area where additional heights may be considered subject to a Height Study.”*

The proposed development maintains a predominantly mid-rise built form across the whole of the subject lands. As demonstrated previously in this report, the proposed unit count exceeds the overall target for the LCPL lands and proposes a shift in distribution of unit types. The proposed distribution of unit types maintains a predominantly mid-rise built form with 66% of units being within a midrise building as opposed to 50%. There are a number of buildings with heights that require justification, as discussed in the Height Study previously submitted, and these include:

1. Nine buildings within the Ogden Green Precinct which are proposed at a height of 16-25 storeys, in accordance with Policy 13.3.8.3.2.
2. Two buildings within the Marina District that are proposed at heights greater than 25 storeys, in accordance with Policy 13.3.8.3.3.

3. Four buildings within the Cultural Waterfront Precinct, which are proposed at heights between 15 and 25 storeys, which are not permitted within the existing policies of Section 13.3.8.3.15.

The Height Study enclosed with this application demonstrates how the select proposed building heights achieve superior urban design standards that truly “earn the sky”, facilitate a desirable relationship with the public realm, and contributes to the LWMNCA distinct identity and place within the City’s urban hierarchy as seen ‘on paper’ and ‘on the ground’. As per Policy 13.3.8.3.2 the areas of 1 and 2 noted above are in conformity with the MOP and are justified within the provided Height Study. Detailed plans for specific districts and buildings will further articulate how the proposed built form and heights will serve to enhance the LWMNCA. The proposed taller buildings serve to enhance the skyline of the proposed development from the Lake Ontario shoreline as well as create visual interest from within the site and contribute to wayfinding and place making. Detailed plans for specific districts and buildings will further articulate how the proposed built form and heights will serve to enhance the LWMNCA.

With existing taller buildings and developments within close proximity to the Lakeview Village site, it is important again to consider the City structure. Closer to the Lakeview Village site, there are two areas to note for a reference on height.

First, the Port Credit Community Node is subject to specific MOP policies under the Port Credit Local Area Plan. It identifies various areas with height limitations which recognize both appropriate development limits for new development but also existing built form. For example, there are existing buildings of 19, 20, 22, and 27 storeys the last of which exceeds the planned maximum height for a Community Node. The Plan has parts of the neighbourhood allowing up to 15 and 22 storey heights. Second, in the Lakeview Local Area Plan there is also a detailed schedule which provides policy guidance on height. As this area is a Neighbourhood in the MOP, it generally allows for a maximum of four storey development (excludes the Corridor and some other exceptions). However, similar to Port Credit, it also balances policies for new growth while recognizing existing development reflected in the 16, 20, and 22 storey maximums.

While both Lakeview and Port Credit are not functionally as significant in the City structure (since they are a Neighbourhood and Community Node, respectfully), they visually are in conflict with the City hierarchy. If Lakeview Village, or for that matter other areas of the LWMNCA develop to within the limits as prescribed by the MOP, they would visually be subservient to the local context.

Development in the LWMNCA needs to distinguish itself from surrounding development but still ensure it is within the framework of similar Major Nodes. As demonstrated in the Height Study previously submitted, with buildings of heights both existing and proposed up to 22 storeys in Port Credit and Lakeview, there is no visual distinction for the Lakeview Village lands. In essence, the significance of the LWMNCA is not visually seen with most of the current height policy framework. The height provisions of the proposed ZBLA for buildings within the Marina District and Ogden Green, as justified by the Height Study in accordance with policies 13.3.8.3.2 and 13.3.8.3.3, achieve this distinction and maintain the City’s overall urban hierarchy. As such, the proposed ZBLA appropriately implement the policies of the MOP. Further, the height provisions of the proposed ZBLA better align with the intent of and better support the general urban form objectives of Chapter 9, the Intensification Area policies of Section 9.2.1 and LWMNCA policies of Section 13.3.8.

The height policies within Section 13.3.8 including Policy 13.3.8.3.15, noted previously, which restrict the heights within the Cultural Waterfront District to a maximum of 8 storeys are in conflict with the intent of other MOP policies which seek to establish a discernable and legible urban hierarchy in terms of urban form and function. The Height Study previously submitted included buildings of greater height than what is being proposed in the subject ZBLA in this area of the proposed development, as this would require an Official Plan Amendment. This was done in order to demonstrate how height can positively contribute to improved built form, streetscape, public realm and sense of place and wayfinding.

7.4.7 Conclusion

This report has demonstrated that the existing *Utility -1* zoning of the subject lands is inconsistent and does not conform to provincial, regional and local policy. Further, this Report has demonstrated that the proposed ZBLA is consistent and conforms to provincial, regional and local policy. The proposed ZBLA and Draft Plan of Subdivision support the MOP's overall vision for the subject lands as a mixed use, sustainable model community. It is our opinion that the proposal will achieve the intent of and effectively implement the policies of the MOP including applicable policies of Chapter 6 Value the Environment, Chapter 7 Complete Communities, Chapter 10 Strong Economy, Chapter 8 Multi-Modal City, Chapter 5 Direct Growth, Chapter 9 Desired Urban Form and Chapter 13 Major Nodes.

It has been demonstrated through various supporting studies that the proposed development and associated height and density is appropriate from a transportation, sustainability, urban design and servicing capacity perspective. Further, the proposed density and heights align with PPS, Growth Plan and ROP direction for optimizing the use of public infrastructure and transit, promoting intensification and the creation of complete communities and sense of place. The supporting studies provide new information that was not available at the time of the preparation and adoption of OPA89 and would inform a refinement of the existing policy framework to enhance the desired outcome of Lakeview Village. As noted previously this report, GSAI would recommend that City staff engage in further dialogue on achieving appropriate height and density in Lakeview Village through a City-initiated Official Plan Amendment.

8.0 RATIONALE FOR CITY-INITIATED AMENDMENT TO MOP LWMNCA POLICIES

Through the evolution of preparing the overall development plans and associated technical information in support of these plans, it has become evident that the area-specific policy planning framework approved through OPA 89 raises some concerns. The issues can be categorized as first, technical or house-keeping considerations and second, the static policies not reflecting the evolution of the development plans prepared for Lakeview Village. It is our opinion that the City should undertake to modify the Section 13.3 Lakeview Waterfront major node policies (formerly OPA 89 policy framework) or present to City Council to authorize an OPA to be filed by LCPL to rectify the issues raised below. Details of these concerns are noted as follows:

8.1 MAJOR NODE LIMITS

Map 13-3.2 of the LWMN section (as illustrated in Figure 21) and accompanying figure on *Lakeview Waterfront Major Node, Statistics and Targets Summary* (Table 7 of this report) provide the basis for the City's development targets for the overall major node. Specifically, it is noted in the table that the overall size of the major node is 99 ha. In turn, a footnote (denoted as number 2) has been applied to the land area noting the basis of the area calculation which states "*Land area is a gross figure and includes everything within the defined boundary such as bodies of water, roads, and all other land uses.*"

GSAI has reviewed this land area calculation and believes the limits of the major node are incorrect. This is based on our review of the City's digital property base and calculating the limits as shown by the extent of the black-dot boundary on Map 13-3.2 illustrated in Figure 21. Further, the area appears to underrepresent our client's lands by excluding water lots which are part of the land holdings purchased from the Province. Our review, based on the definition of land area which indicates that all other land uses, including bodies of water, are to be included in the limits of the major node means the area should be noted as 115.8 ha. While not included here, this calculation could even be revised to a higher limit if the lands severed from the OPG lands in early 2018 were to be included but they are not included. These lands now form part of the new lake-fill project by CVC and the Region of Peel known as the Jim Tovey Conservation Area. This larger area, including all water lots as explained above, is shown in all the previous Lakeview Legacy work which is publicly available as well as in the City's Inspiration Lakeview Master Plan exercise. GSAI presumes the final land area calculation included in the MOP was based on previous information that did not reflect the legal limits of land holdings for our client, as well as the current digital map base for all major node lands. This technical error should be rectified by the City as part of an OPA housekeeping exercise for the major node policies.

8.2 MAJOR NODE DENSITY

As noted in the analysis throughout this report, the proposed development with 8,004 units fits within the density parameter for a major node as prescribed by the "Population plus jobs per hectare" which is detailed as 200 – 300 persons and jobs per hectare. Specifically, it has been noted above throughout this report that the Province aspires to meet this density as a minimum target which appears to conflict with the City's specific population and employment planned targets noted in Figure 2. These population and employment targets appear to be below the upper limit of 300 persons and jobs per hectare. This is further compounded when considering the actual limits of the major node as previously described.

GSAI has concluded that the unit limit for the entire Lakeview Waterfront Major Node (including lands not owned by LCPL) can be increased to approximately 12,940 units on the following assumptions:

1. Applying the 300 persons and jobs per hectare to the revised land base;
2. Holding the jobs target at 9,000 jobs for the major node (resulting in a ratio which is closer to 2.5:1 residents to jobs);
3. Applying the City's Lakeview person per unit factor to an overall built form split of 8% townhouses with the balance of units being apartments;
4. Maintaining the Rangeview Estates precinct unit allocation at 3,700.

Under section 13.3.8.3 Precincts in the MOP, the table titled *Distribution of Units and Housing Targets by Precinct* (incorporated within Table 8 of this report) specifies 6,800 units for our client's lands (the Cultural Waterfront and Ogden Green precincts). Based on the above analysis, this number could be increased to 9,240 units which exceeds the current proposal before the City at 8,004 units. Notwithstanding this analysis, and as noted throughout this document, the proposed increase to 8,004 units does not need an Official Plan Amendment as the policy framework does not stipulate the unit allocations as a maximum limit in the tables referenced. The inherent conflict between the artificial limits which appear to be derived from the Inspiration Lakeview Master Plan exercise and the Provincial drive to meet minimum density targets further cloud the issue on the prescribed unit allocations by precinct. Ensuring a proper increased density also plays a role in overall project and neighbourhood feasibility of various private establishments, such as commercial uses, and public infrastructure, such as parkland, cultural facilities, or affordable housing which are dependent on funding emanating from the project density. This is reinforced in the LWMNCA "Viable" guiding principle which envisions ensuring feasibility to the benefit of the City, the project, and residents alike.

It is worth noting again that as per the LWMNCA figure on *Lakeview Waterfront Major Node, Statistics and Targets Summary* referenced earlier in Table 7 of this report, there is a footnote (denoted as number 1) indicating that "*Planned targets to be confirmed through further study*". The LCPL development proposal has supplied various technical reports (Transportation Considerations Report, FSR) and design documents (DMP, Height Study, etc..) confirming that the development can satisfy the City's policy framework and technical requirements with an increase to over 8,000 units. Similar to above, and based on this density review and preliminary analysis, the planned targets for residential units should be increased to reflect the LCPL's further analysis for part of this Major Node. The City can increase these targets knowing that the onus is still on an applicant to demonstrate that the technical requirements can be satisfied, such as engineering, traffic, and design considerations of increased development all of which is dictated already in the MOP policy framework. Similar to above, the City as part of a housekeeping exercise, needs to recognize the conflict between the Inspiration Lakeview Master Plan artificial targets and the Province's desire to meet minimum density targets, and in turn revise the major node policies respecting the planned targets.

8.3 MAJOR TRANSIT STATION AREA LOCATIONS AND DENSITY

The City is underway with the Lakeshore Connecting Communities exercise to look at increased transit infrastructure along Lakeshore Road East which is intended to result in a BRT design solution. It is worth noting that the Metrolinx 2041 RTP recognizes Lakeshore Road East as an LRT/BRT line, and specifically, Project #37 Waterfront West LRT, which is to run from Union Station to Port Credit GO, is currently in Development (i.e. in advanced stages of planning and design), as shown in Figures 5 and 6. At this point in time, two Major Transit Station Areas (MTSA) are planned to be located at Lakeshore Road East and Hydro Road and Lakefront Promenade. The long-term impact on residents and cost-effectiveness of these MTSA's

are presumed on the basis of density prescribed within a set distance around the MTSA. Currently, the Growth Plan notes an MTSA on light rail or bus rapid transit lines should have a density of 160 residents and jobs per hectare within a 500 m radius of the MTSA. This is problematic when, in consideration of MOP policies, the adjacent Lakeview Neighbourhood is a character area that is stable and not intended for future intensification appropriate to support the MTSA. In essence, approximately half of the 500 m radius area would not provide density to support the MTSA. Draft proposed changes to the Growth Plan released January 15, 2019, as prepared by the Ontario Growth Secretariat proposes that the MTSA radius be allowed to be expanded to an 800 m in order to provide more flexibility for municipalities to distribute density and built form appropriately around these locations. Should this proposed amendment be adopted, a greater area of the LCPL lands could fall within the MTSA.

GSAI has concluded that the unit limit for the entire Major Node can be increased by another approximately 3,700 units to fulfill the MTSA density requirements on the following assumptions:

1. Approximately half of the 500 m radius areas would be outside of an area permitting intensification. The area which can be assigned 160 residents and jobs per hectare would exclude a band of property along the north side of Lakeshore Road East in the area of each MTSA (reflecting the Intensification Corridor noted in the MOP);
2. These areas would then yield approximately 3,600 jobs and 7,400 persons on the basis of a 2:1 residents to jobs ratio;
3. The final unit count allocation is based on the similar assumption noted above of townhouses making up 8% of the built form, and all other units are apartments, and applying the City's Lakeview person per unit factors.

This unit allocation would need to be cognizant of the 500 m radius from the MTSA's. While it is recognized that the majority of the 500 m arc would be in the Rangeview Estates precinct of the Major Node, there still is an impact to the LCPL lands and their unit allocation considering their frontage along Lakeshore Road East and proximity to the Haig Boulevard MTSA. The City should review the MOP policies to recognize this error of not assigning necessary density in support of the MTSA's.

8.4 HEIGHT RESTRICTIONS

The policy framework under the MOP LWMNCA has very specific height targets and includes permissions to allow for a Height Study to be submitted to the City which is to demonstrate to the City's satisfaction increased heights. To this end, while a Height Study has been submitted with a limited number of buildings proposing increased height outside of the MOP limits, this rezoning application is requesting permission for only building height increases in blocks where they are allowed as per the policy planning framework under section 13.3 of the LWMNCA.

However, in light of the technical analysis provided, including the DMP, Height Study, Urban Design Study, and other technical reports, and including some public comments from community engagement sessions, it becomes clear that there may be other increases in height allowed which can satisfy the overall planning and urban design goals for the major node. This is logical considering when the OPA 89 policies were prepared, the LCPL plan had not evolved to the point where it is today, and in turn the significant technical analysis was not completed in support of the LCPL plans or for that matter, any other development proposal. This evolution of the plans for the subject lands as included with this application has been informed by detailed technical review and in consideration of satisfying City requirements such as wind, sun/shadow, urban design principles, and other requirements. As the City is aware, the open space

network, and using building height in conjunction with these open spaces, has been a critical part of the plan's design. In essence, this evolution of the development plans is a superior compilation of information which can inform the approval authority on improvements to the policy planning framework. Specifically, advice on differing height permissions is now available to the City.

GSAI would request that as part of the City-initiated OPA, the City review again the height restrictions as noted in Section 13.3. In particular, the height policies in the Cultural Waterfront precinct (8 storey limits) failed to recognize the significance of the open space (Waterfront Common Park) and the role of buildings which both frame this open space as well as offer important termini for buildings around this space and the waterfront village destination area. The goals of appropriate height along the waterfront edge can still be maintained while permitting more appropriate heights on the inside of the development blocks and in specific locations around the village. In particular, using the proposed Draft Plan of Subdivision for reference, these revisions to height policies should apply to Blocks 10-15 and they should follow the height limitations suggested in the submitted reports provided to date. Specific increases in height can be informed by and confirmed through further technical analysis in support of an OPA application.

8.5 LAND USE PERMISSIONS

Section 13.3 of the MOP offers creative solutions for mixed-use developments and specifies certain locations for these opportunities. As part of the evolution of the development plan, technical analysis, and community engagement, and ultimately to ensure viable neighbourhood, block, and precinct considerations, it appears that the land use permissions are too restrictive. The following outlines a few examples of the restrictions:

1. Additional commercial at-grade opportunities should be permitted in Residential Medium Density blocks. This is further reinforced by the City's desire through their DMP commentary noting the need for further non-residential allowances throughout the development.
2. To permit public access to the tallest element of the development, the commercial permission in the Waterway District Area should allow for commercial opportunities on the highest levels of buildings, and not only at-grade as currently proposed. As envisioned today, Lakeview Village could have a restaurant on the top level(s) of the highest building to allow for any member of the public to gain access to the skyline views surrounding the development. This promotes public equality by offering the opportunity to enjoy and benefit from the tallest building element and not keeping this building exclusive to residents or for private use.
3. Policy 13.3.7.3.1e. allows for free-standing and above-grade structured parking. The development plan shows these structures in three locations, and in particular, two structures on future City lands which would be used in support of the cultural and institutional uses, as well as key waterfront open spaces permitted in or near the cultural hub. The policy notes these structures need to *"...incorporate elevated design elements (e.g., façade wraps, integrated into buildings) ... and will be encouraged to incorporate active uses at ground level in order to reduce negative impacts on the public realm..."*. One of the most critical parking structures due to its locational advantages would be located on lands designated Public Open Space. As currently envisioned by the LCPL team, this structure would provide parking, but also retail and other potential uses, including public/community uses, at grade and within the building, as well as recreational opportunities on the roof. GSAI believes the land use permissions within Section 13.3 do not specifically allow this scenario notwithstanding the

policy aspiration noted under Policy 13.3.7.3.1 e. similar to commentary above, it is evident that the visioning exercise of City staff did not contemplate this great opportunity that now is a logical and beneficial part of the success of the cultural hub and waterfront open spaces.

GSAI would request that as part of the City-initiated OPA, the City review again the land use permissions with the benefit of the development plan before them for the Lakeview Village development.

8.6 CONCLUSION

In summary, to realize the vision for the Major Node, and in particular, for the Lakeview Village project lands, an amendment to section 13.3 Lakeview Waterfront Major Node Character Area policies is required. The design process to date has been evolutionary, taking many months, and changes as reflected in the development plan (and supporting studies) were not contemplated or foreseen by both our team as well as the approval authority. The full development potential, and design solutions as proposed in the submission package with the applications are not realized with the current policy planning framework. As noted earlier, many of the issues can be attributed to technical oversights and/or limited information informing the City's understanding of how this major node area can be developed. GSAI would respectfully submit that the City initiate an Official Plan Amendment on these matters noted above. This OPA would need to be processed as necessary in line with the timing of the Lakeview Village development application process to avoid unnecessary process duplication and delays to the ultimate project timing.

9.0 CONCLUSION

The proposed development represents a desirable form of mixed-use development and intensification on a currently underutilized brownfield site. It is our opinion that the proposed Zoning By-law Amendment and Draft Plan of Subdivision are justified and represent good planning for the following reasons:

1. The existing *Utility – 1* zoning of the subject lands are inconsistent with the policies and objectives of the Provincial Policy Statement particularly as it relates to promoting a compact built form and appropriate mix of uses that facilitate intensification, promotes healthy livable communities, is transit-supportive and ensures the optimized use of land and infrastructure;
2. Likewise, the existing *Utility – 1* zoning does not conform to the policies and objectives of the Growth Plan and Region of Peel Official Plan particularly as it relates to promoting intensification, compact built form, and an appropriate mix of uses and densities that support transit and active transportation, the creation of complete communities and the efficient use of land and infrastructure;
3. The proposed development and ZBLA is consistent with the policies of the Provincial Policy Statement as it supports an appropriate mix of uses and densities that will facilitate intensification and the optimized use of land, servicing infrastructure and transit as well as contribute to the creation of a healthy, livable and sustainable community;
4. The proposed development and ZBLA conforms to the policies and direction of the Growth Plan, Metrolinx 2041 RTP and Region of Peel Official Plan as it will promote a compact built form and appropriate mix of uses and densities that will support the efficient use of transit, active transportation and other public infrastructure and services and will support the creation of complete communities;
5. The proposed development will support the creation of complete communities through the proposed transit-supportive densities, an appropriate mix of land uses with convenient access between residential areas and commercial, employment and institutional services, a well-connected and safe pedestrian and cycling network as well as generating a sense of place through strong urban design ensuring a contribution to placemaking in line with the vision and policies of the LWMNCA and the MOP;
6. The proposed development presents an efficient use of land and cost-effective development patterns, fully embraces planned and existing public infrastructure and services, as which is consistent with the policies of the MOP, notwithstanding further density would further reinforce these matters;
7. The proposed draft plan of subdivision satisfies the requirements of the Planning Act;

8. The proposed height of certain buildings mainly in the Cultural Waterfront Precinct area, and some overall land use aspirations need to be reflected in a revised MOP policy framework. While not envisioned through the development plans at this time, this also applies to the MOP proposing an adequate density more in keeping with Provincial policy aspirations. These exceedances do not prevent the MOP as currently written from achieving a general consistency with the PPS or general conformity with the Growth Plan and ROP and represent a refinement of policy to incorporate new information generated through various technical studies and which was not available at the time of adoption of OPA 89. The requested City-initiated OPA, as informed by the development plans and supporting technical information brought forward for this proposal further reinforces the vision and function for the LWMNCA and help to better achieve consistency with the PPS and conformity with the Growth Plan and ROP;
9. The proposed development is planned to be a sustainable community that prioritizes the use of public transit and active transportation. The proposed development is pedestrian friendly and transit-supportive and will increase transit ridership over time by utilizing the planned BRT stops on Lakeshore Road East and along the enhanced transit route planned to extend into the site. The proposed development is pedestrian friendly; walkways and the proposed street network provide unimpeded pedestrian access to transit stops, parks as well as commercial, cultural, institutional and employment uses;
10. The proposed development is compatible with the surrounding land uses. Appropriate land use and built form transitions have been provided and are aligned with envisioned MOP policies;
11. The proposed development provides opportunities for a diverse range of residential housing types, sizes and potential tenure which will accommodate a range of life-stages, housing needs and incomes. This housing mix will support the broader objectives of housing affordability and aging in place for Lakeview Village and the broader community;
12. The proposed development represents a compact and desirable urban form appropriate for its major node status and its prominent location on the waterfront. The proposed built form will demonstrate design excellence that “earns the sky” while thoughtfully preserving lake and sky views and its relationship with the public realm and open spaces;
13. The proposed development is supported by technical analysis prepared by various subject matter experts. The general conclusions of this analysis confirm that the proposed development does not impose any unacceptable conditions on the existing community and any necessary improvements to the broader area or subject land infrastructure are either unique to special site considerations (i.e. sanitary sewer upgrades) or are in keeping with appropriate infrastructure improvements to support the intensification of this new City major node;

It is our opinion that the objectives of the PPS, Growth Plan, Region of Peel Official Plan, City of Mississauga Official Plan will be met and enhanced through the advancement of the proposed development and the associated Zoning By-law Amendment and Draft Plan of Subdivision. The proposed development will achieve good planning and will contribute to the creation of a model complete, mixed use and sustainable waterfront community.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.


Glen Broll, MCIP RPP
Partner




Maurice Luchich, MCIP RPP
Associate




Arleigh Hack, M.Pl
Planner

FIGURES



FIGURE 1
AERIAL CONTEXT

1082 Lakeshore Road East & 800 Hydro Road

 Subject Property



Scale: N.T.S.
March 20, 2019



LAND USE SCHEDULE (LAKEVIEW VILLAGE)

LAND USE	BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY (UPNHA)
RESIDENTIAL MEDIUM DENSITY	1-12	19.88	49.12	6230	313.38
MIXED USE	13-17	5.16	12.75	1774	343.80
MIXED USE CULTURAL HUB	18,19	1.14	2.82		
INSTITUTIONAL	20	3.56	8.80		
EMPLOYMENT	21	3.35	8.28		
PARK	22-30	14.49	35.81		
NATURAL HERITAGE SYSTEM (NHS)	31-33	12.75	31.51		
ROAD WIDENING	34,35	0.42	1.04		
0.3m RESERVE	36-39	0.00	0.00		
18.0m ROW (1,638m LENGTH)		2.96	7.31		
20.0m ROW (592m LENGTH)		1.19	2.94		
20.5m ROW (1,560m LENGTH)		3.21	7.93		
26.0m ROW (1,321m LENGTH)		3.15	7.78		
TOTAL	39	71.26	176.09	8004	319.65

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

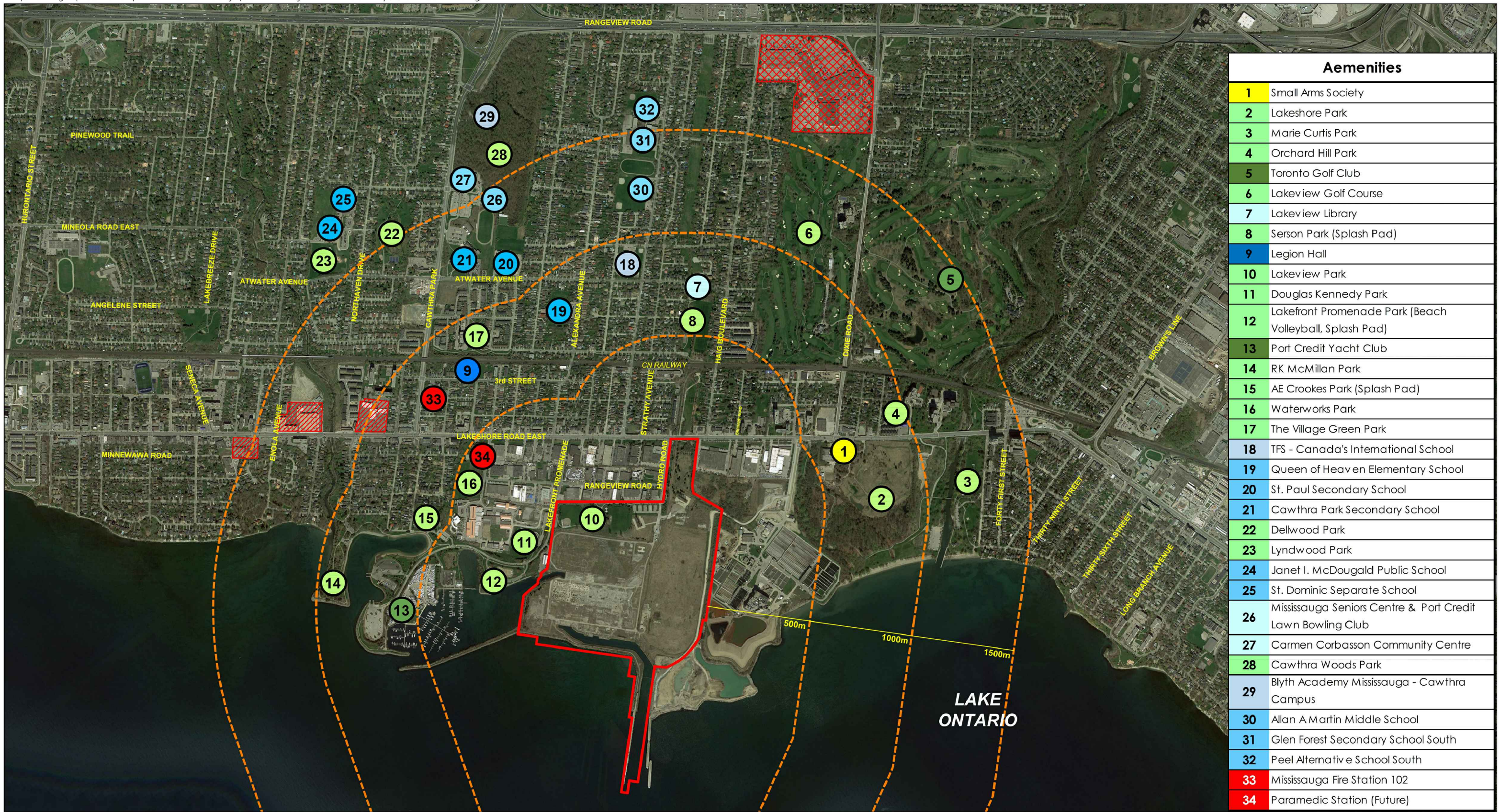
FIGURE 2
CONTEXT MAP
1082 Lakeshore Road East & 800 Hydro Road

Subject Property



Scale 1:7000
March 20, 2019





Aemenities	
1	Small Arms Society
2	Lakeshore Park
3	Marie Curtis Park
4	Orchard Hill Park
5	Toronto Golf Club
6	Lakeview Golf Course
7	Lakeview Library
8	Serson Park (Splash Pad)
9	Legion Hall
10	Lakeview Park
11	Douglas Kennedy Park
12	Lakefront Promenade Park (Beach Volleyball, Splash Pad)
13	Port Credit Yacht Club
14	RK McMillan Park
15	AE Crookes Park (Splash Pad)
16	Waterworks Park
17	The Village Green Park
18	TFS - Canada's International School
19	Queen of Heaven Elementary School
20	St. Paul Secondary School
21	Cawthra Park Secondary School
22	Dellwood Park
23	Lyndwood Park
24	Janet I. McDougald Public School
25	St. Dominic Separate School
26	Mississauga Seniors Centre & Port Credit Lawn Bowling Club
27	Carmen Corbasson Community Centre
28	Cawthra Woods Park
29	Blyth Academy Mississauga - Cawthra Campus
30	Allan A Martin Middle School
31	Glen Forest Secondary School South
32	Peel Alternative School South
33	Mississauga Fire Station 102
34	Paramedic Station (Future)

FIGURE 3
COMMUNITY AMENITIES
MAP

1082 Lakeshore Road East & 800 Hydro Road

Subject Property

LEGEND

- City Facility
- Emergency Services

- Open Space:
- Public Park/Park Facilities, Open Space
 - Private Open Space

Institution:

- Public School
- Private School
- Legion Hall
- Library / Community Centre / Seniors Centre

Commercial:

- Local Commercial
- Neighbourhood Commercial

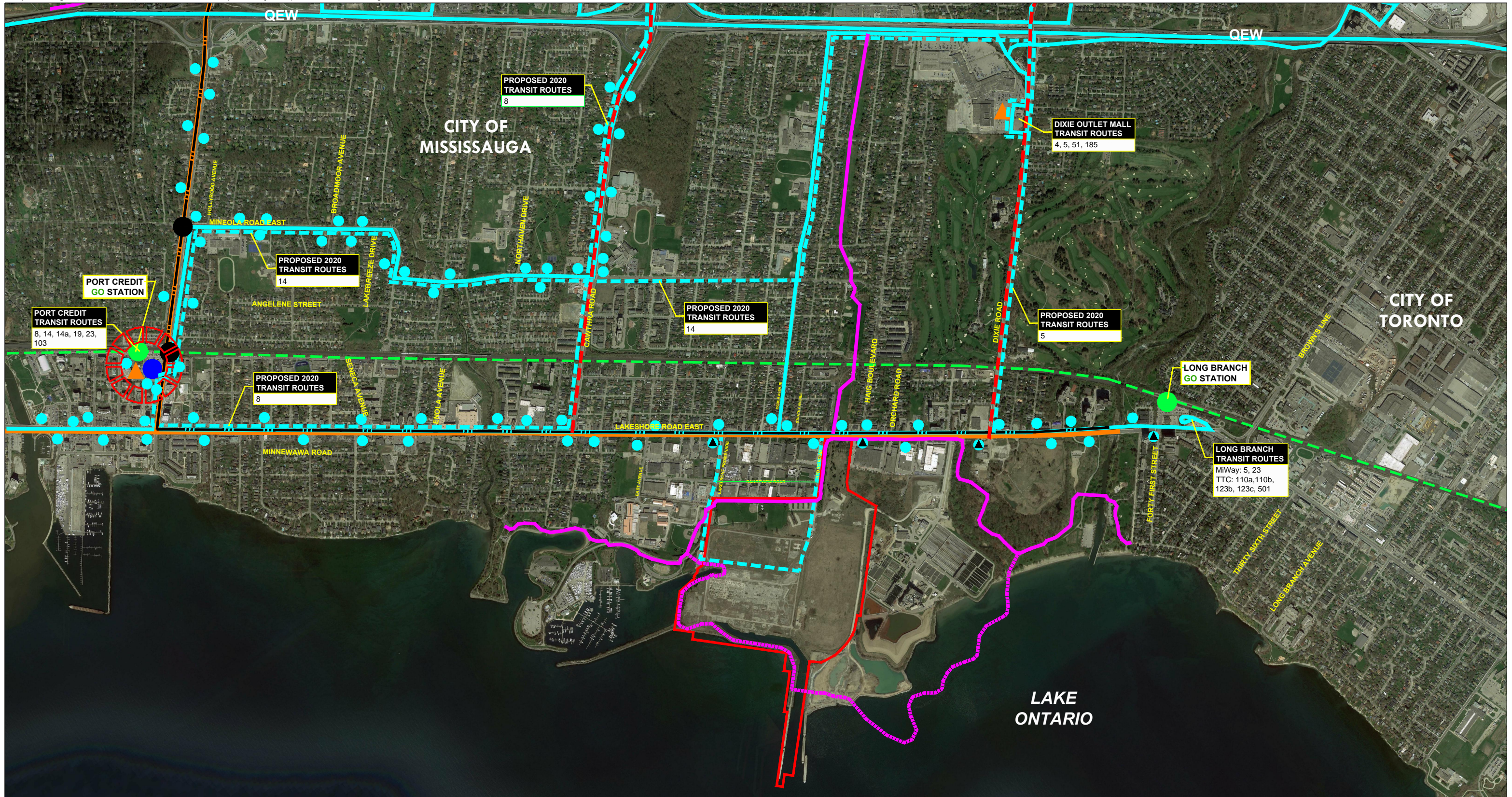


FIGURE 4
MOBILITY MAP
 1082 Lakeshore Road East & 800 Hydro Road

Subject Property

HIGHER ORDER TRANSIT

- GO RAIL
- GO STATION
- HIGHER ORDER TRANSIT CORRIDOR
- LIGHT RAIL TRANSIT STATION
- MOBILITY HUB
- EXISTING MISSISSAUGA TRANSIT TERMINAL

MISSISSAUGA TRANSIT

- TRANSIT ROUTES
- TRANSIT STOPS
- PROPOSED TRANSIT ROUTES
- RAPID TRANSIT STOPS (FUTURE) (DEDICATED LANES)

LONG TERM CYCLING ROUTES

- PRIMARY OFF-ROAD ROUTES
- PRIMARY ON-ROAD / BOULEVARD ROUTES (REGIONAL)
- PRIMARY ON-ROAD / BOULEVARD ROUTES
- PROPOSED WATERFRONT TRAIL REALIGNMENT

Scale: N.T.S.
 March 27, 2019



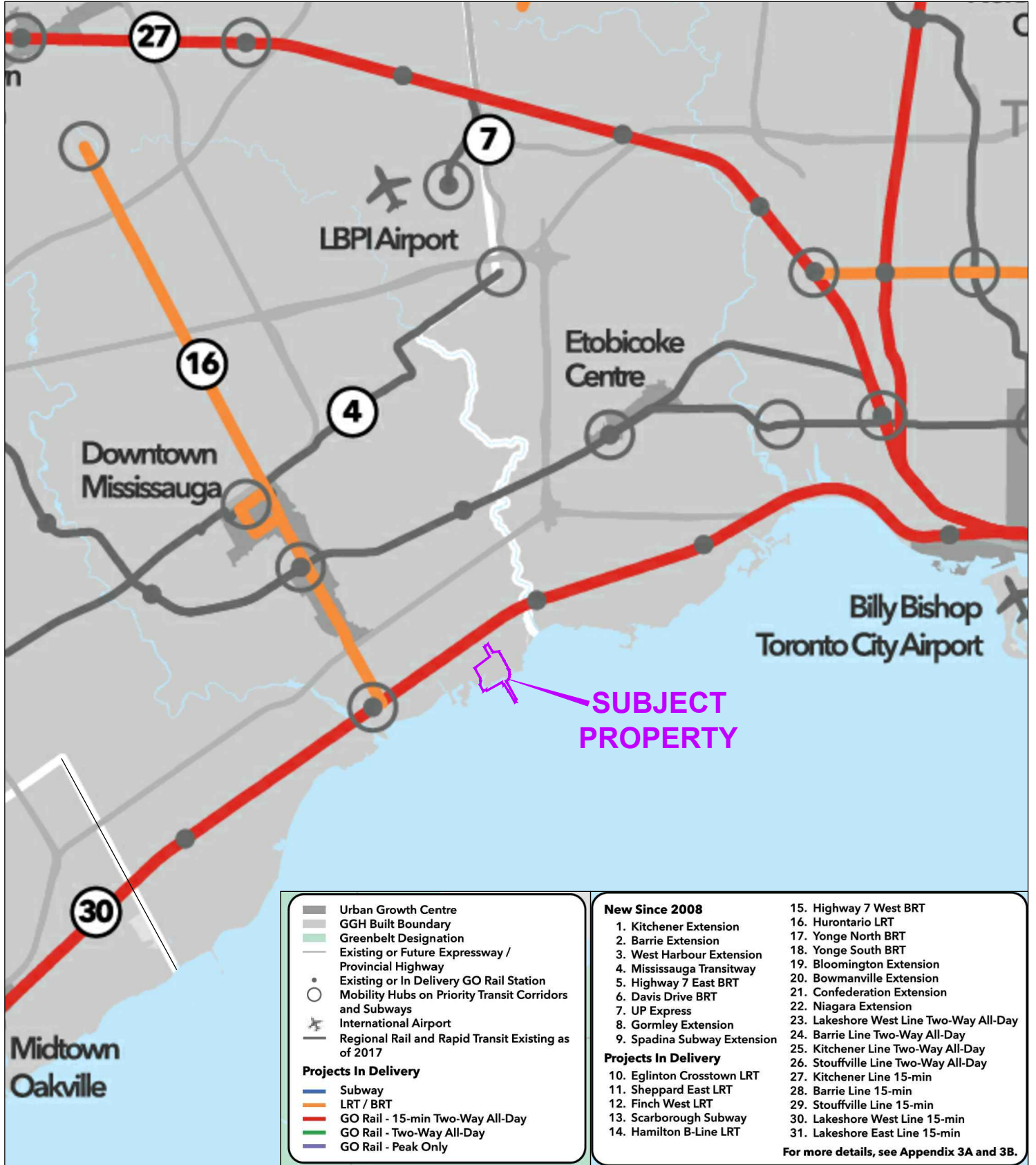


FIGURE 5
MAP 3 - METROLINX
Existing and In Delivery
Regional Rail and Transit Projects

1082 Lakeshore Road East & 800 Hydro Road

 Subject Property



Scale: N.T.S.
 March 20, 2019



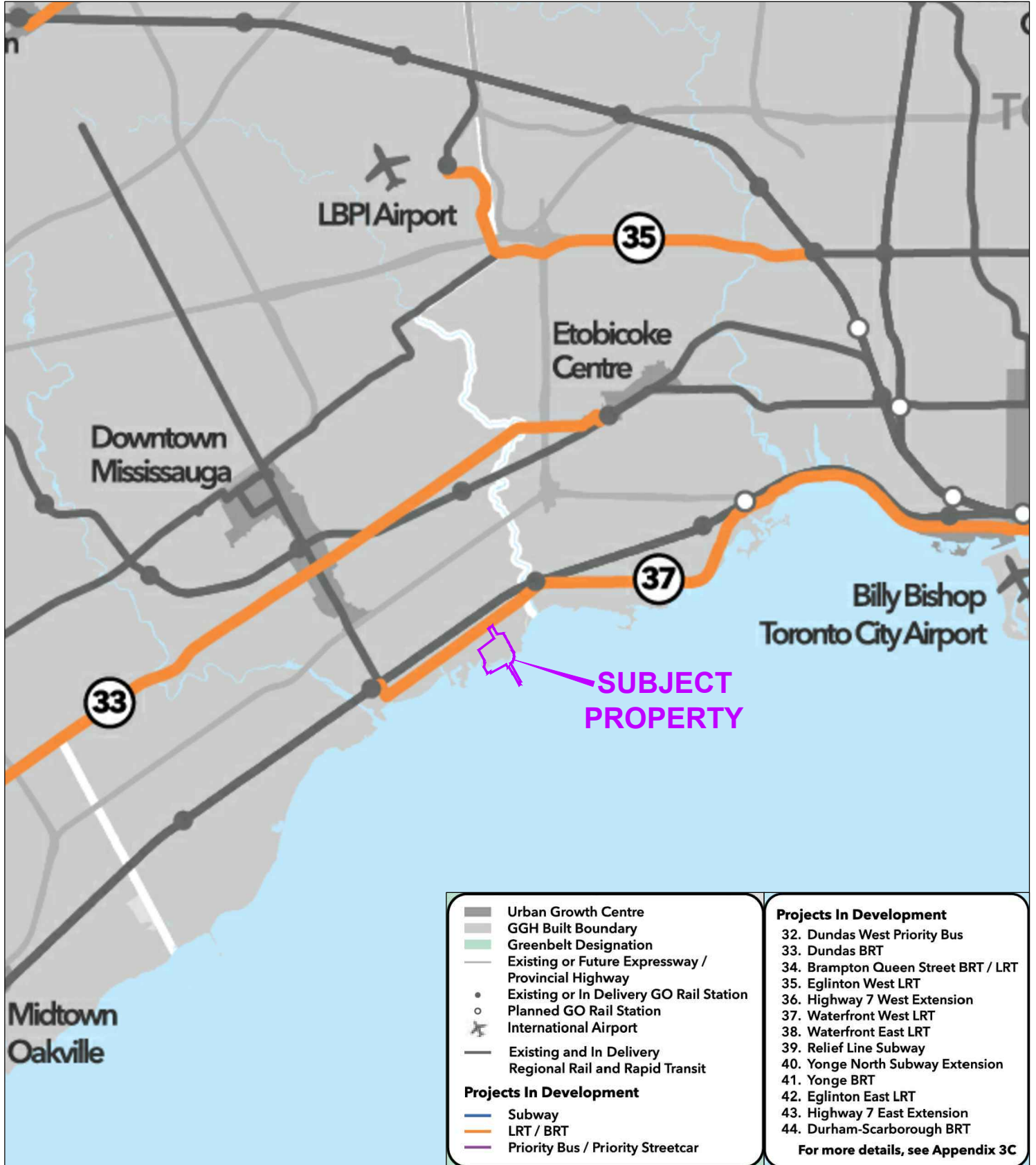


FIGURE 6
MAP 4 - METROLINX
In Development
Rapid Transit Projects

1082 Lakeshore Road East & 800 Hydro Road

Subject Property



Scale: N.T.S.
 March 20, 2019





FIGURE 7
LAKEVIEW VILLAGE DISTRICT
MAP

1082 Lakeshore Road East & 800 Hydro Road

 Subject Property



Scale: N.T.S.
March 20, 2019

GSAI
Glen Schnarr & Associates Inc.



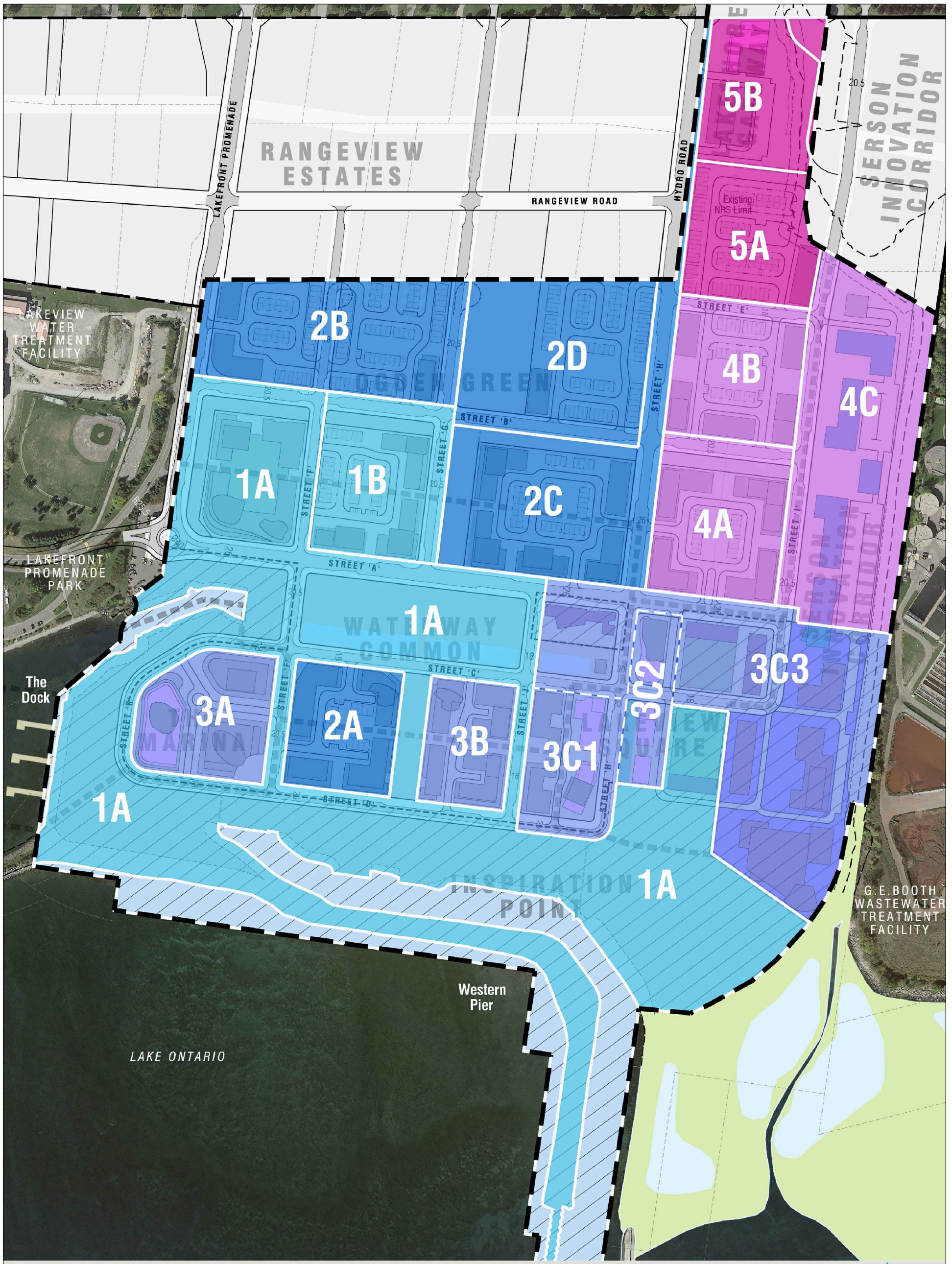
FIGURE 8
Pedestrian and Cyclists
Lakeview Village Streets Hierarchy
and Right-of-way Study

1082 Lakeshore Road East & 800 Hydro Road

Subject Property



Scale: N.T.S.
 March 27, 2019



DRAFT

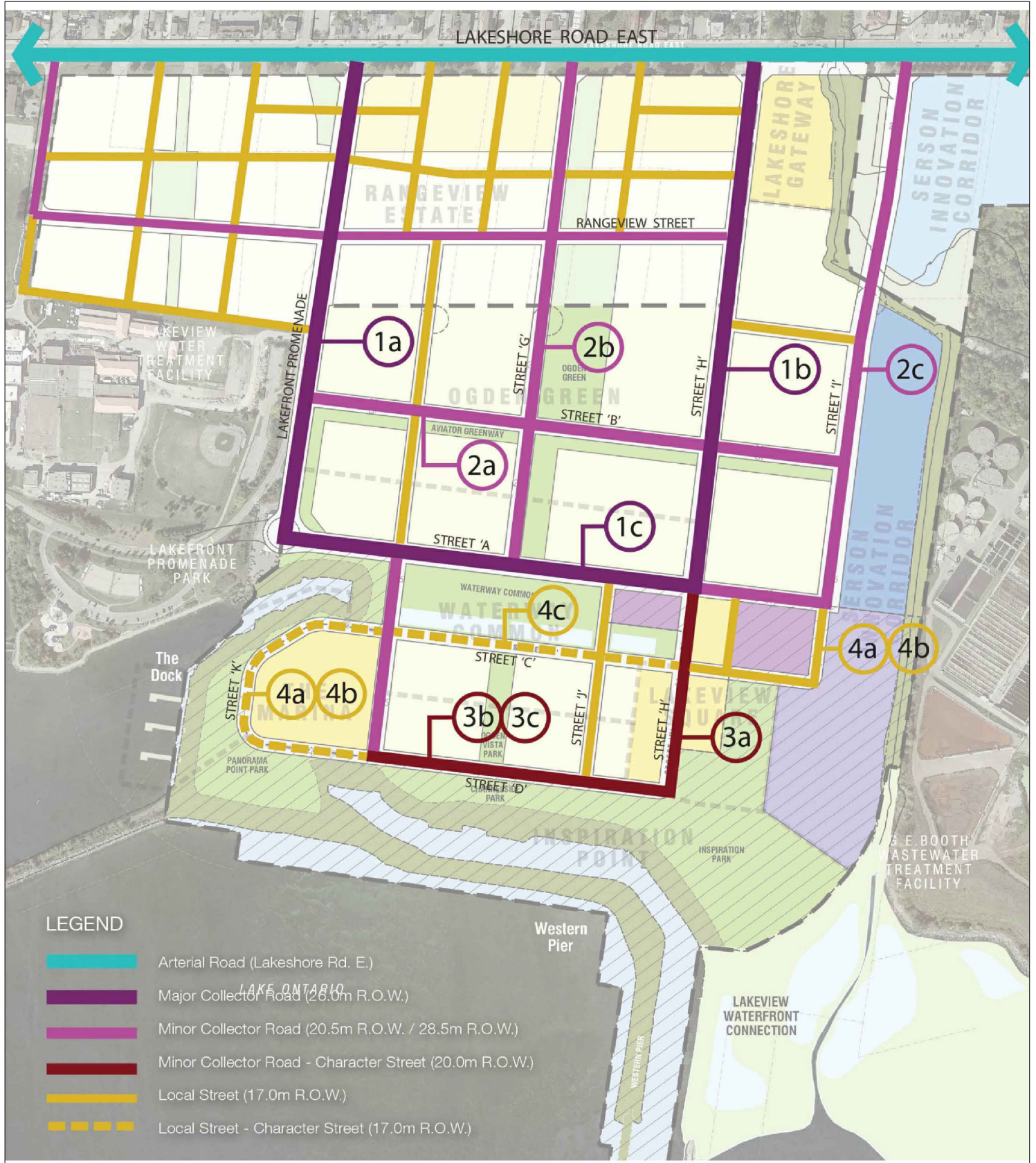
LAKEVIEW VILLAGE | Mississauga, Ontario
DEVELOPMENT PHASING CONCEPT

GENERAL NOTES:
 • All Units In Metric Unless Otherwise Noted and Areas are Approximate.
 • Aerial Photo: Google Earth, Approx. Fall 2016

GERRARD DESIGN
 LAKEVIEW COMMUNITY PARTNERS LIMITED

FEB 28, 2019
 PROJECT 1734
 SCALE 1:4000

FIGURE 9
PROJECT PHASING PLAN
 1082 Lakeshore Road East & 800 Hydro Road



**FIGURE 10
PROPOSED ROAD NETWORK
& HIERARCHY
(FIGURE 5-1 TCR)**

1082 Lakeshore Road East & 800 Hydro Road



Scale: N.T.S.
March 20, 2019

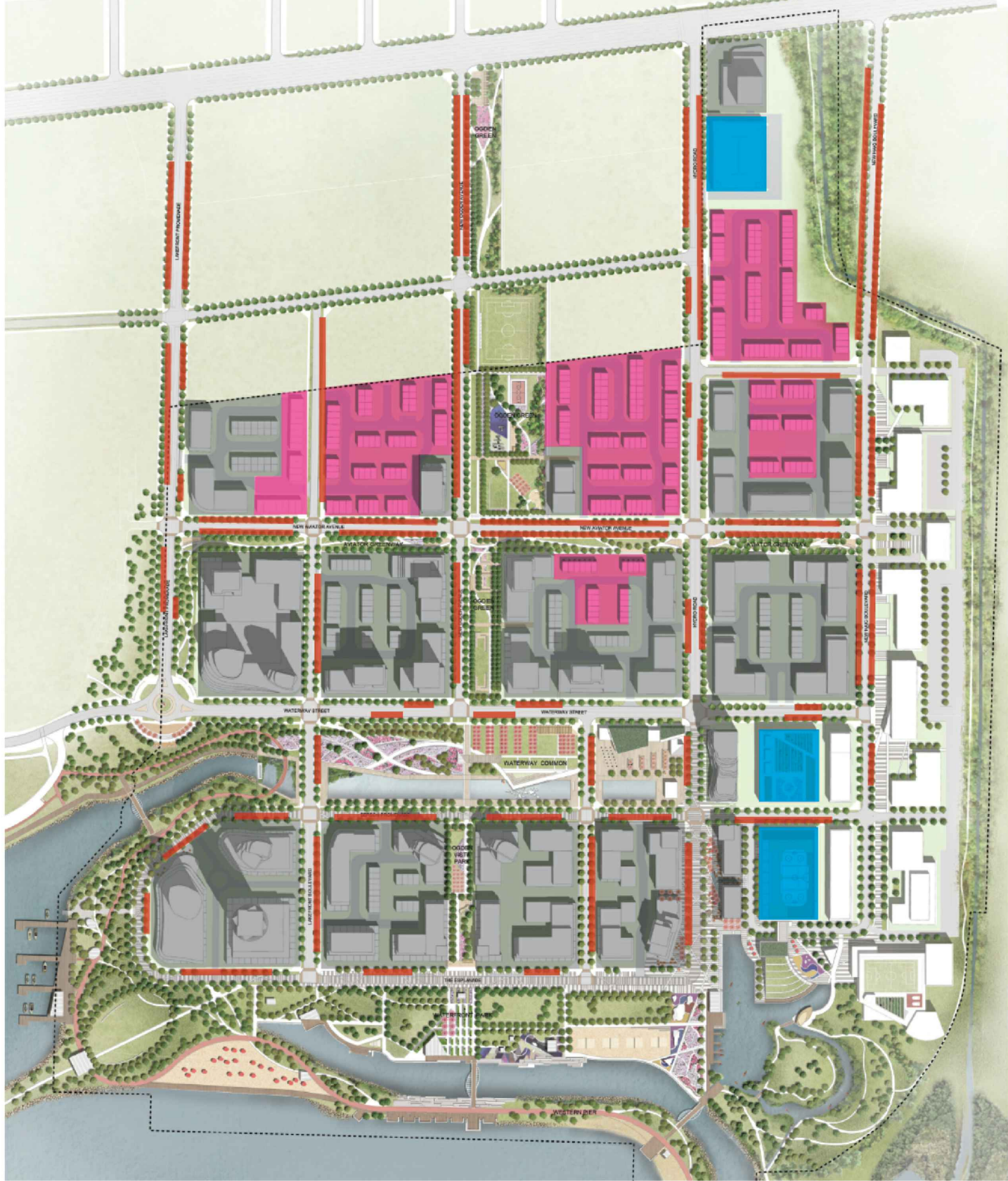




FIGURE 11
PARKING PLAN

1082 Lakeshore Road East & 800 Hydro Road

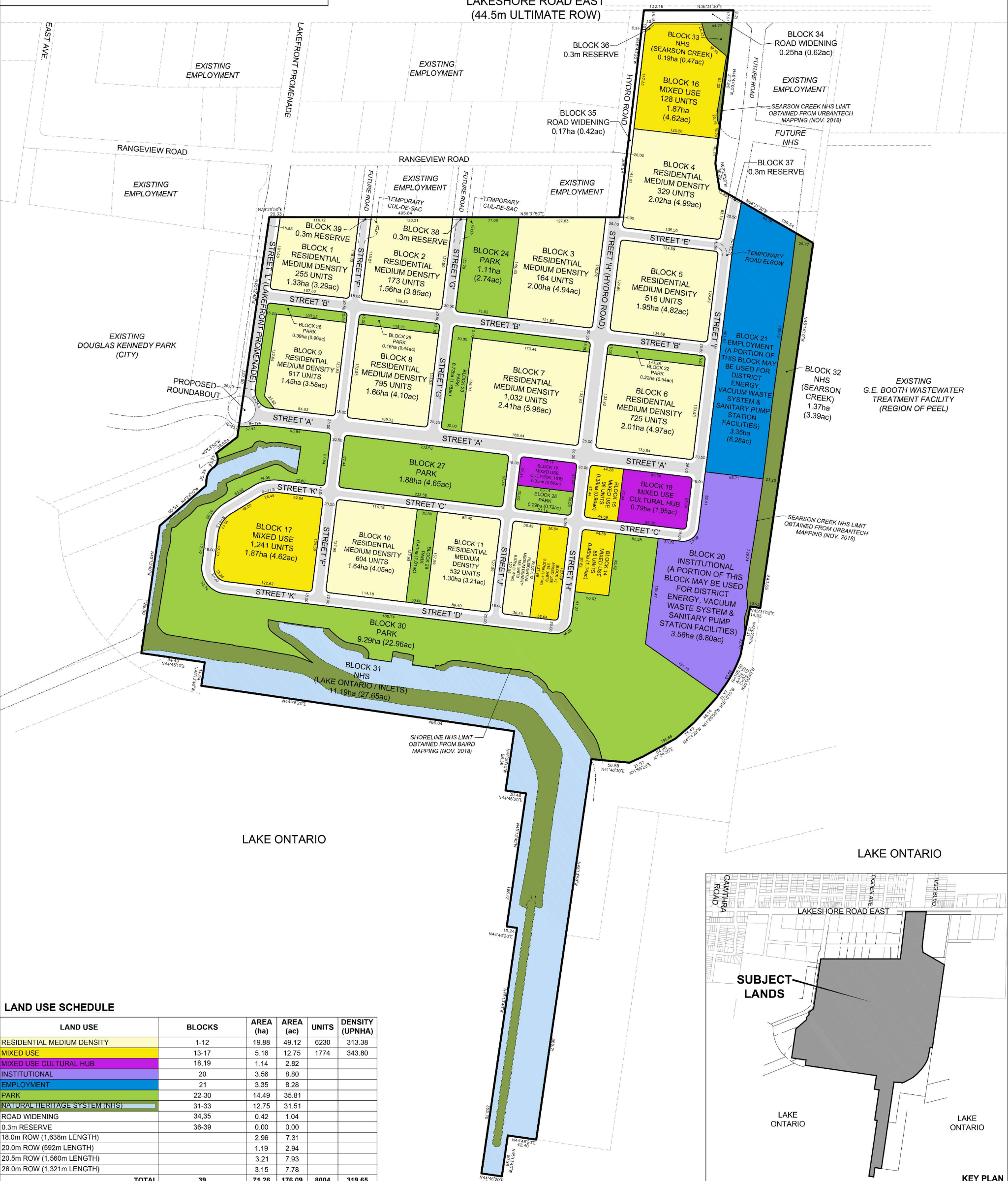
- | | | | |
|---|-------------------------------------|---|----------------------|
|  | On-Street Parking |  | Below Grade Parking |
|  | At-Grade Parking (Townhouse Alleys) |  | Free Standing Garage |



Scale: N.T.S.
March 20, 2019

FIGURE 12 DRAFT PLAN

1082 Lakeshore Road East & 800 Hydro Road



LAND USE SCHEDULE

LAND USE	BLOCKS	AREA (ha)	AREA (ac)	UNITS	DENSITY (UPNHA)
RESIDENTIAL MEDIUM DENSITY	1-12	19.88	49.12	6230	313.38
MIXED USE	13-17	5.16	12.75	1774	343.80
MIXED USE CULTURAL HUB	18,19	1.14	2.82		
INSTITUTIONAL	20	3.56	8.80		
EMPLOYMENT	21	3.35	8.28		
PARK	22-30	14.49	35.81		
NATURAL HERITAGE SYSTEM (NHS)	31-33	12.75	31.51		
ROAD WIDENING	34,35	0.42	1.04		
0.3m RESERVE	36-39	0.00	0.00		
18.0m ROW (1,638m LENGTH)		2.96	7.31		
20.0m ROW (592m LENGTH)		1.19	2.94		
20.5m ROW (1,560m LENGTH)		3.21	7.93		
26.0m ROW (1,321m LENGTH)		3.15	7.78		
TOTAL	39	71.26	176.09	8004	319.65

DRAFT PLAN OF SUBDIVISION LAKEVIEW COMMUNITY PARTNERS LIMITED

FILE # _____

PART OF LOTS 7, 8 AND 9, CONCESSION 3,
SOUTH OF DUNDAS STREET
PART OF WATER LOT IN FRONT OF LOT 7, CONCESSION 3,
SOUTH OF DUNDAS STREET
PART OF WATER LOT LOCATION HY28 IN FRONT OF LOT 7,
CONCESSION 3, SOUTH OF DUNDAS STREET
WATER LOT LOCATION HY77 IN FRONT OF LOT 7,
CONCESSION 3, SOUTH OF DUNDAS STREET
PART OF WATER LOT LOCATION HY116 IN FRONT OF LOT 7
CONCESSION 3, SOUTH OF DUNDAS STREET
(GEOGRAPHIC TOWNSHIP OF TORONTO,
COUNTY OF PEEL),
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

OWNERS CERTIFICATE
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

SIGNED  DATE: FEB. 25, 2019
FABIO MAZZOCCO, PRESIDENT
LAKEVIEW COMMUNITY PARTNERS LIMITED

SURVEYORS CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED  DATE: FEB. 25, 2019
RON QUERUBIN
ONTARIO LAND SURVEYOR

ADDITIONAL INFORMATION
(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G,J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
- I) SILTY CLAY, SANDY SILT, CLAYEY SILT, SILT, SILTY SAND, ETC.
- K) SANITARY AND STORM SEWERS TO BE PROVIDED

NOTES
- PAVEMENT ILLUSTRATION IS DIAGRAMMATIC
- HYDRO ROAD & LAKESHORE ROAD E. DAYLIGHT TRIANGLE DIMENSIONS = 10m x 10m
- DAYLIGHT ROUNDINGS ARE 5m RADII, UNLESS OTHERWISE NOTED



SCALE 1:2500
(24 x 36)
FEBRUARY 25, 2019



GSAI
Glen Schnarr & Associates Inc.

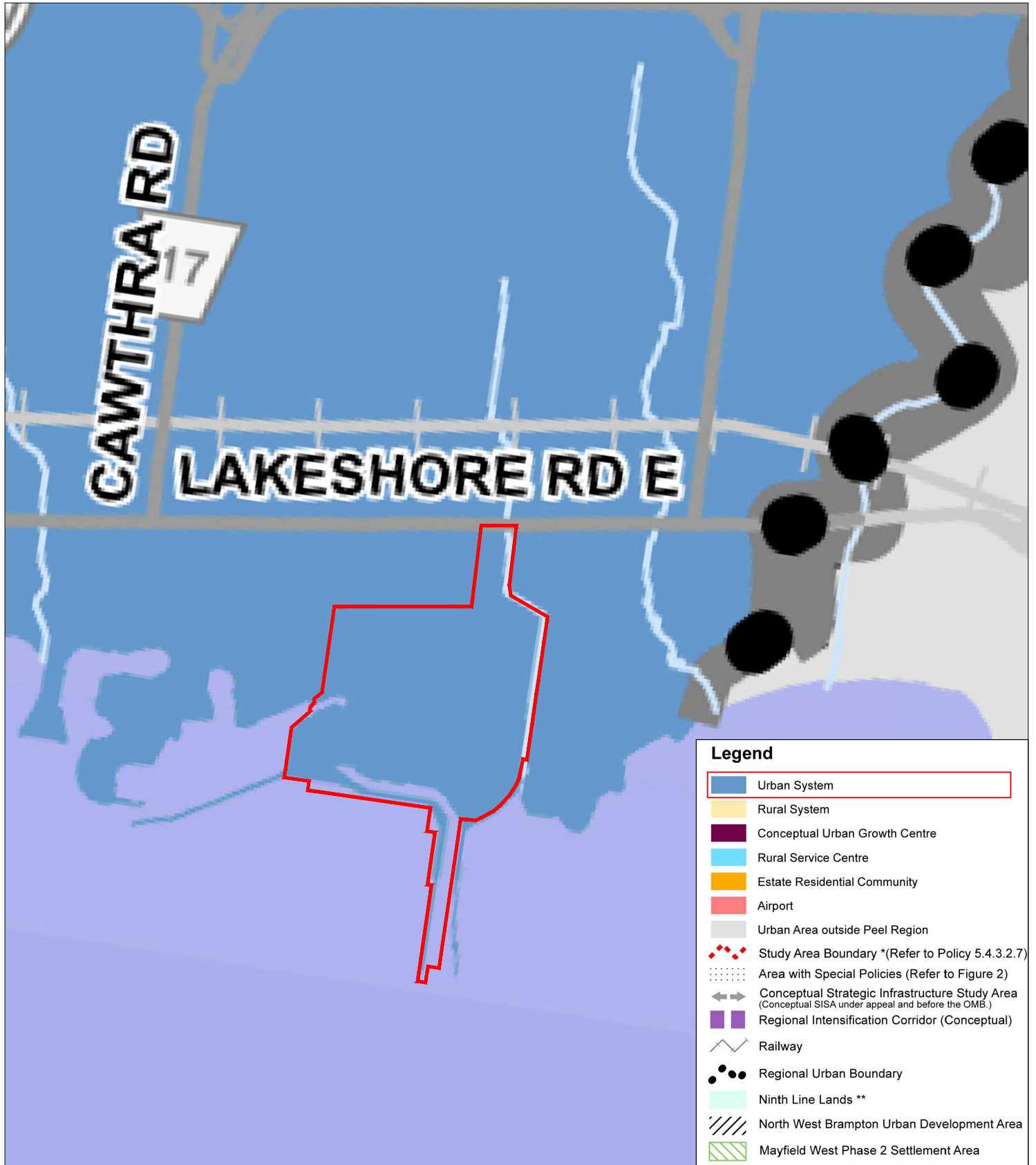


FIGURE 13
PEEL OFFICIAL PLAN
SCHEDULE 'D' - REGIONAL
STRUCTURE

1082 Lakeshore Road East & 800 Hydro Road

 Subject Property

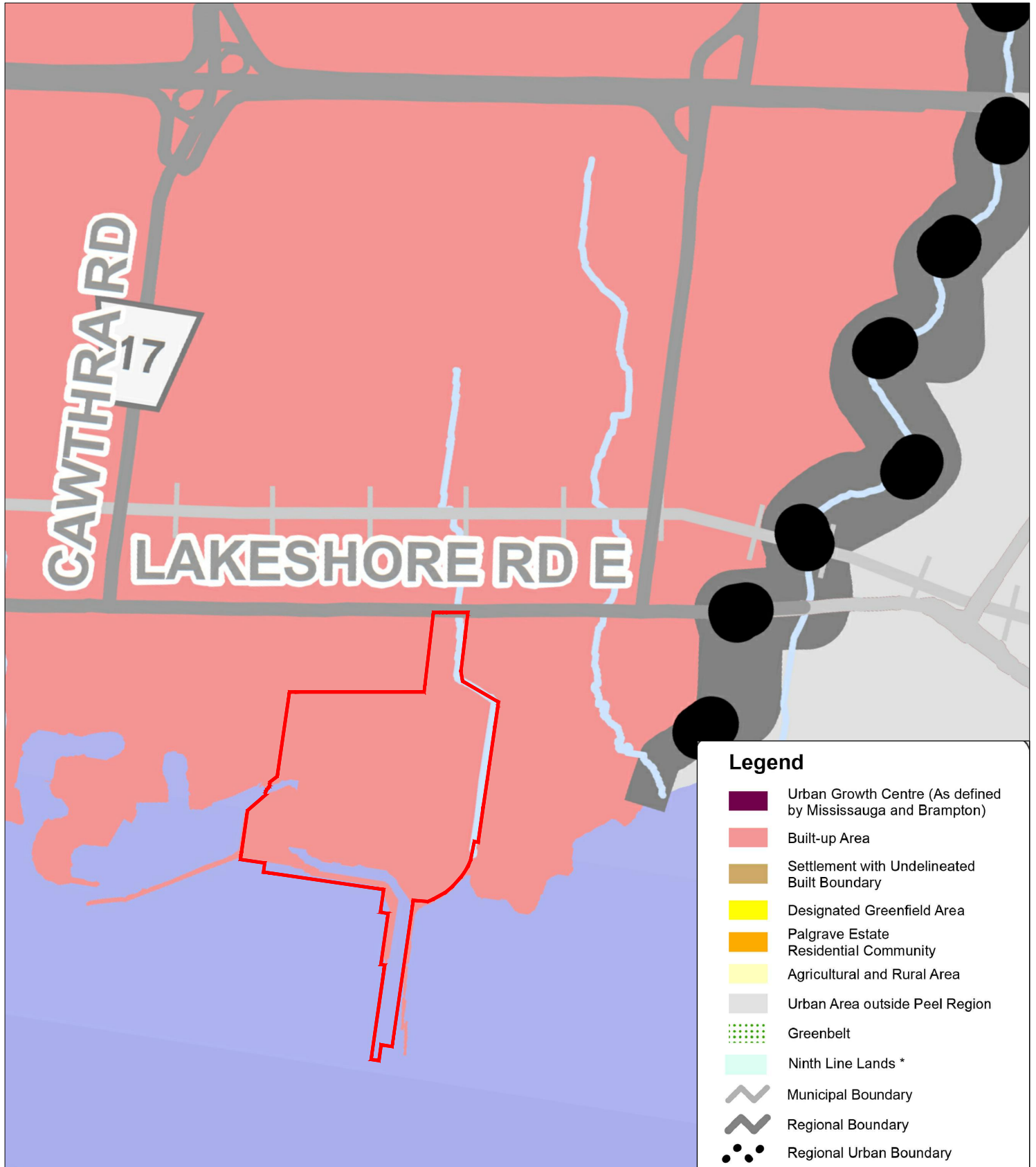



FIGURE 14
PEEL OFFICIAL PLAN
SCHEDULE 'D4' - THE GROWTH PLAN
POLICY AREAS IN PEEL

1082 Lakeshore Road East & 800 Hydro Road

 Subject Property

- Legend**
-  Urban Growth Centre (As defined by Mississauga and Brampton)
 -  Built-up Area
 -  Settlement with Undelineated Built Boundary
 -  Designated Greenfield Area
 -  Palgrave Estate Residential Community
 -  Agricultural and Rural Area
 -  Urban Area outside Peel Region
 -  Greenbelt
 -  Ninth Line Lands *
 -  Municipal Boundary
 -  Regional Boundary
 -  Regional Urban Boundary



Scale: N.T.S.
 March 20, 2019



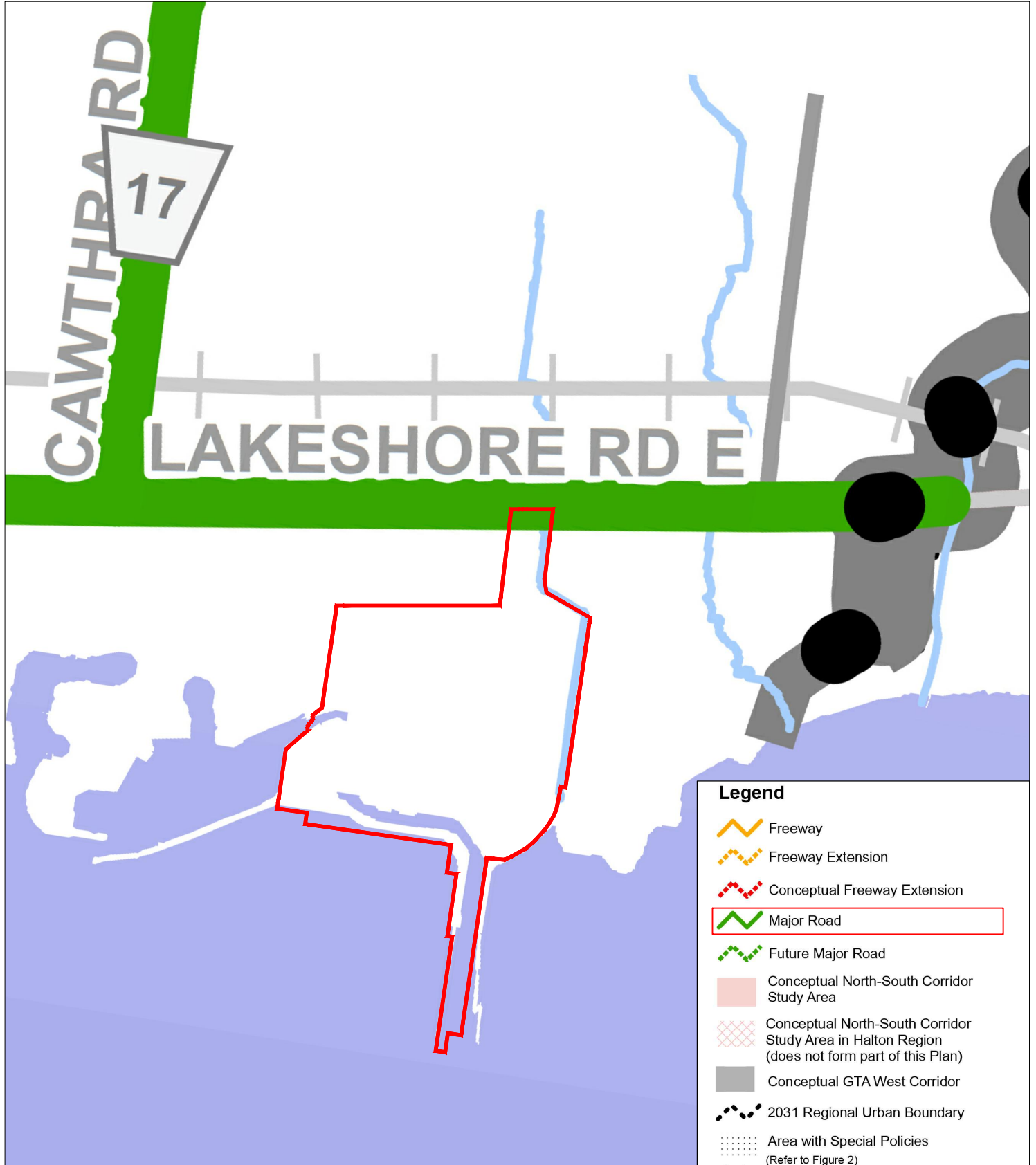


FIGURE 15
PEEL OFFICIAL PLAN
SCHEDULE 'E' - MAJOR ROAD
NETWORK

1082 Lakeshore Road East & 800 Hydro Road

Subject Property



Scale: N.T.S.
March 20, 2019

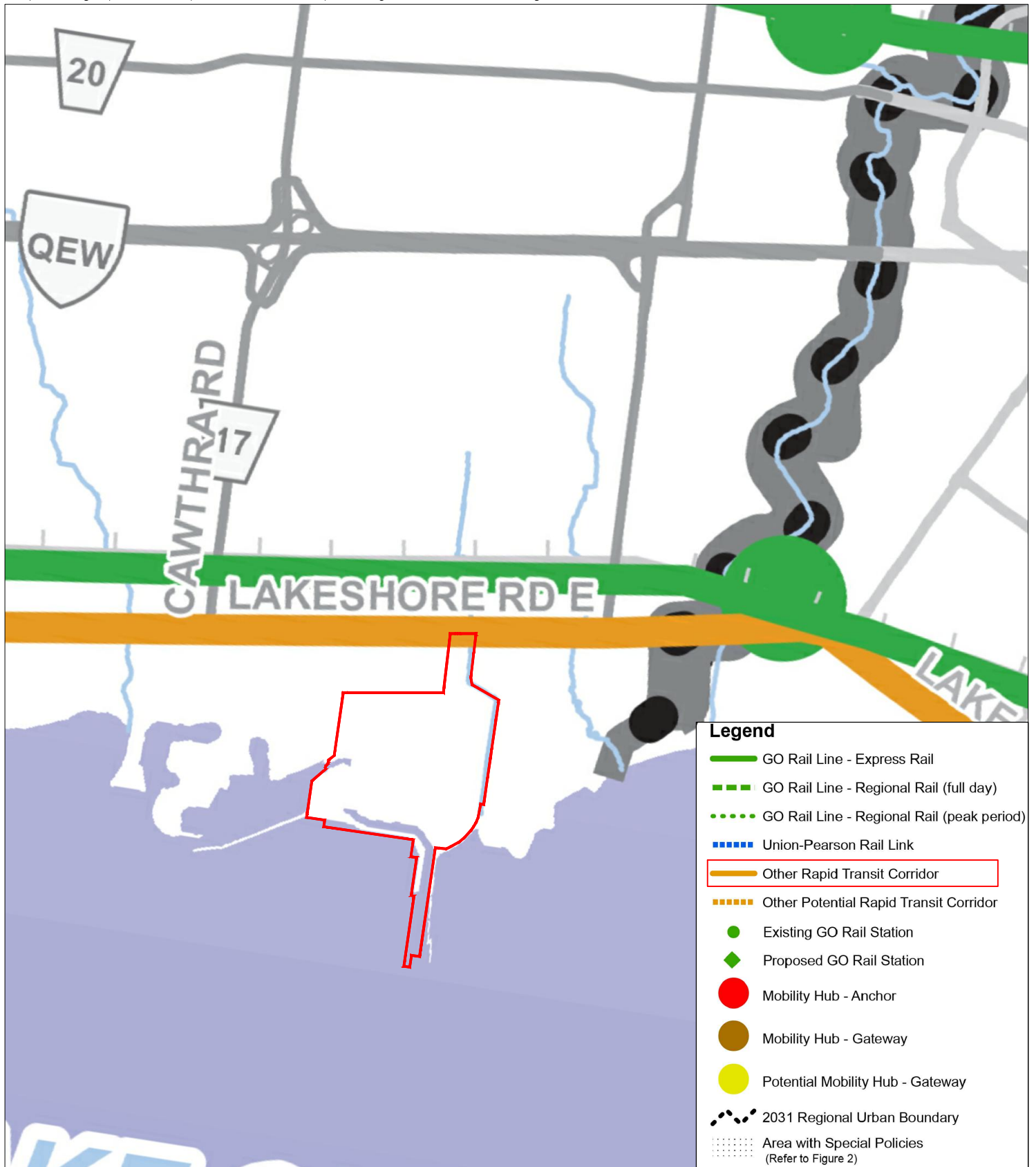


FIGURE 16
PEEL OFFICIAL PLAN
SCHEDULE 'G' - RAPID TRANSIT
CORRIDORS

1082 Lakeshore Road East & 800 Hydro Road

— Subject Property

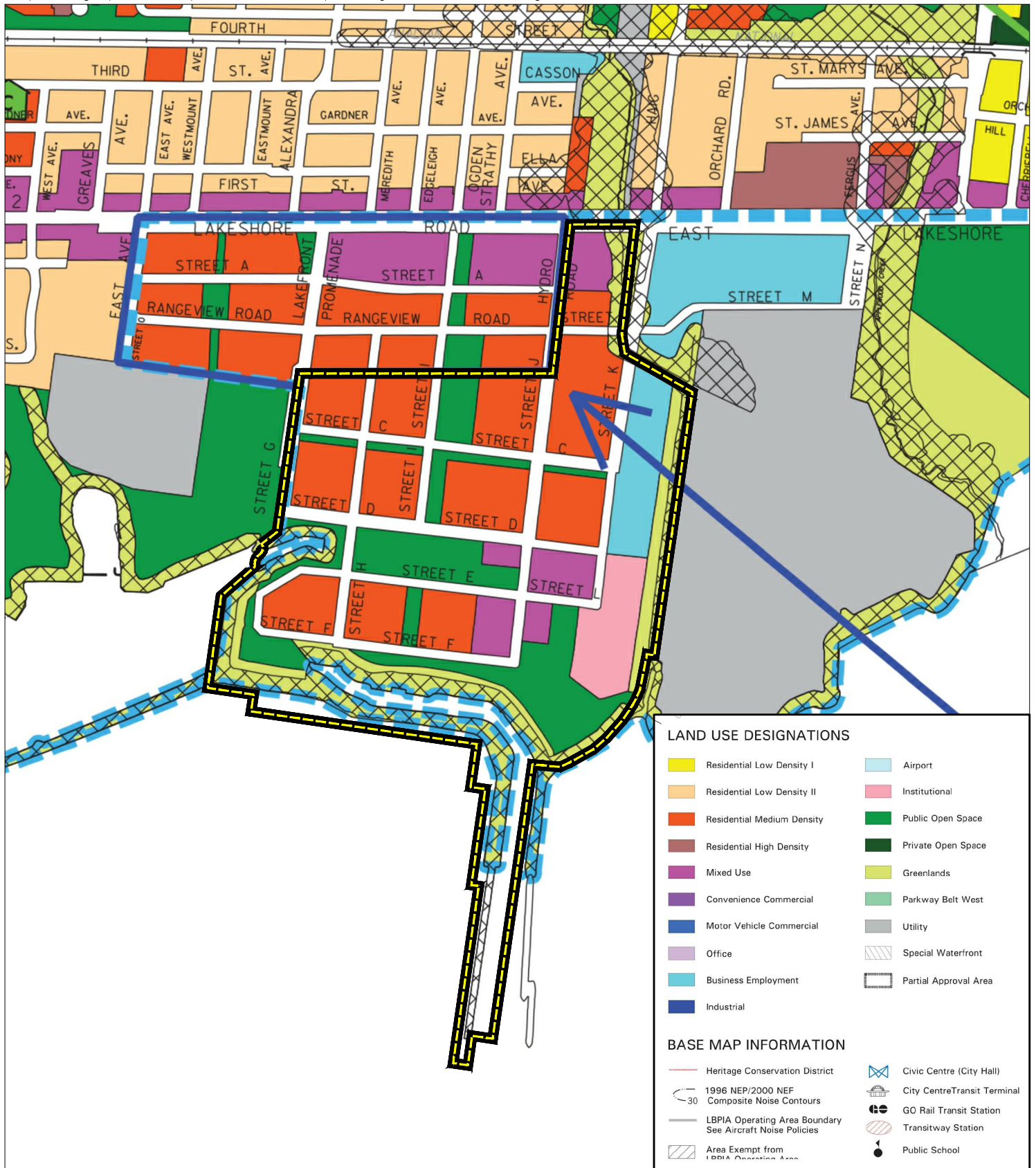


FIGURE 17
MISSISSAUGA OFFICIAL PLAN
AMENDMENT 89 - SCHEDULE '10'
LAND USE DESIGNATIONS

1082 Lakeshore Road East & 800 Hydro Road

Subject Property

Scale: N.T.S.
 March 20, 2019

GSAI
 Glen Schnarr & Associates Inc.

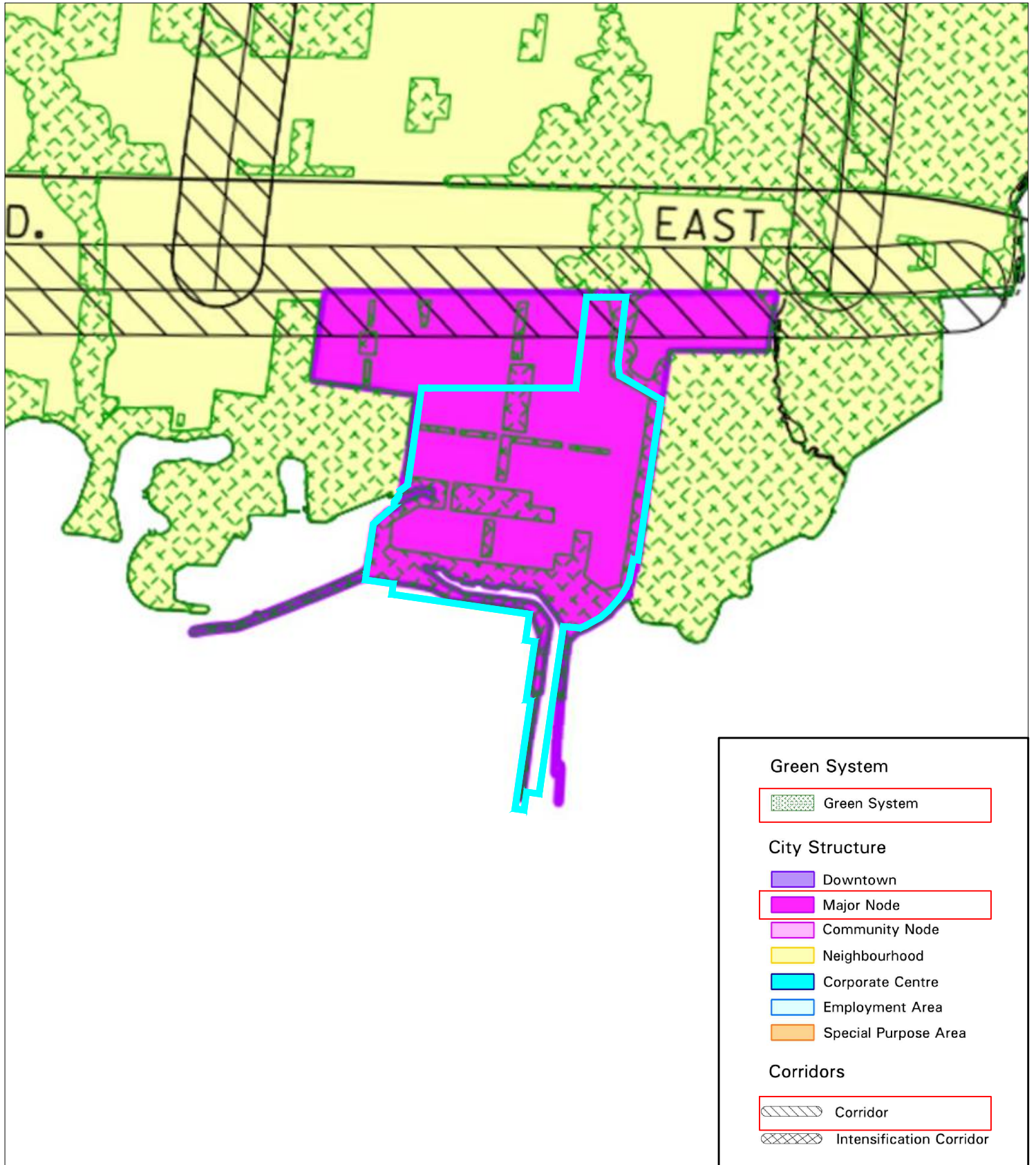


FIGURE 18
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 1 - URBAN SYSTEM

1082 Lakeshore Road East & 800 Hydro Road

 Subject Property


Scale: N.T.S.
March 20, 2019

 **GSAI**
Glen Schnarr & Associates Inc.

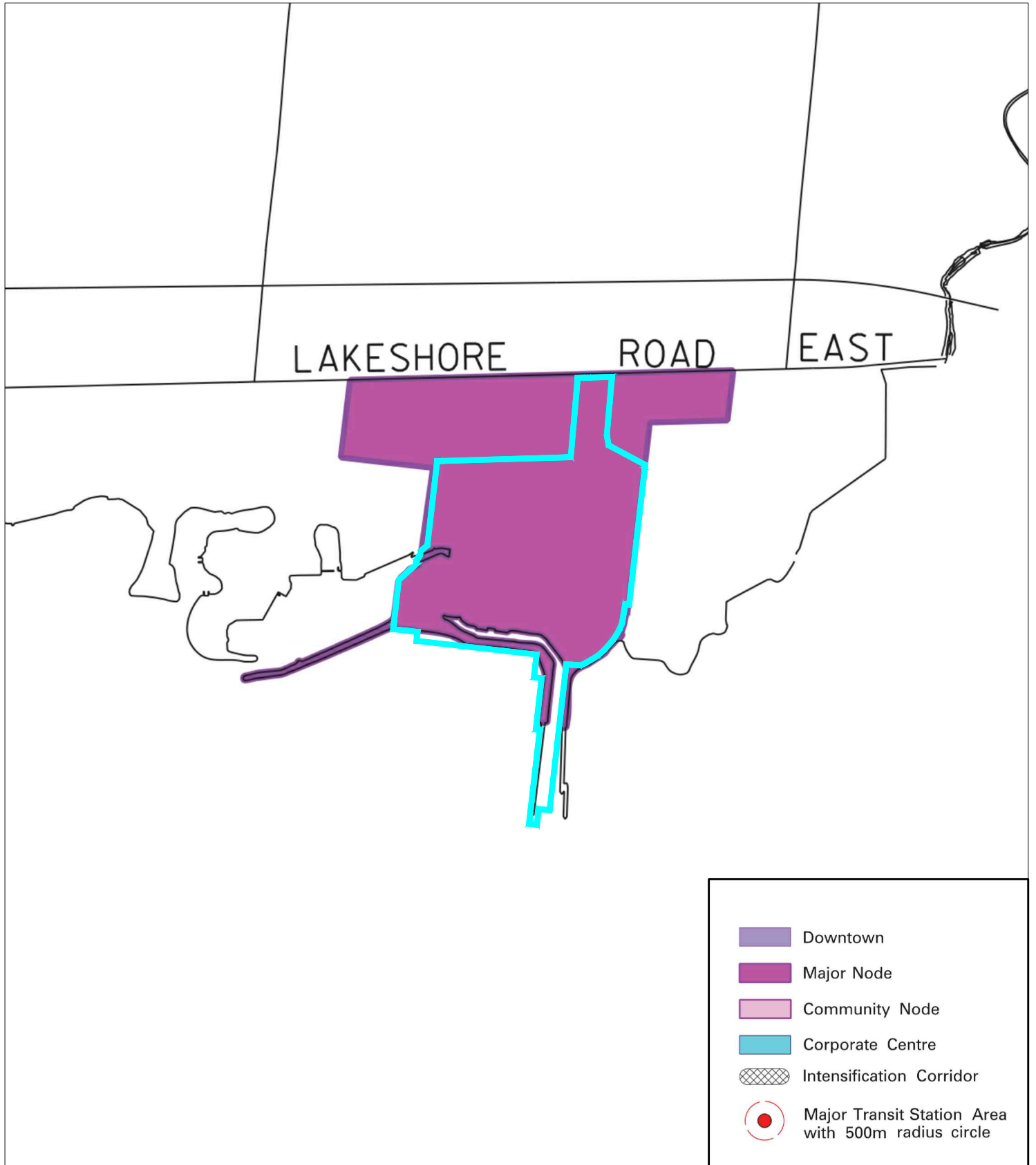


FIGURE 19
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 2 - INTENSIFICATION
AREA

1082 Lakeshore Road East & 800 Hydro Road

 Subject Property



Scale: N.T.S.
March 20, 2019

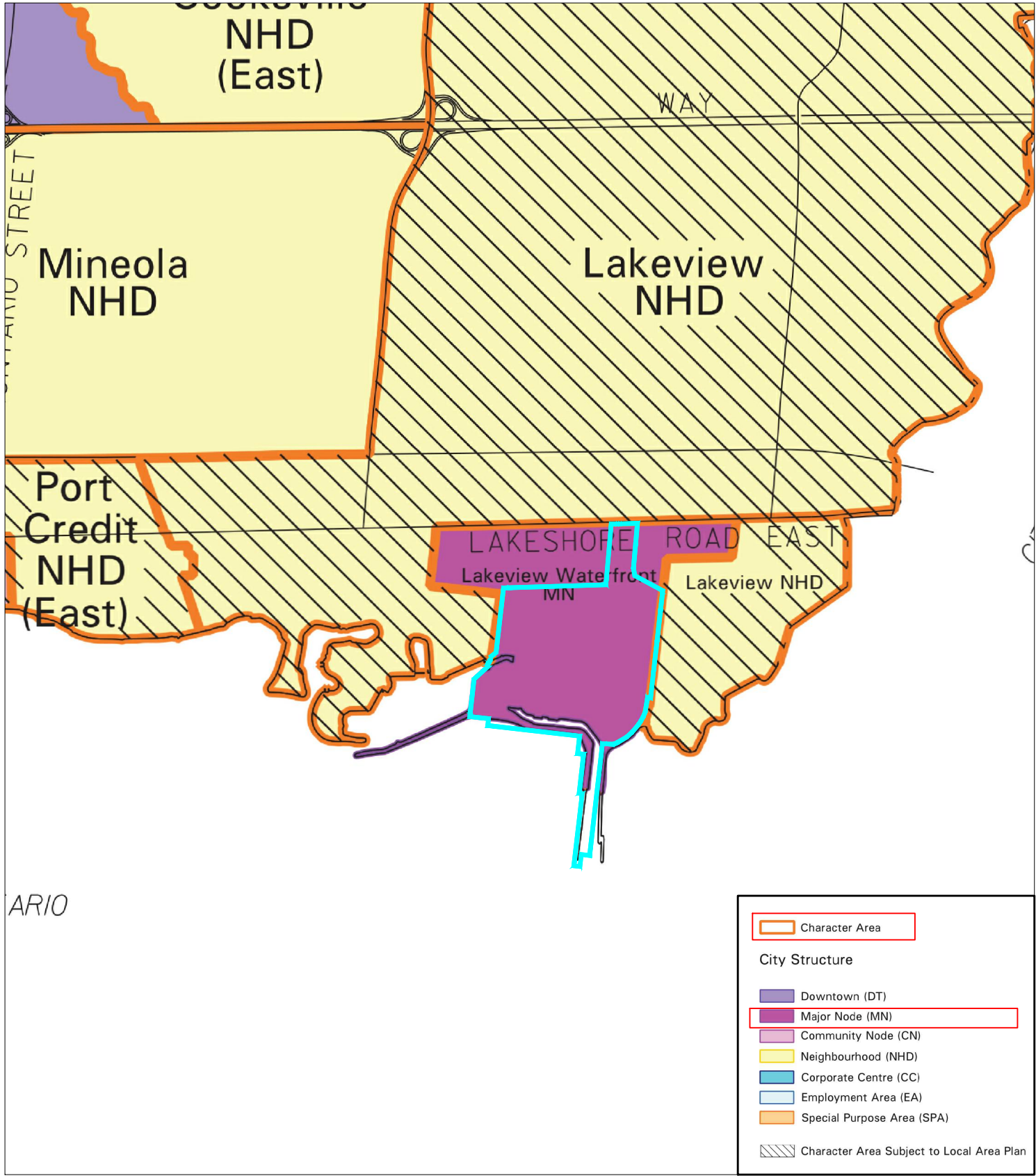


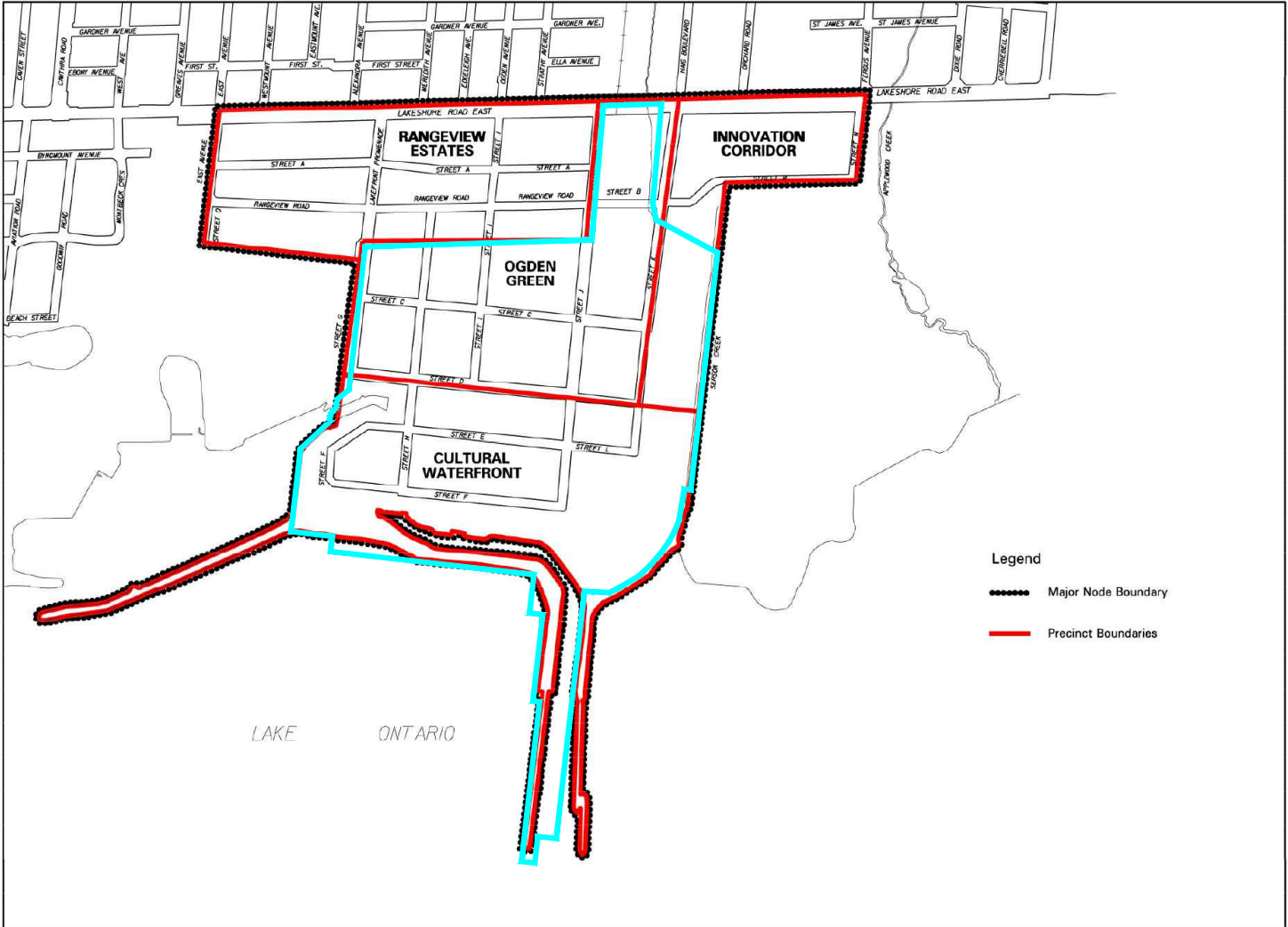
FIGURE 20
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 9 - CHARACTER AREAS

1082 Lakeshore Road East & 800 Hydro Road

 Subject Property



Scale: N.T.S.
 March 20, 2019



Map 13-3.2: Lakeview Waterfront Major Node Character Area Precincts.

FIGURE 21
MISSISSAUGA OFFICIAL PLAN
MAP 13-3.2

1082 Lakeshore Road East & 800 Hydro Road

 Subject Property

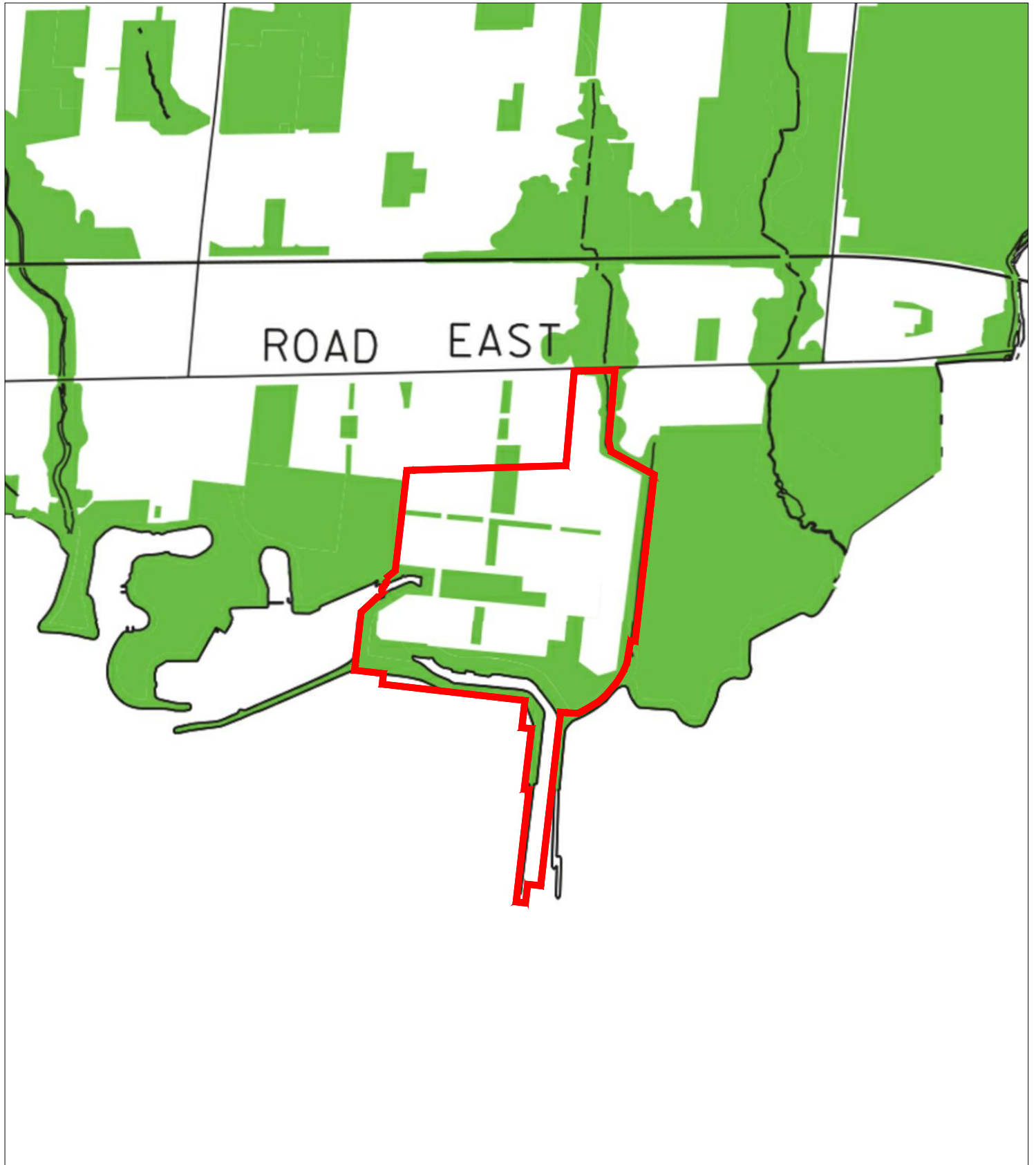


FIGURE 22
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 1a - URBAN SYSTEM
GREEN SYSTEM

1082 Lakeshore Road East & 800 Hydro Road

 Subject Property



Scale: N.T.S.
March 20, 2019

 **GSAI**
Glen Schnarr & Associates Inc.

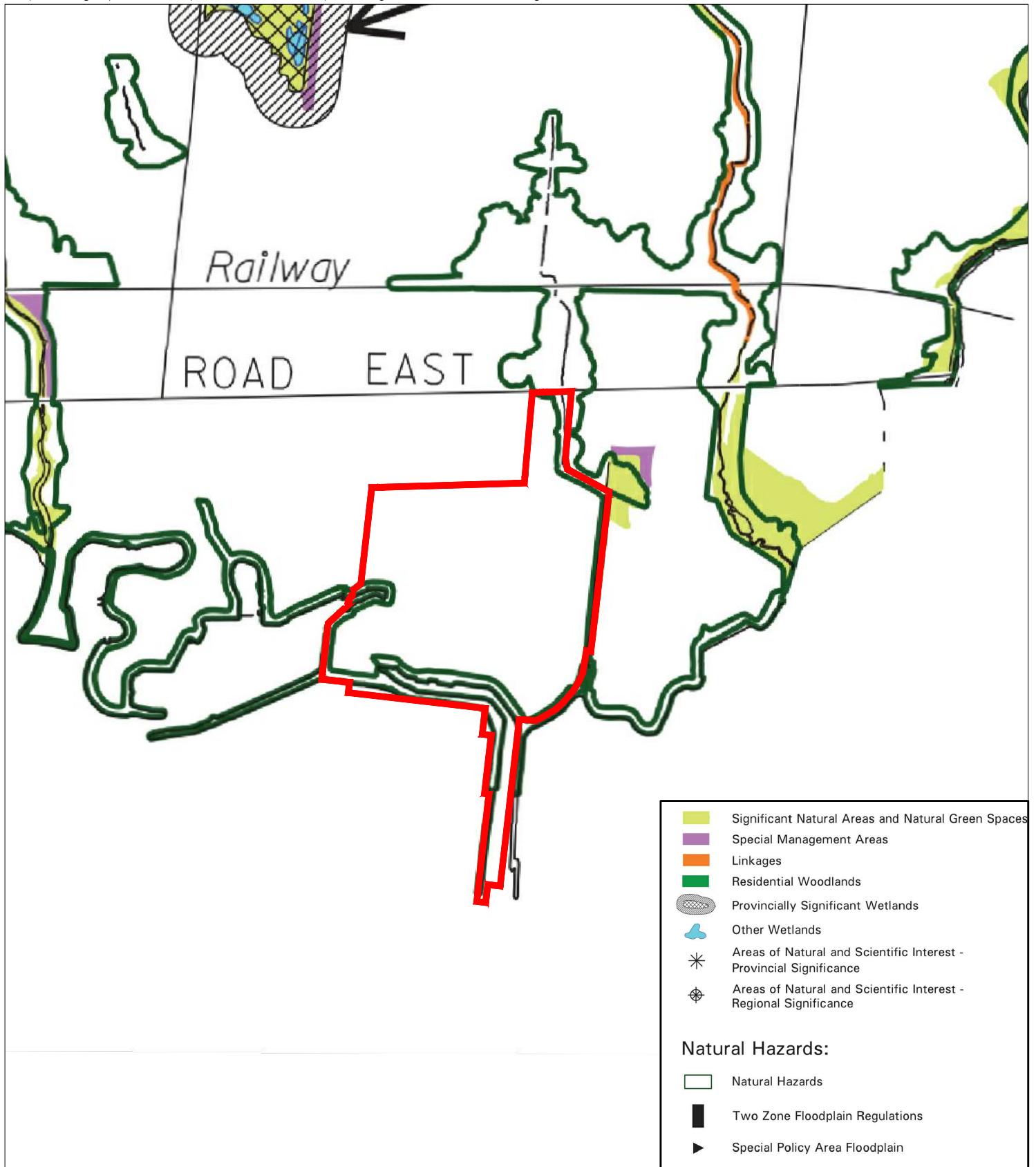


FIGURE 23
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 3 - NATURAL HERITAGE
SYSTEM

1082 Lakeshore Road East & 800 Hydro Road

 Subject Property

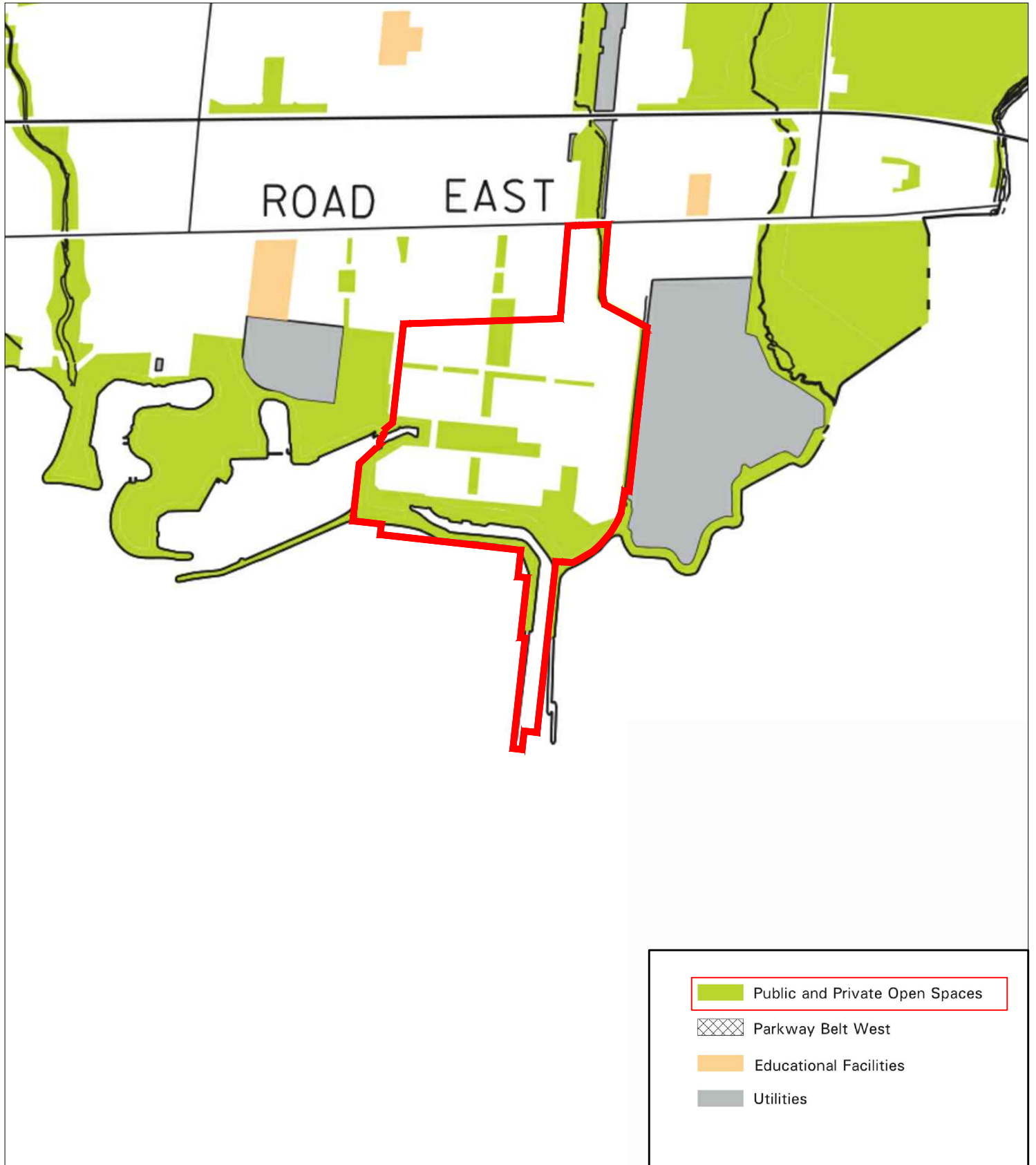


FIGURE 24
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 4 - PARKS & OPEN
SPACE

1082 Lakeshore Road East & 800 Hydro Road

 Subject Property



Scale: N.T.S.
March 20, 2019

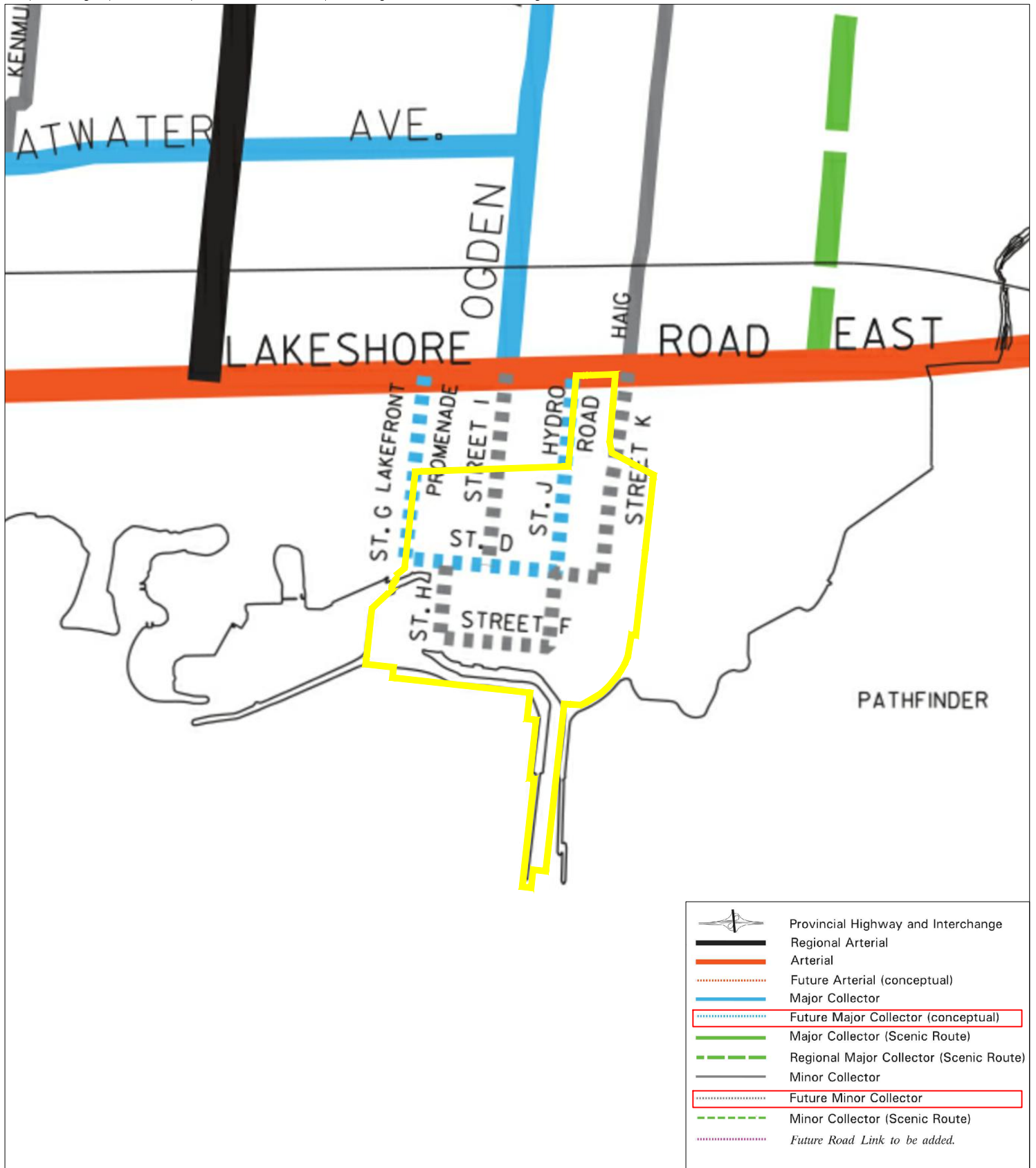


FIGURE 25
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 5 - LONG TERM ROAD
NETWORK

1082 Lakeshore Road East & 800 Hydro Road

Subject Property

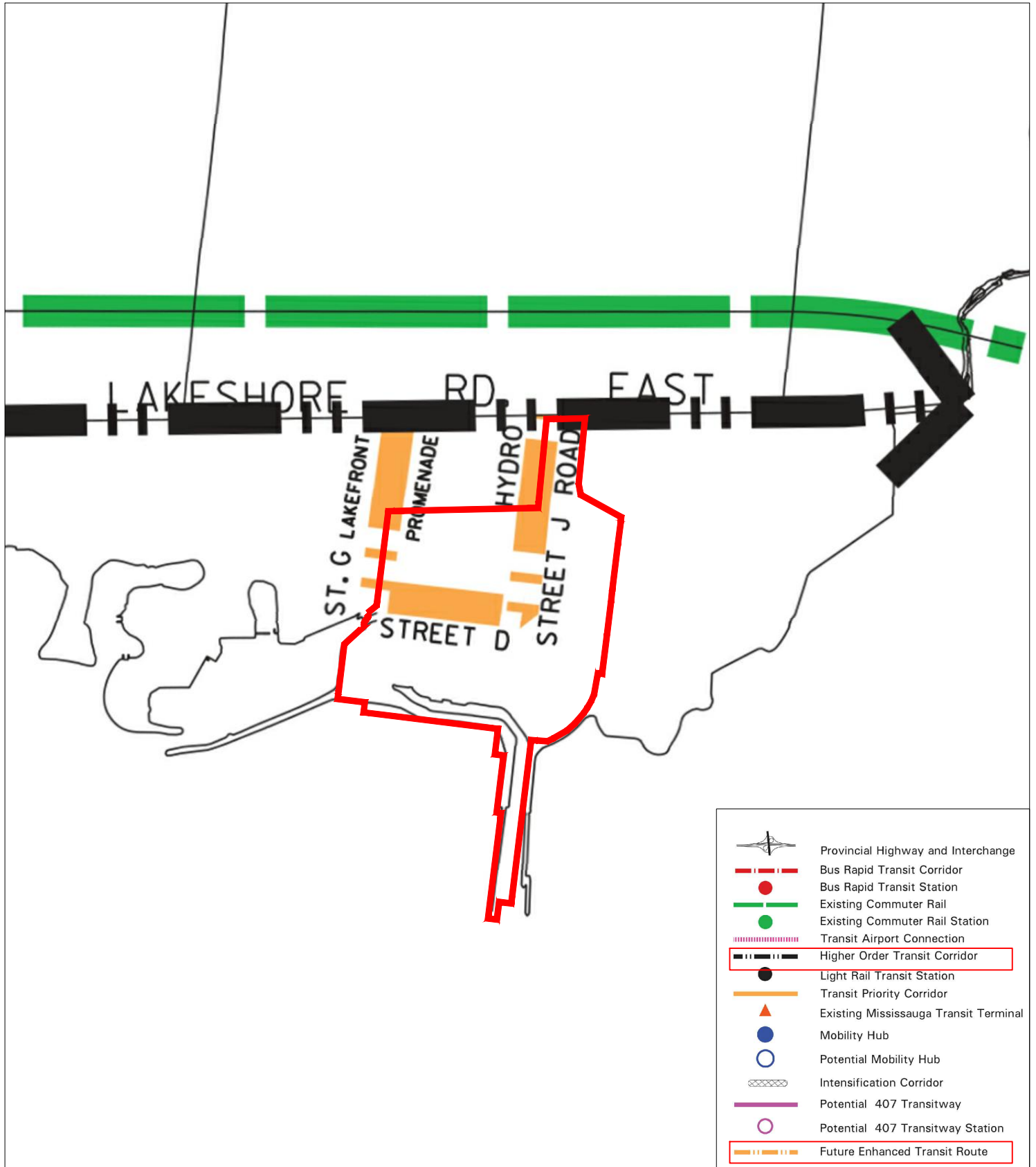
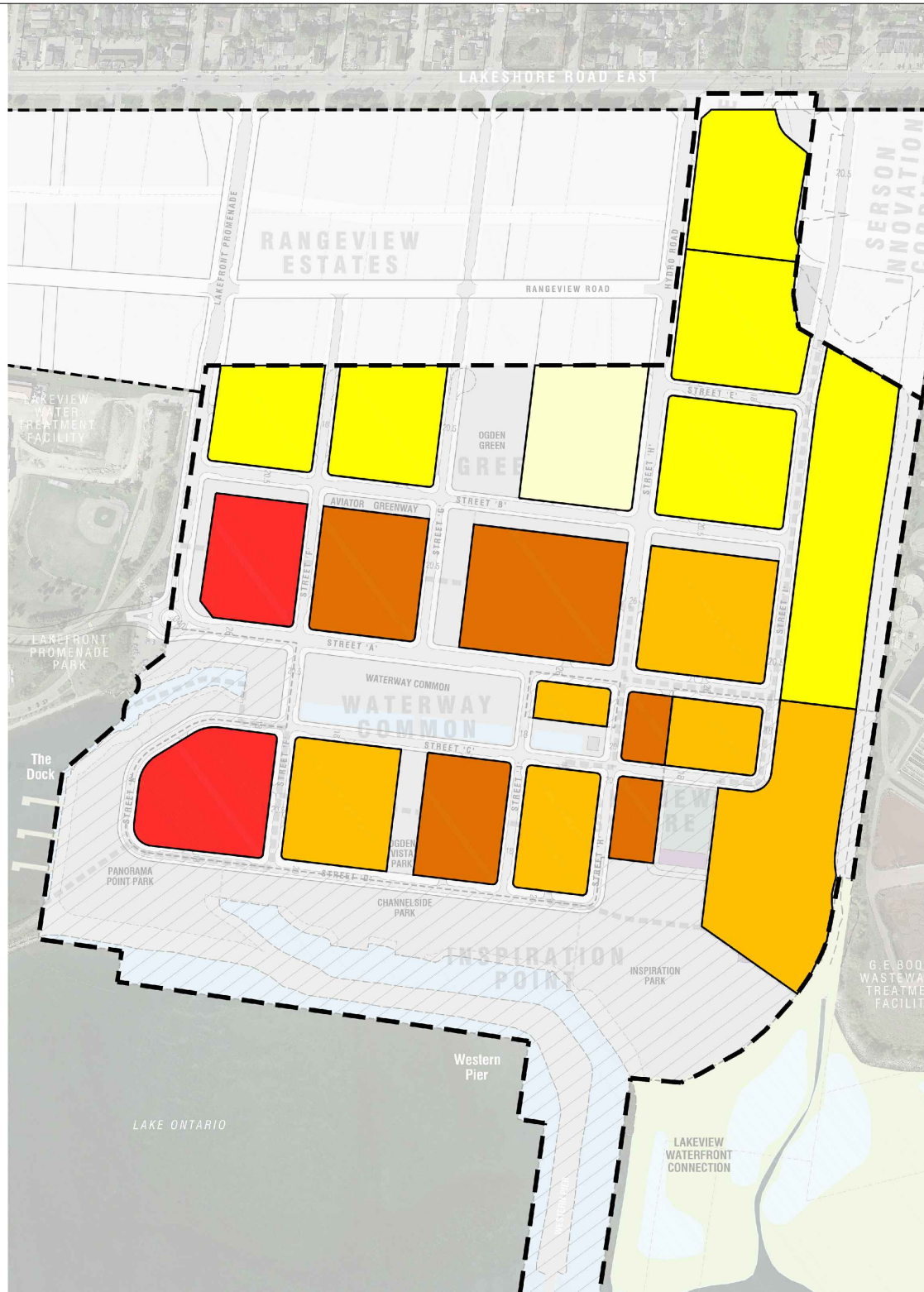


FIGURE 26
MISSISSAUGA OFFICIAL PLAN
SCHEDULE 6 - LONG TERM TRANSIT
NETWORK

1082 Lakeshore Road East & 800 Hydro Road

 Subject Property



DRAFT

- | | |
|--|---|
| 0-1 FSI | 4-5 FSI |
| 1-2 FSI | 5-6 FSI |
| 2-3 FSI | 6-7 FSI |
| 3-4 FSI | |

- All Units In Metric Unless Otherwise Noted and Areas are Approximate.
- Aerial Photo: Google Earth, Approx. Spring 2015



**FIGURE 27
DENSITY PLAN**

1082 Lakeshore Road East & 800 Hydro Road

APPENDICES

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

9.2.3.XX	Exception: OS2-XX1	Map # 1	By-law:
In an OS2-XX1 zone the permitted uses and applicable regulations shall be as specified for an OS2 zone except that the following uses/regulations shall apply:			
Additional Permitted Use			
9.2.3.XX.1	(1) Restaurant (2) Take-out Restaurant (3) Parking Structure (4) Parking Lot (5) Outdoor markets (6) Accessory Uses (7) Outdoor stage and seating area (8) Outdoor patio accessory to a restaurant or take-out restaurant		
Use Not Permitted			
9.2.3.XX.2	(1) Community Garden		
Regulations			
9.2.3.XX.3	The provisions contained in Line 1.0, and 3.0 of Table 2.1.2.1.1, Line 4.0, 5.0 and 7.0 of Table 9.2.1, and Table 2.1.14.1 of this By-law shall not apply		
9.2.3.XX.4	Maximum gross floor area - non-residential for all take-out restaurants and restaurants		500 m ²
9.2.3.XX.5	Maximum gross floor area - non-residential used for accessory uses		200 m ²
9.2.3.XX.6	"Accessory Uses" means a retail store, personal service establishment , information kiosk, and an event ticket office		
9.2.3.XX.7	Notwithstanding section 9.2.3.XX.7 of this Exception, take-out restaurant, restaurant and Accessory Uses may be permitted in temporary structures or in accordance with section 2.1.9.7 of this By-law		
9.2.3.XX.8	Notwithstanding Table 3.1.2.2 of this By-law, Accessory Uses, restaurant , and take-out restaurant in temporary structures or in accordance with section 2.1.9.7 shall provide the following maximum parking spaces in a Parking Lot		10
9.2.3.XX.9	A temporary tent and/or stage shall comply with the provisions contained in Article 2.1.9.7 of this By-law except that the provisions of Line 3.0 – 5.0 in Table 2.1.9.7 shall not apply		
9.2.3.XX.10	Notwithstanding section 9.2.3.XX.1 of this Exception, retail store, personal service establishments, restaurant , and take-out restaurant uses shall be required on the ground floor of a parking structure facing a public street		
9.2.3.XX.11	Notwithstanding section 9.2.3.XX.1 of this Exception, a building which shall allow either a retail store, restaurant , and take-out restaurant uses, or combination thereof may be permitted along the frontage of Hydro Road adjacent lands zoned C4-XX3		

2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

10.2.2.XX	Exception: G1-XX	Map # 1	By-law:
In a G1-XX zone the permitted uses and applicable regulations shall be as specified for a G1 zone except that the following uses/regulations shall apply:			
Additional Permitted Use			
10.2.2.XX.1	(1) Uses permitted under “OS2-XX1” (2) Buildings and structures and conveyor belt legally existing on the date of passing of this By-law formerly used for infrastructure in support of power generation (3) Alterations and additions to existing buildings and structures formerly used for infrastructure in support of power generation (4) Temporary Tent and/or Stage (5) Shade Structure		
Use Not Permitted			
10.2.2.XX.2	(1) Parking Structure (2) Parking Lot (3) Outdoor markets		
Regulations			
10.2.2.XX.3	The provisions contained in Line 1.0, and 3.0 of Table 2.1.2.1.1, and Table 2.1.14.1 of this By-law shall not apply		
10.2.2.XX.4	Required parking shall be provided on lands zoned OS2-XX		

3. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

12.2.3.XX	Exception: I-XX	Map # 1	By-law:
In a zone the permitted uses and applicable regulations shall be as specified for a I zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
12.2.3.XX.1	(1) Science and technology facility (2) Office (3) Marine related uses including boat storage and repair (4) Cultural facilities (5) Cafeteria, office, retail store, personal service establishment, take-out restaurant, restaurant, financial institution, and commercial school are permitted accessory to a University/College use (6) Parking lot (7) Parking for lands zoned OS2-XX1, and C4-XX3 (8) Outdoor patio accessory to a restaurant or take-out restaurant (9) Renewable energy facility (10) Cogeneration facility based on renewable energy (11) Outdoor storage accessory to a cogeneration facility based on renewable energy (12) Waste Transfer Station associated with an alternative waste collection system (13) Composting Facility associated with an alternative waste collection system (14) Accessory outdoor storage for a waste transfer station (15) Public information centre accessory to either a Renewable energy facility or Cogeneration facility based on renewable energy (16) Uses permitted under 2.1.1.3 of this By-law in a building		

12.2.3.XX	Exception: I-XX	Map # 1	By-law:
In a zone the permitted uses and applicable regulations shall be as specified for a I zone except that the following uses/regulations shall apply:			
Uses Not Permitted			
12.2.3.XX.2	(1) Hospital (2) Medical Office (3) Staff/Student Residence		
Regulations			
12.2.3.XX.3	The provisions contained in in Line 1.0, and 3.0 of Table 2.1.2.1.1, Subsections 2.1.9.4, 2.1.14 and 2.1.17and Line, 3.0, 4.0, 5.0, 6.0 and 7.0 of Table 12.2.2 of this By-law shall not apply		
12.2.3.XX.4	"Cafeteria" means an area within a building or structure used to prepare and sell food for immediate consumption		
12.2.3.XX.5	Minimum setback to lands zoned G1		3.0 m
12.2.3.XX.6	Maximum total gross floor area - non-residential that may be used for an office, retail store, personal service establishment, take-out restaurant, restaurant, financial institution, or commercial school that are located wholly within a building and/or structure principally used for a University/College		20%
12.2.3.XX.7	An area within a building that may be used for an office, retail store, personal service establishment, take-out restaurant, restaurant, financial institution, or commercial school that are located wholly within a building and/or structure principally used for a University/College shall not be permitted above the second storey.		
12.2.3.XX.8	Minimum front yard		1.5 m
12.2.3.XX.9	Minimum interior side yard		2.5 m
12.2.3.XX.10	Minimum exterior side yard		3.0 m
12.2.3.XX.11	Minimum rear yard		3.0 m
12.2.3.XX.12	Minimum landscaped buffer Adjacent OS2-XX1 Adjacent G1 Adjacent E2-XX		0.0 m 0.0 m 2.5 m
12.2.3.XX.13	Minimum setback for accessory structures to lands zoned OS2 – XX1		1.5 m
12.2.3.XX.14	Minimum number of parking spaces to be provided for an office, retail store, personal service establishment, take-out restaurant, restaurant, financial institution, or commercial school that are located wholly within a building and/or structure principally used for a University/College		1.0 spaces per 100 m ² gross floor area - non-residential
12.2.3.XX.15	Maximum reduction in parking permitted for any office that allows co-working based on gross floor area – non-residential calculation		0.3 spaces per 100 m ²
12.2.3.XX.16	Employee and visitor bicycle parking and shower/change facilities for all gross floor area - non-residential shall be in accordance with the provisions under sections 8.2.3.XX.9 and 8.2.3.XX.10 for lands zoned “E2-XX” in this Exception		
12.2.3.XX.17	Maximum height of all buildings and structures exclusive of mechanical/penthouse facilities		8 storeys
12.2.3.XX.18	Minimum lot frontage for all building and structures associated with a use permitted under 2.1.1.3 of this By-law, Waste Transfer Station associated with an alternative waste collection system, Composting Facility associated with an alternative waste collection system, Renewable energy facility or Cogeneration facility based on renewable energy		13.0 m
12.2.3.XX.19	A multi-use trail may be permitted in the rear yard and landscape area adjacent a rear lot line		

4. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

8.2.3.XX	Exception: E2-XX	Map # 1	By-law:
In an E2-XX zone the permitted uses and applicable regulations shall be as specified for a E2 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
8.2.3.XX.1	<ul style="list-style-type: none"> (1) Major office (2) Institutional uses excluding any ancillary residential dwellings (3) Marine related uses including boat storage and repair (4) Renewable energy facility (5) Cogeneration facility based on renewable energy (6) Outdoor storage accessory to a cogeneration facility based on renewable energy (7) Incubator space (8) Waste Transfer Station associated with an alternative waste collection system (9) Composting Facility associated with an alternative waste collection system (10) Accessory outdoor storage for a waste transfer station (11) Parking for lands zoned I-XX, RA5-XX, and C4-XX3 (12) Transportation Facility limited to 10 vehicles with a maximum gross weight of 3,000 kg used exclusively for the use of personal car-sharing or ride-sharing purposes on lands zoned RA5-XX, OS2, OS2-XX1, G1-XX, I-XX, E2-XX, C4-XX1, C4-XX2, and C4-XX3 (13) Accessory uses as permitted under 8.1.2.1.1 of this By-law (14) Public information centre accessory to either a Renewable energy facility or Cogeneration facility based on renewable energy (15) Uses permitted under 2.1.1.3 of this By-law in a building 		
Uses Not Permitted			
8.2.3.XX.2	<ul style="list-style-type: none"> (1) Motor vehicle commercial (2) Transportation Facility (3) Truck Terminal (4) Waste Processing Station (5) Waste Transfer Station (6) Outdoor Storage excluding marine related outdoor storage (7) Contractor Service Shop (8) Contractor's Yard (9) Vehicle Pound Facility (10) Motor Vehicle Body Repair Facility (11) Motor Vehicle Body Repair Facility - Commercial Motor Vehicle (12) Adult Entertainment Establishment (13) Body-Rub Establishment (14) Truck Fuel Dispensing Facility (15) Animal boarding establishment which may include outdoor facilities (16) Notwithstanding articles 8.1.2.1.1 and 8.1.2.1.3 of this By-law, the following accessory uses: day care, retail store 		

8.2.3.XX	Exception: E2-XX	Map # 1	By-law:
In an E2-XX zone the permitted uses and applicable regulations shall be as specified for a E2 zone except that the following uses/regulations shall apply:			
Regulations			
8.2.3.XX.3	The provisions contained in Lines 1.0, 3.0 and 12.0 in Table 2.1.2.1.1, Subsection 2.1.14 and 2.1.17, Sections 8.1.4, 8.1.5, and 8.1.6, Lines 5.1, 9.3, 10.1, 12.1, and 12.5 of Table 8.2.1, and subsection 2.1.19.2 of this By-law shall not apply		
8.2.3.XX.4	Minimum setback of all building and structures to all lands zoned G1		4.5 m
8.2.3.XX.5	Minimum lot frontage for all building and structures associated with a use permitted under 2.1.1.3 of this By-law, Waste Transfer Station associated with an alternative waste collection system, Composting Facility associated with an alternative waste collection system, Renewable energy facility or Cogeneration facility based on renewable energy		13.0 m
8.2.3.XX.6	Maximum floor space index - non-residential		1.3
8.2.3.XX.7	Notwithstanding exception 8.2.3.XX.6, a Waste Transfer Station associated with an alternative waste collection system or Composting Facility associated with an alternative waste collection system or Renewable energy facility or Cogeneration facility based on renewable energy shall not be included in the maximum floor space index - non-residential calculation		
8.2.3.XX.8	Maximum reduction in parking permitted for any office that allows co-working based on GFA – non-residential calculation		0.3 spaces per 100 m ²
8.2.3.XX.9	Minimum number of bicycle parking spaces		
	Office		
	Employee		0.17 spaces per 100 m ²
	Visitor		0.03 spaces per 100 m ²
	Retail store, personal service establishment, restaurant		
	Employee		0.085 spaces per 100 m ²
	Visitor		0.25 spaces per 100 m ²
	All other non-residential uses		
	Employee		4%
	Visitor		4%
8.2.3.XX.10	Minimum number of shower/change facilities per gender		Required Number of Shower stalls Per gender
	Required number of employee bicycle parking spaces		
	0-4		0
	5-29		1
	30-59		2
	60-89		3
	90-119		4
	120-149		5
	150-179		6
	Over 179		7 plus 1 For each Additional 30 bicycle spaces
8.2.3.XX.11	Accessory outdoor storage for a waste transfer station shall only be permitted behind the rear wall of a building or structure		

8.2.3.XX	Exception: E2-XX	Map # 1	By-law:
In an E2-XX zone the permitted uses and applicable regulations shall be as specified for a E2 zone except that the following uses/regulations shall apply:			
8.2.3.XX.12	Minimum setback of parking areas, driveways , loading spaces, other paved areas and an area used for outdoor storage in a non-residential zone to all lands zoned G1		3.0 m
8.2.3.XX.13	A multi-use trail may be permitted in the front yard and landscape area adjacent a street line or adjacent a rear yard adjacent a rear lot line		
8.2.3.XX.14	Maximum height of all buildings and structures exclusive of mechanical/penthouse facilities		15 storeys
8.2.3.XX.15	Minimum landscaped area		10% of the lot area

5. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

6.2.5.XX1	Exception: C4-XX1	Map # 1	By-law:
In a C4-XX1 zone the permitted uses and applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
6.2.5.XX1.1	(1) Retirement Building (2) Long-Term Care Building (3) Parking for lands zoned RA5-XX (4) Outdoor patio accessory to a restaurant or take-out restaurant (5) Day care (6) Parking lot (7) Parking structure (8) Community, Sales, and Project Management Office		
Uses Not Permitted			
6.2.5.XX1.2	(1) Funeral Establishment (2) Overnight accommodation (3) University/College		
Regulations			
6.2.5.XX1.3	The provisions contained in Lines 1.0, and 3.0 of Table 2.1.2.1.1, Subsections 2.1.2, 2.1.25.4, and 2.1.30, Lines 11.1, 12.3, 12.4, 14.0 and 16.0 contained in Table 6.2.1 of this By-law shall not apply		
6.2.5.XX1.4	For the purposes of this By-law, all lands zoned C4-XX1 shall be considered one lot		
6.2.5.XX1.5	An office, medical office, financial institution, personal service establishment, repair establishment, restaurant, take-out restaurant or retail store , or any combination thereof, may be located within the first storey of a retirement building and/or apartment building along Lakeshore Road East or Hydro Road		
6.2.5.XX1.6	A unit on the first storey abutting Lakeshore Road East shall only contain non-residential uses		
6.2.5.XX1.7	Notwithstanding the provisions of Sentence 6.2.5.XX1.6 of this Exception, a lobby for a residential building may be located on the ground floor level		
6.2.5.XX1.8	A day care may be located within the first storey of a retirement building and/or apartment along Lakeshore Road East or Hydro Road and the accessory outdoor play area may be at grade or on the roof of the first four storeys		

6.2.5.XX1	Exception: C4-XX1	Map # 1	By-law:
In a C4-XX1 zone the permitted uses and applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
6.2.5.XX1.9	Maximum height for all buildings within 40 m of Lakeshore Road East		8 storeys
6.2.5.XX1.10	Maximum height Residential buildings which may include ancillary non-residential uses Non-residential buildings Parking Structure		15 storeys 8 storeys 4 storeys
6.2.5.XX1.11	Resident and visitor parking for all residential dwelling units shall be in accordance with the provisions under section 4.15.6.XX for lands zoned “RA5-XX” in this Exception		
6.2.5.XX1.12	For the resident visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor spaces per unit or Parking required for a retail store, restaurant, take-out restaurant, personal service establishment, commercial school, financial institution, medical office, office, and day care		
6.2.5.XX1.13	Minimum number of parking spaces per 100 m ² gross floor area - non-residential for a restaurant		7.65
6.2.5.XX1.14	No parking shall be required for an outdoor patio associated with a restaurant or take-out restaurant		
6.2.5.XX1.15	Minimum number of parking spaces per 100 m ² gross floor area - non-residential for a retail store, personal service establishment, or office		3.0
6.2.5.XX1.16	Minimum number of parking spaces per 100 m ² gross floor area - non-residential for a financial institution, real estate office, or medical office		4.85
6.2.5.XX1.17	Minimum resident parking spaces per dwelling unit reduction when located within 150 m of Lakeshore Road East		30%
6.2.5.XX1.18	Maximum reduction in parking permitted for any office that allows co-working based on GFA – non-residential calculation		0.3 spaces per 100 m ²
6.2.5.XX1.19	Resident, employee, and visitor bicycle parking and shower/change facilities for all gross floor area - non-residential and residential dwelling units shall be in accordance with the provisions under sections 8.2.3.XX.9 and 8.2.3.XX.10 for lands zoned “E2-XX” and 4.15.6.XX.24 and 4.15.6.XX.25 for lands zoned “RA5-XX” in this Exception		
6.2.5.XX1.20	Minimum setback from a parking structure completely below or above finished grade inclusive of external above grade access stairwells, to a lot line		1.0 m
6.2.5.XX1.21	Stairs, walkways, planters and ventilation shafts are permitted to encroach into a required landscaped area		
6.2.5.XX1.22	Minimum setback to all lands zoned G1		4.5 m
6.2.5.XX1.23	Driveways, aisles, and visitor parking may be shared with abutting lands zoned RA5 - XX		
6.2.5.XX1.24	The lot line abutting Lakeshore Road East shall be deemed to be the front lot line		
6.2.5.XX1.25	A multi-use trail may be permitted in the rear yard and landscape area adjacent a rear lot line		
6.2.5.XX1.26	The maximum number of dwelling units on all lands zoned C4-XX1 shall be in accordance with the provisions under section 4.15.6.XX.3 for lands zoned “RA5-XX” in this Exception		

6. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

6.2.5.XX2	Exception: C4 – XX2	Map # 1	By-law:
In a C4 – XX2 zone the permitted uses and applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
Additional Permitted Use			
6.2.5.XX2.1	(1) Retirement Building (2) Parking for lands zoned RA5-XX (3) Outdoor patio accessory to a restaurant or take-out restaurant (4) Parking lot (5) One craft beer brewery with accessory restaurant (6) Public information centre (7) Public school (8) Medical office - restricted		
Uses Not Permitted			
6.2.5.XX2.2	(1) Animal Care Establishment (2) Funeral Establishment (3) Retail store greater than 600 m ² GFA – non-residential (4) University/College		
Regulations			
6.2.5.XX2.3	The provisions contained in Lines 1.0, and 3.0 of Table 2.1.2.1.1, Subsections 2.1.2, Lines 4.0, 5.0, 6.0, 7.0, 8.0, 9.0 and 11.0 in Table 2.1.9.1, Subsections 2.1.25.4, and 2.1.30, Lines 2.6.1, 2.6.2, 2.6.3, 2.6.4, 11.1, 12.3, 12.4, 14.0 and 16.0 contained in Table 6.2.1 of this By-law shall not apply		
6.2.5.XX2.4	For the purposes of this By-law, all lands zoned C4-XX2 shall be considered one lot		
6.2.5.XX2.5	An office, medical office, financial institution, personal service establishment, repair establishment, craft brewery with accessory restaurant, restaurant, take-out restaurant or retail store , or any combination thereof, may be located within the first storey of a retirement building and/or apartment building and/or overnight accommodation building		
6.2.5.XX2.6	A day care may be located within the first storey of a retirement building and/or apartment building and the accessory outdoor play area may be at grade or on the roof of the first two storeys		
6.2.5.XX2.7	Maximum height of all buildings	8 storeys	
6.2.5.XX2.8	Resident and visitor parking for all residential dwelling units shall be in accordance with the provisions under section 4.15.6.XX for lands zoned “RA5-XX” in this Exception		
6.2.5.XX2.9	Minimum number of parking spaces per 100 m ² gross floor area - non-residential for a restaurant	7.65	
6.2.5.XX2.10	Minimum number of parking spaces per 100 m ² gross floor area - non-residential for an office, medical office, medical office-restricted, financial institution, personal service establishment, repair establishment, take-out restaurant or retail store	1.0	
6.2.5.XX2.11	For the calculation of required parking, in addition to any deductions permitted by the definition of gross floor area - non-residential , an enclosed pedestrian mall, a food court , and any corridor not open to the public and used by more than one tenant of the building may be deducted from the total gross floor area - non-residential prior to calculating required parking		

6.2.5.XX2	Exception: C4 – XX2	Map # 1	By-law:
In a C4 – XX2 zone the permitted uses and applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
6.2.5.XX2.12	Minimum number of parking spaces per 100 m ² gross floor area - non-residential for a craft beer brewery with accessory restaurant		
	Craft beer brewery		1.6
	Restaurant		7.65
6.2.5.XX2.13	Resident, employee, and visitor bicycle parking and shower/change facilities for all gross floor area - non-residential and residential dwelling units shall be in accordance with the provisions under sections 8.2.3.XX.9 and 8.2.3.XX.10 for lands zoned “E2-XX” and 4.15.6.XX.24 and 4.15.6.XX.25 for lands zoned “RA5-XX” in this Exception		
6.2.5.XX2.14	Driveways, aisles, and visitor parking may be shared with abutting lands zoned RA5 – XX or C4-XX3		
6.2.5.XX2.15	Below grade parking structures under private roads shall be permitted		
6.2.5.XX2.16	A unit on the first storey of all buildings facing a public street shall only contain non-residential uses		
6.2.5.XX2.17	Notwithstanding the provisions of sentence 6.2.5.XX2.14 of this Exception, a lobby for a residential building may be located on the ground floor level		
6.2.5.XX2.18	Minimum number of loading spaces		0
6.2.5.XX2.19	Minimum setback from a parking structure completely below or above finished grade inclusive of external above grade access stairwells, to a lot line		1.0 m
6.2.5.XX2.20	The maximum number of dwelling units on all lands zoned C4-XX2 shall be in accordance with the provisions under section 4.15.6.XX.3 for lands zoned “RA5-XX” in this Exception		

7. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

6.2.5.XX3	Exception: C4-XX3	Map # 1	By-law:
In a C4-XX3 zone the permitted uses and applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
Permitted Use			
6.2.5.XX3.1	(1) Retail store less than or equal to 250 m ² GFA – non-residential (2) Restaurant (3) Take-out restaurant (4) Outdoor patio accessory to a restaurant or take-out restaurant (5) Personal service establishment (6) Commercial School (7) Repair establishment (8) Office (9) Apartment (10) Dwelling unit located above the first storey of a commercial building (11) Live/work unit (12) Creative industry incubator space (13) Cultural infrastructure facilities (14) Staff/Student Residence for lands zoned I-XX (15) Public school (16) Passive Recreational Use (17) Active Recreational Use		

6.2.5.XX3	Exception: C4-XX3	Map # 1	By-law:
In a C4-XX3 zone the permitted uses and applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
Regulations			
6.2.5.XX3.2	The provisions contained in Lines 1.0, and 3.0 of Table 2.1.2.1.1, Subsections 2.1.2, Lines 4.0, 5.0, 6.0, 7.0, 8.0, 9.0 and 11.0 in Table 2.1.9.1, Subsections 2.1.25.4, and 2.1.30, Lines 2.6.1, 2.6.2, 2.6.3, 2.6.4, 11.1, 12.3, 12.4, 14.0 and 16.0 contained in Table 6.2.1 of this By-law shall not apply		
6.2.5.XX3.3	For the purposes of this By-law, all lands zoned C4-XX3 shall be considered one lot		
6.2.5.XX3.4	An office, personal service establishment, repair establishment, restaurant, take-out restaurant or retail store , or any combination thereof, may be located within the first storey of an apartment building		
6.2.5.XX3.5	Maximum height for all buildings	8 storeys	
	Resident and visitor parking for all residential dwelling units shall be in accordance with the provisions under section 4.15.6.XX for lands zoned “RA5-XX” in this Exception		
6.2.5.XX3.6	Parking for all non-residential uses shall be in accordance with the provisions under section 6.2.5.XX2 for lands zoned “C4-XX2” in this Exception		
6.2.5.XX3.7	Driveways, aisles , and visitor parking may be shared with abutting lands zoned C4-XX2		
6.2.5.XX3.8	Minimum number of parking spaces per 100 m ² gross floor area - non-residential for a cultural infrastructure use	3.0	
6.2.5.XX3.9	Resident, employee, and visitor bicycle parking and shower/change facilities for all gross floor area - non-residential and residential dwelling units shall be in accordance with the provisions under sections 8.2.3.XX.9 and 8.2.3.XX.10 for lands zoned “E2-XX” and 4.15.6.XX.24 and 4.15.6.XX.25 for lands zoned “RA5-XX” in this Exception		
6.2.5.XX3.10	Minimum number of loading spaces	0	
6.2.5.XX3.11	Minimum setback from a parking structure completely below or above finished grade inclusive of external above grade access stairwells, to a lot line	1.0 m	
6.2.5.XX3.12	The maximum number of dwelling units on all lands zoned C4-XX3 shall be in accordance with the provisions under section 4.15.6.XX.3 for lands zoned “RA5-XX” in this Exception		

8. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.15.6.XX	Exception: RA5-XX	Map # 1	By-law:																																						
In an RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:																																									
Additional Permitted Use																																									
4.15.6.XX.1	(1) Townhouse Dwelling (2) Horizontal Multiple Dwelling (3) Outdoor patio accessory to a restaurant or take-out restaurant																																								
Regulations																																									
4.15.6.XX.2	Maximum heights of all buildings and structures on Parcel Blocks 1 to 13 as identified on Schedule RA5-XX of this Exception shall conform to the following schedule:																																								
	<table border="1"> <thead> <tr> <th>Parcel Block</th> <th>Maximum Building Height</th> </tr> </thead> <tbody> <tr><td>1</td><td>8 storeys</td></tr> <tr><td>2</td><td>10 storeys</td></tr> <tr><td>3A</td><td>23 storeys</td></tr> <tr><td>3B</td><td>29 storeys</td></tr> <tr><td>4A</td><td>17 storeys</td></tr> <tr><td>4B</td><td>24 storeys</td></tr> <tr><td>5</td><td>44 storeys</td></tr> <tr><td>6A</td><td>8 storeys</td></tr> <tr><td>6B</td><td>8 storeys</td></tr> <tr><td>7A</td><td>8 storeys</td></tr> <tr><td>7B</td><td>8 storeys</td></tr> <tr><td>8</td><td>8 storeys</td></tr> <tr><td>9A</td><td>17 storeys</td></tr> <tr><td>9B</td><td>24 storeys</td></tr> <tr><td>10</td><td>8 storeys</td></tr> <tr><td>11</td><td>15 storeys</td></tr> <tr><td>12</td><td>15 storeys</td></tr> <tr><td>13</td><td>15 storeys</td></tr> </tbody> </table>			Parcel Block	Maximum Building Height	1	8 storeys	2	10 storeys	3A	23 storeys	3B	29 storeys	4A	17 storeys	4B	24 storeys	5	44 storeys	6A	8 storeys	6B	8 storeys	7A	8 storeys	7B	8 storeys	8	8 storeys	9A	17 storeys	9B	24 storeys	10	8 storeys	11	15 storeys	12	15 storeys	13	15 storeys
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4.15.6.XX.3	Maximum number of dwelling units on all lands zoned RA5-XX, C4-XX1, C4-XX2, and C4-XX3		8,010																																						
4.15.6.XX.4	The provisions contained in Lines 1.0 and 3.0 in Table 2.1.2.1.1, section 2.1.14, subsection 2.1.16.2, section 2.1.30, Lines 4.0, 5.0, 6.0, 7.0, 8.0, 9.0 and 11.0 in Table 2.1.9.1, Lines 4.0, 5.0, 6.0, 8.1, 8.2, 8.3, 8.4, 9.1, 9.2, 9.3, 9.4, 10.1, 10.2, 10.3, 10.4, 11.1, 11.2, 11.3, 12.3, 12.4, 13.4, 13.5, 15.1, 15.2, 15.3, 15.4, 15.5, 15.6, and 16.0 in Table 4.15.1 of this By-law shall not apply																																								
4.15.6.XX.5	For the purposes of this By-law, Parcel Blocks as pairs 3A to 3B, 4A to 4B, 6A to 6B, 7A to 7B, and 9A to 9B inclusive identified on Schedule RA5-XX of this Exception shall be considered one property																																								
4.15.6.XX.6	Motor vehicle parking may be provided off site on lands zoned RA5-XX																																								
4.15.6.XX.7	Below grade parking structures under private roads shall be permitted																																								
4.15.6.XX.8	Minimum resident parking spaces per apartment dwelling unit		1.0																																						
4.15.6.XX.9	Minimum resident parking spaces per townhouse and horizontal multiple dwelling unit		1.4																																						
4.15.6.XX.10	No townhouse dwelling or horizontal multiple dwelling shall have a private driveway with direct access to, or a front garage face on a public street																																								
4.15.6.XX.11	Minimum number of parking spaces per retirement dwelling unit		0.4																																						
4.15.6.XX.12	Minimum visitor parking spaces per dwelling unit		0.15																																						
4.15.6.XX.13	Parcel Blocks 3A, 3B, 5, 6A, 6B, 7A, 7B, 8, and 10 shall permit a parking lot																																								

4.15.6.XX	Exception: RA5-XX	Map # 1	By-law:				
In an RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:							
4.15.6.XX.14	Parcel Blocks 3A, 3B, 4B, 5, 6A, 6B, 7A, 7B, 9B, 11, 12, and 13 shall permit a restaurant, take-out restaurant, personal service establishment, day care, and retail store						
4.15.6.XX.15	The parking lot use contained in Sentence 4.15.6.XX.13 shall be allowed when a Parcel Block includes any residential use occupying up to a maximum of 50% of the Parcel Block lot area						
4.15.6.XX.16	The uses contained in Sentence 4.15.6.XX.14 shall only be located within a building, structure or part thereof, used for an apartment, long-term care building, retirement building, or any combination thereof						
4.15.6.XX.17	Parcel Blocks 11 and 12 shall permit a washroom/changeroom facility, shade structure, maintenance/storage building or structure, outdoor storage or an office for a permitted use , and shall be permitted accessory to an active or passive recreational use						
4.15.6.XX.18	Notwithstanding 4.15.6.XX.17 of this Exception, the uses permitted under 4.15.6.XX.17 shall only be allowed when a Parcel Block excludes any residential use within the Parcel Block lot area						
4.15.6.XX.19	Parcel Block 8 shall permit off-site parking for the uses described in section 4.15.6.XX.17 of this Exception						
4.15.6.XX.20	Parking for all non-residential uses shall be in accordance with the provisions under sections 6.2.5.XX1.12, 6.2.5.XX1.13, 6.2.5.XX1.14 6.2.5.XX1.15, and 6.2.5.XX1.16 for lands zoned "C4-XX1" in this Exception						
4.15.6.XX.21	Pervious material is permitted on any surface driveways, aiseways, or parking						
4.15.6.XX.22	Total resident parking spaces per residential dwelling unit may be reduced at a rate of four parking spaces for every car-share parking space provided on the site up to a maximum of 1 car-share parking space per 60 dwelling units						
4.15.6.XX.23	Total resident parking spaces per residential dwelling unit may be reduced at a rate of 3 parking spaces for every 10 bicycle-share parking spaces and an additional 1 parking space for 2 bicycle-share parking spaces to a maximum of 25% of total required parking spaces per residential dwelling unit						
4.15.6.XX.24	<p>Minimum number of bicycle parking spaces</p> <p>Apartments, townhouses, and horizontal multiple dwellings which do not have an exclusive use garage and driveway</p> <table data-bbox="586 2171 1489 2306"> <tr> <td data-bbox="586 2171 698 2206">Resident</td> <td data-bbox="1289 2171 1489 2249">0.6 spaces per unit</td> </tr> <tr> <td data-bbox="586 2241 698 2276">Visitor</td> <td data-bbox="1289 2241 1489 2306">0.15 spaces per unit</td> </tr> </table>			Resident	0.6 spaces per unit	Visitor	0.15 spaces per unit
Resident	0.6 spaces per unit						
Visitor	0.15 spaces per unit						
4.15.6.XX.25	Total resident parking spaces per residential dwelling unit may be reduced at a rate of 1 vehicle parking space for every 5 bicycle parking space provided in excess of the minimum number of bicycle parking spaces, if the reduction of the vehicle parking space is not greater than 20% of the total minimum vehicle parking spaces required						

4.15.6.XX	Exception: RA5-XX	Map # 1	By-law:																																																																																																												
In an RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:																																																																																																															
4.15.6.XX.26	Minimum resident parking spaces per dwelling unit reduction when located within 75 m of Lakefront Promenade, Street 'A', Hydro Road, and Street 'I'		25%																																																																																																												
4.15.6.XX.27	For the visitor component, a shared parking arrangement may be used for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.15 visitor spaces per unit or Parking required for a restaurant, take-out restaurant, personal service establishment, day care, and retail store																																																																																																														
4.15.6.XX.28	Notwithstanding section 3.1.2.3 of this By-law, Table 3.1.2.3 shall be replaced with the following Mixed Use Development Shared Parking Formula																																																																																																														
<table border="1"> <thead> <tr> <th rowspan="2">Type of Use</th> <th colspan="4">Weekday Shared Parking Time Factors</th> </tr> <tr> <th>Morning</th> <th>Noon</th> <th>Afternoon</th> <th>Evening</th> </tr> </thead> <tbody> <tr> <td>Office/Medical Office</td> <td>100%</td> <td>90%</td> <td>95%</td> <td>10%</td> </tr> <tr> <td>Real Estate Office</td> <td>90%</td> <td>80%</td> <td>100%</td> <td>50%</td> </tr> <tr> <td>Financial Institution</td> <td>70%</td> <td>75%</td> <td>100%</td> <td>80%</td> </tr> <tr> <td>Various commercial*</td> <td>50%</td> <td>50%</td> <td>70%</td> <td>75%</td> </tr> <tr> <td>Restaurant/Take-out Rest.</td> <td>25%</td> <td>65%</td> <td>25%</td> <td>100%</td> </tr> <tr> <td>Overnight Accom.- Rooms</td> <td>50%</td> <td>25%</td> <td>25%</td> <td>65%</td> </tr> <tr> <td>Overnight Accom.- Other</td> <td>95%</td> <td>100%</td> <td>90%</td> <td>95%</td> </tr> <tr> <td>Residential</td> <td>90%</td> <td>65%</td> <td>90%</td> <td>100%</td> </tr> <tr> <td>Residential Visitors</td> <td>20%</td> <td>20%</td> <td>50%</td> <td>100%</td> </tr> <tr> <th rowspan="2"></th> <th colspan="4">Weekend Shared Parking Time Factors</th> </tr> <tr> <th>Morning</th> <th>Noon</th> <th>Afternoon</th> <th>Evening</th> </tr> <tr> <td>Office</td> <td>10%</td> <td>10%</td> <td>10%</td> <td>10%</td> </tr> <tr> <td>Real Estate Office</td> <td>50%</td> <td>50%</td> <td>50%</td> <td>20%</td> </tr> <tr> <td>Financial Institution</td> <td>90%</td> <td>90%</td> <td>90%</td> <td>20%</td> </tr> <tr> <td>Various commercial*</td> <td>50%</td> <td>75%</td> <td>100%</td> <td>10%</td> </tr> <tr> <td>Restaurant/Take-out Rest.</td> <td>20%</td> <td>90%</td> <td>50%</td> <td>100%</td> </tr> <tr> <td>Overnight Accom.- Rooms</td> <td>70%</td> <td>25%</td> <td>25%</td> <td>50%</td> </tr> <tr> <td>Overnight Accom.- Other</td> <td>95%</td> <td>95%</td> <td>90%</td> <td>95%</td> </tr> <tr> <td>Residential</td> <td>90%</td> <td>65%</td> <td>90%</td> <td>100%</td> </tr> <tr> <td>Residential Visitors</td> <td>20%</td> <td>20%</td> <td>60%</td> <td>100%</td> </tr> </tbody> </table>				Type of Use	Weekday Shared Parking Time Factors				Morning	Noon	Afternoon	Evening	Office/Medical Office	100%	90%	95%	10%	Real Estate Office	90%	80%	100%	50%	Financial Institution	70%	75%	100%	80%	Various commercial*	50%	50%	70%	75%	Restaurant/Take-out Rest.	25%	65%	25%	100%	Overnight Accom.- Rooms	50%	25%	25%	65%	Overnight Accom.- Other	95%	100%	90%	95%	Residential	90%	65%	90%	100%	Residential Visitors	20%	20%	50%	100%		Weekend Shared Parking Time Factors				Morning	Noon	Afternoon	Evening	Office	10%	10%	10%	10%	Real Estate Office	50%	50%	50%	20%	Financial Institution	90%	90%	90%	20%	Various commercial*	50%	75%	100%	10%	Restaurant/Take-out Rest.	20%	90%	50%	100%	Overnight Accom.- Rooms	70%	25%	25%	50%	Overnight Accom.- Other	95%	95%	90%	95%	Residential	90%	65%	90%	100%	Residential Visitors	20%	20%	60%	100%
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4.15.6.XX.29	Maximum percentage of required resident parking spaces that may be tandem, provided that each pair of tandem parking spaces is allocated to one dwelling unit		25%																																																																																																												
4.15.6.XX.30	Driveways, aisles, and visitor parking may be shared with abutting lands zoned C4-XX2																																																																																																														
4.15.6.XX.31	Restaurants with or without an outdoor patio shall be permitted on the first and second storeys of a retirement building and/or apartment																																																																																																														
4.15.6.XX.32	Personal service establishment, take-out restaurant, and retail store shall only be permitted on the first storey of a retirement building and/or apartment																																																																																																														
4.15.6.XX.33	A day care may be located within the first storey of a retirement building and/or apartment and the accessory outdoor play area may be at grade or on the roof of the first four storeys																																																																																																														
4.15.6.XX.34	Parcel Block 5 shall permit restaurants with or without an outdoor patio up to the second storey of one building																																																																																																														
4.15.6.XX.35	Minimum landscaped area		25% of lot area																																																																																																												
4.15.6.XX.36	Minimum setback of a rooftop from all exterior edges		0.0 m																																																																																																												

4.15.6.XX	Exception: RA5-XX	Map # 1	By-law:								
In an RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:											
4.15.6.XX.37 Accessory Buildings and Structures											
<p>A maximum of one accessory building or structure, other than a detached garage, and/or two gazebos and/or two pergolas per lot shall be permitted for every apartment, long-term care building, or retirement building</p>											
<table> <tr> <td data-bbox="402 666 1338 701">Accessory building maximum height</td> <td data-bbox="1344 666 1490 701">5.0 m</td> </tr> <tr> <td data-bbox="402 704 1338 739">Gazebo maximum height</td> <td data-bbox="1344 704 1490 739">6.0 m</td> </tr> <tr> <td data-bbox="402 741 1338 776">Accessory building maximum Floor Area</td> <td data-bbox="1344 741 1490 776">30 m²</td> </tr> <tr> <td data-bbox="402 779 1338 814">Gazebo maximum Floor Area</td> <td data-bbox="1344 779 1490 814">30 m²</td> </tr> </table>				Accessory building maximum height	5.0 m	Gazebo maximum height	6.0 m	Accessory building maximum Floor Area	30 m ²	Gazebo maximum Floor Area	30 m ²
Accessory building maximum height	5.0 m										
Gazebo maximum height	6.0 m										
Accessory building maximum Floor Area	30 m ²										
Gazebo maximum Floor Area	30 m ²										
4.15.6.XX.38	Maximum projection of a balcony for the first five storeys measured from the outermost face or faces of the building from which the balcony projects		3.5 m								
4.15.6.XX.39 Notwithstanding section 2.1.16.2, a model home may be permitted on lands zoned to permit horizontal multiple horizontal dwellings and/or apartments											

4.15.6.XX.40	Horizontal Multiple Dwelling and Townhouse Dwelling:	
(1)	a Horizontal Multiple Dwelling shall comply with the RM9 zone regulations of Subsection 4.14.1 of this By-law	
(2)	a Townhouse Dwelling shall comply with the RM4 zone regulations of Subsection 4.10.1 of this By-law	
(3)	Maximum floor space index	1.5
(4)	Maximum dwelling height	4 storeys
(5)	Minimum front and exterior side yard	2.4 m
(6)	Minimum rear yard	6.0 m
(7)	Maximum encroachment into required yards of a porch , inclusive of stairs, located at and accessible from the first storey of the horizontal multiple dwelling	1.5 m
(8)	Maximum encroachment into required yards of an awning, window, chimney , pilaster or corbel	0.8 m
(9)	Maximum encroachment into required yards of a deck , inclusive of stairs, balcony , or awning, attached to a rear wall	3.5 m
(10)	Maximum projection of a porch or patio, exclusive of stairs, located at or below the first storey	3.4 m
(11)	Maximum projection of a buildable area of an awning, window, chimney, or architectural feature	0.8 m
(12)	Maximum projection of a raised terrace exclusive of stairs, located at the first storey	3.4 m
(13)	Minimum internal setback from a front garage face to an internal road or sidewalk	5.75 m
(14)	Minimum internal setback from a horizontal multiple dwelling to an internal road , sidewalk or visitor parking space	3.0 m
(15)	Minimum internal setback from a porch or deck inclusive of stairs, to an internal road or sidewalk	1.0 m
(16)	Minimum internal setback from an awning, window, chimney , pilaster, or corbel to an internal road or sidewalk	1.5 m
(17)	Minimum internal setback from a rear wall of a horizontal multiple dwelling to a side wall of another dwelling	7.5 m
(18)	Minimum internal setback from a rear wall of a horizontal multiple dwelling to a rear wall of another dwelling	12.0 m
(19)	Minimum internal setback from a rear wall of a horizontal multiple dwelling to an internal walkway	4.5 m
(20)	Minimum internal setback from a sidewall of a horizontal multiple dwelling to an internal walkway	0.0 m
(21)	Minimum internal setback from a sidewall of a horizontal multiple dwelling to an internal road	3.0 m
(22)	Minimum internal setback from a sidewall of a horizontal multiple dwelling to an abutting visitor parking space	3.0 m
(23)	Minimum setback between a parking space and a street	3.0 m
(24)	Minimum setback between a parking space and any other lot line	1.0 m
(25)	Minimum setback of a parking structure constructed above or partially above finished grade to any lot line	3.0 m
(26)	Minimum setback of a parking structure partially or completely below finished grade to any lot line	0.0 m
(27)	Minimum width of an internal road/aisle	6.0 m
(28)	Minimum width of a sidewalk	1.5 m
(30)	Minimum landscape area	25%

4.15.6.XX	Exception: RA5-XX	Map # 1	By-law:
In an RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses /regulations shall apply:			
	(31) Minimum amenity area		The greater of 2.3 m ² per dwelling unit or 5% of the site area
	(32) Maximum area of rooftop access/stairwell to be used for washroom and/or kitchen, such area not to be included in gross floor area calculation or in height calculation		50%
Holding Provision			
4.15.6.XX.41	<p>Only the following use shall be permitted prior to the removal of the holding symbol H:</p> <p>Active Recreational Use Passive Recreational Use Parking lot</p> <p>The holding symbol H is to be removed from the whole or any part of the lands zoned H-RA5-XX by further amendment to Map 1 of Schedule B contained in Part 13 of this By-law, as amended, upon satisfaction of the following requirement:</p> <p>(1) a study confirming satisfactory arrangements in accordance with the applicable Provincial requirements for minimum distance separation.</p>		
Section 37 Public Benefits Contribution			
4.15.6.XX.42	<p>Pursuant to section 37 of the Planning Act, R.S.O 1990, c.P.13, as amended, the height and density of development provided by this Exception shall be permitted subject to the owner of the lands zoned "RA5-XX", "H-RA5-XX", "C4-XX1", "C4-XX2", "C4-XX3", "OS1", "OS2", "OS2-XX", "I-XX", "G1", "G1-XX", and "E2-XX" entering into an agreement with The Corporation of the City of Mississauga (the City) for the provision of certain facilities, services or matters in return for the increase in height and density of development granted by this Exception as provided by section 37(3) of the Planning Act, R.S.O. 1990, c.P.13, as amended. This agreement shall be registered on title to the lands zoned "RA5-XX", "H-RA5-XX", "C4-XX1", "C4-XX2", "C4-XX3", "OS1", "OS2", "OS2-XX", "I-XX", "G1", "G1-XX", and "E2-XX" and shall require the owner to:</p> <p>(1) make payment to the City the sum of \$XXX to be used by the City toward upgrades to XX Park, and/or affordable housing initiatives and/or a contribution towards the XX cultural building, and/or construction of a parking structure, and/or streetscape upgrades which may include street related art.</p>		

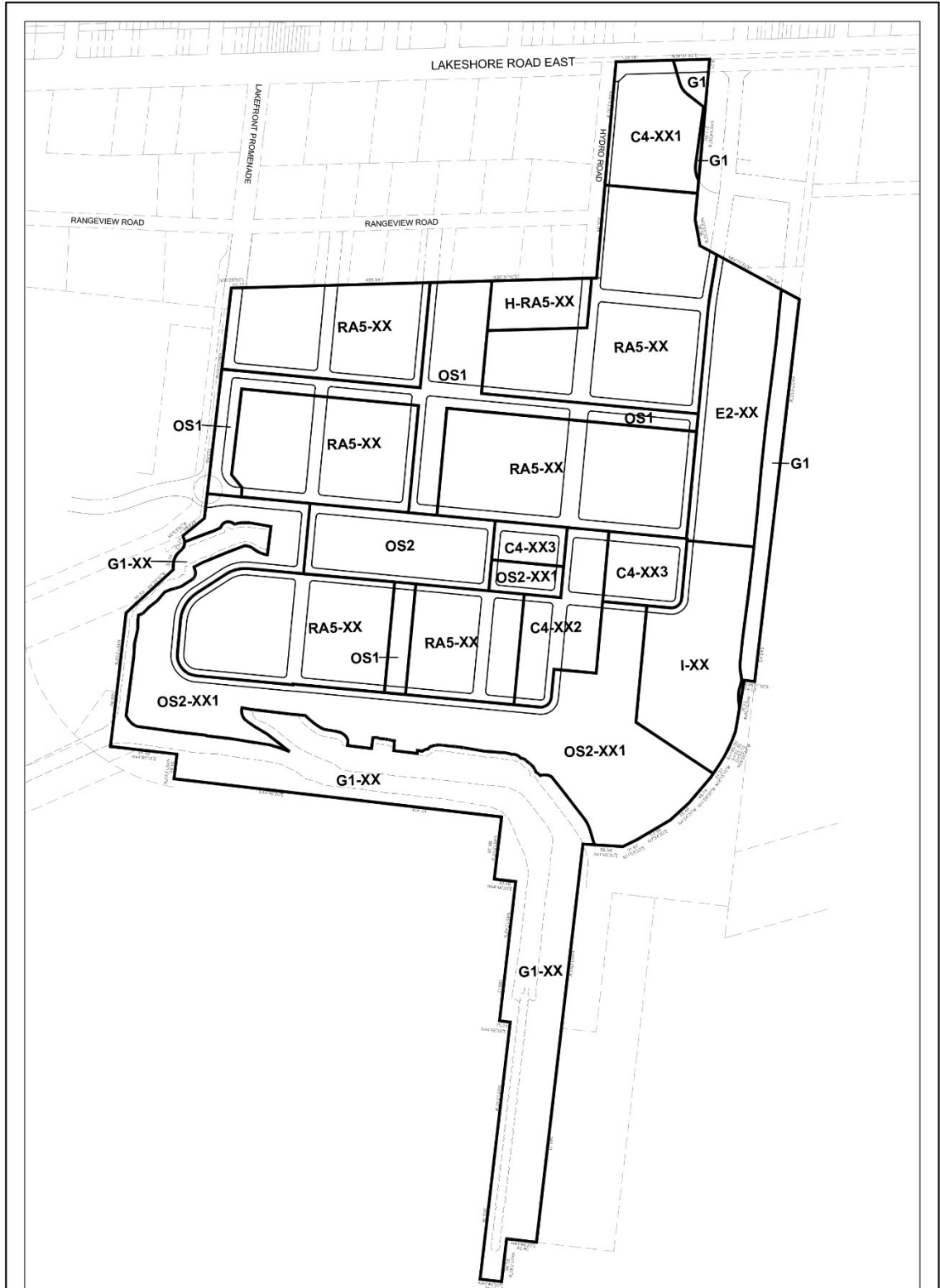
9. Map Number 1 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "U-1" and "G1" to "RA5-XX", "H-RA5-XX", "C4-XX1", "C4-XX2", "C4-XX3", "OS1", "OS2", "OS2-XX", "I-XX", "G1", "G1-XX", and "E2-XX", the zoning of Part of Lots 7, 8 and 9, Concession 3, South of Dundas Street, part of Water Lot in front of Lot 7, Concession 3, South of Dundas Street, part of Water Lot location HY28 in front of Lot 7, Concession 3, South of Dundas Street, Water Lot location HY77 in front of Lot 7, Concession 3, South of Dundas Street, part of Water Lot location HY116 in front of Lot 7 Concession 3, South of Dundas Street (Geographic Township of Toronto, County of Peel), in the City of Mississauga, PROVIDED HOWEVER THAT the "RA5-XX", "H-RA5-XX", "C4-XX1", "C4-XX2", "C4-XX3", "OS1", "OS2", "OS2-XX", "I-XX", "G1", "G1-XX", and "E2-XX" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "RA5-XX", "H-RA5-XX", "C4-XX1", "C4-XX2", "C4-XX3", "OS1", "OS2", "OS2-XX", "I-XX", "G1", "G1-XX", and "E2-XX" zoning indicated thereon.

ENACTED and PASSED this _____ day of _____ 2019.

MAYOR

CLERK

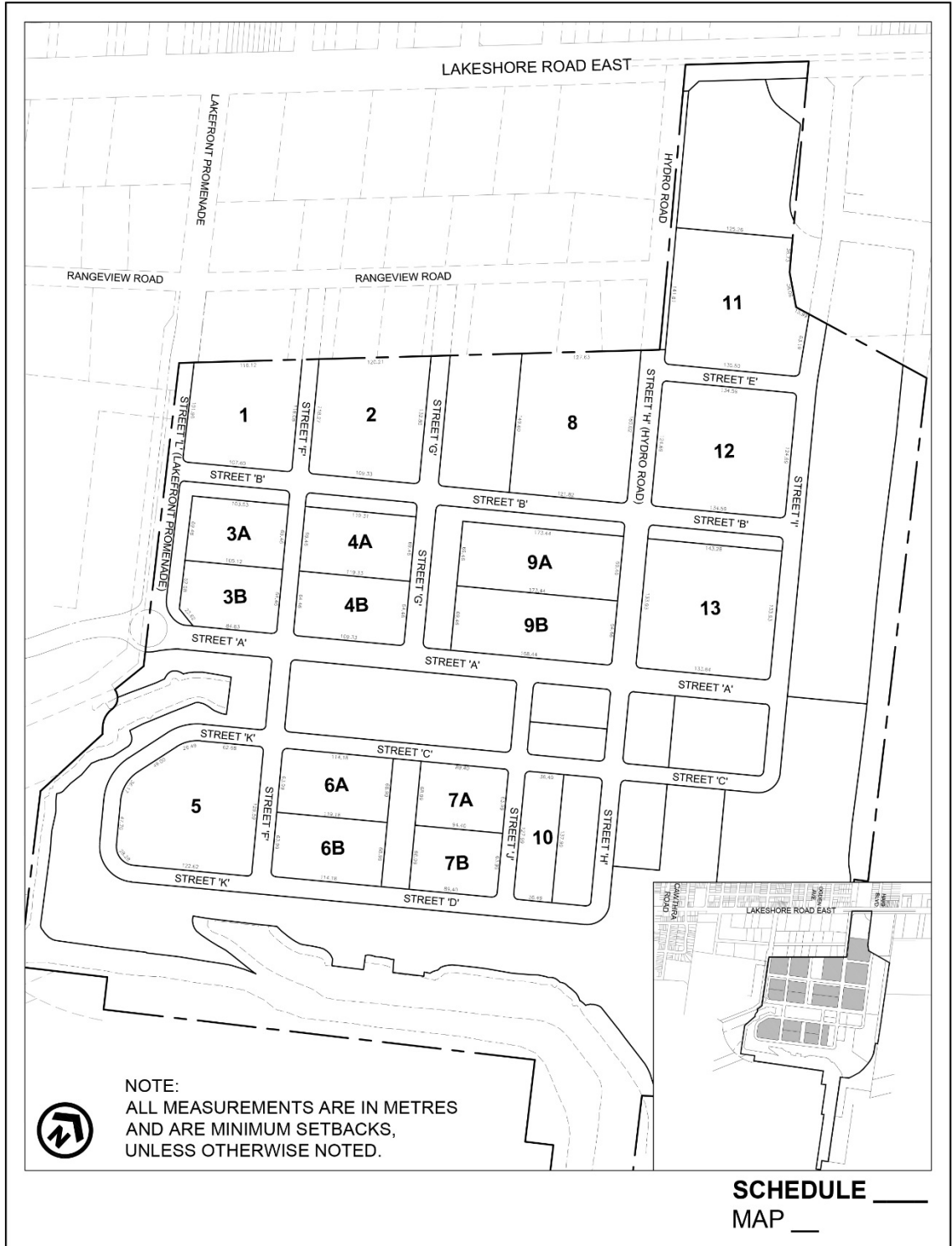
Schedule "A"



PART OF LOTS 8, 7 AND 9, CONCESSION 3, SOUTH OF DUNDAS STREET
 PART OF WATER LOT IN FRONT OF LOT 7, CONCESSION 3, SOUTH OF
 DUNDAS STREET PART OF WATER LOT LOCATION HY28 IN FRONT OF LOT 7,
 CONCESSION 3, SOUTH OF DUNDAS STREET WATER LOT LOCATION HY 77IN
 FRONT OF LOT 7, CONCESSION 3, SOUTH OF DUNDAS STREET
 PART OF WATER LOT LOCATION HY 116IN
 RONT OF LOT 7, CONCESSION 3, SOUTH OF DUNDAS STREET
 (GEOGRAPHIC TOWNSHIP OF TORONTO, COUNTY OF PEEL),
 CITY OF MISSISSAUGA

THIS IS SCHEDULE "A" TO
 BY-LAW _____
 PASSED BY COUNCIL

Schedule (Parcel Blocks)



APPENDIX "A" TO BY-LAW NUMBER _____

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit a mixed-use development consisting of residential uses in various built form types including townhouses and apartments, employment, commercial and institutional uses, and open space uses including active, passive and naturalized parkland.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "U-1" (Utility) and "G1" (Greenlands) to "RA5-XX" (Residential Apartment - Exception), "H-RA5-XX" (Holding-Residential Apartment – Exception), "C4-XX1" (Mainstreet Commercial – Exception), "C4-XX2" (Mainstreet Commercial – Exception), "C4-XX3" (Mainstreet Commercial – Exception), "OS1" (Neighbourhood Open Space), "OS2" (City Open Space), "OS2-XX1" (Open Space - Exception), "I-XX" (Institutional - Exception), "G1" (Greenlands), "G1-XX" (Greenlands – Exception) and "E2-XX" (Employment – Exception).

"U-1" permits power generation buildings and structures with ancillary uses.

"G1" permits greenlands for natural hazard protection purposes.

"RA5-XX" (Residential Apartment - Exception) permits horizontal multiple dwellings, townhouse and various forms of apartment dwellings with varying heights in accordance with the appended schedule.

"H-RA5-XX" (Holding-Residential Apartment – Exception) permits the uses under "RA5-XX" after satisfying minimum requirements pertaining to land use separation criteria of the Province.

"C4-XX1" (Mainstreet Commercial – Exception) permits mixed-use development consisting of at-grade commercial focussed primarily on neighbourhood commercial and local convenience uses with residential and some limited non-residential uses sharing the site or in shared buildings.

Explanation of the Purpose and Effect of the By-law (continued)

“C4-XX2” (Mainstreet Commercial – Exception) permits mixed-use development consisting of at-grade commercial focussed primarily on urban village and local convenience uses catering to destination visitors as well as local residents. The zone shall also include residential uses above in shared buildings and these buildings may also include other non-residential uses including offices, and hotel uses.

“C4-XX3” (Mainstreet Commercial – Exception) permits mixed-use development consisting of at-grade commercial with residential uses shared on site or in the same building. These lands shall also provide locations for cultural, educational and ancillary institutional uses.

“OS1” (Neighbourhood Open Space) permits parkland for community park purposes and includes active and passive uses.

“OS2” (City Open Space) permits parkland for city-wide park purposes and includes active and passive uses.

“OS2-XX1” (Open Space - Exception) permits predominantly parkland for city-wide park purposes which includes active and passive uses, but may also include limited commercial, cultural, and other uses.

“I-XX” (Institutional - Exception) permits institutional uses such as a post-secondary school, research facilities, offices, and shall also permit various infrastructure uses (i.e. district energy, alternative waste collection system, and sanitary sewer requirements).

“G1” (Greenlands) permits greenlands for natural hazard protection purposes.

“G1-XX” (Greenlands – Exception) permits predominantly greenlands for natural hazard protection purposes, but also includes limited “OS2-XX1” commercial uses.

“E2-XX” (Employment – Exception) permits various uses including office, limited commercial, infrastructure uses, and other employment uses.

Location of Lands Affected

Southeast corner of Lakeshore Road East and Hydro Road, and lands at the end of Hydro Road, and including east side of Lakefront Promenade, south of Rangeview Road, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from David Breveglieri of the City Planning and Building Department at 905-615-3200 ext. 5551.