
PLANNING JUSTIFICATION REPORT

**IN SUPPORT OF
OFFICIAL PLAN AND
ZONING BY-LAW AMENDMENT
APPLICATION**

420 LAKESHORE ROAD EAST

**PLAZACORP 420 LAKESHORE
MANAGEMENT INC.**

Part of Lot 12, Concession 3 South of Dundas Street
City of Mississauga
Regional Municipality of Peel

June 2020
GSAI File #1297-001

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Planning Justification Report
PLAZACORP 420 LAKESHORE MANAGEMENT INC.
Official Plan Amendment and
Zoning By-law Amendment
420 Lakeshore Road East
Part of Lot 12, Concession 3 South of Dundas Street
City of Mississauga

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by Plazacorp 420 Lakeshore Management Inc. (herein referred to as “Plazacorp”) to assist in obtaining the necessary planning approvals to permit the proposed development of the property municipally addressed as 420 Lakeshore Road East, located at the southwest corner of Lakeshore Rd E and Enola Avenue (herein referred to as the “Subject Property”). The Subject Property is legally described as Part of Lot 12, Concession 3 South of Dundas Street, City of Mississauga. The property is under legal ownership of Stellarcop Developments 420 Inc., with Plazacorp 420 Lakeshore Management Inc. acting as development managers for the project.

The Subject Property currently contains a commercial/retail store (Beer Store) at the rear of the site and is predominantly occupied by a surface level parking lot. This proposal contemplates the intensification and redevelopment of the Subject Property with a 12-storey boutique condominium with non-residential uses at grade (herein referred to as the “Proposed Development”). This Planning Justification Report presents an analysis of the proposed Official Plan Amendment and Zoning By-law Amendment applications and evaluates the proposal in consideration of the policies of the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2019), Region of Peel Official Plan (Office Consolidation December 2018), the City of Mississauga Official Plan (Office Consolidation November 2019), the Lakeview Local Area Plan and the City of Mississauga Zoning By-law 0225-2007.

1.1 PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Property is currently designated “*Mixed Use*” in the Mississauga Official Plan (2019). In order to permit the Proposed Development, an Official Plan Amendment is required to redesignate the property to site-specific “*Residential High Density*”. Also an Amendment is required to the Lakeview Local Area Plan Height Limits Schedule (Map 3) to permit a building higher than four storeys. The Special Site policy will establish site specific height and Floor Space Index (FSI) requirements that exceed those of the Local Area Plan policies.

This Planning Justification Report (the “Report”) presents an analysis of the proposed Official Plan Amendment and demonstrates consistency and conformity with Provincial land use policy including the Provincial Policy Statement (2020), and Growth Plan for the Greater Golden Horseshoe (2019) as well as an analysis of compliance and consistency with the Region of Peel Official Plan (2018), the City of Mississauga Official Plan (2019) and the Lakeview Local Area Plan (2019).

1.2 PROPOSED ZONING BY-LAW AMENDMENT

The Subject Property is zoned “C4 – Mainstreet Commercial” in the City of Mississauga Zoning By-law 0225-2007. The following amendments to the Zoning By-law (the “Zoning By-law Amendment”) are required to facilitate the proposed development and are outlined in further detail in Section 5.7 of this report:

1. Rezoning from “C4” to “RA5-XX”
2. Reduced building setbacks
3. Additional permitted uses –live/work dwelling units
4. Maximum Floor Space Index of 5.0
5. Maximum Gross Floor Area – Non-residential
6. Maximum projection
7. Minimum parking requirements
8. Heights as per Zoning By-law Schedule B.

The Report presents an analysis of the proposed Zoning Bylaw Amendment and demonstrates consistency and conformity with Provincial land use policy including the Provincial Policy Statement (2020),) and the Growth Plan for the Greater Golden Horseshoe (2019) and an analysis of compliance and consistency the Region of Peel Official Plan (2018), the City of Mississauga Official Plan (2019), the Lakeview Local Area Plan (2019).

2.0 PROCESS AND ENGAGEMENT

On February 26, 2020 a Development Application Review Committee meeting was held to present the initial development concept and to determine the reports and studies required to prepare a complete application. Staff subsequently issued a Submission Requirements Checklist (dated February 26, 2020) and Project Status Report outlining the materials required to satisfy a complete application to permit the Proposed Development and preliminary comments to inform the design. Since then, changes have been made to the proposal, including a decrease in height and FSI.

The proposed strategy for consulting with the public with respect to the application will follow the requirements of the *Planning Act* for statutory meetings and the City of Mississauga’s Official Plan Amendments and Zoning By-law Amendment process. It is anticipated that the Applicant, in tandem with the City, will hold community meetings as well as the statutory public meeting with nearby residents and provide notices concerning advancements related to the proposed

development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Property.

3.0 SITE DESCRIPTION AND SURROUNDING LAND USES

3.1 SITE CONTEXT

The Subject Property has an area of 0.92 acres (3,750 square metres) with approximately 58.4 metres of frontage along Lakeshore Road East and approximately 54.46 metres of frontage along Enola Avenue (see *Figure 1*). Currently there is a one-storey retail/commercial building at the rear of the Subject Property (occupied by current tenant “The Beer Store”) with surface level parking on the balance of the property. The Subject Property is largely paved, with a narrow landscape buffer along Lakeshore Road East and a wider landscape buffer along Enola Avenue. Existing vehicular access to the Subject Property includes right-in right-out access from Lakeshore Road East and two one-way accesses from Enola Avenue (one in, one out). Loading for the existing building is currently at the southeast corner of the property, via a separate loading access, adjacent to the neighbouring property to the south.

3.2 AREA CONTEXT

The Subject Property is situated in the Lakeview Neighbourhood, along Lakeshore Road East and is the interface between the Lakeshore Corridor and the stable residential neighbourhoods to the south (see *Figure 2*). To the north of the Subject Property is a future four storey apartment building for affordable housing and an automotive shop. To the east, there is a Petro-Canada and a 7-storey apartment building on the south side and a large commercial/personal service plaza on the north side. This plaza currently includes a bank, physiotherapist, dentist, gym/fitness studio, café, fast food takeout, a pet store and a tutoring establishment. To the south is the Lakeview community of low density (single detached) dwellings. To the west, there is another commercial plaza with a grocery store (Metro), laundry and dry cleaners, and fast food takeout. Northwest of the Subject Property, between Roosevelt Road and Shaw Drive there are two 8-storey apartment buildings with vast surface parking at the rear. Further west beyond that, there are three 7-8 storey apartment buildings along Seneca Avenue.

3.3 FACILITIES, SERVICES AND RECREATION

The Subject Property is well-served by services and recreation opportunities. Along Lakeshore Road East, there is a wide range of commercial and personal service uses within a two-minute walking distance. The Subject Property is also within 300 metres of the Waterfront Trail, an extensive trail for active and passive recreational opportunities which connects to a network of parks, greenspace and waterfront activities (see *Figure 2*).

3.4 TRANSIT AND CONNECTIVITY

Lakeshore Road East is designated as a “Corridor” and “Higher Order Transit Corridor” in the Mississauga Official Plan (see *Figures 3 and 4*). Currently the Subject Property is well-served by existing transit with the identified opportunities for rapid transit in the future. MiWay route 23 runs along Lakeshore Road East, with an eastbound stop just west of Shaw Drive and a westbound stop immediately across the street from the Subject Property. Route 23 runs east/west along Lakeshore Road East and connects to multiple, inter-regional stations including the Port Credit GO Station to the west, Clarkson GO Station to the far west, as well as the Long Branch TTC stop and Long Branch GO Station to the east. Riders of Route 23 can also transfer to Line 5 at Ogden Avenue providing a north connection all the way north to Derry Road. Connections at Port Credit Go Station include MiWay routes 2, 8, 14, 14A, Express Route 103 and the future Hurontario LRT.

Further, in the recently completed Lakeshore Transportation Master Plan – Connecting Communities (2019), Lakeshore Road East is recommended for have higher-order transit with dedicated transit lanes. The Connecting Communities Report also makes recommendations for potential future express stops, proposing express stops both ways at Shaw Drive, also within a two-minute walking distance to the Subject Property (see *Figure 5*). Considering the findings of the Transportation Master Plan , as well as the redevelopment projects currently taking place in the Lakeview area (and anticipated in the future with Lakeview Village), higher order transit by way of bus rapid transit or light-rail rapid transit along Lakeshore Road East is likely in the future. Please see Section 5.6 of this report for further details on the Lakeshore Transportation Master Plan.

3.5 OTHER DEVELOPMENT PROJECTS IN THE AREA

There are many recently approved and upcoming development projects within Ward 1, all contributing towards the reinvestment and revitalization of Lakeshore Road East as an animated corridor and complete community. This stretch of the Lakeshore Corridor has been undergoing redevelopment and reinvestment of commercial properties and therefore commercial and personal services are now adequately provided. More recently, residential developments have been proposed and/or approved to support the expanded commercial uses along the Corridor. Below is a summary of current and recent development applications in the area:

Address	Applicant or Owner	Units	FSI	Height	Notes	Status
425 Lakeshore Rd E	Indwell Community Homes	66		Four storeys	Affordable Housing	Approved and in SPA
1060-1115 Douglas McCurdy Common	Kingsmen Condos	296	1.4	13 storeys		Approved and in SPA
21-29 Park Street East	Edenshaw Park Developments Ltd.		6.3	Fifteen storeys		Approved
1381 Lakeshore Rd E	City Park	192	3.8	Fifteen storeys		Application Pending
958 - 960 East Avenue	Region of Peel	156		Seven storeys		Application Pending
266-294 Lakeshore Rd W	High Benson Holdings Inc.	325	2.4	Eight storeys		Approved
8 Ann Street, 71 & 81 High Street	FRAM GROUP	69	4.3	Fifteen storeys		Approved
78 Park St. E. and 22-28 Ann St.	Edenshaw Developments	313	9.2	Twenty-two storeys		Approved
1345 Lakeshore Road East	Vandyke	383	2.8	Twelve Storeys		Approved
55 Port Street	Brown Maple Investments Ltd.	110	2.8	Nine storeys		Approved

4.0 DEVELOPMENT PROPOSAL

4.1 OVERALL VISION / SITE STATISTICS AND DENSITY

As previously noted, the Proposed Development is for a 12-storey boutique condominium apartment building with live/work units at grade. The proposed condominium includes 195 units, with a total Gross Floor Area of 18,599 square metres (200,200 square feet), consisting of a Residential Gross Floor Area of 18,061 square metres (194,409 square feet) and Retail (Live/Work) Gross Floor Area of 538 square metres (5,791 square feet). The Floor Space Index (FSI) for the Proposed Development is 4.96. The proposed average unit size is 85.8 square metres (923.5 square feet) with units ranging in size from 41-55 square metres (441-592 square feet) for one bedroom units up to 103-137 square metres (1,108-1,475 square feet) for three bedroom units. Although the proposed maximum building height is 12 storeys, to respect the existing community and low density residential neighbourhood to the south, terracing is proposed from second storey to the twelfth storey, to provide a stepped built form and transition to the ultimate height along Lakeshore Road. The building is proposed to be sited 0 metres from the western property line, 0.6 metre - 2.8 metres from the north property line (Lakeshore Road East), 2 metres from the eastern property line along Enola Avenue (with 2 metre landscape buffer) and a minimum of 6 metres from the rear property line (based on Project North).

The Proposed Development also includes 740.70 square metres (7,973 square feet) of indoor amenity area and 351.3 square metres (3,781 square feet) of outdoor amenity area, located at the rear of the Subject Property between the building and the rear lot line. The proposed amenity areas being provided conform to By-law requirements of a minimum of 5.6 square metres per dwelling unit. The ground floor of the condominium is proposed to include a lobby, live/work units, bicycle parking and mezzanine. Proposed active uses at grade are intended to animate the street and create a lively street edge. The building is proposed to be setback 0.6 metres - 2.8 metres from the Lakeshore Road street line, consistent with streetscape policies for this section of the Lakeshore Corridor. There are two pedestrian entrances/exits proposed for the Lakeshore Road East frontage, including a main, cornerstone entrance right at the corner of Lakeshore Road E and Enola Avenue. An additional internal pedestrian connection is proposed from Enola Avenue.

4.2 ROADS, PARKING AND BICYCLE PARKING

In the Mississauga Official Plan, Lakeshore Road East is designated as an “*Arterial Road*” and Enola Avenue is designated as a “*Local Road*” (see *Figure 6*). The Mississauga Official Plan also illustrates the ultimate right-of-way (ROW) width for Lakeshore Road East as 30 metres (see *Figure 7*). The Proposed Development does not utilize existing accesses and proposes vehicular access exclusively from Enola Avenue, again increasing the streetwall and streetscape function of the building along Lakeshore Road E. Proposed access is a 7 metre wide full moves access from Enola Avenue which leads to a drop off circle. The access road continues south to the ramp to

underground parking where two levels of underground are proposed providing a total of 187 parking spaces for combined residential and shared visitor/retail for the Proposed Development.

Garbage and loading are proposed at the westerly property limit, away from the existing residential uses. Indoor bicycle parking/lockers are included (50 spaces) on the Ground Floor of the Proposed Development to encourage and promote active transportation and for residents to utilize the existing cycling infrastructure in the neighbourhood.

5.0 CONFORMITY WITH APPLICABLE LAND USE POLICEIS

As required by Sections 2 and 3 of the *Planning Act*, the following section demonstrates the proposed Official Plan Amendment and Zoning By-law Amendment's consistency with the Provincial Policy Statement and conformity with the Places to Grow: Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and the City of Mississauga Official Plan.

5.1 PROVINCIAL POLICY STATEMENT (2020)

As set out in the Provincial Policy Statement, 2020 (the "PPS"), Ontario's long-term prosperity depends on a coordinated approach to wisely managing change and promoting efficient development patterns that result in strong, healthy and complete communities. This is achieved by balancing environmental protection, public health, safety and while creating economically sustainable built environments (Section 1.0). In this regard, the PPS provides a high-level policy foundation that promotes and enhances the concept of a complete community.

The PPS promotes efficient development patterns by directing growth to settlement areas and discouraging the unnecessary and inefficient expansion of these areas, encouraging the effective use of existing and planned infrastructure and by accommodating a range and mix of uses.

Specifically, the PPS includes the following policies:

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 affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), 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) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.*

The Proposed Development represents efficient redevelopment of a property within the Built Boundary of Mississauga. The PPS policy noted above states that a mix and range of housing types should be accommodated, including not only affordable housing but also market-based housing that suits the needs of persons of all ages. The proposed condominium will provide multi-unit housing options for middle-high income earners catering to an aging demographic. The Subject Property is very well served by commercial/retail services and well served by existing/future transit and would bring 195 units of people living within a two-minute walking distance of their shopping needs. This stretch of the Lakeshore Corridor has all the locational attributes to support a residential development and adding compact residential uses with intensification to the Subject Property helps create a complete community to support the existing commercial businesses. The proposed Official Plan Amendment and Zoning By-law Amendment to redesignate and rezone the Subject Property to permit an apartment building with non-residential uses at grade, are therefore consistent with PPS policies on creating healthy, livable, safe and sustainable communities.

The PPS defines Settlement Areas and outlines the importance of Settlement Areas to balance interest of communities, use land and resources wisely, and to promote efficient development patterns:

- 1.1.3.1 Settlement areas shall be the focus of growth and development.*
- 1.1.3.2 Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *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;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;* d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive.*

Land use patterns within settlement areas shall also be based on a 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 transit-supportive development, accommodating a significant supply and range of housing options through 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.*
- 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.*

The Proposed Development represents an appropriate form of intensification of an underutilized property within the Mississauga Urban Area (Settlement Area) and is therefore consistent with the PPS. The proposed development is located along an Arterial Road, which is also designated as a *Higher Order Transit Corridor* in the Official Plan, and therefore has the potential for future higher order transit and is appropriate for intensification. As outlined in the Functional Servicing Report prepared by Skira & Associates Ltd., dated May 27, 2020, the Proposed Development will utilize existing servicing, which is an efficient use of land and resources. The Proposed Development will bring an intensified residential use to an underutilized property which is an appropriate mix with the existing commercial uses. The Subject Property is also well served by cycling infrastructure. In the Mississauga Official Plan, on the “Long Term Cycling Network” schedule, Lakeshore Road East is identified as a “*Primary On-Road/Boulevard Route*” (see *Figure 8*) and the Proposed

Development includes bicycle parking to support this Official Plan directive. The Subject Property is also within 300 metres of the Waterfront Trail. Intensifying the Subject Property with residential uses will therefore support active transportation policy directives in the PPS. The Proposed Development is therefore an efficient use of land, promote an efficient development pattern and is appropriate development for the location within an Urban Area along an Arterial Road.

Section 1.4 of the Provincial Policy Statement outlines policies with respect to Housing:

- 1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
 - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans. Upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs 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 and which aligns with applicable housing and homelessness plans. 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 housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special*

needs requirements and needs arising from demographic changes and employment opportunities; and

2. all types of residential intensification, including additional residential 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;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) 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 PPS Housing Policies noted above emphasize the need for a range and mix of housing options, which includes affordable housing options but also market-based housing. The Proposed Development does not seek to contribute towards the affordable housing stock within the City, as the Property is in close proximity to several forthcoming affordable housing projects in the area. The Proposed Development is a boutique condominium which caters to the middle-high income earners and offers these residents a housing option alternative to a single detached dwelling. It will permit those already living in the community to age in place.

The PPS also states that housing should address the needs arising from demographic changes. As outlined in the Housing Report prepared by Glen Schnarr & Associates Inc., dated June 2020 and included in this submission, the Proposed Development caters to the aging demographic of the Lakeview Neighbourhood and will allow “empty nesters” or people looking to downsize, the opportunity to stay in their neighbourhood with a house that requires less maintenance. The Subject Property has the servicing infrastructure to support the Proposed Development and the Proposed Development will support the use of active transportation. The proposed FSI of 4.96 strikes an appropriate balance between transit-supportive development along a Corridor and respecting the stable residential community it abuts. The proposed Official Plan Amendment and Zoning By-law Amendment, required to permit the Proposed Development, are therefore consistent with PPS policies on Housing.

Section 1.5 of the Provincial Policy Statement emphasizes the importance of public spaces, recreation, parks and open space in the creation of healthy and active communities:

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;

The Subject Property is located in close proximity to a variety of parks, open space and green spaces including the Lake Ontario waterfront (see *Figure 2*). The Waterfront cycling and pedestrian trail is within 300 metres walking distance from the Subject Property. Intensifying the Subject Property with residential uses would result in 195 additional “families” or individuals being able to enjoy the amazing greenspace and park amenities available to the Lakeview community. The proposed Official Plan Amendment and Zoning By-law Amendment to permit the Proposed Development therefore implement PPS policies on planning for healthy and active communities.

The Provincial Policy Statement also includes policies on infrastructure and public service facilities within Section 1.6. These policies are to ensure development is planned in a coordinated, efficient and cost-effective manner. Of note:

1.6.6.1 Planning for sewage and water services shall:

a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:

1. municipal sewage services and municipal water services; and

2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available or feasible;

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.6.7 Planning for stormwater management shall:

a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;

- b) minimize, or, where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces;*
and
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.*

As outlined in the Functional Servicing Report/ (“FSR”) Stormwater Management Report (“SWM”) included in this submission, prepared by Skira & Associates Ltd., dated May 27, 2020, the Proposed Development can be supported by existing infrastructure including municipal water and wastewater. The FSR/SWM notes that there is sufficient capacity in the Region of Peel water supply. The proposed Official Plan Amendment and Zoning By-law Amendment are therefore consistent with PPS policies on stormwater and servicing infrastructure.

With respect to Transportation Systems in the PPS:

1.6.7 Transportation Systems

- 1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

The Subject Property is in a location that is well-served by existing commercial and retail uses. The intensification of the property for residential purposes situates residents within walking distance to commercial areas, means that people can walk to the store without relying on single occupancy vehicles for grocery or personal service trips (i.e. dentist, physiotherapist, fitness centre). The Lakeshore Corridor is also a *Higher Order Transit Corridor* as per the Mississauga Official Plan, with expected future higher-order transit as outlined in the Lakeshore Connecting Communities Report.

The PPS also contains policies on Long-Term Economic Prosperity. As outlined in Section 1.7:

- 1.7.1 Long-term economic prosperity should be supported by:*
 - b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*

e) 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;

g) 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

These above-noted policies emphasize the importance of providing a range of housing options, including providing housing near retail and work places and responding to market-based needs. As previously discussed, the Proposed Development caters to market demand and provides housing options alternative to single detached dwellings.

The Provincial Policy Statement includes policies on energy conservation, air quality and climate change. Of note:

1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

a) promote compact form and a structure of nodes and corridors;

b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;

c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;

e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;

f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure;

The Proposed Development represents a compact built form along a *Corridor* – Lakeshore Road East. Redesignating and rezoning the Subject Property to permit residential uses promotes active transportation to be used between residential uses and adjacent commercial uses. Furthermore, the proposed density at an FSI of 4.96 can be supported adequately by existing transit. As transit along the Lakeshore Corridor is likely to only improve, this will further support transit-supportive

development policies. The proposed Official Plan Amendment and Zoning By-law Amendment to permit the Proposed Development therefore implements climate change and air quality policies of the PPS and is therefore consistent with the PPS.

As per Section 2.2 Water of the PPS, Planning authorities shall protect, improve or restore the quality and quantity of water by:

i) ensuring stormwater management practices minimize stormwater volumes and contaminant loads, and maintain or increase the extent of vegetative and pervious surfaces.

As noted in the FSR/SWM prepared by Skira & Associates Ltd., the Proposed Development is supportable from a stormwater management perspective.

Throughout this section of the Report it is demonstrated how the proposed Official Plan Amendment and Zoning By-law Amendment, required to facilitate the Proposed Development of residential uses, with non-residential uses at grade, are consistent with policies of the Provincial Policy Statement including policies on healthy communities, concentrating growth to settlement areas, housing, water and wastewater infrastructure, stormwater management, economic prosperity and climate change. The Official Plan Amendment and Zoning By-law Amendment are required to facilitate the proposed residential development and bring the Subject Property into consistency with the PPS.

5.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

The Growth Plan for the Greater Golden Horseshoe, 2019 (the “Growth Plan”) is a long-term plan intended to manage growth through building complete communities, curbing sprawl and protecting the natural environment. The Growth Plan builds upon the Growth Plan (2017) and the initial Growth Plan (2006) and responds to the key challenges that the region will face over the coming decades with enhanced policy directions. The Growth Plan policies relevant to the proposed Official Plan and Zoning By-law Amendment include Section 2.2.1, 2.2.2, 2.2.5, 2.2.6 and 4.2.10.

Section 2.2 of the Growth Plan Managing Growth contains policies regarding how municipalities shall plan for and allocate population and employment growth in order to meet growth forecasts. Of note:

2.2.1 Managing Growth

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; and

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;

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;

e) provide for a more compact built form and a vibrant public realm, including public open spaces;

The Proposed Development of a mid-rise condominium along an Arterial Road, is appropriate as it is within a Built Boundary, serviced by municipal water and wastewater systems and provides the residential component to support the local commercial/retail and create a complete community. The Proposed Development will provide housing options for people at a stage in life that currently may not exist within the Lakeview community. It provides housing alternatives for middle-high income earners, including “empty nesters” looking to downsize, while making an efficient use of land through intensification. As the Growth Plan policies note that all age, incomes, stages of life should be considered, the Proposed Development has the opportunity to appeal to a demographic that is often currently overlooked and provides an alternative, efficient built form compared to single detached dwellings. The Proposed Development would introduce residential uses to a currently underutilized site, which would have direct, convenient access to the existing local stores, services and public service facilities. These additional residents would support these existing uses. The proposed Official Plan Amendment and Zoning By-law Amendment to permit the Proposed Development therefore conform with Growth Plan policies on Managing Growth.

The Growth Plan also contains policies directing growth to Delineated Built-up Areas. Of note:

2.2.2 Delineated Built-up Areas

3. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

c) encourage intensification generally throughout the delineated built-up area;

The Proposed Development proposes 195 condominium units at an FSI of 4.96, which is intensification where it is appropriate, along a *Higher Order Transit Corridor* and where it can contribute towards a complete community. These goals are further emphasized within the Employment policies of the Growth Plan:

2.2.5 Employment

15. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.

Currently, there is a large commercial plaza to the northeast of the Subject Property as well as a commercial plaza immediately to the west. There is further commercial/retail both east and west along Lakeshore, with limited pockets of residential uses. The Proposed Development is an intensification of an underutilized property to compliment and support the existing commercial uses, to contribute towards the achievement of a complete community. The proposed Official Plan Amendment and Zoning By-law Amendment to permit the Proposed Development therefore conform with Growth Plan policies on Employment.

Building upon the Housing Policies in the PPS, the Growth Plan also contains policies on Housing. Of note:

2.2.6 Housing

1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

a) support housing choice through the achievement of the minimum cation 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;

...

2. Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

c) considering the range and mix of housing options and densities of the existing housing stock; and

As previously noted, the Proposed Development provides a unique housing option at a density that is supportable from a planning perspective. The Proposed Development is for market-based ownership which is compatible with the existing Lakeview community. The Growth Plan Housing policies are explained further in the Housing Report prepared by Glen Schnarr & Associates Inc., dated June 2020. The proposed Official Plan Amendment and Zoning By-law Amendment to permit the Proposed Development therefore conform with Growth Plan policies on Housing.

Section 4.2.10 of the Growth Plan requires that municipalities give consideration for climate change in planning decisions. Of note:

1. Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:

a) supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;

b) reducing dependence on the automobile and supporting existing and planned transit and active transportation;

As previously discussed, the Proposed Development would situate high density residential in an area that has all the locational attributes to support it, such as commercial, transit, schools, parks and the Waterfront Trail, all within walking distance which will encourage active transportation and reduce vehicle trips and auto-dependency. As previously noted, the Subject Property is adequately served by transit, both existing and potential future transit, and is well served by cycling infrastructure. The proposed Official Plan Amendment and Zoning By-law Amendment to permit the Proposed Development therefore conform with Growth Plan policies on climate change.

Through the analysis in this Section it is demonstrated how the Proposed Development conforms to policies of the Growth Plan with respect to managing growth, building healthy communities, housing, employment and climate change. The proposed development is an efficient use of land that has already been slated for development, and strikes a balance between contributing towards Mississauga's intensification targets, while respecting existing character and built form. The Official Plan Amendment and Zoning By-law Amendment required to facilitate the Proposed Development conform to the Growth Plan policies and are required to bring the Subject Property into conformity with the Growth Plan.

5.3 REGION OF PEEL OFFICIAL PLAN (2018)

The Region of Peel Official Plan, Office Consolidation December 2018 (the "Regional Plan") outlines policies and strategies that reflect and conform to the policies of the PPS and the Growth

Plan. The policies and strategies contained in the Regional Plan are centred around a sustainable development framework which, among other things, supports growth and development and requires that it occur in a sustainable manner by integrating environmental, social, economic and cultural considerations. To build on this framework, the Regional Plan illustrates a regional land use structure and allocates growth to the three local municipalities within the Regional Plan area. The Region of Peel is currently conducting a Regional Official Plan Review and is currently reviewing and delineating Major Transit Station Areas as required by Growth Plan policies.

The Subject Property is designated as within the “Urban System” on the Regional Structure map of the ROP. Objectives of the Urban System include the following:

- 5.3.1.3 *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 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.*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive.*
- 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.*

Policies in the Urban System include the following:

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.*
- 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.*

In Region’s Official Plan, Lakeshore Road East is designated as an “Other Rapid Transit Corridor” and a “Major Road”. The Proposed Development directly addresses policy 5.3.1.8 by providing housing options for current Lakeview residents who are looking to downsize while stay in their neighbourhood. The Lakeview community contains many recreational opportunities and the Subject Property is within 300 metres to the Waterfront Trail connecting to a network of parks and open spaces for active and passive recreational opportunities. The Subject Property is less than 500 metres from Helen Molasy Memorial Park and within 1 kilometer of parks to the east – RK McMillan Park, AE Crookes Park, Hiawatha Park to the west.

The built form of the proposed condominium respects the existing residential neighbourhood to the south by limiting the maximum height to 12 storeys and terracing the heights at the rear to provide an appropriate transition. The Lakeview community is walkable and well-supported by current transit. The Urban System policies in the ROP encourage complete communities and transit-supportive development, which the Proposed Development conforms to.

Further, the ROP contains additional policies specifically on the transit network:

5.9.5 The Inter and Intra-Regional Transit Network

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 the 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 above-noted policy states that intensification is to be directed not only to mobility hubs and nodes, but also to *Corridors*. The Proposed Development at a height of 12 storeys, FSI of 4.96 is an appropriate level of intensification for along Lakeshore Road East, given its status as an “*Other Rapid Transit Corridor*” and a “*Major Road*” in the Region of Peel Official Plan and its status as a “*Corrido*” and a “*Higher Order Transit Corridor*” in the Mississauga Official Plan. The proposed Official Plan Amendment and Zoning By-law Amendment therefore conform to the relevant policies in the Region of Peel Official Plan.

5.4 CITY OF MISSISSAUGA OFFICIAL PLAN (OFFICE CONSOLIDATION NOVEMBER 2019)

The City of Mississauga’s Official Plan, Office Consolidation November 22, 2019 (the “Official Plan”) contains goals, objectives and policies used to guide decisions on land use, built form, transportation, the environment and the manner in which the City should grow. The Official Plan incorporates upper level planning policies of the Provincial Policy Statement, Growth Plan and Regional Plan. The Subject Property is designated in the Official Plan as “*Mixed Use*”, (as illustrated on Figure 10). The Subject Property is within the “*Neighbourhood*” element of the City Structure and within the Lakeview Neighbourhood Character Area (see Figure 11).

On the Urban System, Lakeshore Road is a “*Corridor*”.

Policies in the Official Plan on Neighbourhoods include the following:

- 5.3.5.2 *Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.*
- 5.3.5.3 *Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.*
- 5.3.5.4 *Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.*
- 5.3.5.5 *Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.*
- 5.3.5.6 *Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.*

While Neighbourhoods are not the primary areas for intensification within the City of Mississauga, the Official Plan does recognize that intensification that does occur within Neighbourhoods should be located along Corridors. The Subject Property is located along the Lakeshore Corridor, at the interface between the Corridor element and the stable residential neighbourhood to the south. As such, consideration and respect were given to the residential neighbourhood to the south and reflected in the design of the building. For example, the terracing at the rear, location of amenity area between the building and lots to the south, and the location of loading services have been designed and located away from the residential uses. The terracing specifically allows the front of the building to create an attractive streetscape wall at a pedestrian scale (12 storeys) while decreasing in massing at the rear. The Proposed Development will result in streetscape interventions to transform the public realm of Lakeshore Road East, creating a strong sense of place, as further discussed in the Streetscape Feasibility Study prepared collaboratively by Weston Williamson Ltd., Turner Fleischer and Strybos Barron King Ltd. and Skira Associates, dated June 2020, included with this submission. The Live/Work component of the Proposed Development brings a mix of uses to the Proposed Development, resulting in non-residential uses at grade of the Subject Property.

The Proposed Development is compatible with the surrounding Lakeview Neighbourhood, as per the City of Mississauga Official Plan's definition of "compatible":

- 1.1.4 (r): *"compatible" means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless*

enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.

As per the definition above, the Proposed Development need not mirror the existing development but should be able to coexist without having an unacceptable adverse impact. As demonstrated by the supporting reports and studies included with this submission, all measured impacts (traffic, noise, visual, shadowing etc.) have been assessed and can support the proposal. See Section 6.0 of this report for further details.

In the Mississauga Official Plan, Lakeshore Road East is noted as a “Corridor” (see *Figure 3*). As such, Corridor policies should be considered:

- 5.4.4 *Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.*
- 5.4.5 *Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.*
- 5.4.7 *Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.*

The Proposed Development is transit-supportive as it proposes to intensify the site with modest density at an FSI of 4.96 and a maximum height of 12 storeys. The Lakeview character has been considered and incorporated into the design of the building as detailed above. It is expected this can be further refined through Site Plan Application process.

Chapter 9 of the Mississauga Official Plan contains polices on urban form for the different elements of the City structure. With respect to lands within Corridors and Neighbourhoods:

- 9.2.2.1 *Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.*
- 9.2.2.2 *Tall buildings will generally not be permitted.*
- 9.2.2.3 *While new development need not mirror existing development, new development in Neighbourhoods will:
 - a. respect existing lotting patterns;
 - b. respect the continuity of front, rear and side yard setbacks;
 - c. respect the scale and character of the surrounding area;
 - d. minimize overshadowing and overlook on adjacent neighbours;
 - e. incorporate stormwater best management practices;*

- f. preserve mature high quality trees and ensure replacement of the tree canopy; and*
- g. be designed to respect the existing scale, massing, character and grades of the surrounding area.*

The Proposed Development is located on a transit supportive Corridor location at the periphery of a stable residential neighbourhood and the proposed built form respects the existing neighbourhood, similar to the way other midrise buildings along Arterial Road corridors at the periphery of stable neighbourhoods respect the neighbourhoods they border, throughout Mississauga. The onus is on the proponent to demonstrate that the proposal does not create any unacceptable adverse impact on the neighbourhood such that it destabilizes the planned function of the neighbourhood. As outlined in the Shadow Impact Study prepared by Turner Fleischer dated June 16, 2020, the Proposed Development satisfies most of the shadowing criteria in place by the City of Mississauga's standards.

Furthermore, the Noise Feasibility Study prepared by HGC Engineering, dated June 12, 2020 determined that the Proposed Development is feasible in terms of the expected noise impacts from transportation sources, with the inclusion of the noise controls discussed in the Study, such as recommended building facades and warning clauses. It is expected that any increase in local traffic associated with the development will not be substantial enough to affect noise levels significantly. Traffic Impacts were also assessed by Nextrans Consulting Engineers, and as concluded in their TIS dated June 2020, the proposed site access is expected to operate at acceptable levels of service with minimum delay or queue. Therefore, in our opinion, any potential "impacts" of the Proposed Development (shadows, traffic, noise) have been studied and assessed and can support the proposal.

The Proposed Development is compatible with the surrounding existing Neighbourhood (as per City of Mississauga's definition of "compatible" above), as new developments are not required to mirror or replicate existing development, however should respect the existing lot pattern, continuity of setbacks the scale and character of the surrounding area and minimize shadowing and preserve mature high quality trees. As demonstrated in the supporting reports and studies, the Proposed Development is able to coexist without having unacceptable adverse impact.

The Subject Property is currently designated "Mixed Use" in the Mississauga Official Plan. The following policies outline the permitted uses for lands designated as Mixed Use:

11.2.6 Mixed Use

11.2.6.1 In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:

- a. commercial parking facility;*
- b. financial institution;*

- c. funeral establishment;*
- e. motor vehicle rental;*
- g. overnight accommodation;*
- i. post-secondary educational facility;*
- l. retail store; and*
- d. makerspaces*
- f. motor vehicle sales;*
- h. personal service establishment;*
- j. residential, in conjunction with other permitted uses;*
- k. restaurant;*
- m. secondary office.*

- 11.2.6.2 *The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.*
- 11.2.6.3 *Developments that consist primarily of residential uses, with non-residential uses at grade only, will be required to submit an Official Plan Amendment for the appropriate residential designation.*
- 11.2.6.4 *Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor.*
- 11.2.6.5 *Residential uses will not include detached, semi-detached or duplex dwellings. 11.2.6.6 If a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required*

Although the Proposed Development does include a mix of uses, with Live/Work units at grade and residential uses above, Mississauga does not consider this as a true “Mixed Use” as per their Official Plan policies. As such, as noted in policy 11.2.6.3 above, an Official Plan Amendment is required to facilitate the Proposed Development. The Official Plan Amendment proposes to redesignate the Subject Property to site-specific “Residential High Density”. Policies on the “Residential High Density” land use designation include the following:

- 11.2.5.6 *Lands designated Residential High Density will permit the following use:*
 - a. apartment dwelling.*
 - b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and*
 - c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.*

The Lakeshore Corridor is primarily designated as “Mixed Use”, save and except for pockets which have been redesignated to permit residential uses. Having the entire Lakeshore Corridor designated “Mixed Use” for predominantly commercial uses, could lead to an underutilization of land. As noted in all levels of policy a mix of uses contributes to complete communities and encourages active transportation. Redesignating and rezoning properties in appropriate locations for residential land uses is therefore supportable from a planning perspective. The proposed Official Plan Amendment and Zoning By-law Amendment to permit the Proposed Development therefore conform with policies in the Mississauga Official Plan.

5.5 LAKEVIEW LOCAL AREA PLAN

The Subject Property is located within a *Neighbourhood* and therefore the General Neighbourhood policies must be considered. Within the *Neighbourhoods* element of the City Structure, there are general policies which apply to all *Neighbourhoods* and include the following:

- 16.1.1.2 *Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:*
- a. an appropriate transition in heights that respects the surrounding context will be achieved;*
 - b. the development proposal enhances the existing or planned development;*
 - c. the City Structure hierarchy is maintained; and*
 - d. the development proposal is consistent with the policies of this Plan.*

The Proposed Development considers the surrounding context and provides a transition in heights by offering a terracing built form at the rear. The Proposed Development is a modest intensification along a Transit Corridor, which does not compromise the City Structure hierarchy where high densities are concentrated towards intensification areas. The Proposed Development, with a maximum height of 12 storeys and FSI of 4.96, strikes the balance between respecting the existing surrounding residential community, while still planning a transit-supported development as supported in the Provincial policy regime.

The Lakeview Local Area Plan divides the area into different precincts: “North Residential Neighbourhoods”, “Central Residential Neighbourhoods”, “South Residential Neighbourhoods”, “Lakeshore Corridor” and “Employment”. The Subject Property is within the “Lakeshore Corridor” precinct and is further within the “Core” of the Lakeshore Corridor (see *Figure 12*).

The Lakeview Local Area Plan contains general policy directives on where to direct growth in the Neighbourhood:

- 6.0 *Direct Growth*
- ...
- The amount of intensification will vary in accordance with the policies of this Area Plan. In Lakeview, some growth is directed to the following areas: modest infilling in neighbourhoods, and the redevelopment of some sites along Lakeshore Road East, and other larger commercial sites. The specific manner in which development will be accommodated is further explained in subsequent sections of this Area Plan.*
- 6.1.1 *Intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites.*

- 6.1.2 *Neighbourhoods are encouraged to provide a variety of housing forms to meet the needs of a range of household types.*
- 6.1.3 *Intensification will be sensitive to the existing character of the residential areas and the planned context.*

As the Subject Property is located along Lakeshore Road East, a Corridor, modest infilling and redevelopment is permitted. The Proposed Development contributes to a mix and range of housing options by offering a housing form (multi-unit, mid-rise) at a higher price point, appealing to an older or established demographic and perhaps “empty nesters” looking to downsize. While providing affordable housing is undoubtedly important within the City of Mississauga, the proposed boutique condominium is sensitive to the existing character of the Lakeview community.

Further, policies on the Lakeshore Road Corridor in the Lakeview Local Area Plan include the following:

- 6.2 *Lakeshore Road Corridor*
The principal document identifies Lakeshore Road East through Lakeview as a Higher Order Transit Corridor. This corridor will accommodate multimodal transportation facilities and a mix of commercial, office, residential and cultural uses.
- 6.2.3 *Intensification will address matters such as:*
 - a. contribution to a complete community;*
 - b. contribution to the mainstreet character;*
 - c. respecting heritage; and*
 - d. protecting views to the waterfront.*

The above-noted policies reinforce the importance of a mix of land uses and complete communities, consistent with Provincial policy directives. Policy 6.2 states that Lakeshore Road East corridor, as a *Higher Order Transit Corridor* will be a mix of uses, however the corridor is predominantly currently designated “*Mixed Use*”, meaning residential development opportunities are limited. The Subject Property is located on a stretch of Lakeshore Road East which has been historically established as predominantly consisting of commercial/retail and personal service uses. The addition of residential uses to this immediate area, within walking distance, will complete the ideal community. The Proposed Development sites the building along the street edge, creating an improved streetscape compared to the vast surface parking lot that exists currently. This is further outlined in the Streetscape Feasibility Study prepared by Weston Williamson Ltd., Turner Fleischer and Strybos Barron King Ltd. and Skira Associates, included with this submission. The Proposed Development also protects views to the waterfront and introduces new views for residents of the Proposed Development to enjoy.

With respect to the Transportation Master Plan for Lakeshore Road, the following policies note:

- 9.1.4 *The Transportation Master Plan for Lakeshore Road may address improving current mobility for all modes of transportation, the implications of future growth*

on the network and consider placemaking initiatives that would promote the animation of the corridor. The Transportation Master Plan may assess improvements to the Lakeview road network and higher order transit needs in the Lakeview area.

- 9.4.1 For development in the Lakeshore Corridor, parking is encouraged to locate below-grade, or at the rear of the site.*
- 9.4.2 Development with surface parking should be screened from adjacent streets and properties by using landscaping materials such as hedges, shrubs, trees, and other structural materials.*
- 9.4.5 Reduced parking requirements and maximum parking standards may be considered within the Lakeshore Corridor.*
- 9.4.7 The City will encourage Transportation Demand Management measures, where appropriate, in the Lakeshore Corridor and as a part of any significant redevelopment projects outside of the corridor.*

As noted in the policies above, parking is discouraged to be located in the front of the site, or visible from the street. Currently, the Subject Property consists of a surface parking lot abutting Lakeshore Road East, inconsistent with this policy vision. The Proposed Development considers these policies and situates all of the parking in two levels of underground. Further, the Proposed Development does propose a reduced parking standard, aligning with objectives of transit-oriented development, which is supported by the Parking Letter prepared by Nextrans included in this submission. Transportation Demand Management (TDM) Measures and Recommendations have also been included in this submission. Please see Section 6.6 and 6.7 of this Report for further details. The proposed Official Plan Amendment and Zoning By-law Amendment to implement the vision of the Proposed Development therefore conform to the Lakeview Local Area Plan policies on transportation.

The Lakeview Local Area Plan also contains specific urban form policies on the Lakeshore Corridor. As per Section 10.2:

- In order to achieve the intended function of the Lakeshore Corridor Precinct, redevelopment will address among other matters, the following:*
- creating a pedestrian oriented environment;*
 - ensuring built form compatibility and transition in heights to adjacent neighbourhoods;*
 - minimizing access points along Lakeshore Road East;*
 - preserving light and sky views; and*
 - creating an attractive public realm.*

- 10.2.3 Development will be encouraged to locate parking to the rear of buildings or underground.*

- 10.2.4 *Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3.*
- 10.2.5 *Appropriate transition to adjacent low density residential will be required.*
- 10.2.6 *To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:*
- a. maintaining an appropriate average lot depth for mainstreet commercial;*
 - b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;*
 - c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and*
 - d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.*
- 10.2.7 *Development will provide an appropriate streetscape treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things: a. landscaping and planting; b. street furnishings; c. public art; d. quality building materials; and e. building design elements and features including articulated rooflines such as parapets and towers.*

The Proposed Development is 12-storeys in height and therefore does not meet policy 10.2.4. An Official Plan Amendment is proposed to facilitate the Proposed Development which includes permitting a maximum of 12-storeys on the Subject Property, with terracing along the south side of the building. The terracing proposed ensures an appropriate transition from Lakeshore Corridor to the low rise residential neighbourhood to the south. As previously discussed, the Proposed Development does locate all parking underground with the ramp at the rear of the property. With respect to the policy stating that commercial uses will front Lakeshore Road East, the Proposed Development includes Live/Work units at grade to meet this policy. As well, the first floor of the building is proposed to consist of the apartment amenity areas and lobby to incorporate active uses to help animate the street frontage. The proposed apartment provides a continuous building/street wall, while still at pedestrian scale and proposes two separate pedestrian entrances right off of Lakeshore Road East and an additional walkway from Enola Avenue to increase pedestrian circulation. The Streetscape Feasibility Study included with this submission further discusses how the Proposed Development accommodates an appropriate boulevard treatment for the Lakeshore Corridor. The proposed Official Plan Amendment and Zoning By-law Amendment to implement the vision of the Proposed Development therefore conform to the Lakeview Local Area Plan policies on urban form.

The following are policies in the Lakeview Local Area Plan on built form specific to apartment dwellings:

- 10.3.5 *Criteria for apartment development will include, among other things:*
- a. a minimum separation distance to ensure light and permeability;*
 - b. a maximum floor plate to ensure minimal impact on residential areas;*
 - and*
 - c. transition to adjacent lower built forms.*

The Proposed Development considers the above-noted policies as demonstrated in the supporting reports and studies prepared as part of this submission. The building is set back from the residential neighbourhood to the south appropriately and is stepped, generally following a 45 degree angular plane (see drawing “Building Sections (NS)” of Architectural drawing package prepared by Turner Fleischer Architects Inc. for angular plane illustration). Furthermore, the Shadow Impact Study, dated June 16, 2020 also prepared by Fleischer Architects Inc. determined that the Proposed Development satisfies most of the criteria in place by the City of Mississauga’s standards with respect to shadow impacts. Therefore an appropriate transition is provided to the adjacent lower built forms.

The Lakeview Local Area Plan also expands on Land Use Designation policies. Of note:

- 12.0 *Land Use Designations*
This section provides additional policy direction on the permitted land uses within this Area Plan. Schedule 10: Land Use Designations of the principal document identifies the uses permitted and is to be read in conjunction with the other schedules and policies in the Plan.
- 12.1 *General*
- 12.1.1 *Residential buildings legally constructed prior to the approval date of this Area Plan are permitted.*
- 12.2 *Residential Medium Density*
- 12.2.1 *Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted: a. low-rise apartment dwellings.*
- 12.3 *Mixed Use*
- 12.3.1 *Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Core area: a. motor vehicle rental and motor vehicle sales is not permitted; and b. commercial uses will be required at grade.*
- 12.3.2 *Notwithstanding the Mixed Use policies of the Plan, the following policy will apply in the Lakeshore Corridor Precinct – Outer Core area: a. residential uses may be permitted on the ground floor.*

Notwithstanding the expanded policies above, an Official Plan Amendment is still required to permit the proposed development.

5.5.1 LAKEVIEW BUILT FORM STANDARDS (2015)

The Lakeview Local Area Plan also contains built form standards specific to the Character Area. Section 2.2.5 Apartment Dwellings defines apartments as buildings 5 storeys and over, located along arterial roads. The Standards further state that sites may be considered for apartments due to their size and location, however these sites will be required to demonstrate minimal impact on adjacent areas.

2.2.5.1 *Building Heights*

The maximum building height for any new high rise residential building in the Lakeview neighbourhood areas will be 14 storeys or 44.8 m. Sites that may be suited for high density will be required to demonstrate that they can accommodate a maximum of 14 storeys or 40.6 m.

The Proposed Development at 12-storey maximum building height, upholds the standards for apartment dwellings within the Lakeview Area.

2.2.5.3 *Floor Plates*

A building between 7 storeys (23 m) and 14 storeys (38.6 m) will have a maximum floor plate of 1000 m², including the balconies, to ensure minimal impact on adjacent low rise residential and to maintain sky views.

2.2.5.4 *Transition to Lower Forms*

a. The use of an angular plane of 45 degrees from the closest property line of sites with lower scaled building or open space will be used to determine the minimum setback and height of a building within a development;
b. To increase the building setback from a low rise development to ensure that the impact of the larger development is minimal; and
c. The use of building step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site.

The Proposed Development is not within 45 metres of any other mid-high rise buildings and therefore the proposed floorplate is appropriate. As demonstrated in the Architectural Drawing package prepared by Turner Fleischer, dated June 2020, the Proposed Development follows considers the 45 degree angular plane from the property to the rear. Furthermore, the minimum setback to the low rise development to the south is 6 metres, which increases as the building increases in height. The Shadow Impact Study, prepared by Turner Fleischer Architects Inc., dated June 16, 2020 and included with this submission, also concludes that the Proposed Development satisfies most of the criteria in place by the City of Mississauga's standards.

Section 3 of the Lakeview Built Form Standards includes policies specific to the Lakeshore Corridor. Of note:

- 3.2 a. *The minimum building height along Lakeshore Road East highlighted in blue will be 2 storeys and the maximum building height permitted is 4 storeys, however some sites will be permitted to have building heights of more than 4 storeys as shown on Schedule 2 of the Area Plan;*
- b. Development along Lakeshore Road East will be close to the street and have a minimum setback of 0.6 m and a maximum setback of 3.0 m from the property line. The appropriate setback will be determined through an analysis of the public realm and streetscape treatments. Additional setbacks may be required to ensure an appropriate pedestrian realm can be accommodated due to the location of the utilities and right-of-way widths;*
- c. Buildings fronting onto Lakeshore Road East should have a minimum of 90% of the building wall within 0.6 m to 3.0_m from the front property line;*
- d. Building entrances will be located along Lakeshore Road East;*
- e. Canopies, overhangs and signage will be designed so that they are located within the private property limits;*
- f. Where residential buildings are permitted a minimum setback of 7.5 m from Lakeshore Road East will be required to ensure appropriate transition to Lakeshore Road East; and*
- g. Buildings will transition down to stable residential areas (see Section 3.3 for details).*

The Proposed Development sites the building 0.6 metres - 2.8 metres from the Lakeshore Rd E street line, consistent with the policies noted above. This will create an attractive street wall and public realm, a great improvement from the surface parking lot that occupies the Lakeshore frontage currently. This is further discussed in the Streetscape Feasibility Study prepared collaboratively by Weston Williamson Ltd., Turner Fleischer and Strybos Barron King Ltd. and Skira Associates, dated June 2020, included with this submission. The Proposed Development includes 2 building entrances on to Lakeshore Rd to help animate the street, including a main entrance right at the corner of Lakeshore Rd and Enola Avenue. The Proposed condominium does transition down to the stable residential neighbourhood to the south through terracing. The Proposed Development also includes minimum setbacks and buffers to achieve the desired streetwall as outlined above.

With respect to rear yards for development:

- 3.4 *Rear Yard Landscape*
Buffer A minimum of 4.5 m wide unobstructed landscape buffer will be required when a mixed use zone abuts a residential zone to screen buildings from adjacent residential properties. Through the site

plan process, additional recommendations, such as the location and type of planting will be provided to ensure effective screening. This helps to ensure that trees and vegetation on the existing property and adjacent properties are preserved and enhanced. A 1.2 m fence will be required between the residential and mixed use zone to further ensure buffering of uses.

The Proposed Development includes a rear yard of up to 6 metres with landscape buffer. Landscape details are expected to be finalized through Site Plan Application process.

With respect to access points within the Lakeview Area:

3.7 *Access Points*

Consolidation of vehicle access points for properties fronting along Lakeshore Road East will be encouraged to minimize the requirement for mid-block access points from Lakeshore Road East. Vehicle access for redevelopment should be considered from existing north/south side streets.

The Proposed Development consolidates access to the Subject Property by proposing only one vehicular access from Enola Avenue and no vehicular access from Lakeshore Road East, as preferred in the policy above. The proposed access is further supported in the Transportation Impact Study prepared by Nextrans, dated June 2020, included with this submission.

With respect to parking, loading and service areas:

3.8 *Parking, Loading and Service Areas*

- a. Parking should be located underground, internal to the building or to the rear of the building where it is not visible from the streets, particularly on Lakeshore Road East;*
- b. Above grade parking structures should be screened in such a manner that vehicles are not visible to the public, be designed to compliment adjacent buildings and materials, and with appropriate directional signage to the structure;*
- c. Service, loading and garbage storage areas should be integrated into the building or located at the rear of the building and screened from the public realm and adjacent residential uses. Screen walls may be used, provided they are the same material as the building. Alternatively, landscape material may be used where there is ample room for generous treatment.*

The Proposed Development proposes all parking and sites the garbage/loading along the western property line, away from residential uses. The Proposed Development therefore meets these urban design standards with respect to parking, loading and service areas.

Although an Official Plan Amendment and Zoning By-law Amendment are required to permit the Proposed Development, the proposed site layout, building design and siting considers and respects the Lakeview Built Form Standards. The proposed Official Plan Amendment and Zoning By-law Amendment therefore generally conform to the Lakeview Built Form Standards.

5.6 LAKESHORE TRANSPORTATION MASTER PLAN: CONNECTING COMMUNITIES (2019)

The Lakeshore Connecting Communities is a Transportation Master Plan prepared for the Lakeview Area, prepared in May 2019. The Report looked at the Lakeshore Corridor - 13 km long, and includes Lakeshore Road between Southdown Road and the east City limit and Royal Windsor Drive between the west City limit and Southdown Road. The purpose of the Study was to develop a vision for the Lakeshore Corridor, recognize the different character areas, support all ways of travelling, connect people to places and move goods to market, establish a plan to make the vision a reality and support existing and future land uses. The Lakeshore Connecting Communities followed extensive public and stakeholder engagement. The Subject Property is within the “Lakeview Neighbourhood” Character Area of the Study.

According to the Connecting Communities Plan, the Lakeview Neighbourhood is expected to grow to 45,429 people by 2041, a population increase of 101%. The Connecting Communities Plan considers a wide range of right-of-way options to pursue for the Lakeshore Corridor, and specifically notes the potential of separated bike lands and separated transit lanes (either LRT or BRT) for this specific stretch of the Corridor (“Lakeview Neighbourhood” Character Area”). The Connecting Communities Plan also makes recommendations for potential future express stops, including east/west stops at Shaw Drive, beside and across the street from the Subject Property (see *Figure 5*).

The next steps for the Connecting Communities report include the report being used as a basis for and will be used in support of, future investigations to fulfill Municipal Class EA requirements for the project recommendations identified from this Master Plan.

As per Council endorsement, the project will progress to the next stages including:

- Schedule ‘C’ Municipal Class Environmental Assessment (EA) for Royal Windsor Drive (from Winston Churchill Boulevard to Southdown Road) and for Lakeshore Road (from Southdown Road to the Etobicoke Creek).
- Schedule ‘C’ Municipal Class Environmental Assessment (EA) for a new crossing of the Credit River linking the east and west side of the River south of the existing railway crossing generally to connect the Front St and Queen St right-of-ways. This TMP recommended an active transportation only crossing at this location; however, the EA should consider both an active transportation and vehicular crossing at this location.

5.7 MISSISSAUGA ZONING BY-LAW 0225-2007

The City of Mississauga Zoning By-law zones the Subject Property as “C4 – Mainstreet Commercial”. The “C4 – Mainstreet Commercial” zone permits various commercial uses and apartment buildings in conjunction with commercial uses. As the Proposed Development is proposed to be redesignated from “Mixed Use” to “Residential High Density” a Zoning By-law Amendment is also required to bring the zoning into conformity with the proposed land use designation. The Draft Zoning By-law Amendment included in this submission proposes to rezone the Subject Property to “RA5-XX” zone with site-specific provisions.

RA5 specific provisions proposed to be amended include adding permitted commercial uses, adding live/work units, increasing maximum FSI permitted on the Subject Property to 5.0, increasing maximum Gross Floor Area- Non-residential for commercial uses to 540 square metres, and permitting the maximum projection of a balcony from the outermost face of the building to 1.8 metres.

The proposed Draft Zoning By-law Amendment also proposes permitting the projection of a balcony, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves outside the buildable area to 1 metre, as per Schedule RA5-XX, and proposed heights also as per Schedule RA5-XX. The site-specific height schedule ensures that the built form will be stepped at the rear, providing a transition to the built forms to the south.

The proposed Zoning By-law Amendment also contains site-specific provisions related to parking. It is proposed to amend By-law 0225-2007 to permit a minimum parking standard on the Subject Property of 0.85 parking spaces per dwelling unit, 0.10 visitor parking spaces per dwelling unit and 0 parking spaces per square metre of non-residential gross floor area. This proposed parking reduction is supported by the Parking Letter prepared by Nextrans dated June 15, 2020 and is justified based on the Subject Property’s location along a *Corridor* with access to existing transit.

6.0 SUPPORTING STUDIES AND REPORTS

The following section provides a summary of the reports, studies and supporting materials conducted in support of the proposed development.

6.1 SHADOW IMPACT STUDY

Turner Fleischer Architects Inc., as the project architects, were also retained to prepare a Shadow Impact Study to determine potential shadowing effects of the Proposed Development on neighbouring properties. The Shadow Impact Study, dated June 16, 2020 was prepared in accordance with the City of Mississauga’s Urban Design Terms of Reference – Standards for Shadow Studies and has been included in this submission. The Shadow Study discusses the shadow drawings with respect to five shadow criterion: (1) residential private amenity areas, (2) communal places where children play, (3) public realm including sidewalks, open spaces and plazas, (4) turf

and flower gardens in public parks and (5) building face to allow for possibility of using solar energy.

The Shadow Study states that Criterion 1 is met with respect to residential outdoor private amenity spaces on the north side of Lakeshore Road East. To the east and south, this criterion is met most of the time, however there are period in the evenings where some shadowing will occur. Criterion 2 is not applicable as no public communal areas are within the Proposed Development “shadow zone”. With respect to Criterion 3, the Proposed Development allows full sunlight on nearby low and medium density residential streets, with Enola Ave. impacted at limited times. Criterion 3 is further met with respect to Lakeshore Road East in providing 5 hours of sunlight on the opposite boulevard, including the mandatory 2 hours. There are no public open spaces or plazas, or turf or flower gardens within the Proposed Development “shadow zone”. With respect to criterion 5, Based on the shadow analysis completed, shadows of proposed buildings do not impact the defined “No Impact Zone” for more than 2 consecutive hourly test times. The Shadow Study concludes that the Proposed Development satisfies most of the criteria in place by the City of Mississauga’s standards.

6.2 PEDESTRIAN LEVEL WIND STUDY

Gradient Wind Engineers & Scientists was retained by Plazacorp 420 Lakeshore Management Inc. to prepare a Pedestrian Level Wind Study. The Pedestrian Level Wind Study (“Wind Study”) is dated June 11, 2020 and has been included in this submission. Two configurations were studied: existing conditions, including all approved, surrounding developments and without the proposed development, and future conditions with the proposed development in place. The study involves wind tunnel measurements of pedestrian wind speeds using a physical scale model, combined with meteorological data integration, to assess pedestrian comfort at key areas within and surrounding the study site.

Overall, the Wind Study found that public sidewalks within and surrounding the development will experience wind conditions suitable for a mix of sitting and standing during the summer, transitioning to become largely suitable for walking or better for the remainder of the year, with some exceptions as detailed in the Study. Most building entrances (with one exception) will be suitable for sitting or standing throughout the year. All laneways and most parking lot areas within and surrounding the development will achieve the desired walking classification, or better, throughout the year, with one exception. The nearby transit stop will be comfortable for standing throughout the year, which is acceptable.

Furthermore the Wind Study found that within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no areas over the study site were found to experience wind conditions that are considered unsafe. Based on the wind tunnel test results, meteorological data analysis, and experience with similar developments in Mississauga, we conclude that future wind conditions over most grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for the intended uses on a seasonal basis. The Wind Study concluded that within the context of typical weather patterns,

which exclude anomalous localized storm events such as tornadoes and downbursts, no areas over the study site were found to experience conditions that could be considered unsafe.

6.3 NOISE FEASIBILITY STUDY

HGC Engineering was retained by Plazacorp 420 Lakeshore Management Inc. to prepare a Noise Feasibility Study for the Proposed Development at 420 Lakeshore Road East. The Noise Feasibility Study, dated June 12, 2020 has been included with this submission. The Noise Study assessed sources of environmental noise including traffic noise and stationary noise. Road traffic along Lakeshore Road East, rail traffic on GO Transit's Lakeshore West line to the north and sound levels were evaluated with respect to the guidelines of the Ministry of the Environment, Conservation and Parks (MECP). The results of the study indicate that the Proposed Development is feasible in terms of the expected noise impacts from transportation sources, with the inclusion of the noise controls discussed in the Study, such as recommended building facades and warning clauses. A noise assessment was also done for potential noise impact from stationary sources associated with the Metro grocery store to the west. Predicted sound levels exceed the criteria established by the MECP at some locations, but are similar to, or in some cases lower than, the predicted levels at adjacent existing single-family residences. For the purposes of this assessment, it is assumed that sources at Metro comply with the existing noise by-law. The Noise Study states that 1.5 m high screen shielding exposure to Lakeshore Road East could reduce the predicted noise level for the Outdoor Living Area.

The Noise Study concludes that it is expected that any increase in local traffic associated with the development will not be substantial enough to affect noise levels significantly. Furthermore, MECP guidelines recommend that appropriate warning clauses be used in the Development Agreements and in purchase, sale and lease agreements (typically by reference to the Development Agreements), to inform future owners and occupants about noise concerns from transportation sources in the area.

6.4 ARBORIST REPORT AND TREE INVENTORY/PRESERVATION PLAN

Strybos Barron King Limited was retained by Plazacorp 420 Lakeshore Management Inc. to prepare an Arborist Report and Tree Inventory/Preservation Plan for the Proposed Development. The Arborist Report, included with this submission, states that trees were identified both within and immediately adjacent to the subject property. The trees are described in terms of species and a diameter at breast height and they have been assessed in terms of their general health from poor to good. With the exception of one, most of the boulevard trees along Lakeshore Rd. are in generally poor condition. Furthermore, there are multiple immature to semi-mature ornamental trees within the front yard of the lot to the south. Each tree was assigned a minimum Tree Preservation Zone (TPZ)

The Arborist Report concludes that seven trees will require a permit for removal. Based on the proposed development constraints including grading, servicing and construction requirements, all of the trees internal to the site are recommended for removal. Based on the location of the existing

building, the adjacent trees' roots on the property to the south should not be adversely affected. All trees on the adjacent properties will be preserved and protected.

6.5 STREETScape FEASIBILITY STUDY

Weston Williamson Ltd., Turner Fleischer and Strybos Barron King and Skira Associates were retained by Plazacorp 420 Lakeshore Management Inc. to prepare a Streetscape Feasibility Study, dated June 2020. The purpose of the Study is to demonstrate that the Proposed Development can accommodate the appropriate boulevard treatment within the public right-of-way and that the associated building setbacks are adequate. The Study verifies that a below-grade trench to accommodate the street tree corridor and above-grade street tree canopy clearance can be provided within the public right-of-way on Lakeshore Road East.

The south side of Lakeshore Road East, along the Site's northern boundary will be improved from a pedestrian standpoint and frontage. The following guiding principles from the Local Area Plan, are adopted including a pedestrian oriented environment, closely spaced buildings fronting onto Lakeshore Road East, minimize access points, no parking between the building and the street, and design that enhances a main street retail environment.

The Streetscape Feasibility Study concludes that an appropriate boulevard treatment can be accommodated and that the existing underground Bell cable is required to be relocated in order to accommodate the tree planting trench. The Streetscape Feasibility Study also concludes that the Proposed Development is setback from the street to ensure a well landscaped frontage and create a boulevard character. The building is setback 0.6 metres to provide a consistent street edge. The boulevard width on the south side of Lakeshore Road East is a minimum 5.6 metres from the street curb to the face of the building. This allows for a consistent and viable sidewalk and potential for a 2 metre by 2 metre tree zone and street furniture. Furthermore the Streetscape Feasibility Study demonstrates how the Proposed Development will result in streetscape interventions to transform the public realm of Lakeshore East, creating a strong sense of place and implementing policies of the Lakeview Local Area Plan.

6.6 TRAFFIC IMPACT STUDY / TRANSPORTATION DEMAND MANAGEMENT STRATEGY / OPERATIONS AND SAFETY ASSESSMENT

Nextrans Consulting Engineers were retained by Plazacorp 420 Lakeshore Management Inc. to prepare a Transportation Impact Study ("TIS") for the proposed development. The Transportation Impact Study, dated June 2020 included with this submission, also includes a Transportation Demand Management Strategy and an Operations and Safety Assessment. The TIS was prepared in accordance with Terms of Reference which were accepted by City staff. The TIS notes that two full moves accesses exist currently on the Subject Property with only one full moves access proposed onto Enola Avenue. The analysis indicates that the site access is expected to operate at acceptable levels of service with minimum delay or queue. The access configuration includes: one inbound lane and one outbound lane, one shared northbound through/left and one shared southbound through/right on Enola Avenue. Transportation Demand Management Measures and

Incentives as outlined in the TIS include implementing reduced parking rates to minimize the numbers of single-occupant vehicle trips, provide direct pedestrian and bicycle connections from the Proposed Development to Avenue and Lakeshore Road E, provide information packages to new residents which should include GO Transit schedules, Mississauga MiWay bus routes and schedules, and community and cycling maps, where appropriate and lastly, provide pre-load PRESTO Cards with the starting value of \$100 to residents. The TIS recommends that the proposed development implement the above-noted TDM measures and incentives, the proposed development implements the recommended parking rates provided in this Study, e proposed development provides direct shared pedestrian and cycling connections to Lakeshore Road E and Enola Avenue, where appropriate and further concludes that No additional physical improvements for the area road network and intersection for this horizon year beyond the proposed improvements recommended in the Lakeshore Connected Communities Transportation Master Plan.

6.7 PARKING RATE REVIEW LETTER

The Proposed Development proposes 187 parking spaces, 167 spaces for residential uses and 20 spaces for visitor/retail shared. As the proposed parking rate is less than the parking requirements as per Mississauga Zoning By-law 0225-2007, a Parking Study is required. Nextrans Consulting Engineers was retained by the client to prepare a Parking Rate Review Letter, included in this submission, dated June 15, 2020. The Parking Rate Review Letter analyzes policy framework, existing site context and other parking rates for comparable development projects within the City of Toronto. Based on this, the Letter finds that the current City of Mississauga Zoning By-law vehicle parking requirements are excessive and should be reduced to support public transit, other modes of transportation and Transportation Demand Management (TDM). The Parking Study recommends a minimum parking rate of 0.75 spaces/one bedroom unit, 0.90 spaces/two bedroom unit, 1.1 spaces/three bedroom unit, and 0.10 spaces/unit for visitor. The Parking Letter states that no parking is required for the Live/Work units as residents live and work within the same unit and therefore not required to travel for work. Also, The Parking Letter states that no parking is required for the retail component of the Proposed Development as the proposed retail is to be serviced by residents in the immediate area within walking distance, and furthermore is not a major destination and should therefore not generate any vehicular traffic. This would result in a total number of 187 parking spaces being required for the Proposed Development. As the Proposed Development includes 187 parking spaces, the Parking Letter concludes that the proposed parking standard for the Proposed Development is sufficient and appropriate.

6.8 FUNCTIONAL SERVICING REPORT AND STORMWATER MANAGEMENT REPORT

Skira & Associates Limited were retained by Plazacorp 420 Lakeshore Management Inc. to prepare a Functional Servicing Report (FSR) for the Proposed Development. The FSR, dated May 27, 2020 states that there is an existing 525mm dia. storm sewer running south on Enola Avenue which discharges directly to Cumberland Creek at the bottom of Enola Avenue. The subject

property is within the Cooksville Creek sub-watershed; however, the site will contribute and drains directly to Cumberland Creek sub-watershed. Accordingly, on-site quantity stormwater management will not be required. The proposed high-rise condominium will be provided with a new 300mm dia. storm connection located at the southeast corner of the site and will outlet to the proposed storm sewer on Enola Avenue. The connection will provide sufficient depth and capacity for pose-development stormwater runoff. The stormwater tank will be extended beneath the proposed outlet to provide storage of the required 5mm volume. As previously mentioned, approximately 400m² of green roof is proposed to be installed on the 2nd, 3rd, 7th or 12th floor, where currently amenity terraces are proposed. The reuse strategy for this site will be to utilize the stored water from the storage tank for irrigation.

With respect to sanitary drainage, the existing sanitary sewer on Enola will be decommissioned, as per Region of Peel standards and a new 250 mm sanitary will be constructed. The basement and underground parking drains will require sanitary ejection pumps. With respect to the watermain distribution system, The Proposed Development will be serviced with the existing 300mm watermain located on Lakeshore Road East and the existing fire hydrants on Lakeshore and Enola Avenue will be utilized to provide external fire coverage. The FSR concludes that the Proposed Development is supportable from a Stormwater Management and Functional Servicing perspective.

6.9 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT

A Phase One Environmental Site Assessment was prepared by McClymont & Rak Engineers Inc., dated June 2020 included in this submission. The Assessment found potential five potential concern areas within a 2540 metre radius of the site. The potential concern areas could lead to thee areas of potential environmental concern at the northern property boundary, southwest portion of the property and eastern property boundary. The Phase One concludes that a Phase Two is required in order to file for a Record of Site Condition (RSC).

6.10 HOUSNG REPORT

A Housing Report was prepared by Glen Schnarr & Associates Inc., dated June 2020. The Housing Report summarizes the applicable Housing policies from Provincial, Regional and municipal levels and discusses the legislative requirements for municipalities to implement Inclusionary Zoning. The Housing Report concludes that the Proposed Development is consistent with, and conforms to all levels of applicable Housing policies. Please see Housing Report included in this submission for further details.

7.0 CONCLUSION

It is our professional opinion that the Proposed Development is consistent with the PPS 2020 and conforms with and does not conflict with Growth Plan. In addition, the Proposed Development is consistent and conforms with the policies of the Region of Peel Official Plan, City of Mississauga Official Plan and Lakeview Neighbourhood Character Area. The Proposed Development will contribute to the achievement of complete communities through the redevelopment of an underutilized infill site, based on the following reasons:

- The Proposed Development represents a reinvestment and improvement of the existing Subject Property as it is currently occupied by a commercial building at the rear of the lot with surface parking along the Lakeshore Road frontage. This current commercial use is an underutilization for the Subject Property with a layout is inconsistent with policy directives in the Mississauga Official Plan and Lakeview Local Area Plan for urban design along Corridors and specifically the Lakeshore Corridor. The Proposed Development will improve the streetscape by creating an interesting and continuous streetwall, with multiple pedestrian connections and animated uses at grade to help animate the street;
- The Proposed Development is a compact built form which provides spacious units for a mature demographic who might prefer an alternative to single detached dwellings and caters specifically to an aging demographic. This provides opportunities for current Lakeview residents to downsize without having to leave their neighbourhoods;
- The Proposed Development of a boutique condominium is compatible with the existing Lakeview character, as per the City of Mississauga’s definition of “compatible”;
- The Proposed Development meets policy objectives for directing growth and intensification to *Corridors*, and specifically *Higher Order Transit Corridors*, while still respecting and conserving established neighbourhoods;
- The Proposed Development would introduce additional residential uses in an area saturated with commercial and retail uses, and therefore future residents can walk to shop, reducing auto dependency;
- The Proposed Development is on a property that is well-served by transit, retail, parks and recreational opportunities. Recent planning initiatives and redevelopment in the area suggest higher order transit is likely for the future of Lakeshore Road East;
- The Proposed Development will utilize existing servicing and future servicing can be provided in an efficient manner; and,
- The Proposed Development is consistent with the policies of the Provincial Policy Statement (2020) and conforms to the Growth Plan (2019), the Region of Peel Official Plan (2018), the City of Mississauga Official Plan (2019) and Lakeview Local Area Plan (2019).

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

A handwritten signature in black ink, appearing to read "Jim Levac", written over a horizontal line.

Jim Levac, MCIP, RPP
Partner

APPENDIX 1 – PROPOSED OFFICIAL PLAN AMENDMENT