
PLANNING JUSTIFICATION REPORT

APPLICATION FOR OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT

Peel Housing Corporation
958-960 East Avenue
City of Mississauga

April 2020
GSAI File #613-005

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**Planning Justification Report
Official Plan Amendment and
Zoning By-law Amendment
958 and 960 East Avenue
City of Mississauga**

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. was retained by Peel Housing Corporation (PHC), the Regional Municipality of Peel's non-profit housing corporation, to provide professional planning advice and assist in obtaining the necessary planning approvals to allow for the development of the lands municipally addressed as 958 and 960 East Avenue (the subject lands) for 151 affordable apartment rental dwelling units within one 7-storey apartment building.

The purpose of this report is to outline the details of the proposed development and to evaluate it in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Mississauga Official Plan and Zoning By-law 0225 - 2007.

2.0 SITE DESCRIPTION AND SURROUNDING LAND USES

2.1 Site and Surrounding Context

As shown on *Figure 1 – Aerial Context*, the subject lands are located at the south-west corner of Lakeshore Road East and East Avenue. They have a gross area of 0.75 hectares (1.85 acres) and lot frontages of approximately 136.5m (447.9 ft) on Lakeshore Road East and 64m (210 ft) on East Avenue. They are legally described as Part of Lots 9 and 10, Concession 3, South of Dundas Street.

They are occupied by two, two-storey apartment buildings that contain a total of 30 bachelor and one-bedroom units, associated parking and outdoor amenity areas. Access to the subject lands is provided via an existing full-moves access on East Avenue.

A sizable amount of open space is available on the subject lands west of the existing buildings and is utilized as passive and active recreation space. This area is encumbered by a number of easements in favour of the Region of Peel and the City of Mississauga. Minimum setbacks are required from these easements.

The adjacent lands are occupied by:



North: A five-storey rental apartment building at the north-west corner of Lakeshore Road East and Greaves Avenue, two-storey mixed residential and commercial buildings, one-storey automotive sales and repair buildings;



FIGURE 1 AERIAL CONTEXT PLAN

958-960 East Avenue, Mississauga,
Regional Municipality of Peel

LEGEND

-  Existing Property Line
-  Proposed Property Line



Scale NTS
April 1, 2020

- East: One-storey employment use buildings;
- South: An operating EMS satellite station and Waterworks Park; and,
- West: A three-storey mixed residential and commercial apartment building on the south side of Lakeshore Road East and two-storey detached dwellings on the north side of Byngmount Avenue.

A mix of residential, retail, personal service, office, automobile service, restaurant, recreation and cultural uses are located within walking distance of the subject lands. These include Gospel Assembly Church, St. Joseph Syriac Catholic Church, AE Crooks Park, and Douglas Kennedy Park.

Lakeshore Road East is designated as an Arterial Road and a Higher Order Transit Corridor in the Mississauga Official Plan. These are intended to be principal transportation corridors that move large volumes of traffic with transit that generally operates within its own dedicated right-of-way, outside of mixed traffic, and therefore can achieve a frequency of service greater than mixed traffic transit. According to the Lakeshore Connecting Communities Plan, a City-initiated review of future transit expansions, Lakeshore Road East will benefit from a future Bus Rapid Transit route with dedicated bus lanes (BRT) with three bus stops along Lakeshore Road East. The nearest stop is proposed at the intersection of Lakefront Promenade and Lakeshore Road East, approximately 400 m (about a 5-minute walk) from the subject lands. The area of 800 m surrounding a BRT stop are classified as future Major Transit Station Areas as per the Growth Plan. The Metrolinx 2041 Regional Transportation Plan (2041 RTP) also identifies Lakeshore Road East as an LRT/BRT rapid transit corridor.

Lakeshore Road East is currently serviced by transit through weekday and weekend Bus Routes 5 and 23, which connect to Long Branch GO Station and Toronto Transit Commission bus and street cars routes at that station. Connections are also available to the Port Credit and Clarkson GO Stations through transfers to other routes. This transit service will be supplemented in accordance with the recommendations of the City Council endorsed Lakeshore Connecting Communities Transportation Master Plan (May 2019), which recommends:

- Increases in local bus service, the introduction of articulated buses, and the addition of express bus service between the year 2020-2025;
- Construction of dedicated transit lanes from East Avenue to Deta Road for the express bus service, inclusion of transit signal priority at signalized intersections, and further service increases to the express bus service between the year 2025 and 2041; and
- The extension of rail-based transit from the Long Branch GO Station to Mississauga Road post 2041.

Existing bus stops are located on the south side of Lakeshore Road East adjacent to the subject lands and on the north side of Lakeshore Road East at the intersections of Greaves and East Avenues. These stops are proposed to be retained under the Master Plan.

Active transportation opportunities, including a proposed primary on-road/boulevard route bike lane on Lakeshore Road East will also located adjacent to or near the subject lands. The Master Plan recommends that these bike lanes be separate from the vehicle traffic lanes.

2.2 Easements, Ownership and Land Transfer Considerations

Figure 2 – Context Plan illustrates the context of the immediate surrounding area, easements and other land ownership considerations for the proposed development, including existing and proposed property limits.

The proposed development mainly sits on PHC lands, with the exception of a small portion of the residential building on the southeast corner of the site which is located on lands owned by the Region of Peel. PHC is in the process of acquiring these lands from the Region of Peel in 2020 which includes obtaining an endorsement by Regional Council of the disposition and sale of lands to PHC for the development of an affordable housing project. The proposed development, inclusive of the triangular portion of land to be obtained from the Region of Peel, maintains available land along the south property limits in order to accommodate any future decision by the City of Mississauga regarding the extension of Byngmount Avenue.

The lands to the south of the PHC lands are owned by the Region of Peel intended to provide a number of regional services including an existing Paramedic Services Satellite Station which has been in operation since 2017 and a planned underground water reservoir and pumping station (expansion of the existing Lakeview Water Treatment Plant). The future water reservoir is to be constructed in the southern portion of the property adjacent to the existing water plant and will likely be completed beyond the 2031 planning horizon. Greenspace for community use is anticipated to be accommodated adjacent to existing residential areas to the west, or where appropriate. Any future decision by the City of Mississauga regarding the extension of Byngmount Road shall be considered through the future development of the Region of Peel property.

3.0 PROPOSED DEVELOPMENT CONCEPT

As shown on *Figure 3 – Concept Site Plan*, Peel Housing Corporation is proposing to redevelop the subject lands to accommodate 151 affordable rental apartment dwelling units.

The apartment dwelling units are located in one 7-storey apartment building that is located at the north-east corner of the subject lands facing the intersection Lakeshore Road East and East Avenue. The proposed building is approximately 22m in height (72.8ft) and is stepped at the 5th storey at the south and north face of the building to create a desirable transition in height. As shown on the enclosed elevation plans, the building façade is proposed to be further articulated to enhance the aesthetic of the building.

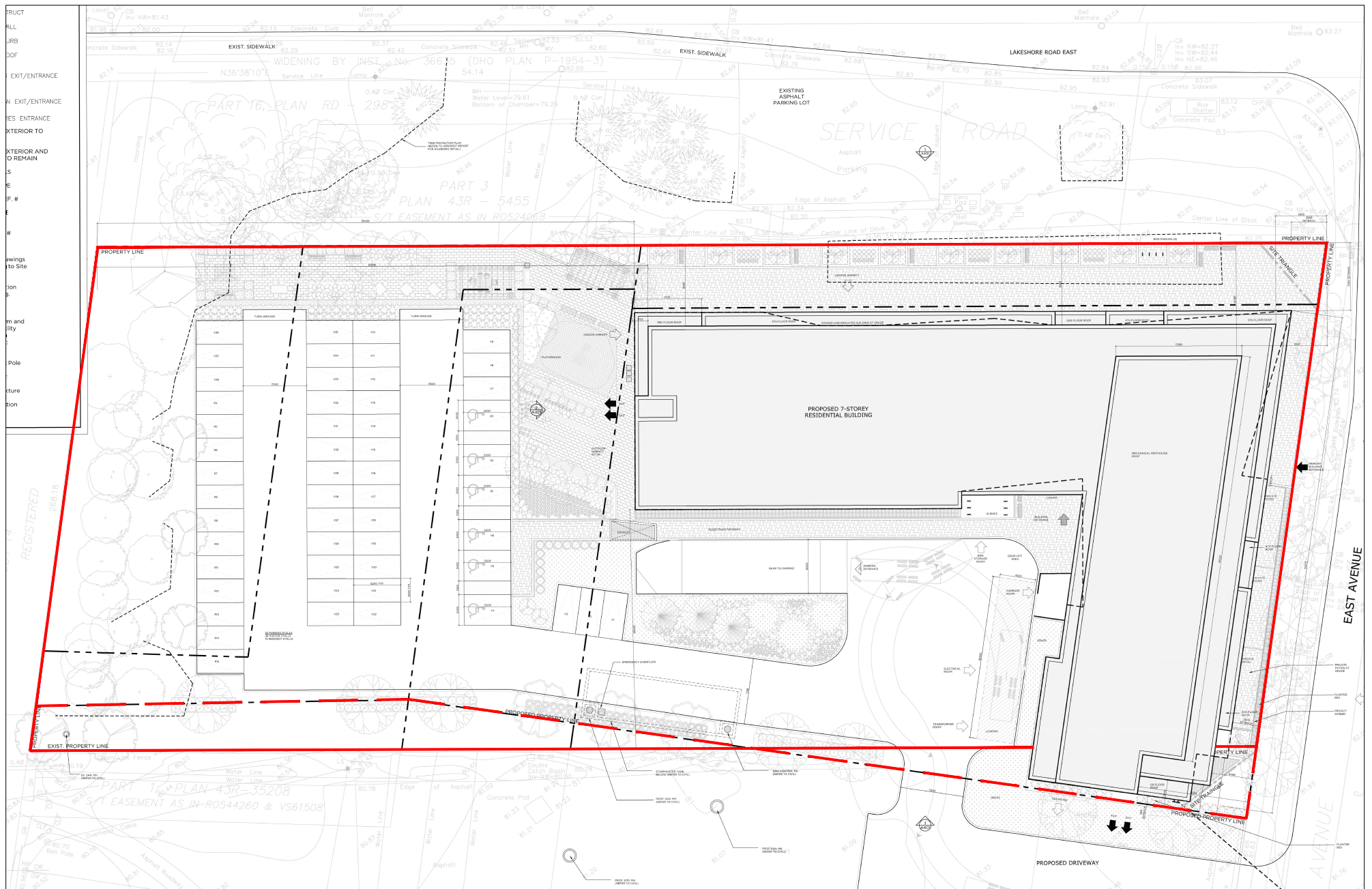
The proposed development has a density of 206 units per net hectare (83 units per net acre) and a floor space index of 0.55. A total amenity area of 1,720 m² (18,513.9 ft²) is provided consisting of 507.5m² (5,462.7 ft²) of indoor amenity area and 1,212.5m² (13,051.2 ft²) of outdoor amenity area. The total landscaped area represents 29 % of the total site area.

Outdoor and indoor resident amenity spaces will face and have direct access to Lakeshore Road East. The non-residential ground floor space will wrap around the corner of the building and will also front onto a portion of East Avenue. Residential units will face the remainder of East Avenue and will be accessed via the residential lobby. The building will be located outside of the servicing easements on the property in accordance with the minimum setback requirements for each easement.

958-960 East Avenue, Mississauga, Regional
Municipality of Peel

-  Existing Property Line
-  Proposed Property Line
-  Peel Housing Corporation Owned Lands
-  Area of Easements
-  Region of Peel Owned

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Access to the subject lands is provided via a full moves access by a private driveway from East Avenue. Loading and garbage pick-up areas, surface parking for visitors, and access to the underground parking are provided in an internal courtyard that is screened from view from Lakeshore Road East and East Avenue. Direct pedestrian connections from the proposed development to the adjacent sidewalks on Lakeshore Road East and East Avenue are provided to provide easy access to this network and the adjacent areas for residents and shoppers.

Resident parking spaces are provided at a rate of 0.78 spaces per unit, therefore providing a total of 119 resident parking spaces. Visitor parking is provided at a rate of 0.25 spaces per unit, therefore providing a total of 38 visitor parking spaces. A total of 6 barrier free spaces are provided. The proposed parking is accommodated by an at-grade parking area and below grade parking structure. Please refer to the Transportation Impact Study for a detailed review of the proposed parking ratios.

The proposed development will be serviced by existing public water, sanitary, wastewater and sewer systems.

4.0 LAND USE POLICY ANALYSIS

As explained in the introduction, the purpose of this report is to outline the proposed development and evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Mississauga Official Plan. The following provides an overview of these land use policy documents and how consistency and conformity with these documents is achieved.

4.1 PROVINCIAL POLICY STATEMENT (2020)

Section 3 of the *Planning Act* requires that planning authorities be consistent with the Provincial Policy Statement (the PPS) when exercising any authority that affects planning matters. It should be noted that the updated PPS (2020) will come into effect on May 1, 2020. The policies of the PPS (2014), in effect at the time of this submission, reflect and align with the PPS (2020). As such, the 2020 policies are referred to in this Section.

The PPS (2020) provides planning direction on matters of provincial interest related to land use planning and development. It sets the policy foundation for regulating the development and use of land. The intent of the PPS is to provide for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment.

As set out in the PPS, Ontario's long-term prosperity, environmental health, and social well-being depend on a coordinated approach to wisely managing change and promoting efficient land use and development patterns to build strong and healthy communities. This is achieved by promoting environmental protection, public health and safety, economic growth, and strong, livable, healthy and compete communities (Section 1.0). The PPS must be read in its entirety, while considering all applicable policies and how they work together.

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 providing a range and mix of residential uses. Specifically, the PPS states that:

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;*
- 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.*

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.

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

Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.

The proposed Official Plan and Zoning By-law Amendment application is consistent with the applicable policies of Sections 1.1.1 and 1.1.2 of the PPS. It proposes the redevelopment of 30 existing affordable housing apartment dwelling units with 151 affordable rental apartment dwellings. A mix of residential and non-residential amenity uses are provided in close proximity to existing and future employment, commercial, institutional and recreational uses in the local area that provide a variety of day to day services and amenities for future residents. This in turn removes land uses barriers and improves access for older persons and persons with disabilities.

The proposed development represents an efficient intensification of land uses on a property that is served by existing municipal water and sanitary services, as well as existing and future higher order transit. It proposes a high-density residential development that minimizes land consumption and efficiently uses infrastructure.

Public health and safety requirements are addressed by locating the proposed building outside of the municipal easements in accordance with minimum setback requirements for the respective easements. Phase 1 and 2 Environmental Site Assessments and a Noise Feasibility Study were also prepared to assess impacts on public health and safety. These studies indicated that the proposed development is expected to meet all applicable criteria and as such will not negatively impact public health and safety. Please see Section 7.0 of this Report for a summary of the conclusions and recommendations from these reports.

Biodiversity is conserved through the preservation of existing significant trees on the subject lands as shown on the tree preservation plan submitted with the application. No other natural features were found on the subject lands.

Section 1.1.3 contains policies for development within settlement areas. These policies are intended to ensure that land and resources are used wisely, development patterns are efficient, resources are protected, green spaces are promoted, and infrastructure and public service facilities are effectively used. Land use patterns within settlement areas shall be planned based on densities that will efficiently use land and resources. Appropriate locations and opportunities for intensification and development are to be promoted. Development standards that facilitate intensification, development and a compact form are also to be supported. Policies applicable to the proposed development indicate that:

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) support active transportation; and*
- e) are transit-supportive, where transit is planned, exists or may be developed.*

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*
- 1.1.3.5 Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*

The subject lands are located within a Settlement Area where growth and development are to occur. The proposed development proposes a compact, intensified residential use and an increase in the number of affordable rental apartment units in an area with existing infrastructure. It therefore represents an efficient use of land. Existing and future commercial, institutional, and recreation uses are within walking distance of the subject lands, and existing and planned higher order transit is located adjacent to the property. The subject lands are also adjacent to a future Primary Off-Road/Boulevard cycling route that is to be in a dedicated lane separated from vehicular traffic. Direct pedestrian connections are provided to these uses and facilities via internal walkways and sidewalks that connect to the adjacent municipal sidewalk. The proposed development therefore supports transit and provides opportunities for active transportation, which contributes to minimizing negative impacts to air quality and climate changes by supporting transportation alternatives to the private automobile.

Housing policies are found in Section 1.4 of the PPS. These policies provide for an appropriate range and mix of housing typologies and densities as follows:

1.4.1 To provide for an appropriate range and mix of housing types 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.*

To achieve this, the PPS encourages, in part, the development of new housing through residential intensification and development in locations where it can take advantage of existing and planned infrastructure and public services facilities. The applicable policies indicate that:

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; 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 proposed development is consistent with the housing policies of the PPS. It increases the inventory of affordable rental housing units on the property through intensification by adding an additional 151 units in a compact built form. The additional units consist of a combination of one, two and three-bedroom units that provide a variety of affordable rental units for individuals and families with different income levels at a location where appropriate levels of infrastructure, public service facilities, transit and active transportation facilities are available.

Policy 1.5 of the PPS contains policies for public spaces, recreation, parks, trails and open space to promote healthy, active communities. The applicable policies indicate that:

1.5.1 Healthy, active communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources;*

The proposed building is located adjacent, and parallel to Lakeshore Road East and East Avenue, and is designed with active non-residential uses at grade along Lakeshore Road East and residential units along East Avenue all with windows facing the street to improve public safety by providing eyes on the street. The proposed outdoor amenity area is located west of the proposed building and provides excellent views to and from the street.

Pedestrian needs are met by providing an appropriate streetscape treatment that allows easy pedestrian movement while creating an attractive pedestrian environment through the use of landscaping and planting, street furniture and quality building materials. Connections from the proposed development to the municipal sidewalk are provided to connect the subject lands to the community, and to adjacent transit and active transportation facilities along Lakeshore Road East.

As indicated in Section 2.0 of this report, the proposed development is within walking distance of AE Crooks Park and Douglas Kennedy Park which further provide access to a string of existing and future public waterfront parks. Publicly accessible recreation is therefore available in proximity to the subject lands. These recreation opportunities are supplemented by the provision of 507.5m² (5,462.7ft²) of indoor and 1,212.5m² (13,051.2ft²) of outdoor recreation opportunities provided as part of the proposed development.

Policies regarding infrastructure and public service facilities are found in Section 1.6 of the PPS and promote the optimization of the use of these facilities. In this regard, the PPS indicates that:

1.6.1 Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.

Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are:

- a) financially viable over their life cycle, which may be demonstrated through asset management planning; and*
- b) available to meet current and projected needs.*

1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

- a) the use of existing infrastructure and public service facilities should be optimized*

Section 1.6.7 contains policies for the provision of transportation systems that are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs. The transportation policies applicable to the proposed development indicate that:

1.6.7.1 Transportation systems should be provided which are safe, energy efficient, facilitate the movement of people and goods, and are appropriate to address projected needs.

1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible;

1.6.7.3 As part of a multimodal transportation system, connectivity within and among transportation systems and modes should be maintained and, where possible, improved including connections which cross jurisdictional boundaries;

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 proposal is consistent with the applicable policies of Section 1.6 of the PPS as it will be serviced through the extension of existing water and wastewater infrastructure, which is the preferred form the servicing in settlements areas. The proposed redevelopment therefore contributes to the optimization of the use of existing infrastructure. As indicated in the Functional Servicing and Stormwater Management Report enclosed with this submission, the proposed development is feasible from a municipal servicing and stormwater management perspective.

The proposed development also supports the use of existing transit, future dedicated bus lanes, light-rail transit, and future dedicated cycling lanes along Lakeshore Road East by providing an intensified development that provides additional dwelling units and commercial uses that are connected to these routes. Alternative modes of transportation are therefore supported in accordance with the policies of the PPS.

A mix of uses is also desirable as it provides the opportunity for fewer vehicle trips as the development will be able to serve future and existing residents in the area by providing commercial opportunities at a location that is well connected to a multi modal transportation network. Opportunities for decreased reliance on private automobile travel are therefore provided, consistent with the policies of the PPS.

Based on the above analysis, it is our opinion that the proposed development is consistent with the PPS.

4.2 THE GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (MAY 2019)

The Growth Plan for the Greater Golden Horseshoe (the Growth Plan) builds on the policy directions contained in the PPS and in this regard, is intended to function as a policy framework for achieving complete communities, a thriving economy, a clean and healthy environment, and social equity by managing growth in the Greater Golden Horseshoe (GGH) Region. Complete communities offer and support opportunities for people of all ages and abilities to conveniently access most of the needs for daily living, including an appropriate mix of jobs, local stores, services, and a full range of housing, recreation and public service facilities, and active transportation options. They are age friendly and may take different forms and shapes appropriate to their context.

The Growth Plan facilitates this vision by reinforcing the need to direct growth to settlement areas that have the capacity to accommodate growth, and prioritizing intensification within these areas. A range and mix of housing options, including affordable housing, to serve all sizes, incomes and ages of households is supported. Promoting transit and ensuring that there are adequate water and wastewater services to support growth are also key components of the Growth Plan. The policies contained in the Growth Plan guide infrastructure, transportation and land use planning in the GGH. The goal of the Growth Plan is to enhance the quality of life for residents. The policies of the Growth Plan must be read in a manner that recognizes that it is an integrated policy

framework. It must also be read in conjunction with other provincial plans and the PPS.

Specifically, Sections 2.2.1 – Managing Growth and 2.2.2 – Delineated Built-Up Areas state:

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;*
 - d. *development will be directed to settlement areas, except where the policies of this Plan permit otherwise; and*
 - e. *development will be generally directed away from hazardous lands.*

The development concept proposes an increase in affordable residential density within an existing Settlement Area and the Delineated Built-Up Area, utilizing existing water and wastewater systems. The subject site is also located immediately adjacent to the Lakeview Waterfront Major Node, an identified Intensification Area, and provides an appropriate transition from the Node to existing residential uses to the west. The proposed development will be serviced by existing and planned infrastructure and services and will support existing transit and future higher order transit and active transportation measures.

The Growth Plan recognizes that well planned and optimized infrastructure is important to the viability of communities and to economic competitiveness, quality of life, and the delivery of public services. It provides the framework to guide and prioritize infrastructure planning and investments in the GGH to support and accommodate forecasted growth.

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

3. *Upper- and single-tier municipalities will undertake integrated planning to manage forecasted growth to the horizon of this Plan, which will:*
 - c. *provide direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, to support the*

achievement of complete communities through a more compact built form.

4. *Applying the policies of this Plan will support the achievement of complete communities that:*
 - a. *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b. *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
 - c. *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
 - d. *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
 - iv. *healthy, local, and affordable food options, including through urban agriculture;*
 - e. *provide for a more compact built form, and a vibrant public realm, including public open spaces; and*
 - f. *mitigate and adapt to climate change impacts, improve resilience, and reduce greenhouse gas emissions, and contribute to environmental sustainability.*

The proposed development proposes additional affordable housing units that are conveniently located close to existing and planned residences, local stores, services, recreation opportunities, and a range of transportation options. Opportunities to live, work and play are therefore provided.

It thoughtfully contributes to the creation of an attractive public realm along Lakeshore Road East and East Avenue through architectural and landscape design as well as active non-residential uses along the ground floor facing Lakeshore Road East. The proposed 7-storey building height and building step-back will provide an appropriate transition to the public realm and adjacent properties. An extensive open space area located west of the proposed building will assist with this transition and will provide a “natural” streetscape along Lakeshore Road East. This space, the preservation of existing mature trees, future new soft landscaping, and an architecturally interesting building will ensure a comfortable and pleasant environment for future and existing area residents.

The proposed development conforms to the Growth Plan as it supports existing transit and future higher order transit, as well as other transportation options in an area that is appropriately serviced. Given the location of the subject lands adjacent to these transportation options, opportunities for reduced dependence on the automobile and a reduction in green-house gas emissions are provided.

Section 2.2.2 - Delineated Built-up Areas, establishes the growth targets for development within delineated built-up areas. The policies applicable to the proposed development indicate that:

2.2.2 Delineated Built-Up Areas

- 1. By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, the applicable minimum intensification target is as follows:*
 - a. A minimum of 50% of all residential development occurring annually within each of the Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will be within the delineated built-up area.*
- 2. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*
- 3. All municipalities will redevelop 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;*
 - d. ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
 - e. prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*
 - f. be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The proposed development represents intensification of an existing affordable housing property and proposes to more than triple the number of affordable housing units.

The subject lands are located with the Region of Peel Urban Area and the City of Mississauga Urban System. The proposed development therefore contributes to the achievement of the City's minimum intensification targets within the built-up area and conforms to the policy encouraging intensification generally throughout that area.

It also will contribute to the creation of a complete community by providing a mix of affordable rental housing options and is consistent with surrounding neighbourhood, which contains a mix of existing and planned residential, retail, personal service, office, restaurant, and recreational and cultural uses in proximity to the subject lands.

Section 2.2.4 - Transit Corridors and Station Areas reads:

2. *For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.*
3. *Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:*
 - a) *160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or*
8. *All major transit station areas will be planned and designed to be transit-supportive and to achieve multi-modal access to stations and connections to nearby major trip generators by providing, where appropriate:*
 - a) *connections to local and regional transit services to support transit service integration;*
 - b) *infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and*
 - c) *commuter pick-up/drop-off areas.*
9. *Within all major transit station areas, development will be supported, where appropriate, by:*
 - a) *planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;*
 - c) *providing alternative development standards, such as reduced parking standards; and*
 - d) *prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities.*
10. *Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*

11. *In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx, as appropriate.*

The location of the subject lands provides easy access to existing and planned transportation options and will encourage residents to engage in alternative modes of transportation such as public transit and active transportation, which are both readily available in the area.

The subject lands are located along an existing transit corridor and are adjacent to an existing bus stop. A west bound bus stop is also located on the north side of Lakeshore Road East at East Avenue.

In May 2019, the City completed a transportation study for Lakeshore Road. The study, which resulted in the Lakeshore Road Transportation Master Plan and Implementation Strategy (the Master Plan), developed a multi-modal transportation, land use and urban design vision for the 13 kilometre (8.1 mile) stretch of Lakeshore Road/Royal Windsor Drive between Winston Churchill Boulevard and the east limit of the City.

The Master Plan recommends transit improvements along Lakeshore Road in three phases. Phase 1 improvements are scheduled to occur between 2019 and 2025 and include increased local bus service by doubling the peak frequency and the introduction of express bus service that will be layered on top of local bus service.

Phase 2 improvements adjacent to, and east of the subject lands, include the construction of exclusive median transit lanes between East Avenue and Etobicoke Creek between 2025 to 2030. The Master Plan indicates that this work should be completed with the development of the adjacent Lakeview Village development site to support transit oriented development and facilitate direct, fast and reliable transit trips to and from Long Branch GO Station and future regional express rail service on the Lakeshore West GO Line. Separated cycling lanes and transit signal priority infrastructure at intersections will also be constructed as part of this work.

Phase 3 improvements, which are to occur after 2041, involve the conversion of the express bus service to an extension of the Toronto streetcar service and will operate in mixed traffic between Mississauga Road and East Avenue, and in exclusive lanes between East Avenue and the Etobicoke Creek to Long Branch GO Station. The Master Plan indicates that the extension of the streetcar service will allow for seamless transit travel between Mississauga and Toronto.

The subject lands are located adjacent to the Lakeview Major Node and are within walking distance of the future Lakeshore BRT line with the closest stop within a 5-minute walk at Lakeshore Road East and Lakefront Promenade. The planned Lakeshore BRT line stations are considered to be MTSA's by the Growth Plan and as such are required to achieve a minimum density of 160 people and jobs per hectare across the MTSA. As the subject lands are located well within the Lakefront Promenade MTSA, the proposed development must support the achievement of the Growth Plan's minimum density target.

The proposed development therefore conforms to section 2.2.4 of the Growth Plan by providing an intensified mix of residential uses adjacent to existing transit and planned higher order transit corridor. The proposed development will support the achievement of the Growth Plan's minimum density target for the nearby MTSA. The proposal further supports multi-modal access to local and regional transit services in Mississauga and the adjacent municipalities of Toronto, Brampton, Oakville and Milton.

Housing policies are found in sections 2.2.5 and 2.2.6 of the Growth Plan, respectively. The policies applicable to the proposed development indicate that:

2.2.5 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 intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*
 - ii. establishing targets for affordable ownership housing and rental housing;*
 - b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a); and*
 - c) implement policy 2.2.6.1 a), b) and c) through official plan policies and designations and zoning by-laws.*
- 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:*
 - a) planning to accommodate forecasted growth to the horizon of this Plan;*
 - b) planning to achieve the minimum intensification and density targets in this Plan;*
 - c) considering the range and mix of housing options and densities of the existing housing stock; and*
 - d) planning to diversify their overall housing stock across the municipality.*
- 3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

As indicated previously, the proposed development is located adjacent to existing and proposed transit and active transportation systems. It proposes an intensified compact built form including

affordable rental housing with a range and mix of unit sizes, in an existing mixed use neighbourhood. The achievement of a complete community is therefore supported.

Section 3 of the Growth Plan discusses infrastructure to support growth. The applicable infrastructure policies are:

3.2.2. Transportation – General

- 1. Transportation system planning, land use planning, and transportation investment will be co-ordinated to implement this Plan.*
- 2. The transportation system within the GGH will be planned and managed to:*
 - a) provide connectivity among transportation modes for moving people and for moving goods;*
 - b) offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation;*
 - c) be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles;*
 - d) offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services; and*
 - f) provide for the safety of system users.*

3.2.3. Moving People

- 1. Public transit will be the first priority for transportation infrastructure planning and major transportation investments.*
- 2. All decisions on transit planning and investment will be made according to the following criteria:*
 - b) prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels;*
 - c) increasing the capacity of existing transit systems to support strategic growth areas;*
 - d) expanding transit service to areas that have achieved, or will be planned to achieve, transit-supportive densities and provide a mix of residential, office, institutional and commercial development, wherever possible;*
 - e) facilitating improved linkages between and within municipalities from nearby neighbourhoods to urban growth centres, major transit station areas, and other intensification areas;*
 - f) Increasing the modal share of transit, and*

- g) *contributing towards the provincial greenhouse gas emissions reduction targets.*
4. *Municipalities will ensure that active transportation networks are comprehensive and integrated into transportation planning to provide:*
- a) *safe, comfortable travel for pedestrians, bicyclists, and other users of active transportation; and*
 - b) *continuous linkages between strategic growth areas, adjacent neighbourhoods, major trip generators, and transit stations, including dedicated lane space for bicyclists on the major street network, or other safe and convenient alternatives.*

Land use and transportation planning along Lakeshore Road have been coordinated by the City of Mississauga. The proposed intensification of residential uses on the subject lands supports the achievement of transit supportive densities in the area as envisioned by the Growth Plan. Additional population are provided to support the viability of the existing transit and active transportation systems and their proposed expansion, as envisioned by the City's Transportation Master Plan for Lakeshore Road.

These systems will provide multi-modal access to jobs, housing, schools, goods and services, and cultural and recreational uses via complete streets that connect residents and employees within neighbourhoods and to urban growth centres, major transit station areas and other strategic growth areas in the adjacent municipalities of Toronto, Brampton, Oakville and Milton through the connection of various transportation systems and modes. Opportunities to reduce reliance on the automobile, and their associated greenhouse gas emissions are therefore provided as a result.

For these reasons, the proposal demonstrates conformity with the Growth Plan's objectives for promoting the integration of transportation and land use planning and supports the intensification objectives of the Plan. The locational advantages of the subject lands provide ease of access to a mix of uses and inter and intra-linkages to surrounding areas. It is appropriate as it is an intensified mixed of land uses adjacent to a proposed higher order transportation corridor.

4.3 REGION OF PEEL OFFICIAL PLAN (Office Consolidation December 2018)

The Region of Peel Official Plan (the ROP) outlines policies and strategies that reflect and conform to the policy directions of the PPS, Growth Plan and other provincial plans. The ROP indicates that the Region's primary role is to provide broad policy directions on strategic matters such as the management of land and natural resources, growth strategies, housing, economic development, water and wastewater services, solid waste management, transportation, and health and social services. The structuring of communities and neighbourhoods and their internal configuration are the responsibilities of the local municipalities provided the overall planning vision for Peel and the policies of the ROP are adhered to.

The policies and strategies contained in the ROP support growth and development that takes place in a sustainable manner by integrating physical, environmental, economic, social, and cultural

considerations. To achieve this framework, the Plan defines a Regional land use structure and allocates growth to the four local municipalities within Peel. This structure represents Peel's basic position on the use of land within its planning area and is the framework within which Local Official Plans, amendments and by-laws are prepared. The following sections demonstrate the proposed development's conformity with the Region of Peel Official Plan.

It is the goal of the Region of Peel to:

- 5.1.2 *To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities. These communities will be served and connected by a multi modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards, and resources and the characteristics of existing communities in Peel.*

The subject lands are located within the Regional Urban Boundary, where urban growth is to occur. Development and redevelopment within the Regional Urban Boundary will take place in a timely, orderly and sequential manner, making the efficient use of available services. As shown in *Figure 4 – Schedule D – Regional Structure* the subject lands are located within the Regional Urban Boundary and are identified as the Urban System.

Section 5.3 of the ROP notes that the Urban System is comprised of a variety of communities that contain diverse living, working and cultural opportunities. The Region has general objectives and policies for lands in the Urban System, which include the following:

- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive;*
- 5.3.1.6 *To promote crime prevention and improvement in the quality of life.*
- 5.3.1.7 *To recognize the integrity and physical characteristics of existing communities in Peel.*
- 5.3.1.8 *To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.*
- 5.3.2 *General Policies*
 - 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2021 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans; and*
 - 5.3.2.3 *Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms or urban development and redevelopment.*



FIGURE 4
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'D' REGIONAL STRUCTURE

958-960 East Avenue, Mississauga,
 Regional Municipality of Peel

LEGEND

- Existing Property Line
- Proposed Property Line



Scale NTS
 April 1, 2020

5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*

- a) *support the Urban System objectives and policies in this Plan;*
- b) *support pedestrian-friendly and transit-supportive urban development;*
- c) *provide transit-supportive opportunities for redevelopment, intensification and mixed land use.*
- d) *support the design of communities to minimize crime by the use of such approaches as Crime Prevention Through Environmental Design (CPTED) principles.*

The proposed development contributes to the development of a healthy community by providing intensified rental living opportunities with the provision of desirable amenity spaces in a compact form on an underutilized parcel of land that is in proximity to other commercial, recreational, social and cultural uses in the area. It is adjacent to a higher order transit corridor and provides additional opportunities for residents and employees to use, and therefore support, existing transit and future transit/active transportation initiatives to reduce dependency on the private automobile.

The proposed building has been located towards the intersection of East Avenue and Lakeshore Road East so that its scale and massing address the corner. The building entrances provide direct access to the street and create active, interesting streets. The 7-storey building is articulated to assist in achieving a street that is comfortable and aesthetically pleasing for pedestrians and compatible with existing or proposed buildings in the area. Windows are also proposed along all building facades to provide eyes onto the streets and into the on-site walkways, amenity areas and parking areas to help ensure pedestrian safety.

The proposed development utilizes existing water, wastewater and stormwater infrastructure to maximize the utilization of these services.

Policies for managing growth are found in Section 5.5 of the ROP. These policies speak to providing complete communities. Decision-making regarding land development is to ensure that compact, vibrant and complete communities are achieved. To ensure growth management objectives are achieved, the ROP identifies specific growth management policy areas such as urban growth centres, built-up areas and complete communities.

General objectives for growth management applicable to the subject lands include the following:

5.5.1.1 *To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*

5.5.1.5 *To optimize the use of existing and planned infrastructure and services.*

- 5.5.1.6 *To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*

The proposed development conforms to the growth policies of the ROP. It directs growth to the built-up area and optimizes the use of existing and planned infrastructure and services through intensification of currently underutilized land. Through intensification, the proposed development also achieves a transit-supportive density and maximizes the capacity of the Region's lands to provide affordable housing options.

It should be noted that the subject lands are also located within a Major Transit Station Area (MTSA) as identified in the Peel MTSA Study that was initiated in April 2019. As shown on *Figure 5 – Region of Peel Potential MTSA's*, the subject lands are located approximately 400m from the Lakefront Promenade MTSA. As previously discussed, the Growth Plan (2019) requires that MTSA's, defined as land within a 500m to 800m radius of stations along a higher order transit route such as the planned Lakeshore BRT, be planned for a minimum density of 160 people and jobs per hectare. The proposed development will contribute to the achievement of this target and therefore supports conformity of the ROP with the updated Growth Plan (2019).

The proposed development also contributes to a complete community as it is transit-supportive, will offer a mix of unit types and improve the availability of rental housing options in the community. Complimented by the site's proximity to an extensive open space network (to be expanded upon with the development of the Lakeview Village site), among other existing and planned community amenities, future residents will have easy access to transit, retail, services, high quality open spaces as well as affordable housing options that will support people of all ages.

The Region's general policies for growth management:

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

The proposal conforms to Section 5.5.2. of the ROP by providing for intensification of an existing site within an already built up area that supports multiple modes of transportation. The proposal contains a mix of rental housing with high quality amenity space and will be located in close proximity to employment opportunities, retail and services.

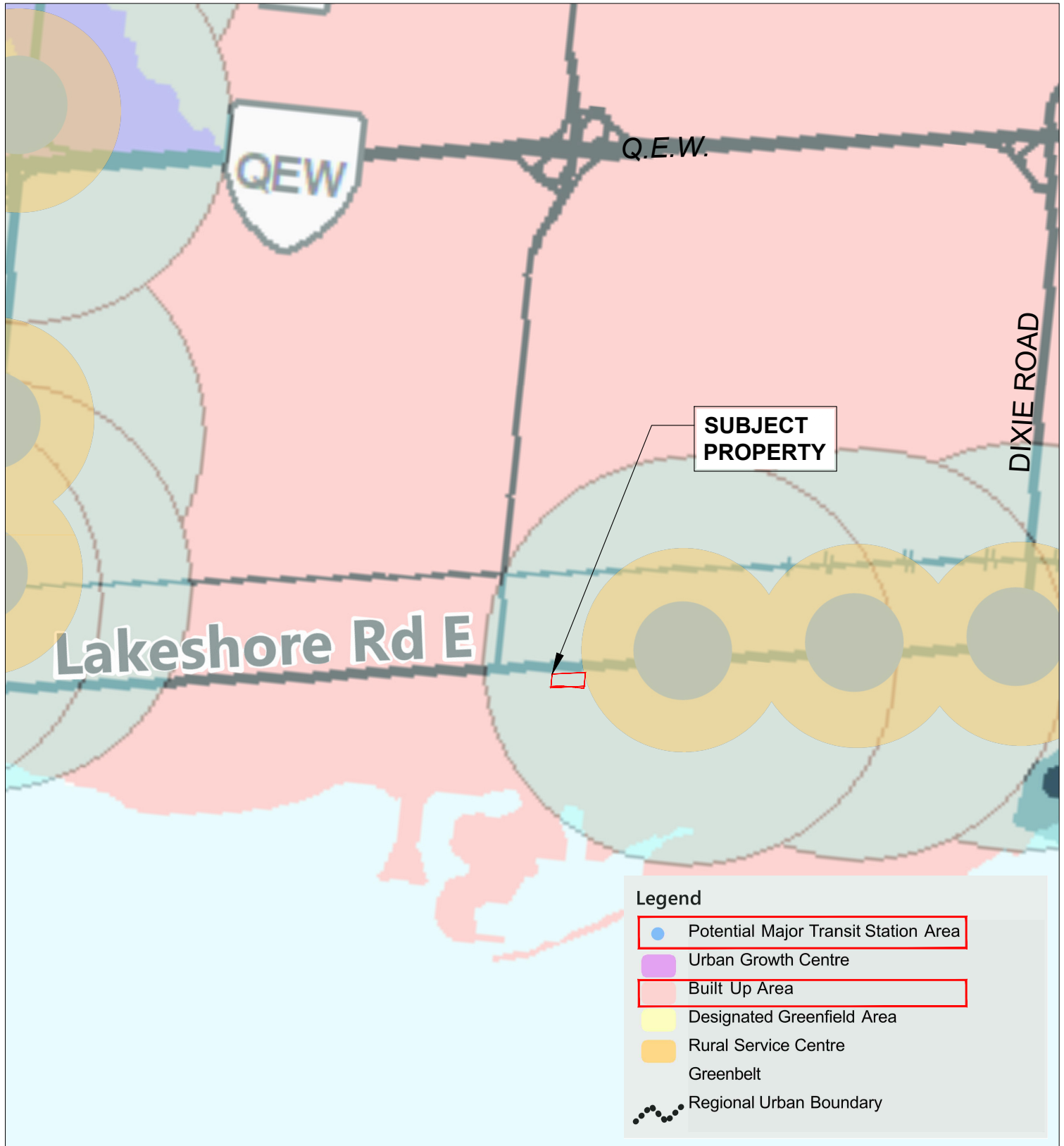


FIGURE 5
REGION OF PEEL MTSA STUDY - POTENTIAL
MAJOR TRANSIT STATION AREAS

958-960 East Avenue, Mississauga,
 Regional Municipality of Peel

LEGEND

- Existing Property Line
- Proposed Property Line

400m Radius

800m Radius



Scale NTS
 April 1, 2020

Section 5.5.3 Intensification indicates that a significant portion of new growth should be directed to built-up areas. Compact urban form and intensification are also promoted. The general intensification objectives relevant to the proposed development include the following:

- 5.5.3.1.1 To achieve compact and efficient forms.*
- 5.5.3.1.2 To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3 To revitalize and/or enhance redeveloped areas.*
- 5.5.3.1.4 To intensify development on underutilized lands.*
- 5.5.3.1.5 To reduce dependence on the automobile through the development of mixed use, transit-supportive, pedestrian-friendly urban environments.*
- 5.5.3.1.6 To optimize all intensification opportunities across the region.*
- 5.5.3.1.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*

The Region's general policies for intensification relevant to the proposed development include the following:

It is the policy of Regional Council to:

- 5.5.3.2.2 Facilitate and promote intensification*
- 5.5.3.2.3 Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.*
- 5.5.3.2.5 Require that by 2016 and for each year thereafter, a minimum of 50 percent of the Region's residential development be within the built-up area.*
- 5.5.3.2.7 Require the area municipalities to redevelop intensification strategies that, among other things, identify intensification areas such as urban growth centres, intensification corridors, urban nodes, major transit station areas and other intensification areas to support a mix of residential, employment, office, institutional and commercial development where appropriate, and to ensure development of a viable transit system.*

For the reasons stated previously, the proposed development conforms to the policies contained within Sections 5.3 and 5.5 of the ROP. The subject lands are within the Urban System and the proposed development directs growth to the built-up area through intensification of an underutilized parcel of land, which will utilize existing infrastructure and services and capitalize on infrastructure investment.

The proposed development provides residential intensification in an area identified for this type of development. The location of the subject lands, along a Higher Order Transit Corridor, provides an opportunity to realize the lands' planned function for intensified mixed-uses in accordance with the growth management and intensification policies of the ROP.

Housing policies are found in Section 5.8 Housing of the ROP. The Region is committed to achieving a supply of accessible, adequate and appropriate housing of all types, sizes, densities and tenures to meet the existing and projected requirements of current and future residents. The general objectives and policies applicable to the proposed development are:

5.8.1 General Objectives

5.8.1.1 To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.

5.8.1.2 To foster the availability of housing for all income groups, including those with special needs.

5.8.1.3 To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.

5.8.1.4 To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing.

5.8.2 General Policies

It is the policy of Regional Council to:

5.8.2.2 Encourage the area municipalities, while taking into account the characteristics of existing communities, to establish policies in their official plans which support:

- a) residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure; and*
- b) cost-effective development standards for new residential development, redevelopment, and intensification.*

5.8.2.3 Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.

5.8.2.5 Support the initiatives of the area municipalities in the construction and retention of rental housing.

- 5.8.2.6 *Collaborate with the area municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment and intensification in support of Regional and area municipal official plan policies promoting compact forms of development and residential intensification.*

The ROP also contains the following objectives and policies regarding the supply of affordable housing that are applicable to the proposed development:

- 5.8.3.1 *Objective*
- 5.8.3.1.1 *To increase the supply of affordable rental and affordable ownership housing.*
- 5.8.3.2 *Policies*
- 5.8.3.2.3 *Encourage the area municipalities to develop alternative development and design standards, where appropriate, to encourage affordable housing development. Examples include reduced setbacks, narrower lot sizes, reduced road allowance, cash-in-lieu of parking, reduced parking standards, and on-street parking.*
- 5.8.3.2.11 *Encourage residential development, redevelopment and intensification to include an affordable housing component by promoting incentives or funding from different levels of government.*
- 5.8.3.2.12 *Encourage community agencies and landowners of suitably sized sites to develop affordable housing*

The proposed development conforms with the Region's housing and affordable housing policies by providing a housing type and tenure that is not typical in the area. The proposed density and mix of unit sizes add to the housing variety and tenure of the neighbourhood and increase the supply of affordable rental housing for various income groups. As indicated previously, it is also an efficient use of underutilized land in the provision of housing in an area with sufficient existing or planned infrastructure.

The ROP contains policies for the transportation system in Peel and for Regional Services. Objectives and policies related to the transportation system are set out in Section 5.9, which indicates that the transportation system in Peel is comprised of a network of freeways, major roads, local roads, high occupancy vehicle lanes, public transit systems, airports, rail lines, intermodal terminals, sidewalks, and bikeways and trails that serve the communities in Peel Region. As shown in *Figure 6 - Schedules E Major Road Network* and *Figure 7 – Schedule G Rapid Transit Corridors (Long Term Concept)* indicate that Lakeshore Road is a Major Road and an Other Rapid Transit Corridor in the Region's transportation system.

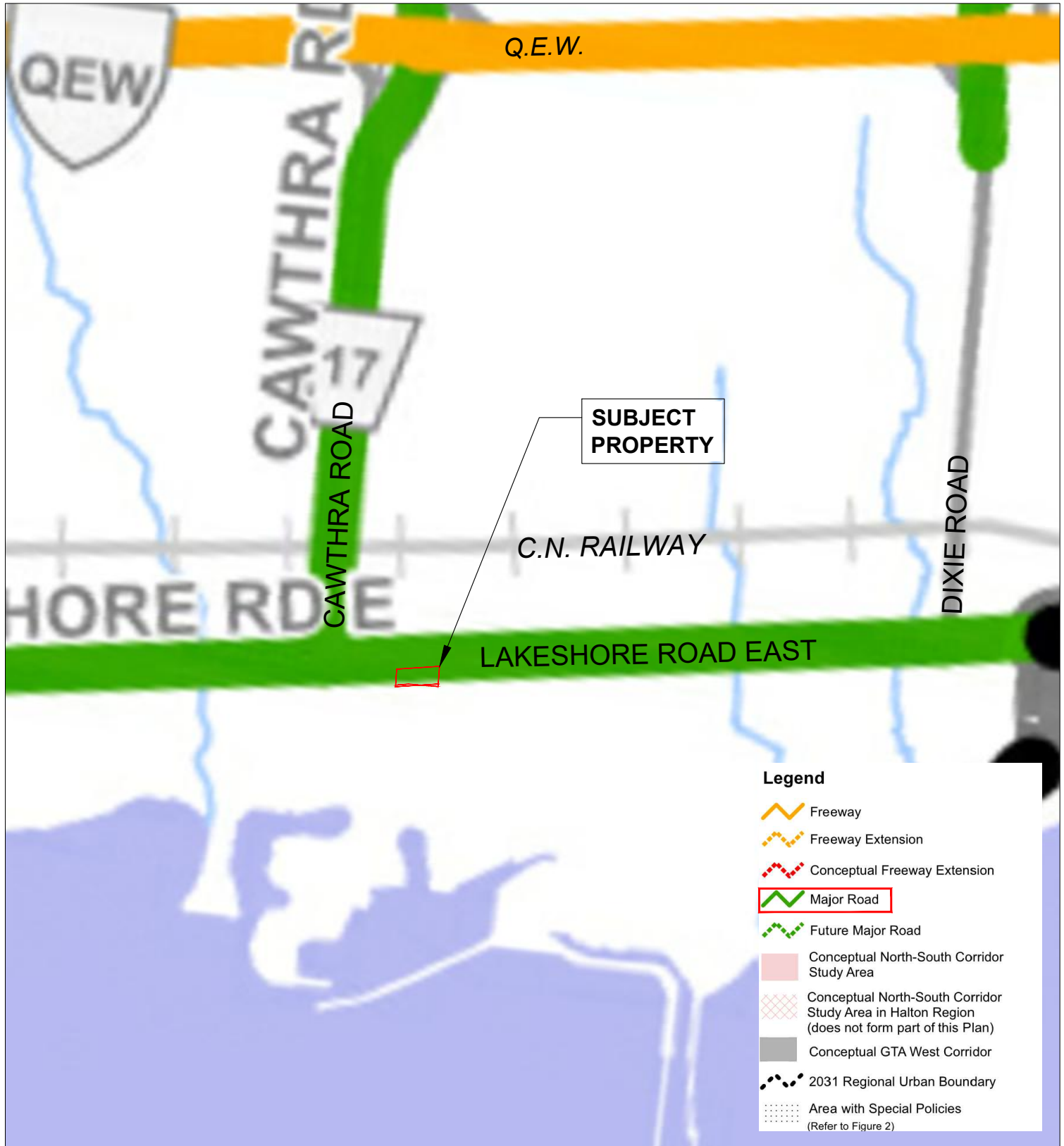


FIGURE 6
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'E' MAJOR ROAD NETWORK
 958-960 East Avenue, Mississauga,
 Regional Municipality of Peel

LEGEND

- Existing Property Line
- Proposed Property Line


 Scale NTS
 April 1, 2020

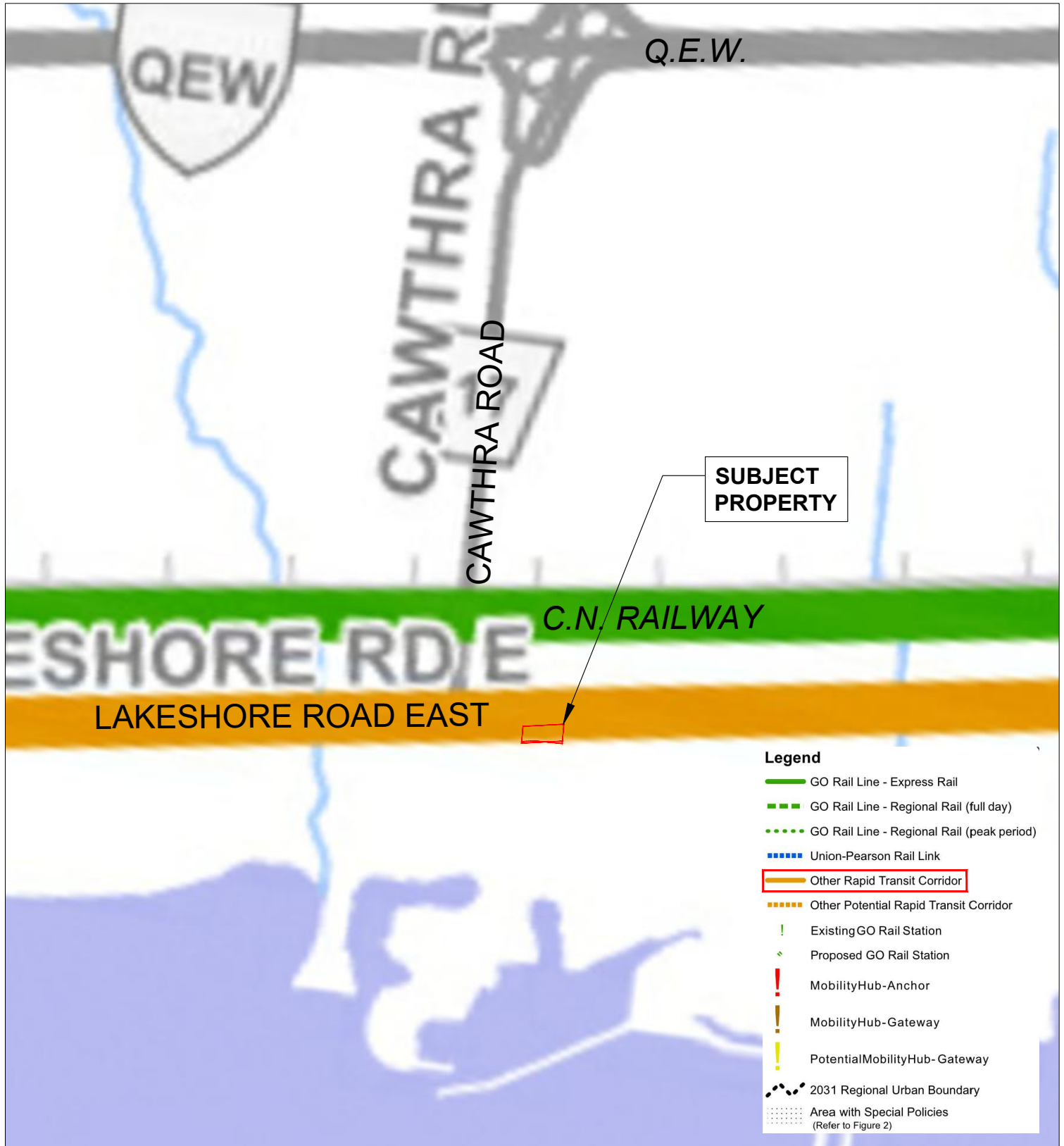


FIGURE 7
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'G' RAPID TRANSIT
CORRIDORS

958-960 East Avenue, Mississauga,
 Regional Municipality of Peel

LEGEND

- Existing Property Line
- Proposed Property Line



Scale NTS
 April 1, 2020

The Region's general objectives and policies for the transportation system relevant to the proposed development include:

5.9.1 General Objectives

5.9.1.2 To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.

5.9.1.3 To support the provision of improved transportation mobility and choice to all residents, employees and visitors.

5.9.1.4 To promote and encourage the increased use of public transit and other sustainable modes of transportation.

5.9.1.5 To optimize the use of the Region's transportation infrastructure and services.

5.9.1.6 To maximize the capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles.

5.9.1.7 To minimize adverse environmental and human health impacts caused by transportation and support transportation alternatives that foster improved health and well-being in the Region.

5.9.2 General Policies

5.9.2.5 Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction.

5.9.2.11 Ensure, in accordance with the requirements of the Region and the area municipalities, that development only proceed with adequate existing or committed improvements to regional transportation capacity and, if necessary, development be phased until that capacity is or will be available.

As indicated previously, the proposed development supports the existing multi-modal transportation system envisioned in the City of Mississauga Lakeshore Connecting Communities Transportation Master Plan because it provides additional density adjacent to a Major Road and long-term Rapid Transit Corridor.

It is transit supportive as it provides convenient access to Lakeshore Road East, which is well serviced by existing and proposed transit options that provide connectivity to the surrounding area and regional transit facilities in the adjacent municipalities of Toronto, Oakville, Milton and Brampton. Transit supportive intensification is therefore provided as noted by the ROP. The proposed development contributes to maximizing the capacity of the transportation systems and provides transportation alternatives that improves sustainable and healthy travel behaviours in the Region.

As indicated in the Transportation Study as prepared by Trans-Plan, it is expected that the proposed development will not generate negative impacts to the existing road network and will achieve acceptable traffic conditions. Further, the study speaks to supplying Parking and Transportation Demand Management (TDM) measures which indicate an appropriate level of transit services and provision of parking that will encourage the use of transit and active transportation.

The Noise Feasibility Study prepared for the proposed development by Swallow Acoustic Consultants Ltd. expects that noise impacts of the transportation noise sources identified along Lakeshore Road East will meet MECP criteria and provides recommended noise mitigation measures to be implemented.

Section 5.9.5 of the Regional Official Plan provides policies and objectives related to inter- and intra-regional transit. Inter-municipal transit for the GTHA is in part provided by the Government of Ontario's GO Commuter Rail and Bus Services. Intra-municipal transit within Peel is provided by Brampton and Mississauga transit. This section states that:

5.9.5 The Inter and Intra Regional Transit Network

The existing road network, even with additions and expansions, will not accommodate the long term travel demands of Peel's projected residents and workers at acceptable levels of service. A considerable portion of trips will have to be accommodated by alternative modes of transportation, including transit. The implementation of transit supportive measures and the enhancement of transit services will be needed in order for this to occur.

The increased use of transit contributes to the increased sustainability of the transportation system and helps to maximize the use of existing transportation infrastructure

The Major Road Network in Peel provides for inter- and intra-municipal travel within Peel and for connections to other regions/municipalities and the Provincial Freeway Network. Section 5.9.5 indicates that opportunities for additions and expansions to the major road network are limited and as such accommodating alternative modes of transportation is emphasized. In particular, the ROP refers to supporting the use and expansion of transit services.

Inter- and Intra-Regional Transit objectives and policies relevant to the proposed development include the following:

5.9.5.1 Objectives

5.9.5.1.1 To support and encourage a higher use of public transit and an increase in transit modal share within the region.

5.9.5.1.2 To support and encourage the development of an economically feasible,

effective and efficient, sustainable and safe inter- and intra-regional transit network and encourage connectivity and coordination between transit services.

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 Policies

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 services and other sustainable modes.

As indicated previously, the subject lands are located along a planned rapid transit corridor and in close proximity to a planned MTSA which provides easy access to convenient transit options and opportunities for inter and intra-regional connections. The proposed development achieves a desirable density that will contribute to a higher use of existing and planned public transit and will support the feasibility and efficiency of the transit system. As indicated in the Transportation Study, the proposed development will seek to apply TMD measures and parking standards that will further encourage the use transit and other alternatives to the private automobile. As such, the proposed development conforms to the above objectives and policies of Section 5.9.5 of the ROP.

Policies regarding active transportation are found in Section 5.9.10. This section indicates that active transportation offers an alternative to trips made by automobile, especially for trips covering short distances. In the form of walking, it is a component of most trips made using transit. Increased reliance on active transportation, by itself or in combination with other sustainable modes, would therefore help reduce the strain on the transportation system. Increasing the share of trips made by active transportation would also help increase the sustainability of the transportation system, reduce transportation related pollutant emissions, provide health benefits and increase peoples' connection to their communities. The applicable objectives and policies indicate that:

5.9.10.1.1 To increase the share of trips made using active transportation.

5.9.10.1.2 To encourage and support the development of a safe, attractive, accessible and integrated network of bicycle and pedestrian facilities that enhances the quality of life, and promotes the improved health, of Peel residents.

5.9.10.2.4 Encourage the area municipalities to promote land uses which foster and support the use of active transportation.

The proposed development achieves a land use pattern, site design and urban form that will foster and support the use of active transportation and contribute to a safe, convenient and accessible active transportation network. The subject lands are within convenient walking distance to transit options on Lakeshore Road East as well as existing and future commercial, educational, public

open space and other uses in the local area. In accordance with the Lakeshore Connecting Communities Study, the proposed development aligns with and will accommodate the planned roadway design and transit service improvements for Lakeshore Road East. The proposed development will implement visitor and resident bike parking to encourage cycling and the use of planned infrastructure improvements such as future bike lanes on Lakeshore Road East. The proposed development therefore conforms to the active transportation policies of Section 5.9.10 of the ROP.

As per the rationale provided in this Section, it has been demonstrated that the proposed development in its current configuration is in conformity with the intent and applicable policies of the Region of Peel Official Plan.

4.4 CITY OF MISSISSAUGA OFFICIAL PLAN (Office Consolidation November 22, 2019)

The City of Mississauga Official Plan (the MOP) provides direction for the City's growth and articulates a vision for a future Mississauga through specific guidance in the ongoing evolution of the city. MOP provides planning policies to guide the city's development to the year 2031, as required by Provincial legislation. MOP provides policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment as well as to set out the goals, objectives and policies to guide future development, development and intensification within the City. It also forms the basis for detailed land use designations and urban design policies.

As shown on *Figure 8 – Schedule 10 General Land Use Designations*, the subject lands are designated Mixed-Use. The portion of land to be obtained by the Region of Peel at the southeast corner of the site is located within an area designated for Residential Low Density II and will be included within the proposed Official Plan Amendment. They are also designated Neighbourhood and Green System as per *Figure 9 – Schedule 1. Urban System* and is location within a Corridor as per *Figure 10 – Schedule 1c, Urban System- Corridors*. The site is also located within the Lakeview Neighbourhood Character Area which has its own applicable Local Area Plan discussed in a later section of this Report.

The following sections demonstrate how the proposed development aligns with the overall objectives and policies of the City of Mississauga Official Plan.

Section 4.5 Vision of the MOP outlines the following policies related to the proposed development:

Mississauga will direct growth by:

- *focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities;*

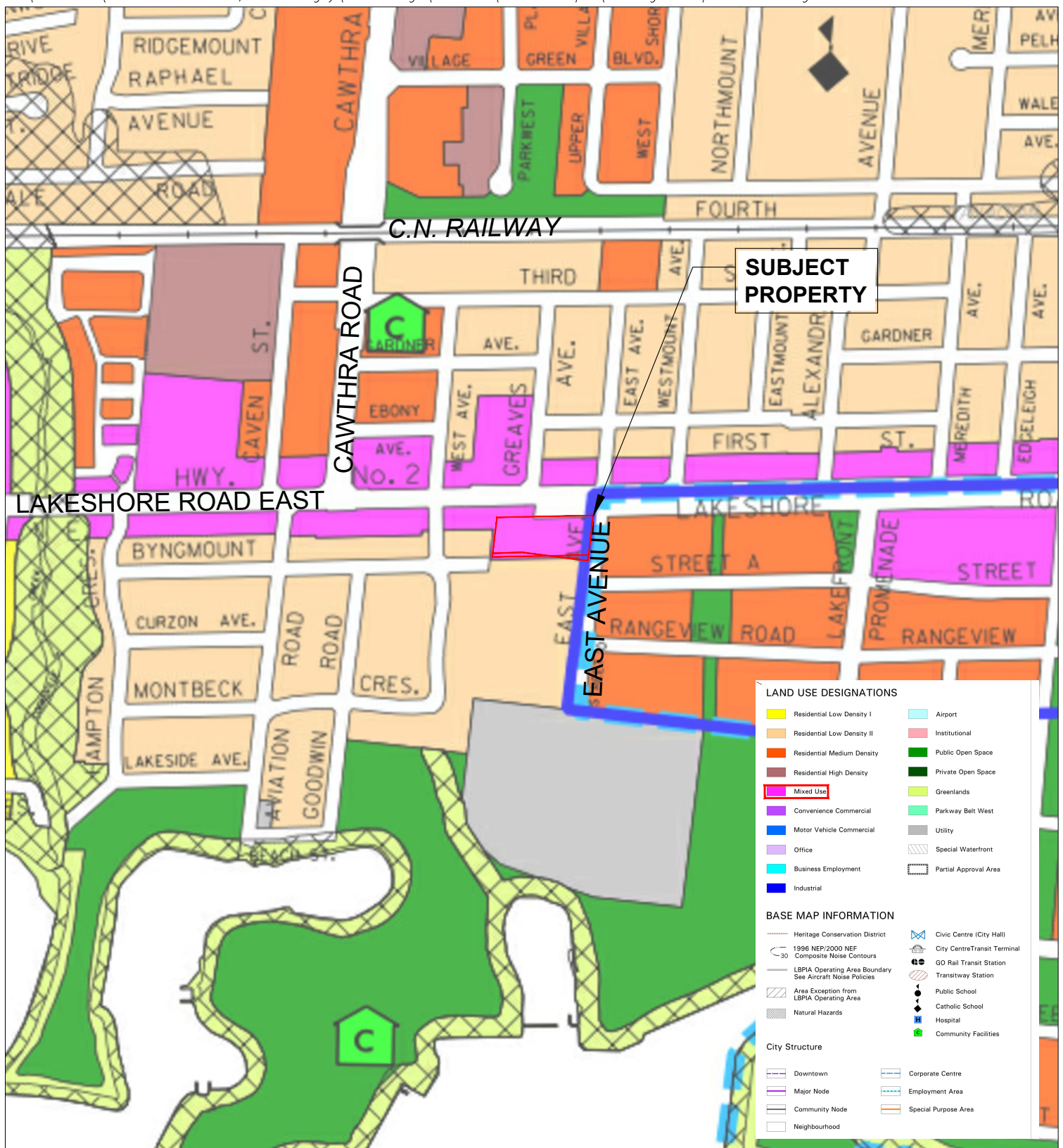


FIGURE 8
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE 10 LAND USE DESIGNATIONS

958-960 East Avenue, Mississauga,
Regional Municipality of Peel

LEGEND

- Existing Property Line
- Proposed Property Line



Scale NTS
April 1, 2020

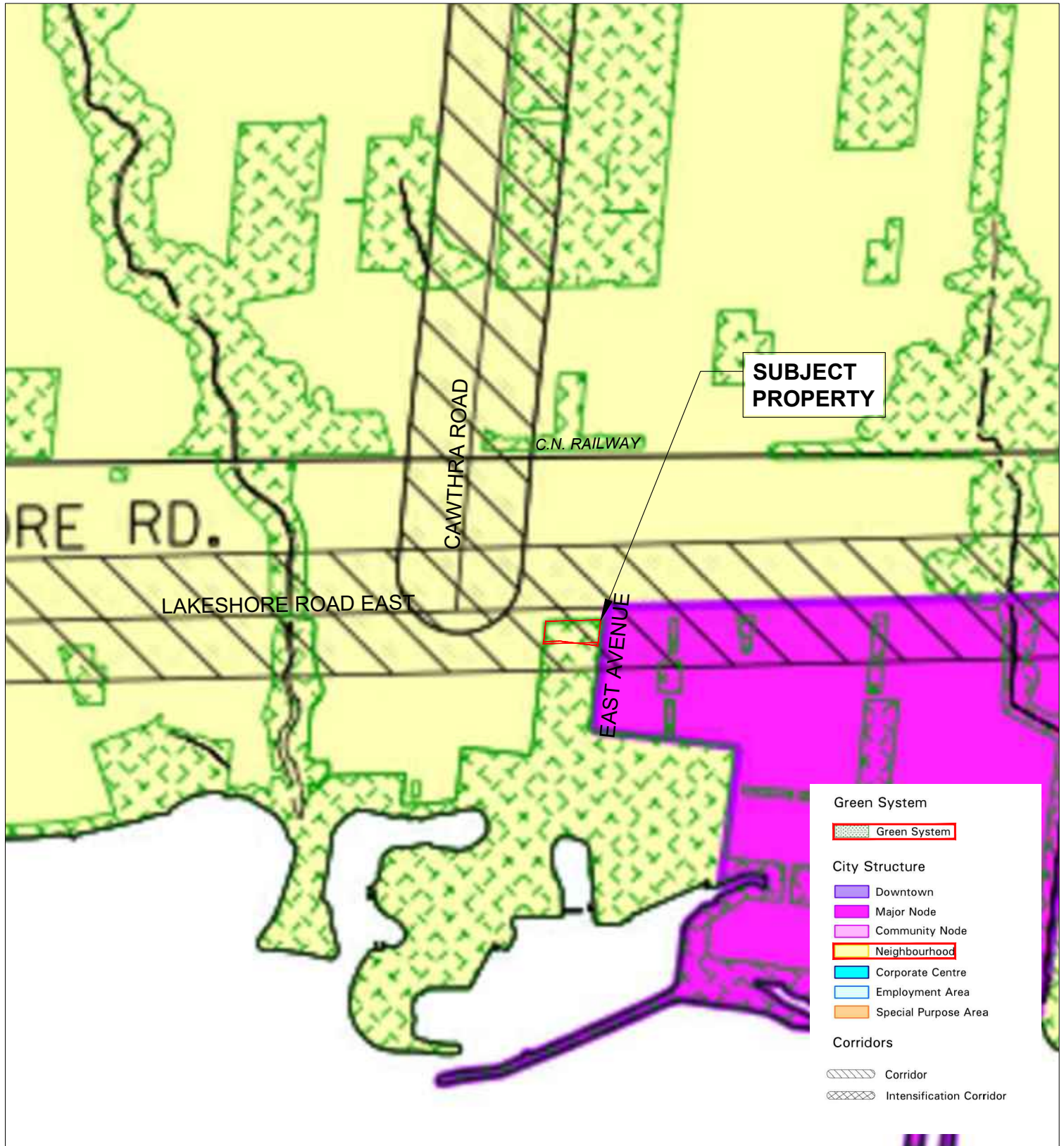


FIGURE 9
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE '1' URBAN SYSTEM

958-960 East Avenue, Mississauga,
 Regional Municipality of Peel

LEGEND

- Existing Property Line
- Proposed Property Line



Scale NTS
 April 1, 2020

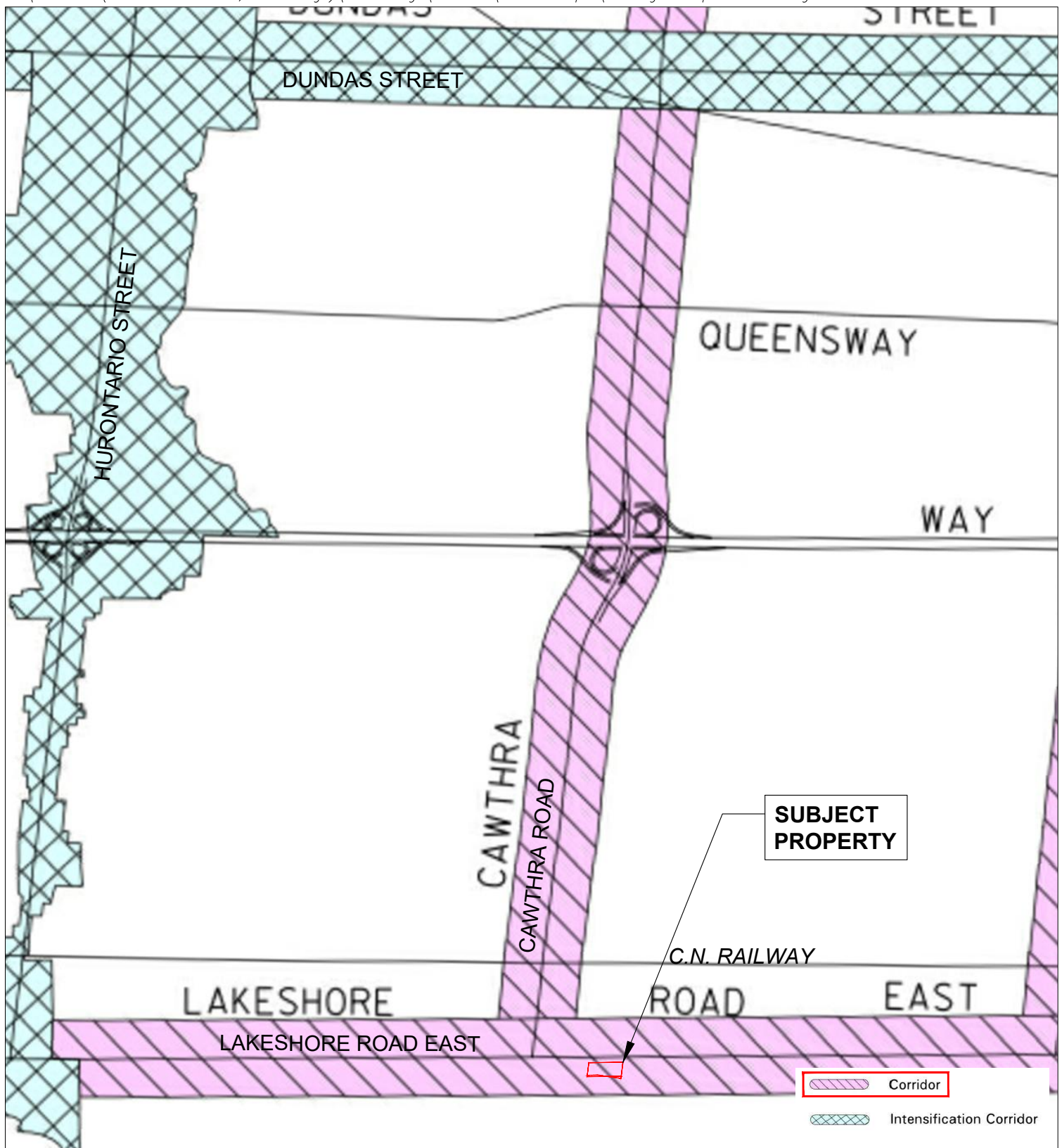


FIGURE 10
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE '1C' URBAN SYSTEM CORRIDORS

958-960 East Avenue, Mississauga,
 Regional Municipality of Peel

LEGEND

- Existing Property Line
- Proposed Property Line



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Mississauga will complete communities by:

- *promoting an urban form and development that supports public health and active living;*
- *ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education;*

Mississauga will create a multi-modal city by:

- *developing and promoting an efficient, safe and accessible transportation system for all users;*
- *promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips;*
- *promoting transit as a priority for moving people;*
- *implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities;*
- *encouraging transportation demand management (TDM) practices;*
- *redeveloping an integrated and seamless network of mobility transportation hubs and higher order transit stations.*

The proposed development promotes a desirable urban form consisting of an intensified residential use and is located within an area planned to accommodate higher densities along a planned higher order transit line. Intensification and support of transit are major goals of the Official Plan to ensure that growth is managed to efficiently use land in the built-up area and minimize the infrastructure requirements of new development such as water and wastewater systems, and public service facilities.

The subject lands are located in walking distance to existing and planned transit, commercial, employment, institutional services and public open spaces that contribute to the development of a complete and healthy community. The proposed development further contributes to this mix of uses by providing much needed rental housing options. The proximity of existing services and amenities, and the mix thereof, provides the future residents with easy access to housing, transportation, employment, recreation, social interaction and education services without the need for a personal automobile. The proposed development therefore supports the City's objectives for complete communities by proposing an appropriate form of mixed-use intensification in a well serviced area.

The proposed development supports a multi-modal transportation system through the provision of bicycle parking, uninterrupted pedestrian pathways, and proximity to existing and planned transit and cycling routes. As shown on Figure 11 - Schedule 6: Long Term Transit Network, the subject site is located along a Higher Order Transit Corridor (Lakeshore Road East). Based on existing and potential future transit service, this location has both existing and long-term potential to support transit connectivity within the City of Mississauga, greater Region of Peel and beyond. The MOP and ROP place priority on utilizing investments in infrastructure, such as transit.

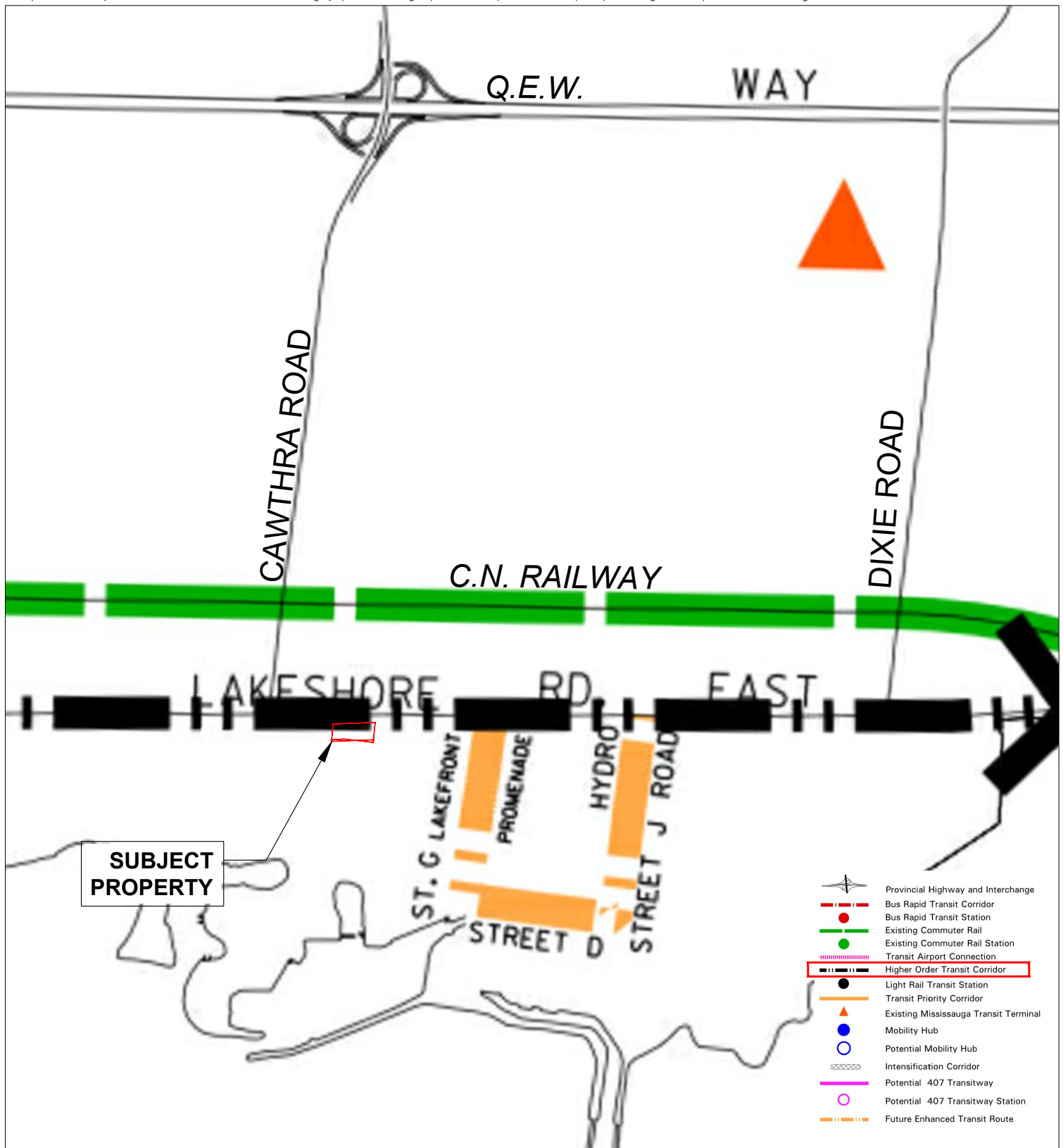


FIGURE 11
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE '6' LONG TERM ROAD NETWORK
 958-960 East Avenue, Mississauga,
 Regional Municipality of Peel

LEGEND

- Existing Property Line
- Proposed Property Line



Scale NTS
 April 1, 2020

The subject lands have immediate access to a number of local bus routes which are able to connect users to the Lakeshore West GO Train line, among other major transit routes. The proposed development is appropriate in this location due to its close proximity to existing and planned transit infrastructure and a great variety of services that will support an improved transit modal split, foster long term transit use as well as promote the use of active transportation.

Section 5 - Direct Growth of the MOP details policies that are used to manage change wisely and direct growth strategically throughout the City of Mississauga. Policies from Section 5 relevant to the proposal are as follows:

- 5.1.3 *Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:*
- b) utilize existing and proposed services and infrastructure such as transit and community infrastructure;*
 - c) minimize environmental and social impacts;*
 - d) meet long term needs;*
 - e) build strong, livable, universally accessible communities; and*
 - f) promote economic prosperity.*
- 5.1.6 *Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.*

The proposed development is an appropriate form of development as it will achieve a desirable compact form and density on an underutilized site that will utilize existing servicing and infrastructure. The subject lands are designated Mixed Use and have therefore been identified as a location that is appropriate area for greater residential density.

The compact form and density of the proposed development is appropriate for its location and allows it to use and support the existing services and facilities in the area. The proximity of the subject lands to Mississauga's Long-term Transit Network will connect future residents to local and inter-regional transit options and makes it highly transit supportive.

The mix of land uses contributes to achieving a complete community and provides existing and future living, work, transit, and recreational opportunities. TDM measures such as limiting parking spaces, the provision of bicycle storage and parking options, convenient proximity to transit and cycling networks will promote the use of transit and active transportation and discourage the use of personal vehicle.

Based on the above, it is our opinion that the proposal conforms to the growth policies of Section 5 of the MOP.

Section 5.3.3 Neighbourhoods of the MOP outlines several policies related to growth and development of sites located within Neighbourhoods. As mentioned, the subject site is located

within the Lakeview Neighbourhood Character Area. As such, the following policy excerpts from section 5.3.5 are relevant:

- 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.*
- 5.3.5.5 *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.*
- 5.3.5.7 *Transportation planning within Neighbourhoods will give priority to active transportation modes.*

Intensification in neighbourhoods is generally directed toward lands within Corridors, which are identified as areas appropriate to host higher density mixed use development. This supports upper tier investments in transit infrastructure (for example the planned higher order transit line along Lakeshore Road East). The proposed development is located within a Corridor to be serviced by higher order transit and therefore represents an appropriate form of intensification within the Lakeview Neighbourhood. Active transportation is also prioritized through site design including ensuring continuous sidewalks and pedestrian-friendly street design as per the City's Lakeshore Connecting Communities Report as well as bike storage for visitors and residents of the development.

The proposed development is sensitive to the existing and planned context of the surrounding area. The proposed building is located at the east side of the property, farthest away from the lower density residential area to the west and will preserve as many trees as possible on the west area of the site. This creates a considerable separation distance from the detached residential homes to the west and preserves landscaping that provide visual screening. In addition, the lands immediately south of the subject lands are not intended for redevelopment and will continue to provide further separation between the proposed development and the neighbourhood to the west.

The planned context of the surrounding area includes the redevelopment of the Lakeview Waterfront Major Node Area lands directly to the east of the subject lands, which envisions heights up to 8 storeys along Lakeshore Road East, and the redevelopment and intensification of the entire Lakeshore Road East Corridor. The proposed development represents a mid-rise form of development that will achieve the intended function and design of the Lakeshore Road East

Corridor and is compatible with the planned vision for the Lakeview Waterfront Major Node Area to the east.

The development proposal therefore conforms to the Neighbourhood policies of MOP as it contemplates an intensified infill development on currently underutilized site in a form and scale that is compatible with the existing and planned context of the area and supports transit and active transportation modes.

Section 5.4 of the MOP outlines the ways in which Corridors connect various elements of the city to each other. Corridors will be designed to evolve and accommodate multi-modal transportation and specific densities and land uses in accordance with the City Structure element in which they are located in. Section 5.4 Corridors contains the following policies that are applicable to the proposed development:

- 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.*
- 5.4.6 *Land use and design policies and the delineation of Corridor boundaries will be determined through local area reviews.*
- 5.4.8 *Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas.*
- 5.4.10 *Local area reviews will consider the appropriateness of transit supportive uses at the intersection of two Corridors. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.*

For reasons previously stated in this report, the proposed development conforms to the Corridor policies of Section 5.4 and is appropriate based on its location within a Corridor and approximately 400m distance from a Major Transit Station Area. These areas are intended to provide higher densities than other areas throughout Neighbourhood areas, the City and Region. The proposed Official Plan Amendment and Rezoning conforms to the Corridors policies and are consistent with the vision, goals and objectives of the MOP by providing for intensification in a suitable area

which is well serviced by existing and planned infrastructure and capitalizes on public sector investments such as the future higher order transit line and other improvements planned for Lakeshore Road East. The Lakeview Local Area Plan permits a maximum height of 2 to 4 storeys on the subject lands and the proposed development proposes a maximum building height of 7 storeys. The proposed building height is appropriate for the subject lands as it will optimize the use of the property and achieve a desirable built form and density that conforms to the provincial, regional and local municipal objectives for intensification including the above policies for Corridors and Intensification Areas.

Section 5.5 of the MOP speaks about directing future growth within the City of Mississauga to intensification areas which are areas to be redeveloped at high enough densities to support frequent transit service and a variety of amenities. Intensification areas include intensification corridors, Major Nodes, and MTSA's among others. Schedule 2 of the MOP identifies intensification areas across the City. The subject lands are not currently identified within an intensification area on Schedule 2 as the MOP currently does not recognize the planned Lakeshore Road East higher order transit route and the potential MTSA at Lakefront Promenade as proposed in the Lakeshore Connecting Communities Transportation Master Plan. In addition, Policy 10.2.10 of the Lakeview Local Area Plan specifies that Intensification Areas policies of the Plan will apply to development within the Core area, which encompasses the subject lands.

As such, the following policies relevant to the proposed development are also considered:

- 5.5.1 *The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.*
- 5.5.5 *Development will promote the qualities of complete communities.*
- 5.5.7 *A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.*
- 5.5.8 *Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.*
- 5.5.9 *Intensification Areas will be planned to maximize the use of existing and planned infrastructure.*
- 5.5.13 *Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.*

- 5.5.16 *Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.*

The subject lands are located within the Lakeshore Road Corridor Core Area (as noted in the Lakeview Area Plan) as well as approximately 400m from the proposed Lakefront Promenade MTSA identified in the Lakeshore Connecting Communities Transportation Master Plan and the Region of Peel's MTSA Study. Therefore, the subject lands are an appropriate location for intensification. The proposed development conforms to the above noted policies by providing intensification and a mix of uses in a designated intensification area that is well serviced by and will promote the use of existing and future infrastructure, services and amenities. As previously discussed, the proximity of the proposed development to the MTSA and Lakeshore Road transportation facilities as well as the optimized use of the site for the provision of affordable rental housing will contribute to the creation of a complete community.

Section 7 of the MOP provides direction for complete communities and include the following relevant policies:

- 7.1.1 *Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.*
- 7.1.2 *The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.*
- 7.1.3 *In order to create a complete community and redevelop a built environment supportive of public health, the City will:*
- a. *encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses;*
 - b. *design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking;*
 - c. *encourage environments that foster incidental and recreational activity; and*
 - d. *encourage land use planning practices conducive to good public health.*
- 7.1.6 *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.*

The proposed development incorporates the characteristics of a complete community by optimizing the ability of the site to accommodate much needed rental housing options. Future

residents will be well served by existing and future services and amenities accessible by foot, bicycle or transit. The proposed development and its proximity to a mix of uses will provide convenient access to services, shopping, housing and recreation choices for people living and working in the area and will assist in ensuring that the needs of residents and employees can be met within the Lakeview Neighbourhood.

Section 7.2.2 - Housing of the MOP states the following:

- 7.2.1 *Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.*
- 7.2.2 *Mississauga will provide opportunities for:*
 - a. *the development of a range of housing choices in terms of type, tenure and price;*
 - b. *the production of a variety of affordable dwelling types for both the ownership and rental markets; and*
 - c. *the production of housing for those with special needs, such as housing for the elderly and shelters.*
- 7.2.3 *When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.*
- 7.2.6 *Mississauga will consider the contribution that can be made to current housing needs by housing programs of other levels of government and will seek to maximize the use of those programs that meet the City's housing objectives.*
- 7.2.7 *Mississauga will directly assist all levels of government in the provision of rental housing by:*
 - a. *supporting the efforts of the Region and other local not for profit housing organizations in providing low and moderate income rental housing and accommodation for those with special needs;*
 - b. *assisting the development of new rental units through the promotion of, and participation in, programs aimed at producing rental housing;*

The proposed development conforms to the above noted policies related to housing. Regional and Provincial policies are met by achieving an appropriate level of intensification that is transit-supportive, will optimize the use of existing and planned infrastructure and will contribute a type and tenure of housing that will support a range of housing needs. Peel Housing Corporation is a regional government agency tasked with delivering on affordable housing objectives for Peel Region. The proposed development contains 151 new affordable rental units ranging in size from

1-bedroom to 3-bedroom units and will cater to a range of income levels. Therefore, the proposal will contribute to the missing middle and rental housing objectives of the City of Mississauga. In accordance with the above policies, the proposed development represents an opportunity to maximize the use of Peel Housing Corporation's rental housing program.

Section 9 of the MOP sets out a policy framework which speaks to principles associated with building a desirable urban form. Section 9 provides the following general policies:

"9.1.3 Infill and redevelopment within Neighbourhoods will respect the existing and planned character.

9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.

9.1.9 Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.

9.1.10 The city vision will be supported by site development that:

- a. respects the urban hierarchy;*
- b. utilizes best sustainable practices;*
- c. demonstrates context sensitivity, including the public realm;*
- d. promotes universal accessibility and public safety; and*
- e. employs design excellence.*

9.1.15 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities."

The proposed development conforms to the general policies of Section 9. The proposed building is compatible with the existing and planned character for the surrounding area and will achieve an appropriate transition to adjacent land uses. The proposal achieves an urban form and density that is supportive of the long-term purpose of the Lakeshore Road East corridor and will support the creation of an efficient multi-modal transportation system by encouraging greater utilization of existing and planned transit and active transportation infrastructure.

Section 9.2 goes on to provide policy direction for Non-Intensification Areas, which include Neighbourhoods and Corridors. The subject lands are identified within a Neighbourhood and Corridor and as such are subject to the following applicable policies:

"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:*
 - 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.*
- 9.2.2.6 *Development on Corridors will be encouraged to:*
 - b. *face the street, except where predominate development patterns dictate otherwise;*
 - c. *not locate parking between the building and the street;*
 - d. *site buildings to frame the street and where nonresidential uses are proposed to create a continuous street wall;*
 - e. *provide entrances and transparent windows facing the street for non-residential uses;*
 - f. *support transit and active transportation modes;*
 - g. *consolidate access points and encourage shared parking, service areas and driveway entrances; and*
 - h. *provide concept plans that show how the site can be developed with surrounding lands.”*

Section 9.2 advises that Neighbourhoods are not intended to be the primary focus for intensification, and opportunity for intensification should be directed to Corridors. The proposed development aligns with this direction as the subject lands are located within a Corridor. Chapter 9.2 further stipulates that development in Neighbourhoods and Corridors should be compatible with the surrounding community context and ensure an appropriate transition to neighbouring uses. The proposed development consists of a 7-storey building (approximately 22m in height). Tall Buildings are defined by the MOP as having a height greater than the width of the street on which they front. The proposed 7-storey building does not meet this definition given the planned ultimate right of way for Lakeshore Road East is 44.3m. As such, the proposed building height conforms to Policy 8.2.2.2.

The existing and future uses and built form of the surrounding area includes the Lakeview Waterfront Major Node which prescribes a 8-storey condition along Lakeshore Road East immediately to the east of the subject lands, a 4-storey condition of mixed use buildings to the west and north along Lakeshore Road East, and low-rise residential neighbourhood to the west and southwest of subject lands. The proposed building is also located at the east limits of the property and benefits from a significant separation distance to the west and south to the nearby low-density residential neighbourhood which minimizes overlook concerns. As such the proposed height, scale

and massing of the building is compatible with and achieves an appropriate transition to the surrounding area and future condition of Lakeshore Road East. In addition, the proposed built form will achieve transit-supportive densities and will encourage the use of existing and planned transit and active modes of transportation.

The ground floor frontage of the building along Lakeshore Road East will be programmed with non-residential uses including a variety of amenity spaces, a well-designed and appealing building façade with transparent windows and landscaping that will ensure an active building frontage. These features will contribute to the overall character of the site and neighbourhood as well as encourage sense of place.

Where feasible, existing trees are intended to be preserved, as illustrated in the enclosed Arborist Report. In particular, preservation of the vast majority of trees along the western limit of the property which provide a screening function for the adjacent residential neighbourhood. The enclosed Shadow Impact Analysis and Pedestrian Level Wind Assessment confirm that the proposed building will not adversely impact the adjacent land uses.

In addition to the above policies for Non-Intensification Areas, as discussed previously, the subject lands are also within the proposed Lakefront Promenade MTSA and therefore would also be considered within an Intensification Area. Section 9.1 provide policies direction for Intensification Areas. Applicable policies for the subject lands align with the objectives of the Non-Intensification Area policies including achieving design excellence for buildings and the public realm, creating a sense of place, supporting pedestrian and cycling connections, ensuring compatibility with the surrounding context, achieving active ground floor conditions on main streets, among others. As previously discussed, the proposed development conforms to their policy objectives. The policies of Section 9.1 go further to suggest that MTSA's are the desirable location for greater building heights and that height plays an important role in framing streets with widths greater than 20 m. The subject lands are located along Lakeshore Road East, which has a planned right of way width of over 40 m, and within a proposed MTSA. The proposed 7-storey building height achieves an appropriate balance between compatibility with surrounding character and planned context with the intensification and built form direction for MTSA's.

In consideration of the above discussion, the proposed development therefore conforms to the policies of Section 9 of the MOP.

Section 11 of the MOP provides general direction for land use designations identified on Schedule 10 – Land Use Designations (refer to *Figure 8*). The subject lands are currently designated Mixed Use and as such are subject to the following general policies:

- “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.”

The proposed ground floor plan contemplates non-residential uses along the area of the building fronting Lakeshore Road East in the form of private amenity spaces as well as residential units facing south and east towards East Avenue. In accordance with Policy 11.2.6.3, City staff have provided the direction to apply for an Official Plan amendment to re-designate the property for Residential High Density.

The extent of non-residential uses required under the Mixed Use designation was determined to not be necessary in this instance. Future residents of the proposed development will have convenient access to a range of existing retail, employment and institutional/service uses in the local neighbourhood. In addition, the length of the Lakeshore Road East corridor as well as the adjacent Lakeview Waterfront Major Node area is intended to accommodate a considerable amount of commercial, office, cultural, and institutional uses, among others. As such, the existing and planned land use context of the Lakeview neighbourhood will adequately support the needs of future residents to access jobs and services.

It is our opinion that the form of non-residential uses required by the Mixed Use designation will not be viable or desirable for the subject lands. Successful commercial/retail uses require certain conditions such as high visibility, immediate access from public roads and walkways as well as a supportive user population. *Figure 12* illustrates the proposed ultimate condition of Lakeshore Road East as per the Lakeshore Connecting Communities Transportation Master Plan and the location of the subject property and proposed building. As shown here, Lakeshore Road East and the future public sidewalk will not run directly parallel with the subject lands and as such there is considerable separation of the building and the future street and walkway. The setback from the public street is further exacerbated in the short term, given that the Lakeshore Road Widening will not be taken for some time while the building is anticipated to be operational in the following approximately 2 years. In addition, the Master Plan illustrates the intent of a double row of street trees which will screen the building frontage from the public sidewalk and street. These conditions do not support the ideal level of visibility and access needed to attract and sustain potential tenants, particularly in short term. The subject lands would also compete with other mixed-use lands in the surrounding area, many of which will have superior locations and property characteristics more desirable to potential tenants.

The proposed development therefore presents an alternative scenario that will achieve an active building frontage and vibrant public realm. The ground floor area at the building frontage will be programmed with various private amenity uses (ex. meeting rooms, gym facilities, etc.) that will provide visible activation from the street and public sidewalk, similar to a commercial or other non-residential use. In addition, the outdoor area along this frontage will connect to the outdoor amenity area to the west of the building, creating a continuous amenity area with enhanced indoor and outdoor visibility and permeability. This outdoor space will be designed with landscaping features such as benches and planters to further encourage outdoor activity and overall aesthetics along Lakeshore Road East. Please refer to the Concept Site Plan Package for a preliminary concept. Further details on the ground floor programming and landscaping will be confirmed through the Site Plan Application process.



FIGURE 12
LAKESHORE CONNECTING COMMUNITIES
TRANSPORTATION MASTER PLAN

958-960 East Avenue, Mississauga,
 Regional Municipality of Peel

LEGEND

- Existing Property Line
- Proposed Property Line



Scale NTS
 April 1, 2020

The proposed development therefore does not preclude the achievement of the Mixed-Use policies of the MOP and adheres to the City’s protocol for an Official Plan Amendment. The existing and planned land use context of the surrounding area adequately meetings the need of future residents. Further, the proposal will not exacerbate competition for non-residential space in the broader area and rather will contribute to supportive densities to sustain the viability of the existing and planned non-residential uses. The proposal will achieve a desirable active frontage on Lakeshore Road East while allowing for Peel Housing Corporation to optimize the use of their land for affordable rental housing, which is also a critical component for viable, inclusive and complete communities.

It should also be addressed that as shown on *Figure 9*, the subject lands are located within an area designated as Green System. The extent of this designation does not accurately reflect the land use history and context of the subject lands, the residential use having pre-dated the Official Plan. The proposed development does not conflict with the intent and policies outlined in Section 6 of the Official Plan regarding the Green System. For example, the preservation of mature trees and future new trees will contribute to the City’s urban forest, which forms part of the Green System. The proposed Official Plan Amendment includes a Schedule Amendment to accurately represent the limits of the Green System in this location.

4.5 LAKEVIEW LOCAL AREA PLAN (2018)

The Lakeview Local Area Plan (LLAP) provided context specific land use and urban design direction for the Lakeview Neighbourhood. The subject lands are located within the “Core” area of the “Lakeshore Road Corridor” as shown on *Figure 13 – Lakeview Local Area Plan Map 1*.

Section 6.2 of the LLAP provides the following policy direction for growth within the Lakeshore Road Corridor:

“6.2.1 Intensification will occur through infilling or redevelopment.

6.2.2 Intensification will be sensitive to the existing and planned context of the corridor and adjacent residential uses.

6.2.3 Intensification will address matters such as:

- a. contribution to a complete community;*
- b. contribution to the mainstreet character”*

The Lakeshore Corridor is acknowledged in the LLAP as an appropriate location to direct intensification within the Lakeview Neighbourhood. The proposed development in therefore well located for this purpose and represents the redevelopment of an existing underutilized site.

As discussed previously in this report, the height, massing and overall design of the proposed development is compatible with the existing and planned context of the Lakeshore Corridor and adjacent residential areas. The proposed building will maintain a significant separation distance to the stable neighbourhood to the west and provides a stepped transition of permitted heights from the 8 storeys planned for the Lakeview Waterfront Major Node to the east of East Avenue.



GSAI
Glen Schnarr & Associates Inc.

The design of the proposed building including building façade treatments, height, massing, ground floor programming and landscaping will all contribute to a desirable mainstreet character along Lakeshore Road East. The proposal also contributes to the creation of a complete community by optimizing the number of much needed affordable rental units on the site.

Section 8 of the LLAP provides direction for achieving a complete community in the Lakeview Neighbourhood. Particularly relevant to the proposed development are the following policies related to Housing and Distinct Identity:

“8.1 Housing

8.1.1 Preservation of existing affordable housing will be a priority. Where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on site or within the community.

8.1.2 The Lakeshore Corridor is encouraged to develop using a range of housing choices in terms of type, tenure and price.

8.1.3 Mississauga will encourage the provision of affordable housing, including rental housing and seniors’ housing within the Lakeshore Corridor.

8.4 Distinct Identity and the Waterfront

8.4.1 Development within the Lakeshore Corridor will be encouraged to create a unique identity by providing distinctive architecture, high quality public art, streetscape, and cultural heritage resources and cultural infrastructure.

8.4.2 The distinct identity of the existing Neighbourhoods will be maintained by preserving the scale and character of the built environment.”

The proposed development will maximize the provision of rental units affordable to a range of income levels. As such the proposal aligns with the housing policies of Section 8.1 of the LLAP. The occupants of the existing 36 units have been relocated to appropriate housing within the community and the site will be redeveloped to expand and diversify the availability of rental housing in the Lakeview neighbourhood.

The proposed architectural and conceptual landscape design along Lakeshore Road East will contribute to a distinct identity for the Lakeshore Corridor. Examples of this are illustrated in the Concept Site Plan and include high-quality design elements including an interesting building façade, building entrances and landscape features and treatments that will contribute to a high-quality public realm. Further detail on specific landscaping and building design will be addressed through Site Plan Approval.

The proposed development therefore aligns with the policies of Section 8 of the LLAP as it shall contribute to the provision of a range of housing tenure and affordability options and support the achievement of a distinct identity for the Lakeshore Corridor.

Section 9 of the LLAP provides direction for achieving a Multi-Modal Network in the Lakeview Neighbourhood. The following applicable policies address the Lakeshore Corridor and transportation demand management:

- “9.1.1 Lakeshore Road East will be planned to accommodate, to the extent possible, all modes of transportation, including pedestrian facilities, cycling facilities, and higher order transit facilities.*
- 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.”*

The proposed development aligns with the above policies of the LLAP. The proposal respects the future Lakeshore Road widening and will not conflict with the vision of the Lakeshore Connecting Communities Transportation Master Plan which proposes cycling infrastructure, a bus rapid transit route, and a transit stop at the corner of East Avenue and Lakeshore Road East. In addition, the project seeks to implement short-term and long-term bicycle parking, reduce parking standards and pedestrian walkways which will encourage the use of and will integrate with existing and planned pedestrian, cycling and transit facilities.

A surface parking area is proposed to the west of the proposed building and will be well screened from adjacent residences to the west by existing trees. The surface parking will also be setback considerably from the ultimate alignment of Lakeshore Road East and may be further screened by existing and or future landscaping along the right of way.

Section 9 also provides policy guidance on the road network. The LLAP identifies the potential Byngmount Avenue extension as a “future multi-modal connection”. The following are applicable policies related to the road system in Lakeview:

- “9.2.2 Improvements to the road network and active transportation routes that provide connectivity through Lakeview may be identified through a future Transportation Master Plan for the Lakeshore Road Corridor or through the development application process. Future multi-modal connections may accommodate, where feasible, pedestrian and cycling routes, and/or vehicular routes. Improved connections to the network may be considered at some locations, including but are not limited to the following:*
 - a. Byngmount Avenue, east to Rangeview Road;*

9.2.3 *When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that will be accommodated on the road.*

9.2.5 *Development applications will be accompanied by transportation and traffic studies. Studies will address, among other things, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:*

- *reduced parking standards;*
- *transportation demand management;*
- *transit oriented development;*
- *pedestrian/cycling connections; and*
- *access management plan”*

The proposed development does not contemplate a public road extension of Byngmount Avenue. As per Policy 9.2.2, a multi-modal connection can be accommodated in different ways, where feasible, including through pedestrian routes, cycling routes and/or a vehicle route. This description therefore does not necessitate a vehicle route. The proposed development maintains the function of the multi-modal connection as it maintains the existing pedestrian connection from Montbeck Crescent. The above policies also call for transportation studies that consider the local context and existing and predicted traffic conditions in order to determine the appropriateness of potential road connections. As discussed previously, the Traffic Impact Study prepared in support of the proposed development has concluded that the Byngmount Avenue extension is not required to ensure acceptable existing and future traffic conditions in the area or to accommodate the proposed development. As such, the proposed private access aligns with the intent of the LLAP.

The LLAP provides policy direction on urban form and land use within Section 10 and Section 12, respectively, including specific policies for development within the Lakeshore Corridor. The Lakeshore Corridor is intended to be pedestrian oriented, compatible with adjacent neighbourhoods, minimize access points onto Lakeshore Road, preserve light and sky views and achieve an attractive public realm. The following policies are applicable to the proposed development:

“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.*

10.3.5 *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.*

- 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:*
- 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.*
- 10.2.8 *Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.*
- 10.2.10 *The Intensification Areas policies of the Plan will apply to development within the Core area.*
- 12.3.1 *Notwithstanding the Mixed Use policies of the Plan, the following policies apply to the Lakeshore Corridor Precinct – Core area:*
- b. commercial uses will be required at grade.”*

The proposed development aligns with the above policies of the LLAP. Parking is proposed both underground and on a surface parking lot to the west of the proposed building. The surface parking lot is well setback from the existing and planned limits of Lakeshore Road East and will be screened by existing and future landscaping from the neighbourhood to the west and Lakeshore Road East.

As shown on *Figure I4 – Lakeview Local Area Plan Map 3* a general height range of 2 to 4 storeys along the length of the Lakeshore Corridor is permitted with some exemptions where heights are can exceed 4 storeys on specific sites. These exceptions include specific sites and the Lakeview Waterfront Major Node. The subject lands are located within the general corridor area and as such are permitted 2 to 4 storeys. As demonstrated previously in this report, the subject lands are an

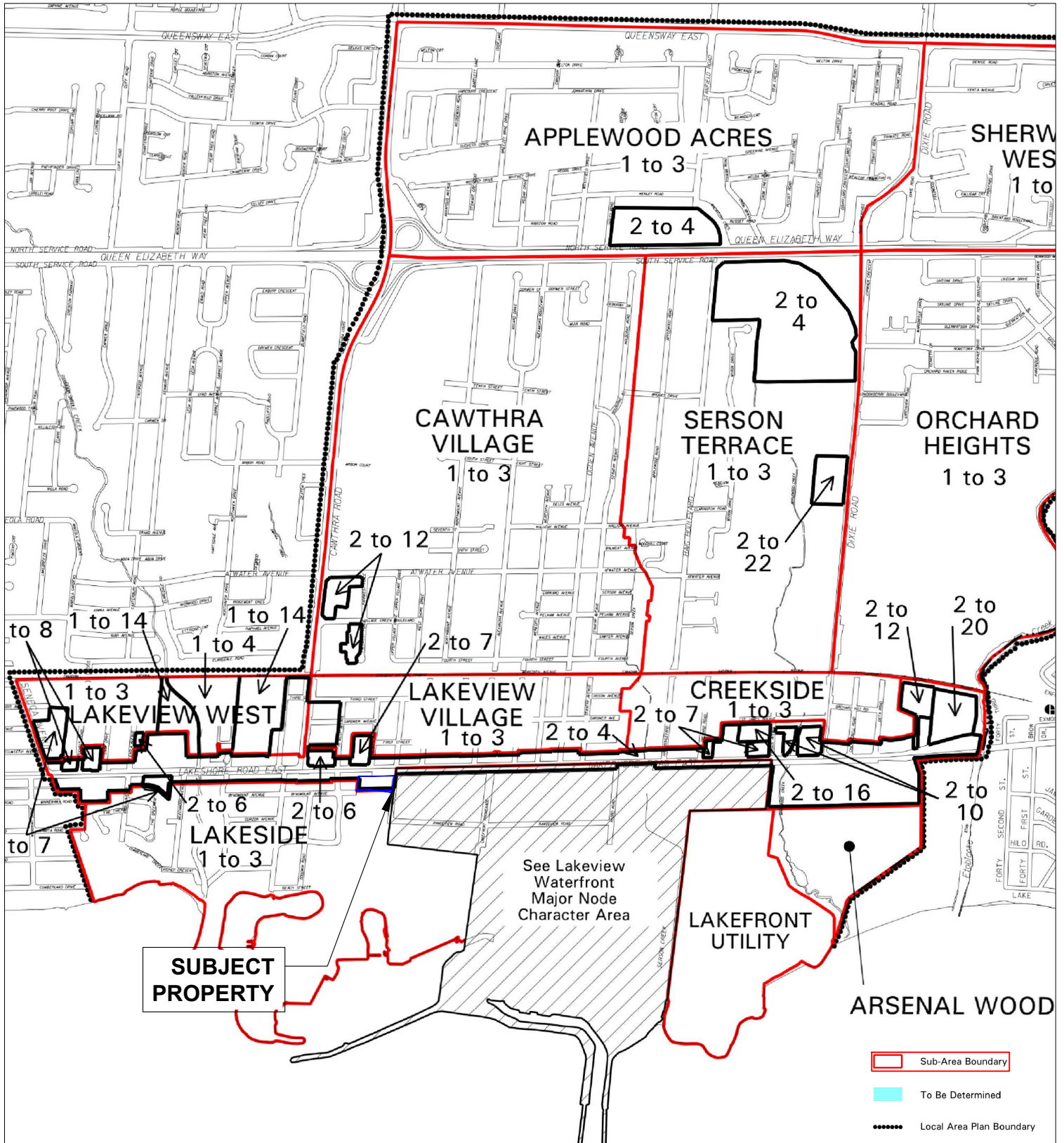


FIGURE 14
LAKEVIEW LOCAL AREA PLAN - MAP 3
958-960 East Avenue, Mississauga,
Regional Municipality of Peel

LEGEND

- Existing Property Line
- Proposed Property Line



Scale NTS
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appropriate location to permit an increase in height to a maximum of 7 storeys. The proposed height will support the optimal use of the subject lands for rental housing and to contribute to the efficient use of existing and planned infrastructure. The proposed 7-storey building achieves an appropriate transition in height from the 8-storey permission in the Lakeshore Waterfront Major Node to the east and the low-density residential neighbourhood to the west. The significant separation distance from this neighbourhood as well as existing landscaping further contribute to this transition and visual screening. As noted in the enclosed Pedestrian Level Wind Assessment and Shadow Impact Analysis, the proposed development poses no negative impacts to the adjacent land uses.

As described previously, the subject lands are not an ideal location to implement ground floor commercial uses as required by the above policies. However, the proposed site layout, building design and use will still contribute to the above policy objectives which seek to achieve a main street feel of the Lakeshore Corridor, a high-quality public realm, opportunity for placemaking and pedestrian activity.

This will be achieved by locating all indoor amenity spaces to the portion of the building fronting Lakeshore Road East as well as associated outdoor amenity and landscape features that will animate the frontage of the building and connect to the planned Lakeshore Road East infrastructure improvements. Landscape features along the building frontage may include planters, benches, bicycle parking, lighting and potential public art feature. Two distinct building entrances are located at the Lakeshore Road East frontage to improve pedestrian mobility through and around the building, add visual interest and encourage activity. The proposed building applies high quality design standards including attractive building materials and colours, façade articulation, stepping and distinction for the main building entrance at the corner of East Avenue and Lakeshore Road East.

4.6 LAKEVIEW BUILT FORM STANDARDS (September 2015)

The Lakeview Built Form Standards builds upon the Lakeview Local Area Plan and provides detailed design standards for development within the Lakeview Neighbourhood. The Lakeview Built Form Standards identifies the subject lands as within “The Core” section of the Lakeshore Corridor Precinct. Section 2 and Section 3 of the Lakeview Built Form Standards contain development standards applicable to the subject lands regarding apartments and the Lakeshore Corridor Precinct, respectively. The following discussion outlines applicable standards and considers how the proposed development achieves their intent.

Section 3.1 outlines the principles for built form in the Lakeshore Corridor Precinct:

“3.1 The principles of built form along Lakeshore Road East will include:

- i. A pedestrian oriented environment;*
- ii. Closely spaced buildings fronting onto Lakeshore Road East;*
- iii. Minimize access points;*
- iv. No parking between the building and the street;*
- v. Design that enhances a mainstreet retail environment; and*

The Core, which is described as the area from Seneca Avenue to Hydro Road. Retail will be required at grade fronting onto Lakeshore Road East. Buildings should be set back 0.6 m to 3.0 m.”

The proposed development achieves, to the best of its ability, an urban street edge to contribute to a mainstreet environment along Lakeshore Road East. The subject lands are heavily encumbered by a number of easements including along the Lakeshore Road East frontage, which prevents the proposal from achieving the desired 0.6m to 3m setback along this roadway. However, the proposed development achieves a pedestrian oriented environment by providing pedestrian walkways and building entrances that ensure convenient access throughout the site and to existing and future public sidewalks. In addition, the ground floor is proposed to contain active non-residential uses facing Lakeshore Road East with complementary design elements to animate the street.

A large portion of the subject lands west of the proposed building is encumbered by a number of easements which prohibits closer spacing with the adjacent building to the west. Surface parking is proposed over this area but is not proposed between the building and the street. No new access points are proposed on Lakeshore Road East.

The following provides applicable standards on built form for apartments, streetscape, the public realm and development within the Lakeshore Corridor Precinct:

“Apartments

2.2.5.1 *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.*

2.2.5.4 *Transition to Lower Forms - Taller buildings should be sited and organized in a way that provides desirable transition to adjacent lower form buildings and open space to ensure appropriate spatial separation between buildings. Where a significant difference in scale exists between building heights, developments will be required to deploy transition strategies through massing and built-form to achieve a harmonious relationship between proposed and existing development, and/or adjacent open space.*

Lakeshore Corridor Precinct

3.2 *Building Heights*

The following criteria will apply to development in the Lakeshore Corridor Precinct:

- a. *The minimum building height along Lakeshore Road East highlighted in blue will be 2 storeys and the maximum building height permitted is 4*

storeys, however some sites will be permitted to have building heights of more than 4 storeys as shown on Schedule 2 of the Area Plan;

- b. Development along Lakeshore Road East will be close to the street and have a minimum setback of 0.6 m and a maximum setback of 3.0 m from the property line. The appropriate setback will be determined through an analysis of the public realm and streetscape treatments. Additional setbacks may be required to ensure an appropriate pedestrian realm can be accommodated due to the location of the utilities and right-of-way widths;*
- c. Buildings fronting onto Lakeshore Road East should have a minimum of 90% of the building wall within 0.6 m to 3.0 m from the front property line;*
- d. Building entrances will be located along Lakeshore Road East;*
- e. Canopies, overhangs and signage will be designed so that they are located within the private property limits;*
- f. Where residential buildings are permitted a minimum setback of 7.5 m from Lakeshore Road East will be required to ensure appropriate transition to Lakeshore Road East; and*
- g. Buildings will transition down to stable residential areas.*

3.3 Transition to Lower Built Form and Open Space

To ensure that residential properties have adequate light, view and privacy, a 45 degree angular plane will be required.

3.5 Pedestrian Realm/Streetscape

Building setbacks along Lakeshore Road East are to provide a consistent street edge. Where buildings are discontinuous along the street, the street edge should be defined through landscape elements...

- a. Building setback along Lakeshore Road East will be a minimum of 0.6 m to 3.0 m. The exact building setback will be determined through streetscape analysis to ensure that the boulevard width is a minimum of 5.6 m from the street curb to the face of the building to ensure a consistent and viable pedestrian sidewalk and the potential for a tree zone and street furniture. Depending on the location of the utilities, the boulevard width may need to be increased;*
- b. New buildings should form a continuous street wall. There should be minimal breaks in the streets frontages to encourage a pedestrian friendly environment. 90% of the frontage should be occupied by the building façade; and*
- c. Street trees, street furniture, such as benches, banners, waste receptacles, bike racks and public art will be required within the boulevard.*

3.10 Place Making

Place Making Place making is the process that fosters the creation of vibrant public destinations; the kind of places where people feel a strong stake in their

communities and a commitment to making things better. Place making capitalizes on a local community's assets, inspiration, and potential, ultimately creating good public spaces that promote people's health, happiness, and well being. Lakeshore Road East has a number of opportune locations where place making can occur. New developments should encourage the integration and development of squares and open space on private lands in prominent areas to ensure interaction with pedestrians, vistas and the surrounding environment."

According to the policies of Section 2.2, the proposed building is not considered a high-rise building. The proposed building is 7 storeys and approximately 22m in height and as such it remains well below the identified criteria of 14 storeys and 44.8m. It is acknowledged that the proposed height of 7-storeys is not in compliance with the Lakeview Built Form Guideline which permits a maximum of 4 storeys, though does acknowledge increased heights are appropriate for some sites. It has been demonstrated throughout this Report that the subject lands are an appropriate and desirable location to accommodate intensification and the proposed building can be designed to be compatible with the existing and planned local context, as such the proposed 7-storey building is appropriate.

As previously discussed, the existing easements along the north property limit prevents the proposed building from achieving the desired setback between 0.6m and 3m. The proposed building is located to meet the setback requirements noted in Policy 3.2 to the best of its ability. The proposed building will occupy approximately 54% of the frontage along Lakeshore Road East and maximizes the building's street wall in consideration of the easements on the west portion of the subject lands. All building elements are contained within the private property limits.

In accordance with the Lakeshore Connecting Communities Transportation Master Plan, the proposed development will accommodate planned boulevard plantings and other planned landscape elements. Within the boundary of the subject lands, features such as benches, waste receptacles, bike parking, planters and lighting are proposed. The southwest corner of Lakeshore Road East and East Avenue is identified in the Built Form Standards as a desirable location to promote place making. The proposed landscape elements, building design and ground floor non-residential uses will all contribute to placemaking at this location by encouraging pedestrian scale activity and social interaction, visual distinction and interest, and sense of place. Further opportunity exists through the Site Plan Approval process to confirm desirable features for this prominent corner including opportunities for public art.

In accordance with Policies 3.2 and 3.3, the proposed development achieves an appropriate transition to lower built forms present to the west of the subject lands in the adjacent residential neighbourhood. The proposed building provides a significant separation distance from the adjacent neighbourhood, provides stepping in height and will preserve existing mature trees along the west property boundary. These measures collectively achieve an appropriate transition in built form as well as ensures adequate light, views and privacy for neighbouring residential properties.

The proposed development therefore appropriately considers and implements the guidance of the Lakeview Built Form Guidelines.

5.0 PROPOSED AMENDMENT TO THE CITY OF MISSISSAUGA OFFICIAL PLAN (Office Consolidation, November 22, 2019)

The subject lands are currently designated Mixed Use by the MOP. The portion of land to be obtained from the Region of Peel is designated Residential Low Density II. As per Policy 11.2.6.3 of the MOP regarding the Mixed Use land use designation, an Official Plan Amendment is required for developments that now consist primarily of residential uses, with non-residential uses at grade. An amendment is also required to permit the proposed building height of 7-storeys.

As directed by City staff, the proposed Official Plan Amendment will redesignate the subject lands from Mixed Use to Residential High Density and amends the Lakeview Local Area Plan of the MOP to permit a height of 4 to 7 storeys. The Official Plan Amendment further incorporates the lands owned by the Region to the south of the subject lands. This area includes the portion of land to be purchased by Peel Housing Corporation at the southeast corner of the site as well as other lands subject to future decisions regarding the extension of Byngmount Avenue. As such, MOP Schedule 10 Land Use Designations and Map 3 of the Lakeview Local Area Plan are amended.

The Official Plan Amendment also amends the MOP Schedule 1 – Urban System, Schedule 1a – Urban System – Green System and Schedule 4 – Parks and Open Spaces to accurately represent the existing permit use of the subject lands. For example, the Schedule 4 – Parks and Open Spaces currently illustrates the subject lands as Educational Facilities, where the residential use of the site pre-dates the MOP.

The proposed Official Plan Amendment supports an appropriate level of intensification and contributes to the creation of a complete community as such it is consistent with and does not conflict with the PPS, Growth Plan, ROP or MOP.

A Draft Official Plan Amendment is attached herein as *Appendix I*.

6.0 PROPOSED AMENDMENT TO CITY OF MISSISSAUGA ZONING BY-LAW 0225-2007

As shown on *Figure 15 – City of Mississauga Zoning By-law*, the subject lands are zoned “RM8-14” which permits back to back stacked townhouses and stacked townhouses. An apartment building not permitted. The small portion of the lands to be obtained from the Region of Peel are zoned “R3-75”.

The existing zoning is inconsistent with the current vision and goals for the Lakeshore Road East Corridor outlined in the MOP and the LLAP. Further, the existing zoning is not consistent with the PPS and does not conform to the Growth Plan and ROP goals and objectives of maximizing appropriate intensification in the built-up area, maximizing the use of infrastructure, and providing development that is as transit supportive as possible.

To facilitate the proposed development, a Zoning By-law Amendment is proposed to rezone the subject lands to “Residential Apartment RA2 – Special Exception Zone”. Relief from the parent RA2 zone is required to accommodate the characteristics of the development proposal, including but not limited to front and side yard setbacks, parking spaces, landscape buffers and setback to an underground parking structure.

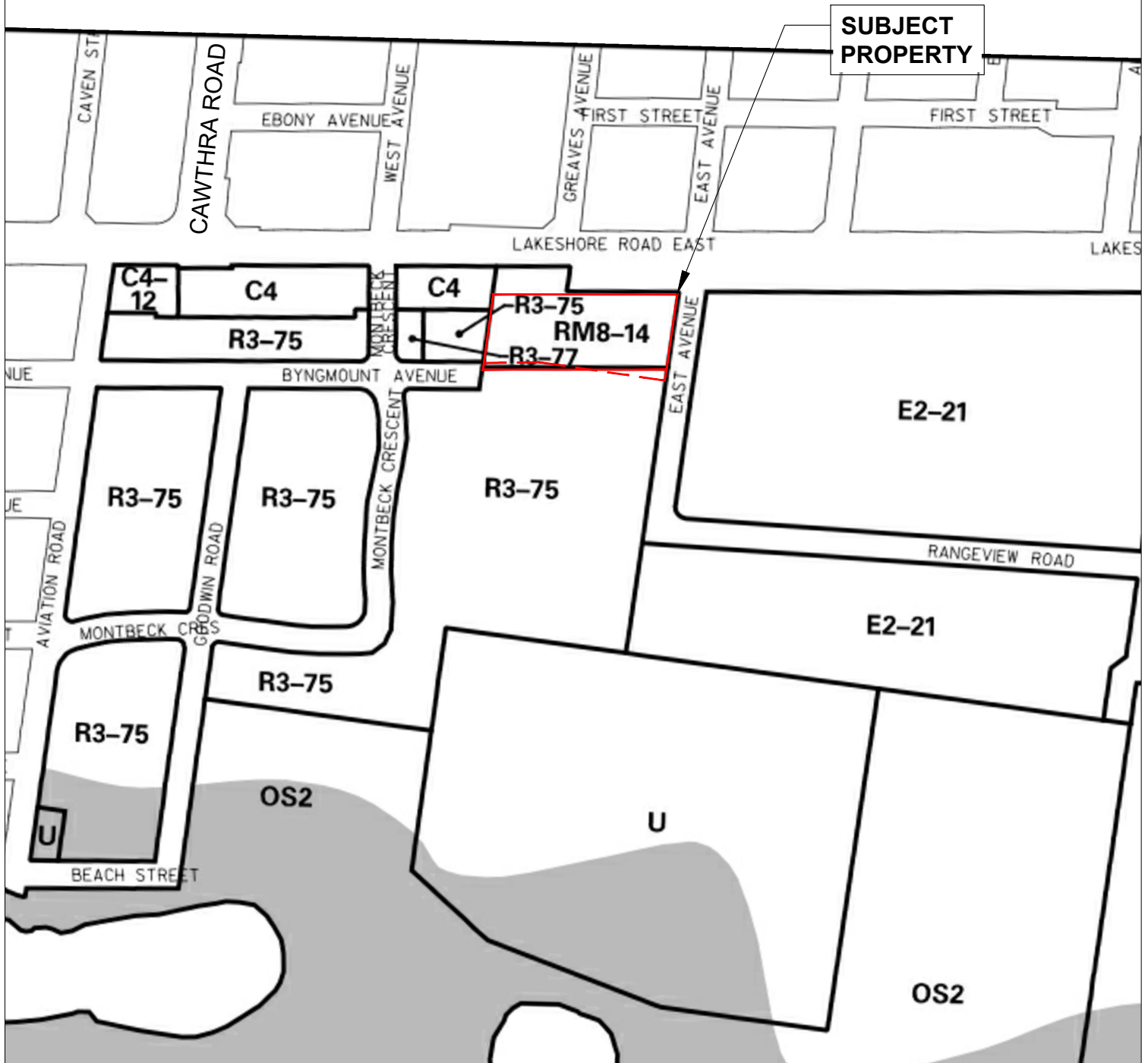


FIGURE 15
CITY OF MISSISSAUGA ZONING BY-LAW
SCHEDULE 'B' NO. 0225-2007
958-960 East Avenue, Mississauga,
Regional Municipality of Peel

LEGEND

- Existing Property Line
- Proposed Property Line



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As per coordination with City staff, a reduced setback from underground parking structure to a lot line was confirmed to be acceptable subject to confirmation on shoring and tie-back requirements as well as widened building setbacks south and east property lines to 3.0 m and 4.0m, respectively. A preliminary professional opinion on standard shoring system methods prepared by PHC's engineering consultant (WSP) confirmed that no tie-back requirements would be required for the proposed one level of underground parking. Amendments to the building setbacks as described above will be accommodated through the following resubmission.

The Zoning By-law Amendment also incorporates the lands owned by the Region to the south of the subject lands. This area includes the portion of land to be purchased by Peel Housing Corporation at the southeast corner of the site as well as other lands subject to future decisions regarding the extension of Byngmount Avenue.

The proposed RA2 – Special Exception Zone optimizes the use of the property for the provision of affordable and rental housing without necessitating any changes to the massing, height or overall size of the proposed building. It is our opinion that the requested Zoning By-law Amendment is consistent with and does not conflict with the PPS, Growth Plan, ROP or MOP.

The proposed Zoning By-law Amendment is provided in *Appendix II* of this report.

7.0 TECHNICAL REPORTS

In support of the proposed development, a number of technical reports and plans were prepared in order to ensure compatibility with the existing neighbourhood was achieved and that appropriate infrastructure services, including water, wastewater and transportation services are available. These reports are summarized below.

7.1 Phase I & Phase II Environmental Site Assessment, dated October 2018 and December 2018, respectively

In support of the proposed development, a Phase I and Phase II Environmental Site Assessment was prepared by WSP to determine any possible sources of contamination on the subject lands.

The findings of the Phase I ESA determined that potentially contaminating activities were found on portions of the site. The Phase II Environmental Site Assessment confirmed that all groundwater samples collected met MECP standards. A soil sample from one borehole located within the surface parking area indicate impacted soils with elevated EC and/or SAR that do not exceed provincial regulation but are recommended to be further assessed to inform the approach for remediation.

7.2 Functional Servicing and Stormwater Management Report, dated March 18, 2020

In support of the proposed development, a Functional Servicing and Stormwater Management Report was prepared by Fabian Papa & Partners. The Report provides a discussion on the provision of municipal services and strategy of stormwater management for the proposed development.

The Report concluded that the proposed development can be adequately accommodated by existing municipal water, fire and sanitary infrastructure. The proposed internal storm sewer network, on-site storage, and the controlled discharge release rate satisfy the City's stormwater management objectives. As such the proposed development is feasible from a servicing and stormwater management perspective.

7.3 Transportation Study, dated March 2020

In support of the proposed development, a comprehensive Transportation Study was prepared by Trans-Plan Transportation Inc. The Study included a Traffic Impact Study, Parking Study, Site Plan Review and Transportation Demand Management Plan.

The capacity analysis found acceptable traffic conditions. Overall, all movements and intersections are operating, and are expected to continue to operate, at good to acceptable level of service. The proposed development is expected to cause negligible impact to the surrounding roadways.

A capacity and trip distribution analysis were also completed specifically considering the Byngmount Avenue extension. The analysis concluded that the Byngmount Avenue extension is not necessary to support the proposed development, with the one driveway connection on East Avenue expected to be sufficient for the site traffic.

7.4 Noise Impact Study, dated April 9, 2020

In support of the proposed development, a Noise Impact Study was completed by Swallow Acoustic Consultants Ltd. to assess the noise impact to the proposed mixed-use development from surrounding noise sources and to provide noise control recommendations to meet the requirements of the Ontario Ministry of the Environment, Conservation and Parks (MECP). The study identified road traffic on Lakeshore Road East as the most significant noise source impacting the proposed development. It was concluded that noise impacts from this source are expected to meet MECP criteria provided that the recommended noise mitigation measures are implemented such as noise warning clauses.

Please refer to the Noise Impact Study for the detailed analysis.

7.5 Pedestrian Level Wind Assessment, dated February 2020

In support of the proposed development, a Qualitative Pedestrian Wind Assessment was completed by Gradient Wind Engineering Inc. The assessment concluded that wind comfort levels are expected to be suitable at most grade-level pedestrian sensitive locations without mitigation measures. These areas include sidewalks, patios, parking spaces and building access points among others. For the proposed outdoor amenity area along the west side of the building, mitigation is recommended to ensure calm conditions suitable for sitting or more sedentary activities.

Please refer to the Qualitative Pedestrian Wind Assessment for the detailed analysis.

7.6 Environmental Impact Study, dated December 10, 2019

An Environmental Impact Study was prepared by WSP Canada Inc. to document existing conditions, identify any Special at Risk, identify potential impacts associated with the construction and to recommend mitigation measures. The study concluded that the proposed development will not result in significant negative environmental impacts. Standard mitigation measures are recommended to manage potential impacts to vegetation and wildlife during construction.

7.7 Arborist Report & Tree Preservation Plan, dated December 11, 2019

An Arborist Report and Tree Preservation Plan was prepared by WSP Canada Inc in support of the proposed development. The proposed development seeks to retain as many trees as possible on the site. Of the 80 individually assessed trees on the subject lands, a total of 37 trees are to be removed to accommodate the proposed development. Of the trees to be preserved, 42 trees are not considered to have potential for impact from the proposed development and as such only require general preservation methods outlined in the Report, including tree protection fencing. The remaining one tree to be preserved will require more specific preservation measures to protect from impacts from the removal of adjacent trees.

Please refer to the Arborist Report and Tree Preservation Plan for further detail.

7.8 Shadow Impact Analysis, dated March 27, 2020

A Shadow Impact Analysis was prepared in the support of the proposed development to assess impacts from the proposed development on adjacent properties. In summary, it concludes that the proposed development meets most of the criteria in place by the City of Mississauga's Standards for Shadow Studies. Please see the enclosed written analysis and shadow drawings prepared by RAW Design.

8.0 CONCLUSION

As outlined above, the proposed development is consistent with the PPS and conform to the GP, ROP and MOP. It represents appropriate intensification of an underutilized property that is located immediately adjacent to planned higher order transit for affordable rental housing.


It is our opinion that the proposed Official Plan and Zoning By-law Amendment are justified and represent good planning for the following reasons:

1. The proposal is consistent with, conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan, the Region of Peel Official Plan and Mississauga Official Plan;
2. The proposed development makes efficient use of existing and planned infrastructure including water, wastewater, stormwater, transit and other community services and optimizes the use of publicly owned land in delivering affordable and rental housing options;


3. The proposed development contributes to the intensification and housing objectives of the Region of Peel and City of Mississauga by proposing increased density and optimized availability of rental and affordable housing options on the subject lands. The proposed development will contribute to the variety of housing options in the Lakeview neighbourhood.
4. The proposed development is compatible with the local area context and achieves an appropriate transition in built form to the surrounding areas by providing a significant separation distance to the residential neighbourhood to the west and southwest, preservation of existing trees along the west side of the property and a step down in height from the permitted 8-storey height immediately to the east within the Lakeview Major Node Character Area;
5. The proximity of the proposed development to existing and planned community amenities such as parks, schools, employment, shopping, and transit contributes to the reduction in reliance on automobile use and encourages the use of active transportation and transit. Further, the proposed development achieves a transit supportive density along planned higher order transit on Lakeshore Road East;
6. The proximity of the proposed development to existing and planned community amenities such as parks, schools, employment, shopping, and transit in addition to the provision of new affordable and rental housing options will contribute to the creation of a complete community; and,
7. The proposed development will maintain the intent of achieving an active street frontage along Lakeshore Road East through high quality and distinct architectural design, landscape design and provision of non-residential uses on the ground floor facing Lakeshore Road East.
8. The proposed driveway access from East Avenue is appropriate from a planning and transportation perspective and as such, the extension of Byngmount Avenue for vehicular access is not required.

Respectfully submitted,

GLEN SCHNARR & ASSOCIATES INC.



Glen Broll, M.C.I.P., R.P.P.
Partner



Arleigh Hack, M.C.I.P., R.P.P.
Planner

Appendix I
Draft Official Plan Amendment

Amendment No. #

to

Mississauga Official Plan

By-law No. _____

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

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

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

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

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

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Lakeview Local Area Plan;

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

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

ENACTED and PASSED this _____ day of _____, 2020.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. #
to
Mississauga Official Plan

The following text and Maps "A", "B", "C", "D", and "E" attached constitute Amendment No. #.

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

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

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

PURPOSE

The purpose of this Amendment is to permit a 7-storey rental apartment building with non-residential floor space located on the ground floor and to change the land use designation of the subject lands from Mixed Use and Residential Low Density II to Residential High Density.

This Amendment also amends the designated maximum building height from 4 to 7 storeys.

LOCATION

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

BASIS

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

The subject lands are designated Mixed Use and Residential Low Density II which permits a mix of uses including commercial, institutional, office, residential uses with non-residential uses required at grade along Lakeshore Road East.

An Official Plan Amendment is required to permit residential uses on the ground floor of the proposed building and to increase the maximum building height permitted from 4 storeys to 7 storeys.

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

1. The proposal meets the intent, goals and objectives of the Mississauga Official Plan.
2. The site is well served by a variety of existing and planned public transportation and active transportation options, community services, public open spaces, retail, commercial, employment and institutional uses.
3. The proposal supports the affordable housing objectives of the City of Mississauga and will optimize the provision of affordable rental housing options on the site.
4. The lands are suitable for the proposed uses and height as they are located in an ideal location for intensification as per the Mississauga Official Plan within a Corridor and in walking distance to planned higher order transit.
5. An appropriate transition in built form that respects the existing and planned surrounding context will be achieved. The significant separation distance and existing and proposed landscaping will provide an appropriate transition and separation to the existing residential area to the west and south west. The proposed massing and height will be compatible with the planned vision for the Lakeshore Road East Corridor and Lakeview Waterfront Major Node to the east.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

Schedule/Map Amendments

1. Schedule 1, Urban System, of the Mississauga Official Plan is hereby amended by removing the Green System designation from the subject lands, as shown on Map “A” of this Amendment.
2. Schedule 1a, Urban System – Green System, of the Mississauga Official Plan is hereby amended by removing the Green System designation from the subject lands, as shown on Map “B” of this Amendment.
3. Schedule 4, Parks and Open Space, of the Mississauga Official Plan is hereby amended by removing the Educational Facilities designation from the subject lands, as shown on Map “C” of this Amendment.
4. Schedule 10, Land Use Designations, of the Mississauga Official Plan, is hereby amended by changing the land use designation for the site from Mixed Use and Residential Low Density II to Residential High Density, as shown on Map “D” of this Amendment.
5. Map 3, Lakeview Local Area Plan Height Limits, of the Mississauga Official Plan Lakeview Local Area Plan is hereby amended by adding a site-specific height permission of 4 to 7 storeys for the subject lands, as shown on Map “E” of this Amendment.

IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan November 22, 2019.

INTERPRETATION

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


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

(File XXX)






Maps

MAP 'A' - PART OF Schedule 1 Urban System




Green System

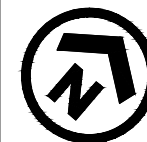
 Green System

City Structure

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

Corridors

-  Corridor
-  Intensification Corridor
-  **SUBJECT PROPERTY**



SCALE 1:3000
APRIL 21, 2020

EXISTING LAND USE DESIGNATIONS

PROPOSED LAND USE DESIGNATIONS

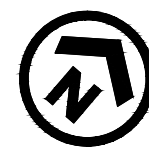
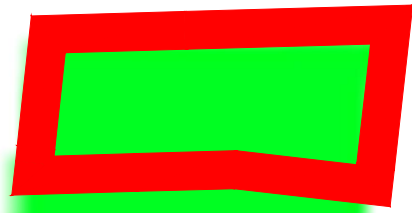
MAP 'B' - PART OF
Schedule 1a
Urban System -
Green System



SUBJECT PROPERTY

LAKESHORE
ROAD EAST

LAKESHORE
ROAD EAST



SCALE 1:3000
APRIL 21, 2020

EXISTING LAND USE DESIGNATIONS

PROPOSED LAND USE DESIGNATIONS








MISSISSAUGA

MAP 'C' - PART OF
Schedule 4
Parks and
Open Spaces

LAKESHORE
ROAD EAST

LAKESHORE
ROAD EAST

-  Public and Private Open Spaces
-  Parkway Belt West
-  Educational Facilities
-  Utilities
-  **SUBJECT PROPERTY**























SCALE 1:3000
APRIL 21, 2020

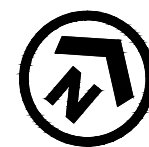
EXISTING LAND USE DESIGNATIONS

PROPOSED LAND USE DESIGNATIONS

MAP 'D' - PART OF Schedule 10 Land Use Designations

LAND USE DESIGNATIONS		SUBJECT PROPERTY
	Residential Low Density I	 Industrial
	Residential Low Density II	 Airport
	Residential Medium Density	 Institutional
	Residential High Density	 Public Open Space
	Mixed Use	 Private Open Space
	Convenience Commercial	 Greenlands
	Motor Vehicle Commercial	 Parkway Belt West
	Office	 Utility
	Business Employment	 Partial Approval Area

BASE MAP INFORMATION	
	Heritage Conservation District
	1996 NEP/2000 NEF Composite Noise Contours
	LBPIA Operating Area Boundary See Aircraft Noise Policies
	Area Exception from LBPIA Operating Area
	Natural Hazards
City Structure	
	Downtown
	Major Node
	Community Node
	Neighbourhood
	Civic Centre (City Hall)
	City Centre Transit Terminal
	GO Rail Transit Station
	Transitway Station
	Public School
	Catholic School
	Hospital
	Community Facilities
	Corporate Centre
	Employment Area
	Special Purpose Area



SCALE 1:3000
APRIL 21, 2020







EXISTING LAND USE DESIGNATIONS

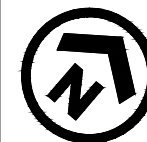


PROPOSED LAND USE DESIGNATIONS

MAP 'E' - PART OF Map 3 Lakeview Local Area Plan Height Limits

Legend

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



SCALE 1:10,000
APRIL 21, 2020

EXISTING LAND USE DESIGNATIONS

PROPOSED LAND USE DESIGNATIONS

APPENDIX I

PUBLIC MEETING

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

APPENDIX II

City Planning and Development Committee Report – Dated XXX

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

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

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

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

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

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes/mapping modifications within the Lakeview Local Area Plan;

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

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

ENACTED and PASSED this _____ day of _____, 2020.

MAYOR

CLERK

Appendix I
Draft Zoning By-law Amendment

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

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the Council may amend a Zoning By-law;

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

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

4.15.3.XX	Exception: RA2-XX	Map # 01	By-law:
In a RA2-XX zone the permitted uses and applicable regulations shall be as specified for a RA2 Zone except that the following uses /regulations shall apply:			
Regulations			
4.15.3.XX.1	Minimum front yard , abutting East Avenue		3.0 m
4.15.3.XX.2	Minimum exterior side yard , abutting Lakeshore Road East		7.5 m
4.15.3.XX.3	Minimum interior side yard , abutting a driveway		1.0 m
4.15.3.XX.4	Resident parking space ratio		0.78 spaces per unit
4.15.3.XX.6	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells to any lot line		1.0m
4.15.3.XX.7	Minimum landscaped area		30 %
4.15.3.XX.8	Minimum depth of a landscape buffer abutting East Avenue		3.0 m
4.15.3.XX.9	Minimum depth of a landscape buffer abutting a driveway		1.0 m
4.15.3.XX.10	Minimum aisle width within a parking structure		6.0m

2. Map Number 01 of Schedule “B” to By-law 0225-2007, as amended, being the City of Mississauga Zoning By-law, is amended by changing thereon from “RM8-14” to “RA2-XX” PROVIDED HOWEVER THAT the “RA2-XX” zoning shall only apply to the lands which are shown on the attached Schedule “A” outlined in the heaviest broken line with the “RA2-XX” zoning indicated thereon.

ENACTED and PASSED this _____ day of _____ 2020.

Mayor

Clerk

APPENDIX “A” TO BY-LAW NO. _____

Explanation of the Purpose and Effect of the By-law

This By-law amends the zoning of the property outlined on the attached Schedule “A” from “RM8-14” to “RA2-XX”.

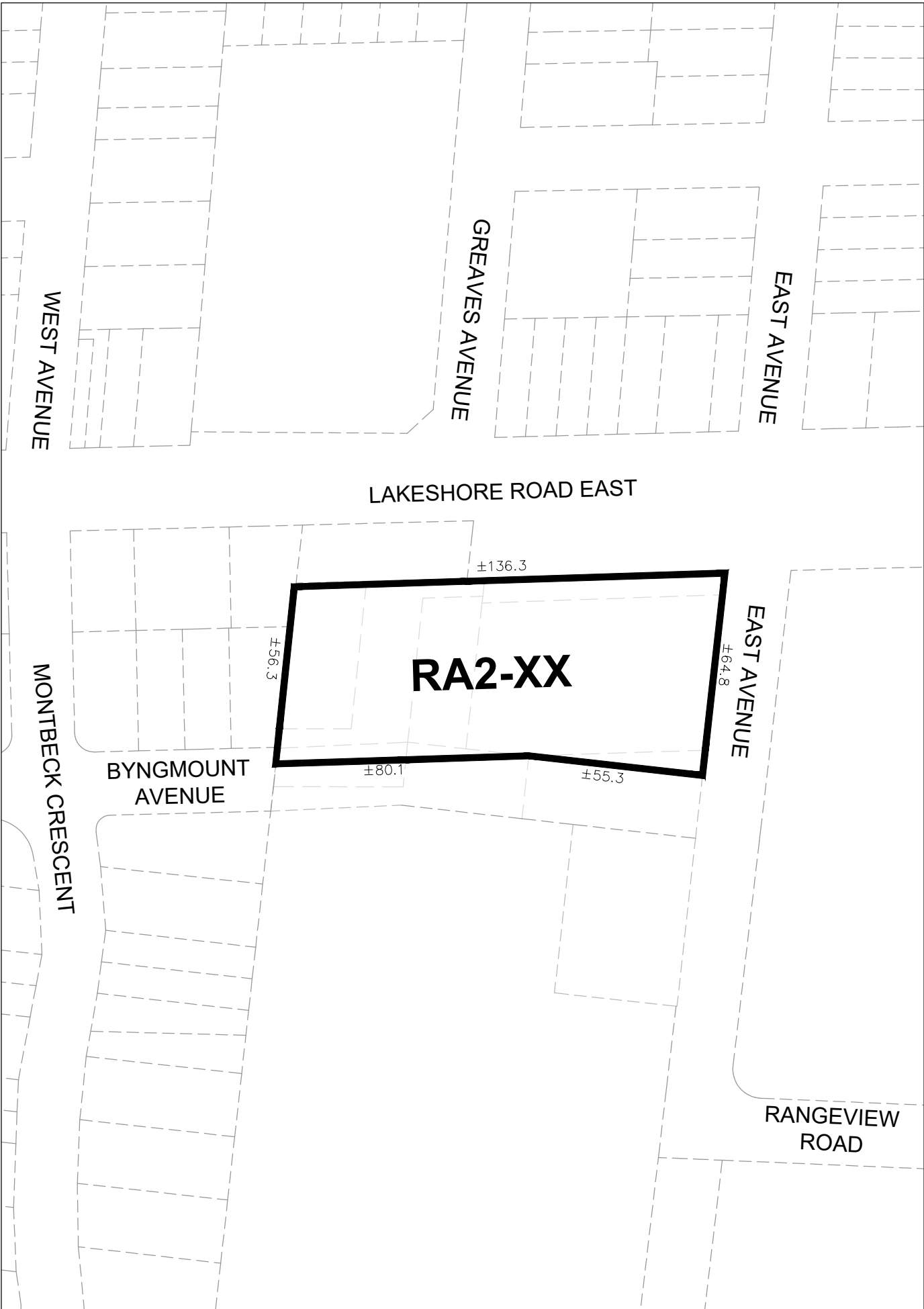
“RM8-14” permits back to back townhouses and stacked townhouses on a lot having a minimum lot frontage of 30 m (98.4 ft) and maximum height of 15.0m (49.2 ft).

“RA2-XX” permits an apartment building on a lot having a minimum lot frontage of 30 m (98.4 ft) and maximum height of 26.0m (85 ft) and 8 storeys.

Location of Lands Affected

South side of Lakeshore Road East, east of East Avenue, as shown on the attached Map designated as Schedule “A”.

Further information regarding this By-law may be obtained from XXXXXX of the City Planning and Building Staff at (905) 615-3200 x XXXX.



PART OF LOTS 9 & 10,
CONCESSION 3, S.D.S.
CITY OF MISSISSAUGA

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