

BOUSFIELDS INC.



# **1345 LAKESHORE ROAD EAST** CITY OF MISSISSAUGA

PREPARED FOR: VANDYK GROUP

# 96 BOUSFIELDS INC.

Job Number - 1823

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Figure 1 - Location Map



This Planning Rationale has been prepared in support of an application by Vandyk Group to amend the City of Mississauga Official Plan and Zoning By-law 0225-2007, in order to permit the redevelopment of the property at 1345 Lakeshore Road East ("the subject site") as shown on **Figure 1**, Location Map.

The subject site is 12,620 square metres in size and is located at the north-west corner of Lakeshore Road East and Dixie Road. The subject site was previously occupied by a car dealership. The requested Official Plan and Zoning By-law Amendments would permit the redevelopment for a mixed-use, predominantly residential development, with limited commercial space at-grade. The proposal, with a density of 2.8 FSI and a total of 397 units, consists of two L-shaped buildings; Building A being an 8-storey (27.8 metres, not including mechanical penthouse) building with 139 residential units and 308 square metres of commercial space at grade, and Building B being a 12-storey (40.6 metres, not including mechanical penthouse) building with 258 residential units, including 6 street-related townhouse units fronting St. James Avenue. A total of 630 parking spaces, 94 spaces being at grade and 533 located below grade, and 313 bicycle parking spaces will be provided as part of the proposed development.

This report concludes that intensification of the subject site would contribute to the achievement of numerous policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the City of Mississauga Official Plan, and the Lakeview Local Area Plan, all of which promote intensification of underutilized sites within built-up areas, particularly in locations that are well serviced by existing municipal infrastructure, such as public transit. The proposal will contribute positively to the Lakeview area, replacing a vacant car dealership on a strategically located site at a gateway to the City of Mississauga and the Lakeview neighbourhood. The proposed development will also introduce new housing options, within walking distance to a GO station and with direct access to bus routes. From an urban design and built form perspective, the proposal will result in improvements to the urban character of the area and the pedestrian realm through the replacement of a vacant two storey building set well back from the street frontages, surrounded by a surface parking, with two buildings of 8 and 12 storeys on transitioning podium heights at the street line that provide for a transition to the lowrise uses to the north and east and the high rise uses to the west.

Based on the foregoing, this Planning Rationale report concludes that the development proposal represents good planning and urban design. Accordingly, it is our opinion that the proposed Official Plan and Zoning By-law Amendments are appropriate and desirable and should be approved.





# 2.1 Subject Site

The subject site is located at 1345 Lakeshore Road East on the northwest corner of Lakeshore Road East and Dixie Road. It is relatively flat and has an area of 1.262 hectares with frontages of approximately 81.6 metres along Lakeshore Road, approximately 125 metres along Dixie Road and approximately 81.3 metres along St. James Avenue.

The subject site is currently occupied by a now vacant car dealership, with a single-storey building set back from both Lakeshore Road East and Dixie Road (see **Figure 2**, Aerial Photo – Immediate). A paved surface parking lot is situated between the existing building and the north, south and east street frontages. Vehicular access to the subject site is currently provided at the southwest corner of the property from Lakeshore Road East and approximately 40 metres north of Lakeshore Road East off Dixie Road. There is currently no access provided to the subject site from St. James Avenue.

A narrow landscape buffer exists along the Lakeshore Road East frontage which contains sod and immature street trees. Wider landscaped buffers with sod and mature street trees exist along St. James Avenue and the northern half of the subject site along Dixie Road, north of the driveway entrance. The west end of the site is lined with a chain link fence with an asphalt driveway between the property line and the building.



Subject site, existing building



Figure 2 - Aerial Photo - Immediate

# 2.2 Surrounding Area LAKEVIEW

The subject site is located within the Lakeview Area, which is situated in southeast Mississauga, bordering the City of Toronto (and Etobicoke Creek) to the east, Lake Ontario to the south, Port Credit to the west, and The Queen Elizabeth Way (QEW) to the north (see Figure 3, Aerial Photo -Context). Lakeview is comprised of a number of low-rise residential areas, with Lakeshore Road East serving as the main spine for the community. Along Lakeshore Road East, there is a mix of uses including medium and high density residential uses including apartment buildings with heights ranging from 4 to 20 storeys, commercial, retail and employment uses, as well as utility uses including the G.E. Booth Wastewater Treatment Plant, the Lakeview Water Treatment Plant, and the former Ontario Power Generation Lakeview Generating Station (OPG Lands), which has been subject to extensive planning and visioning by the City. Towards and along the Lake Ontario shoreline, are a number of large public parks and open spaces, as well as the Lakefront Promenade Marina.

The Lakeview Area is rich in history. In the early 1800s, the Lakeview community consisted of large farms owned by prominent families such as the Cawthra and Shaw families. In 1915, Curtiss Aeroplanes and Motors Ltd. established Canada's first aerodrome, officially known as the Long Branch Aerodrome and Flying School on the OPG Lands. Also, in the 1900s, Lakeview's history grew to have a significant industrial and military presence, specifically as it relates to the property on the south side of Lakeshore Road East at the Dixie Road terminus, south of the subject site. This was the site of the Long Branch Rifle Ranges, used as an active site for militia training and a Cadet program used by the Department of National Defence during World War I. In 1935, the Department of Defence purchased the Long Branch Rifle Ranges site, and Small Arms Limited, a munitions factory, opened in 1940. This property is commonly known today as the Arsenal Lands. The subject site has a direct connection to the Arsenal Lands as it was the location of a female employee dormitory in conjunction with the Small Arms factory. Some early subdivisions within the Lakeview area date back to the time of World War II when wartime housing was built to alleviate the shortage for workers at the munitions factory and for returning veterans. Validating its significance in the Lakeview Area, the Small Arms Inspection Building was saved from being demolished in 2009 by a community group in Lakeview.

While entrenched in history, significant growth and transformation is envisioned and planned for Lakeview. Most notably is the redevelopment of the OPG Lands. These lands are approximately 64 hectares in size. Formerly operating as a coalburning power plant, the plant was closed in 2005 and demolished in 2006. Recently, in March 20, 2018, OPG announced that the lands were sold to Lakeview Community Partners Limited for a sale price of approximately \$275 million, subject to closing adjustments. The conditions of sale include a requirement that 67-acres of waterfront land will be remediated and transferred to the City of Mississauga. The net proceeds from the sale of Lakeview lands will be transferred to Ontario's Trillium Trust to fund transit, transportation and other key infrastructure projects across the province.

As detailed in Section 4.8 of this report, these lands along with lands forming the Lakeview employment area (approximately 35 hectares in size), formed the study area of the Inspiration Lakeview Study that is still ongoing. The study envisions these lands to be transformed into a vibrant mixed-use community with residential, commercial and employment uses, with a range of building heights up to and potentially exceeding 15 storeys, as well as public and private open spaces.



Figure 3 - Aerial Photo - Context



Commercial uses to the immediate east (Dixielake Plaza)



Single detached dwellings along the east side of Dixie Road



Single detached dwellings along the east side of Dixie Road

#### SURROUNDINGS

North of the subject site between St. James Avenue and St. Marys Avenue are low-rise residential uses, predominantly in the form of 1- and 2-storey single detached dwellings. Residential lots are fairly deep with dwellings providing varying front yard setbacks. On the north side of St. James Avenue, directly across the street from the subject site, are single detached dwellings, including a 2-storey dwelling at 1056 Dixie Road, a 2-storey dwelling at 1345 St. James Avenue that is well setback from the street, and a 1-storey dwelling at 1341 St. James Avenue.

Further north of the site on the north side of St. Marys Avenue and south of the CN Rail line, are one-storey manufacturing sale and service shop buildings. North of the CN Rail line is the Cityowned and operated, Lakeview Golf Course, as well as the Fairways Condos at 1400 Dixie Road consisting of two apartment building with heights of 16 and 22 storeys. North of the golf course, is the Dixie Outlet Mall.

East of the subject site, at the northeast corner of Dixie Road and Lakeshore Road East, is a one-storey retail plaza (Dixielake Plaza) with a restaurant, health centre, personal service shops and retail stores. To the north of the plaza, on the east side of Dixie Road, are a number of 1- and 2-storey single detached dwellings. East of these dwellings is a low-rise residential area, predominantly comprised of 1- and 2-storey single detached dwellings. Along Lakeshore Road East, the north side of comprised of a mix of uses, including a vacant lot at 1407 Lakeshore Road East that is approved for a 4-storey mixed-use development with 25 townhouse units, a 1-storey motel at 1417 Lakeshore Road East (The Ivy Motel), a gas station and a convenience store. Further east is a 41-unit townhouse complex at 1011 Deta Road and 1437 Lakeshore Road East (Stonewater) followed by a car wash building and high-rise condominium buildings at 1485 Lakeshore Road East (12 storeys) and 1535 Lakeshore Road East (20 storeys).

West of the subject site is Appledale Park, a small passive park space that fronts onto Lakeshore Road East and Applewood Creek, a tributary that flows into Lake Ontario. The segment of the creek along the subject site is heavily treed with mature trees and has recently undergone culvert upgrades. West of the creek is the Lakeview Promenade complex comprised of a 10-storey apartment building at 1025 Fergus Avenue and two 2-storey townhouse blocks at 1035 Fergus Avenue, as well as a 2-storey motel at 1303 Lakeshore Road East (Green Acres Motel).

Further west, the north side of Lakeshore Road East is comprised of a mix of low- to highrise apartment buildings, including a 7-storey apartment building (Lakeside Apartments) at 1285 Lakeshore Road East, a 16-storey apartment building (Lakewood Apartments) at 1257 Lakeshore Road East, a 4-storey apartment building at 1227 Lakeshore Road East and a 7-storey apartment building (Orchard Court) at 1015 Orchard Road, as well as low-rise commercial, retail and institutional uses. At the far west end of Lakeview, is a concentration of high density and medium density residential uses, including apartment buildings with heights ranging between 8 and 14 storeys, and a nearcomplete townhouse development known as Lakeshore Village.



Applewood Creek



Two 2-storey townhouse blocks at 1035 Fergus Avenue (Lakeview Promenade)



1285 Lakeshore Road East (Lakewood Apartments)



10-storey apartment building at 1025 Fergus Avenue (Lakeview Promenade)

South of the subject site, on the south side of Lakeshore Road East, is the Small Arms Building at 1352 Lakeshore Road East, 2-storey heritagedesignated building constructed in 1941. The building, located on the northwest portion of the Arsenal Lands, along with the Water Tower, were designated in 2008 by By-law 258-2009. Currently, the majority of the Arsenal Lands, which extends east to Etobicoke Creek, is currently comprised of passive open space. These lands were purchased by the Toronto and Region Conservation Authority (TRCA) in 1992, with plans to redevelop the lands as a park to connect to the Marie Curtis Park to the east in the City of Toronto. In 2007, a master plan for the park was submitted for approval and is awaiting funding. The master plan envisions a series of active and passive park spaces, as well as naturalized areas, all of which are connected by new trails that also connect into the existing Waterfront Trail. South of the Arsenal Lands is Lake Ontario.

To the west of the Arsenal Lands, is a public open space network providing access to the Waterfront Trail. West of the trail and Applewood Creek, along the south side of Lakeshore Road East, are a number of large 1-storey buildings occupied by light industrial, warehousing, manufacturing uses that form the aforementioned Lakeview employment area. South of the employment area, towards and along the lake, is the G.E. Booth Wastewater Treatment Plant, and the OPG Lands, the Lakeview Water Treatment Plant, the Lakefront Promenade Marina, the Port Credit Yacht Club and a number of public parks. Continuing west of the employment area, on the south side of Lakeshore Road East, is a low-rise residential area.

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# **2.3 Transportation**

The site has frontage on Lakeshore Road East to the south, Dixie Road to the east and St. James Avenue to the north. Lakeshore Road East is a 5-lane, east-west, major arterial road (4 lanes plus turning lane), with a right-of-way width of approximately 35 metres. Sidewalks are provided on both sides of the street. Dixie Road is a 3-lane, north-south, Regional major road (2 lanes plus centre turning lane), with a right-of-way width of approximately 20 metres. Sidewalks and bicycle lanes are provided on each side of Dixie Road. St. James Avenue is a two-lane, east-west, local road, with a right-of-way width of approximately 20 metres. A sidewalk is provided on the south side of the street, while on-street parking is also permitted on the south side of the street.

In terms of transit service, the site is served by a number of surface transit routes (see **Figure 4**, Transit Map). MiWay Transit Route 23 runs along Lakeshore Road at regular intervals (approximately every 15-20 minutes during the weekdays) between the Long Branch, Port Credit and Clarkson GO stations and the Sheridan Centre. The site is also served by MiWay Transit Route 5 which operates at regular intervals (approximately 9-12 minutes during the weekdays) from Long Branch GO Station, Dixie Outlet Mall, Dixie Transitway Station (connecting to Routes 21, 73, 107, 108, 109, and 185), and the Brampton Gateway, along Lakeshore Road East, Ogden Avenue and Dixie Road. The Long Branch GO Station is located approximately 875 metres (radius distance, or approximately a 10-11 minute walk) from the site and can be accessed via both available MiWay Transit Routes . Several other transit routes connect at the GO Station including connections to the TTC.

In terms of active transportation networks, the site has direct access to the Waterfront Trail, an extensive multi-use trail extending along the majority the of the Lake Ontario shoreline. The segment of the trail network in front of the subject site is located runs along Lakeshore Road East from Hydro Road in the west, to Dixie Road in the east, extending south and around the Arsenal Lands and continuing east to the City of Toronto. As mentioned above, dedicated bike lanes are provided on Dixie Road, between Lakeshore Road East to Rometown Drive at Dixie Mall (south of the QEW).



Figure 4 - Transit Map



### 3.1 Description of the Proposal

The proposal is to demolish the former car dealership building for a mixed-use, predominantly residential development, with limited commercial space at-grade (see Figure 5, Site Plan). The proposal, with a total gross floor area of approximately 35,401 square metres, and resulting density of 2.8 FSI and a total of 397 units, consists of two L-shaped buildings; Building A being an 8-storey (27.8 metres, not including mechanical penthouse) building with 139 residential units and 308 square metres of commercial space at grade, and Building B being a 12-storey (40.6 metres, not including mechanical penthouse) building with 258 residential units, including 6 street-related townhouse units fronting St. James Avenue.

Building A (see Figure 6a-d, Elevations) is situated along the Dixie Road and Lakeshore Road East frontages of the site and will provide a 4.0 metre and 4.8 metre setbacks, respectively, to the right-of-way in order to provide a close relationship to the pedestrian realm along Dixie Road and Lakeshore Road. Commercial uses are proposed at grade along Lakeshore Road with pedestrian access points to create a more active frontage, while the Dixie Road frontage will be animated with indoor residential amenity areas overlooking the street. The residential lobby entrance is located at the southeast corner of the building with direct access and visibility from the Lakeshore/Dixie intersection. The building consists of a podium building that provides a 2-storey base element to maintain the lowscale character along both streets. Above the base element, the podium steps up to 6 storeys (21.4 metres) along Dixie Road and 4 storeys (15.0 metres) along Lakeshore Road East. Above the podium building, the upper portion of the building (Floors 7 and 8) is well setback from the Lakeshore Road East frontage (i.e. is stepped back approximately 34.8 metres from the podium) and provides 1.75-metre stepbacks on other sides.

Building B (see Figure 6a-d Elevations) is situated along St. James Avenue and the western perimeter of the site. A 4.5-metre setback is provided along St. James Avenue, while the building is setback 4.0 metres along Lakeshore Road East and approximately 2.6 metres from the 10-metre buffer area from the staked top of slope. The building consists of a podium building that addresses two difference streetscape conditions. Along Lakeshore Road East, the podium provides a 4-storey (15.0 metres) base element to maintain the "mainstreet" character along the street, and then steps up to 6 storeys (21.4 metres). Grade-related units are incorporated into the podium units that along the west side. Along St. James Avenue, to maintain the low-rise residential character, the podium has an overall height of 4 storeys (16.0 metres), but steps down to a 2-storey (8.6 metres) base element and incorporates six 2-storey streetrelated townhouse units. Each townhouse unit is designed to read distinctly from the podium building order to break up the massing and to maintain the scale and proportion of the lowrise dwellings along the street. A residential lobby entrance is located at the northwest end of the building with direct access to St. James Avenue. Above the podium, the upper portion of the building (Floors 7 through 12) are well setback from both street frontages (43.7 metres from Lakeshore Road East and 9.4 metres from St. James Avenue) in order to minimize the scale of the taller elements and give prominence to the podium building.

The configuration of the two proposed buildings frames the perimeter of the property, screening a landscaped private outdoor courtyard located atop a covered at-grade surface parking area. The central courtyard is accessed from Level 2 and will provide exterior amenity space for residents and its location will establish a relation between indoor second level amenity areas and private patios surrounding it.



Figure 5 - Site Plan







Figure 6b - East Elevation





Figure 6c - North Elevation



Figure 6d - South Elevation

#### AMENITY SPACE

Both indoor and outdoor amenity spaces are provided as part of the proposed development. Approximately 1,976.00 square metres of indoor amenity space is provided on the ground and second levels of the two buildings. In terms of outdoor spaces, the central courtyard atop the covered surface parking area, provides approximately 2,620 square metres of outdoor amenity space. Also, a total of 781 square metres of outdoor patio space is proposed.

#### ACCESS AND PARKING

Driveways from St. James Avenue and Dixie Road will provide full movement access to the internalized surface parking area at the centre of the site. An internal ramp, on the east side of Building B, towards the southern portion of the property will provide access to two underground parking levels. The proposal provides 630 parking spaces, consisting of 537 resident and 92 visitor/ commercial, plus one short-term.

Site Area	1.262 ha (3.118 acres)
Residential GFA	35,092 $m^2$ (12,323 m2 for Building A and 22,769 m2 for Building B)
Retail/Commercial GFA	308 m <sup>2</sup>
Total GFA	35,401 m <sup>2</sup>
FSI	2.8
Height	8 storeys (27.8 m, not including MPH or 34.2 m, including MPH) 12 storeys (40.6 m, not including MPH or 45.1 m, including MPH)
Residential Units	397
Indoor Amenity Space	1,976 m²
Outdoor Amenity Space	781 m² (3,776 m² including exterior amenity courtyard)
Car Parking Spaces	630 (537 resident and 92 visitor/commercial, plus one short-term)

# **3.2 Key Statistics**

# 3.3 Development Application History

In 2013 an application to Amend the Official Plan and Zoning By-law was submitted by the property owner to permit a mix-used development under application File Number OZ 13/008 W1. However, the application was subsequently closed and is no longer active.

The previous application sought to permit a mixed-use development ranging from 3-10 storeys in height, containing 336 apartment units, 4 townhouse units fronting onto St. James Avenue, 2 live/work units and 13 commercial units located at street level, fronting onto Lakeshore Road East and Dixie Road. The proposal had an overall gross floor area of 27,764 square metres (298,859 square feet), a floor space index (FSI) of 2.23, and a lot coverage of 46.5%. Overall, the proposed net density for the site was 269.8 units/

ha (109.2 units/ac). Site access was proposed through an internal private condominium road with a full moves access at St. James Avenue and a right-in-right-out access at Dixie Road.

The proposal included the following buildings:

- Building A An L-shaped building having a height of 10 storeys at the centre of the site, containing 88 units;
- Building B A 3-storey townhouse block containing 4 units, fronting directly onto St. James Avenue;
- Building C A 4-storey building containing 46 suites, fronting onto Dixie Road.
- Building D & E An L-shaped building at the corner of Lakeshore Rd E and Dixie Road, addressing both frontages, Building D containing 42 suites, 1 live/work unit, and 6 retail units, and Building E containing 60 suites, 1 live/work unit, and 7 retail units;

# **3.4 Required Approvals**

The proposal requires an amendment to the Mississauga Official Plan in order to refine the delineation of the *Greenlands* designation and to amend the permissions of the *Mixed Use* designation applicable to the site, by permitting a greater height of 12 storeys and to permit the proposed 4-storey portion of the building with street-related units along the St. James Avenue frontage where a site-specific policy currently permits townhouse dwellings.

An amendment to Zoning By-law 0225-2007 is required in order to revise the C4-13 zoning exceptions and to refine the delineation of the Greenlands Overlay which applies to the western portion of the site. The current zoning permits retail stores, certain service commercial uses, office uses, overnight accommodations, and entertainment uses. Amendments are required to the C4-13 zoning to permit the desired mix of residential and commercial uses and would revise other development regulations, as necessary, to accommodate the proposal.

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# 4.1 Overview

As set out below, the proposed residential development is consistent with the policies and provisions of the Provincial Policy Statement, conforms with the Greater Golden Horseshoe Growth Plan and the Region of Peel Official and is in keeping with the growth management policies of the in-force and proposed Mississauga Official Plan, all of which support and encourage intensification within built-up urban areas.

# 4.2 Provincial Policy Statement

The current Provincial Policy Statement (PPS) came into effect on April 30,2014. The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all land use planning decisions are required to be consistent with the PPS. In this regard, Policy 4.4 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation".

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns. To that end, the PPS contains a number of policies that promote intensification, redevelopment and compact built form, particularly in areas well served by public transit.

In particular, Policy 1.1.1(e) provides that healthy, liveable and safe communities are to be sustained by, among other measures, promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term, accommodating an appropriate range and mix of residential employment (including industrial and commercial), institutional, recreation, park and open space, and other uses.

Policy 1.1.3.2 promotes densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and are transit supportive, where transit is planned, exists or may be developed. Policy 1.1.3.3 provides that planning authorities shall identify and promote opportunities for intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities. In addition, Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

With respect to housing, Policy 1.4.3 requires provision to be made for an appropriate range of housing types and densities to meet projected requirements of current and future residents by, among other matters, facilitating all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements, and all forms of residential intensification and redevelopment, and promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit.

The efficient use of infrastructure (particularly public transit) is a key element of provincial policy (Section 1.6). With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported by optimizing the use of land, resources, infrastructure and public service facilities, maintaining and enhancing the viability of downtowns and main streets, and encouraging a sense of place by promoting well designed built form and cultural planning.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 requires that planning authorities support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential, employment and other areas; and improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion. For the reasons set out in Section 5.1 of this report, it is our opinion that the proposed development, and more particularly the requested amendments to the City of Mississauga Official Plan and Zoning By-law are consistent with the Provincial Policy Statement and, in particular, the policies relating to residential intensification and the efficient use of land and infrastructure.

# 4.3 Growth Plan for the Greater Golden Horseshoe

The Growth Plan was updated in May 2017 and came into effect on July 1, 2017, replacing the previous Growth Plan (2006). All decisions made on or after this date in respect of the exercise of any authority that affects a planning matter will conform with the Growth Plan (2017), subject to any legislative or regulatory provisions providing otherwise. Section 1.2.3 provides that the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The subject site forms part of the Mississauga built-up urban area. As compared with the Growth Plan (2006), the Growth Plan policies have been strengthened as they apply to the integration of land use and infrastructure planning, and the importance of "optimizing" the use of the land supply and infrastructure.

Similar to the Provincial Policy Statement, the Growth Plan supports mixed-use intensification within built-up urban areas, as a method to accommodate forecasted growth in complete communities. As noted in Section 2.1 of the Plan:

"To support the achievement of complete communities that are healthier, safer, and more equitable, choices about where and how growth occurs in the GGH need to be made carefully. Better use of land and infrastructure can be made by directing growth to settlement areas and prioritizing intensification, with a focus on strategic growth areas, including urban growth centres and major transit station areas, as well as brownfield sites and greyfields. Concentrating new development in these areas provides a focus for investments in transit as well as other types of infrastructure and public service facilities to support forecasted growth, while also supporting a more diverse range and mix of housing options... It is important that we maximize the benefits of land use planning as well as existing and future investments in infrastructure so that our communities are well-positioned to leverage economic change."

The subject site would be considered to be part of a "strategic growth area" pursuant to the Growth Plan (i.e. a focus for accommodating intensification and higher-density mixed uses in a more compact built form). "Strategic growth areas" include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service may also be identified as strategic growth areas.

In this respect, the site is located along Lakeshore Road East, which in our opinion, is a major road with "frequent transit" service. The Growth Plan defines "frequent transit" as a public transit service that runs at least every 15 minutes in both directions throughout the day and into the evening every day of the week. In this regard, the service frequency for MiWay Transit Route 5 (Dixie) bus is approximately 9-12 minutes during the weekdays; as well, the route runs every day of the week, albeit with somewhat reduced frequency on Saturdays and Sundays (every 23 minutes and every 25 minutes, respectively). Also, MiWay Transit Route 5 (as well as MiWay Transit Route 23) provides service to the Long Branch GO station, which is approximately 875 metres from the subject site. While the subject site is not considered to be within a major transit station area, the site is within walking distance of the station, which is about a 10-11 minute walk.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. In this respect, Schedule 3 of the Growth Plan forecasts a population of 1,770,000 and 880,000 jobs for the Region of Peel by 2031, increasing to 1,970,000 and 970,000 jobs. Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, ensure the development of high quality compact built form and an attractive and vibrant public realm, and mitigate and adapt to climate change impacts and contribute towards the achievement of low-carbon communities.

Policy 2.2.2(4) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, encourage intensification generally to achieve the desired urban structure, identify the appropriate type and scale of development and transition of built form to adjacent areas, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, and identify the appropriate type and scale of development and transition of built form to adjacent areas.

Section 2.2.4 of the Growth Plan provides policies related to transit corridors and station areas. Policy 2.2.4(10) provides that lands adjacent to or near to existing and planned "frequent transit" should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

The Growth Plan (2017) includes a new Section 2.2.6 that deals with housing. Policy 2.2.6(1) requires municipalities to develop a housing strategy that, among other matters, supports the achievement of the minimum intensification and density targets in the Growth Plan and identifies a diverse range and mix of housing options and densities to meet projected needs of current and future residents. Notwithstanding Policy 1.4.1 of the PPS, Policy 2.2.6(2) states that, in preparing a housing strategy, municipalities will support the achievement of complete communities by: planning to accommodate forecasted growth; planning to achieve the minimum intensification and density targets; considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify the overall housing stock across the municipality. The general framework in the Growth Plan (2017) seeks to reinforce the importance of integrating transportation and land use planning to achieve broader intensification objectives. The infrastructure policies set out in Chapter 3 of the Growth Plan (2017) place an enhanced emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

"The infrastructure framework in this Plan requires that municipalities undertake an integrated approach to land use planning, infrastructure investments, and environmental protection to achieve the outcomes of the Plan. Co-ordination of these different dimensions of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to the horizon of this Plan to support the achievement of complete communities. It is estimated that over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from lower density development to a more compact built form. This Plan is aligned with the Province's approach to long-term infrastructure planning as enshrined in the Infrastructure for Jobs and Prosperity Act, 2015, which established mechanisms to encourage principled, evidence-based and strategic long-term infrastructure planning."

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria including 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, and increasing the capacity of existing transit systems to support strategic growth areas.

For the reasons outlined in Section 5.1 of this report, it is our opinion that the proposed development and, more particularly, the requested amendments to the City of Mississauga Official Plan and Zoning By-law conform with the Growth Plan (2017) and, in particular, the policies encouraging growth and intensification generally throughout existing built-up areas and in strategic growth areas, including areas with frequent transit service.

# 4.4 Region of Peel Official Plan

The Region of Peel Official Plan ("Regional Official Plan") was adopted by Regional Council on July 11, 1996 and was subsequently appealed to the Ontario Municipal Board. Sections of the Regional Official Plan that were not subject to appeal came into effect on October 1, 1997. Although portions of the Regional Official Plan remain under appeal, none of these sections apply to the subject site.

#### REGIONAL STRUCTURE

The subject site forms part of the Mississauga Urban System as shown on Schedule D (Regional Structure) to the Regional Official Plan and is identified as part of the Mississauga "Growth Area" as identified on Schedule D4 (the Growth Plan Policy Areas in Peel). Section 5.3.1 of the Regional Official Plan sets out objectives for the Urban System which seek to, among other matters:

- establish healthy, complete urban communities that contain living, working and recreational opportunities, and which respect the natural environment, resources and the characteristics of existing communities;
- achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services;
- achieve an urban structure, form and densities which are pedestrian-friendly and transitsupportive;
- recognize the integrity and physical characteristics of existing communities in Peel; and
- provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.

Section 5.3.2 of the Regional Official Plan provides general policies for the Urban System. Policy 5.3.2.2 states that urban development and redevelopment will be directed to the Urban System within the 2031 Regional Urban Boundary, consistent with the policies of the Regional Official Plan and the area municipal official plans. Policy 5.3.2.4 directs that area municipalities will include policies in their official plans that, while taking into account the characteristics of existing communities:

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

#### GROWTH MANAGEMENT

The Regional Official Plan sets out policies for growth management. Section 5.5.1 identifies the general objectives for growth management that seek to, among other matters:

- 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 station areas;
- establish intensification and greenfield density targets;
- manage growth based on the growth forecasts and intensification targets;
- achieve intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts set out in the Regional Official Plan; and
- optimize the use of existing and planned infrastructure and services.

To achieve these objectives, Policy 5.5.2.1 seeks to facilitate the development of complete communities that are compact, well-designed and transit-oriented; include a diverse mix of land uses and 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. Similarly, Policy 5.5.2.2 seeks to direct a significant portion of new growth to the built-up areas of the community through intensification.

A number of general objectives for achieving the intensification policies of the Regional Official Plan are set out in Section 5.5.3.1. Among other matters, these objectives seek to:

- achieve compact and efficient urban forms;
- optimize the use of existing infrastructure and services;
- revitalize and/or enhance developed areas;
- intensify development on underutilized lands;
- reduce dependence on the automobile through the development of mixed-use, transit supportive, pedestrian-friendly urban environments; and
- to optimize <u>all</u> intensification opportunities across the Region.

To that end, Policies 5.5.3.2.2 and 5.5.3.2.3 seek to facilitate and promote intensification, particularly within urban growth centres, intensification corridors, nodes and major transit station areas, and any other appropriate areas within the built-up area.

The intensification policies require that, by 2015 and for each year until 2025, a minimum of 40 percent of the Region's residential development occurring annually be located within the builtup area (Policy 5.5.3.2.4). Additionally, Policy 5.5.3.2.5 requires that by 2026 and for each year thereafter, a minimum of 50 percent of the Region's residential development occurring annually be located within the built-up area. To the year 2031, the Regional Official Plan requires that the minimum amount of residential development occurring within the built-up area of Mississauga is 52,000 dwelling units.

Policy 5.5.3.2.7 of the Regional Official Plan requires that area municipalities develop intensification strategies that, among other matters, 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 (our emphasis). Further, Policy 5.5.3.2.9 requires that area municipalities identify in their official plans the appropriate type and scale of development in intensification areas.

#### HOUSING

The Housing policies of the Regional Official Plan are set out in Section 5.8. The general objectives for housing seek 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;
- foster the availability of housing for all income groups, including those with special needs;
- foster efficient and environmentally-sensitive use of land and buildings in the provision of housing; and
- achieve annual minimum new housing targets for the Region by tenure.

Policy 5.8.2.2 encourages area municipalities to establish policies in their official plans that, while taking into account the characteristics of existing communities, support residential redevelopment in appropriate areas that have sufficient existing or planned infrastructure and cost-effective development standards for new residential development, redevelopment and intensification.

Policy 5.8.2.3 encourages and supports area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households. To that end, Policy 5.8.2.6 supports collaboration between area municipalities and other stakeholders (e.g. 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.

# 4.5 Mississauga Official Plan

The City of Mississauga Official Plan ("Mississauga Official Plan") was adopted by City Council on September 29, 2010 and was approved by the Region of Peel on September 22, 2011. The Mississauga Official Plan was appealed in its entirety; however, the appeals were scoped and a number of appeals were withdrawn. As such, the Mississauga Official Plan is now in force and effect, save and except for appeals applying to specific lands. None of the policies applicable to the subject site are under appeal.

#### GROWTH MANAGEMENT POLICIES

Chapter 5 ("Direct Growth") of the Mississauga Official Plan sets out the general growth management framework and describes the Urban System that will be used as the framework for determining where population and employment growth will be encouraged and, conversely, those areas of the city that are expected to remain relatively stable. Section 5.1 of the Mississauga Official Plan states that:

"Mississauga's population and employment growth prospects are expected to remain strong over the next 25 years. Mississauga has sufficient land to accommodate projected growth to 2031 and beyond. As Mississauga is now at the end of its greenfield growth phase, new growth will be accommodated through redevelopment and intensification within developed areas.[...]"

Encouraging compact, mixed use development in appropriate locations will provide greater opportunities to live and work in Mississauga and reduce the need for extensive travel to fulfill the needs of day-to-day living. Directing growth to locations with existing or planned higher order or express transit service and enhancing opportunities for walking and cycling will allow for competitive alternatives to vehicular travel, which will minimize impacts on our environment and promote public health. Policy 5.1.3 states that forecasted growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

protect ecological functions, public health and safety;

utilize existing and proposed services and infrastructure such as transit and community infrastructure;

minimize environmental and social impacts;

meet long term needs;

build strong, livable, universally accessible communities; and

promote economic prosperity.

In terms of Mississauga's Urban System, the Plan indicates that it is comprised of the following distinct, yet, interconnected components which collectively serve the needs of those dependent upon them: Green System, City Structure, and Corridors." In this regard, as shown in **Figure 7**, Schedule 1 (Urban System), the subject site is located within the *Neighbourhoods* element of the City Structure, and also forms part of the Green System, while both Dixie Road and Lakeshore Road East are identified as Corridors,

#### GREEN SYSTEM

With respect to the portion of the subject site that is identified as Green System, Section 5.2 indicates that the Green System is composed of:

- the Natural System, which includes lands within the Natural Heritage System;
- lands subject to Natural Hazards; and
- Parks and Open Spaces. These include lands designated *Public and Private Open Space*, *Greenlands*, *Parkway Belt West* and open space associated with educational facilities (e.g., school yards) and utilities as shown on Schedule 4: Parks and Open Spaces.



# Schedule 1 **Urban System**



Figure 7 - Mississauga Official Plan - Schedule 1 (Urban System)

The Green System is the first layer of the Urban System. It is essential to building a strong community and a competitive economy and must be considered in all land use and planning decisions. A robust Green System ensures the health of the natural ecosystem and is an essential contributor to quality of life.

In this regard, Policy 5.2.1 indicates that "Mississauga will establish strategies that protect, enhance and expand the Green System and will include a target for the lands within the city that will be included in the Green System."

Policy 5.2.2 also states that "Mississauga will promote and encourage the restoration of natural forms, functions and linkages", while Policy 5.2.3 says that "Mississauga will seek to enhance opportunities for the appreciation and enjoyment of the Green System".

#### CITY STRUCTURE

Section 5.3 sets out the City Structure, which is intended to organize the city into functional areas to establish the framework for planning policies that will guide development. The City Structure consists of a number of elements, including the Downtown, Major Nodes, Community Nodes, Corporate Centres, Neighbourhoods, Employment Areas, as well as Special Purpose Areas.

Figure 5.5 of the Official Plan sets out height and density permissions for each of the City Structure elements. Within Neighbourhoods, the maximum permitted building height is four storeys and there are no prescribed density limitations.

Section 5.3.5 sets out the general polices for Neighbourhoods. The Official Plan states that *Neighbourhoods* are characterized as physically stable areas with a character that is to be protected and are not appropriate for significant intensification. The Mississauga Official Plan notes that the policies for Neighbourhoods are not intended to imply that these areas will remain static or that new development must imitate previous development patterns but rather that, when development does occur, it should be sensitive to the *Neighbourhood's* existing and planned character.

To that end, Policy 5.3.5.3 states that, where higher density uses are proposed within *Neighbourhoods*, they should be located on sites identified by a local area review, such as the Lakeview Local Area Plan, along Corridors or in conjunction with existing apartment sites or commercial centres.

Policy 5.3.5.5 provides that 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. Further, Policy 5.3.5.6 states that new development in *Neighbourhoods* will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

Section 5.5 acknowledges that, while future growth will primarily be directed to Intensification Areas, "other areas of the city, such as *Neighbourhoods*, will receive modest additional growth in keeping with established land use patterns and their existing or planned character."

#### CORRIDORS

Section 5.3 indicates that Corridors connect various elements of the city to each other. Over time, many of these Corridors will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. Corridors are important elements of the public realm, as they link communities and are locations where people experience the city on a day-to-day basis.

Policy 5.4.4 states that development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding *Neighbourhood* and *Employment Area*. Also, 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 (Policy 5.4.5). Land use and design policies and the delineation of Corridor boundaries will be determined through local area reviews (Policy 5.4.6). Also, Policy 5.4.7 indicates that land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.

In terms of height and density, Policy 5.4.8 states that 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. Further, Policy 5.4.10 indicates that 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 (our emphasis).

#### NATURAL ENVIRONMENT POLICIES

The natural environment policies of the Mississauga Official Plan are set out in Chapter 6 ("Value the Environment"). Generally, these policies are intended to ensure that the environment and sustainability is at the forefront as the City grows. In this regard, Section 6.1 of the Plan states that "as the City continues to grow, it is imperative that growth does not compromise the natural environment, including the climate. The health of the natural environment is critical to human and economic vitality and the overall well-being of society". It is intended that the natural environment will be enhanced through the promotion of living green, protection of the City's Green System, the conservation and protection of water resources, strategies to ensure air quality, as well as consideration of other environmental matters such as soil conservation, brownfield sites, human-made hazards, waste management and noise.

With respect to Green Systems, the Plan provides that the Green System makes up almost 23 percent of total land cover in Mississauga and is composed of: Natural Heritage System; The Urban Forest; Natural Hazard Lands; and Parks and Open Spaces. In this regard, the subject site forms part of the Natural Hazard Lands, as identified on Schedule 3, Natural Systems. Natural Hazard Lands are generally associated with valley and watercourse corridors and the Lake Ontario shoreline. These areas are generally unsafe and development and site alteration will generally not be permitted due to the naturally occurring processes of erosion and flooding associated with river and stream corridors and the Lake Ontario shoreline.

Proper management of the Lake Ontario shoreline, the watercourses and their riparian corridors is crucial to ecosystem health and diversity, sustainable living and the protection of human health and safety. Natural Hazard Lands and buffers will be designated *Greenlands* and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.

#### BUILT FORM POLICIES

The built form and urban design policies of the Mississauga Official Plan are set out in Chapter 9 ("Build a Desirable Built Form"). Generally, these policies are intended to ensure that new development on individual sites respects the experience, identity and character of the surrounding context; ensures connectivity and integration of surrounding uses; and requires that new development contribute to the overall vision for the city.

With respect to *Neighbourhoods*, Policy 9.1.3 states that infill and redevelopment will respect the existing and planned character of the area, while Policy 9.1.9 provides that urban form will support the creation of an efficient multimodal transportation system that encourages a greater utilization of transit and active transportation modes. Additionally, Policy 9.1.10 states that 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.

To achieve this end, the City may undertake or require studies that develop additional policies, guidelines and design control tools that may contain more specific urban form requirements (Policy 9.1.14).

Distinct from the City Structure set out in Chapter 5 of the Mississauga Official Plan, Section 9.2 outlines the City Pattern that defines Mississauga and includes: Intensification Areas; Non-Intensification Areas; Green System; and Cultural Heritage. The city pattern is a reflection of policies and land use decisions that direct growth and is the major driver of the city's image.

Section 9.2.2 states that non-intensification areas, including Neighbourhoods, will experience limited growth and change with lower densities, lower building heights and more homogeneous land uses than Intensification Areas. However, the Plan indicates that where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining area that respect variations in scale, massing and land uses will be required. In this regard, Policy 9.2.2.1 specifies that, in non-intensification areas, building 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. Further, Policy 9.2.2.2 states that tall buildings will generally not be permitted in nonintensification areas.

The Mississauga Official Plan recognizes that new development need not mirror existing development. However, Policy 9.2.2.3 states that new development in *Neighbourhoods* will:

- a. respect existing lotting patterns;
- respect the continuity of front, rear and side yard setbacks;
- c. respect the scale and character of the surrounding area;
- d. minimize overshadowing and overlook on adjacent neighbours;
- e. incorporate stormwater best management practices;

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

Policy 9.2.2.6 encourages development on Corridors to:

- assemble small land parcels to create efficient development parcels;
- face the street, except where predominate development patterns dictate otherwise;
- not locate parking between the building and the street;
- site buildings to frame the street and where non-residential uses are proposed to create a continuous street wall;
- provide entrances and transparent windows facing the street for non-residential uses;
- support transit and active transportation modes;
- consolidate access points and encourage shared parking, service areas and driveway entrances; and
- provide concept plans that show how the site can be developed with surrounding lands.

With respect to Green Systems, Policy 9.2.3.1 indicates that development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored.

Section 9.2.4 deals with cultural heritage resources. Specifically, Policy 9.2.4.1 identifies that opportunities should be undertaken to conserve and incorporate cultural heritage resources into community design and development in a manner that enhances the heritage resources and makes them focal points for the community. Policy 9.2.4.2 indicates that development and open space adjacent to significant cultural heritage resources will:

- contribute to the conservation of the heritage attributes of the resource and the heritage character of the area;
- emphasize the visual prominence of cultural heritage resources; and
- provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources.

This heritage consideration is echoed in Policies 9.3.1.4(c) and 9.5.1.15 where it is stated that development will be designed to accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources. More specifically, the policy indicates that development will be designed to respect the prominence, character setting and connectivity of cultural heritage resources and ensure effective transition in built form through appropriate height, massing, character, architectural design, siting and setbacks.

Section 9.5 sets out general policies for new development with respect to site organization and buildings. Policy 9.5.1.2 provides that development within *Neighbourhoods* should be compatible and provide appropriate transition to existing and planned development by having regard for a number of key elements, including but not limited to:

- streets and block patterns;
- the size and configuration of properties along a street, including lot frontages and areas;
- continuity and enhancement of streetscapes;
- the size and distribution of building mass and height;
- front, side and rear yards;
- the orientation of buildings, structures and landscapes on a property;
- views, sunlight and wind conditions;
- the local vernacular and architectural character as represented by the rhythm, textures and building materials;
- privacy and overlook; and
- the function and use of buildings, structures and landscapes.

Additionally, Policy 9.5.1.3 specifies that site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context. Buildings will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces (Policy 9.5.1.4).

With respect to public sidewalks and other open spaces, Policy 9.5.1.9 requires new development to demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated. Policy 9.5.2.1 states that high quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment. According to Policy 9.5.2.2, new development will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:

- a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;
- b. fronting walkways and sidewalks with doors and windows and having visible active uses inside;
- c. avoiding blank walls facing pedestrian areas; and
- d. providing opportunities for weather protection, including awnings and trees.

Additionally, Policy 9.5.3.1 indicates that buildings will be designed to create a sense of identity through site layout, massing forms, orientation, scale, architectural feature, landscaping and signage. Also, Policy 9.5.3.2 states that buildings must clearly address the street with principal doors and fenestration facing the street in order to:

- a. ensure main building entrances and at-grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;
- b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and
- c. ensure public safety.

Policy 9.5.3.3 states that building façades should be articulated to include changes in materials or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief. Policies 9.5.3.5 and 9.5.3.7 state that front facades should be parallel to the street, and that buildings will be pedestrian-oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

With respect to tall buildings, Policy 9.5.3.9 seeks to minimize undue physical and visual negative impact relating to: microclimatic conditions, including sun, shadow and wind; noise; views; sky view; and adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences. Also, the lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment (Policy 9.5.3.10).

In terms of a building relationship to the public realm, Policy 9.5.4.1 states that development proposals should enhance public streets and the open space system, by creating a desirable street edge condition. An attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, protection from the elements, as well as buffering of parking, loading and storage areas (Policy 9.5.4.2). Policy 9.5.4.4 indicates that along Corridors where an urban character is appropriate, buildings should be located close to and aligned with the street to enclose the street. Policy 9.5.4.5 states that built form will relate to the width of the street right-of-way.

#### LAND USE POLICIES

The Mississauga Official Plan sets out general policies for all land use designations in Chapter 11, and the policies for *Neighbourhood* Character Areas are set out in Chapter 16. The subject site forms part of the Lakeview Neighbourhood Character Area as shown on Schedule 9 (Character Areas) and is designated as Mixed Use and Greenlands on Schedule 10 (Land Use Designations) to the Mississauga Official Plan (see **Figure 8**).

Section 11.2.6 of the Mississauga Official Plan sets out the general land use policies for residential designations. Within the Mixed Use designation, Policy 11.2.6.1 states that in addition to the uses permitted in all designations (e.g. conversation, transit facilities), lands designated Mixed Use will also permit a broad range of uses, including, but not limited to: residential, financial institution, personal service establishment, restaurant, and retail store. A mixture of uses is encouraged in developing lands within the Mixed Use designation and is encouraged through infill development (Policies 11.2.6.2 and 11.2.6.3, respectively). Policy 11.2.6.4 specifies that residential uses will be combined on the same lot or building with other permitted uses, while Policy 11.2.6.5 indicates that residential uses will be discouraged on the ground floor.





Figure 8 - Mississauga Official Plan - Schedule 10 (Land Use)

With respect to the *Greenlands* land use designation, Policy 11.2.3.1 indicates that these lands are generally associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System. As a result, uses permitted within the *Greenlands* is limited, including, but not limited to: conservation; flood control and/ or erosion management, passive recreational activity; parkland; and piped services and related facilities for water, wastewater and stormwater (Policy 11.2.3.2).

In terms of the applicable *Neighbourhood* Character Area policies, as prescribed in Policy 16.1.1.1, a maximum building height of four storeys is permitted within *Neighbourhoods*, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies. At the same time, Policy 16.1.1.2 states that proposals for building heights of more than four storeys, or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:

- an appropriate transition in heights that respects the surrounding context will be achieved;
- b. the development proposal enhances the existing or planned development;
- c. the City Structure hierarchy is maintained; and
- d. the development proposal is consistent with the policies of the Plan.

Section 16.2 of the Mississauga Official Plan indicates that the policies applicable to the Lakeview Character Area are set out in the Lakeview Local Area Plan, which is summarized below in Section 4.6 of this report.

## 4.6 Lakeview Local Area Plan

The City of Mississauga Official Plan consists of the principal document and accompanying Local Area Plans. The subject site is located within the Lakeview Local Area Plan (LLAP). The Lakeview Local Area Plan expands on the City Structure set out in the Official Plan and provide policies that further define the various community elements and guide future growth and development within these community elements. In this regard, given the Official Plan's identification of the site as part of the Neighbourhood Area, the LLAP provides policies to guide growth and desirable built form within these Neighbourhood Areas. In particular, the subject site is located along the periphery of the South Residential Neighbourhood Precinct, specifically Creekside, which contains a mix of different forms of housing including detached, semi-detached, duplexes, triplexes, quadraplexes, and townhouses. There are also apartment clusters in this area.

Section 6.2 indicates that *Neighbourhoods* are stable areas, primarily residential in nature, and not expected to experience significant change. However, where corridors traverse through *Neighbourhoods*, intensification may occur along corridors where appropriate. Accordingly, Policy 6.2.1 states that intensification will be through modest infilling, redevelopment along the corridors, or on commercial sites. *Neighbourhoods* are encouraged to provide a variety of housing forms to meet the needs of a range of household types (Policy 6.22). Finally, Policy 6.2.3 indicates that intensification will be sensitive to the existing character of the residential areas and the planned context.

However, refinement of Lakeview's urban structure is established in Section 5.2 (Community Concept) of the LLAP, as a result, Lakeshore Road East is recognized as a main corridor and a key element in Lakeview's growth. In this regard, the subject site is also identified as forming part of the *Lakeshore Corridor* Precinct (see **Figure 9**, Map 1 – Precincts and Sub-Areas). As described in Section 5.2.5, Lakeshore Road East is an important corridor in the future development of Lakeview and will be strengthened by concentrating additional commercial, residential and community uses and by improving transportation connections within surrounding neighbourhoods. While *Lakeshore Corridor* Precinct is a non-intensification area, the Area Plan does identify key sites along the Corridor which are suitable for intensification, including the subject site.

Section 6.3 provides policies for directing growth within the Lakeshore Corridor. It is acknowledged that the Lakeshore Corridor crosses through the Neighbourhood and Employment Character Areas and generally includes the properties that front onto Lakeshore Road East. As a result, the LLAP also indicates that development in the Lakeshore Corridor Precinct should have regard for the character of the Neighbourhoods, providing appropriate transitions in height, built form, and density. Policy 6.3.1 specifies that intensification is to occur through infilling or redevelopment. Any intensification should have regard for the existing and planned context of the corridor and adjacent residential uses (Policy 6.3.2). Policy 6.3.3 specifies that intensification is to address matters such as:

- contribution to a complete community
- contribution to the mainstreet character
- respecting heritage
- protecting views to the waterfront

As noted in Section 4.5 of this report, the subject site is within the Green System and forms part of a Natural Hazard Lands. Accordingly, Section 7.0 of the Lakeview Local Area Plan provides policies regarding the waterfront and environmental sustainability. Natural Hazard Lands are associated with significant water features such as the Lake Ontario Shoreline and the Etobicoke Creek, Applewood Creek, Serson Creek, Cawthra Creek, and Cooksville Creek. Policy 7.1.1 indicates that Mississauga will give priority to actions that protect, enhance, and restore the Green System in Lakeview.

Section 8.0 speaks to the creation and preservation of complete communities in Lakeview, which includes a range of housing options with a mixture of housing forms and densities, as well as cultural resources such as heritage buildings and landscapes which help retain a connection to the past.


Figure 9 - Lakeview Local Area Plan - Map 1 - Precincts and Sub-Areas

In terms of housing, Policy 8.1.2 states that the *Lakeshore Corridor* is encouraged to develop for a range of housing types, tenure, and prices. In terms of relevant cultural heritage policies, Policy 8.2.3 states that development adjacent to heritage sites will integrate and enhance the character of the cultural heritage resource.

Section 9.0 sets out transportation policies that make planning for transit and active transportation along Lakeshore Road a priority to ensure efficient movement for multimodal travel. In this regard, Policy 9.1.1. states that Lakeshore Road East will be planned to accommodate, to the extent possible, all modes of transportation, including pedestrian facilities, cycling facilities and high order transit facilities. Furthermore, Lakeshore Corridor is identified on Map 2 as a higher order transit corridor, although the preferred transit solution (i.e. bus or rail) has not yet been determined. In terms of parking, Policy 9.4.5 indicates that reduced parking requirements and maximum parking standards may be considered within the Lakeshore Corridor.

Policies for the advancement of a "Desirable Urban Form" are provided in Section 10.0. Section 10.1 (Neighbourhoods) indicates that while Neighbourhoods are stable residential areas where the existing character is to be preserved and enhanced, development may occur through modest infilling or redevelopment of existing commercial plazas and vacant site. *Neighbourhood* policies are intended to reflect a number of objectives, including among other things: to ensure development is sensitive to the existing low rise context and reinforce the planned character of the area; and to ensure Lakeshore Road East will provide appropriate development and public realm that reinforces its planned role as a connected community and fosters an active pedestrian and cycling environment.

Section 10.3 speaks specifically to lands in the *Lakeshore Corridor* and states that these lands are intended to be a primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. The subject site is located with a sub-area of the *Lakeshore Corridor* known as the *Outer Core*,

which is to be a pedestrian friendly area that allows for mixed use development, however, commercial uses are not required. In order to achieve the intended function of the *Lakeshore Corridor* Precinct, redevelopment will address among other matters, the following:

- creating a pedestrian oriented environment;
- ensuring built form compatibility and transition in heights to adjacent neighbourhoods;
- minimizing access points along Lakeshore Road East;
- preserving light and sky views; and
- creating an attractive public realm.

Policy 10.3.4.4 specifies that development will be encourages to be 2 to 4 storeys high along Lakeshore Road East, however, some sites will be permitted greater heights. In this regard, Map 3 – Height Limits, of the Lakeview Local Area Plan (see **Figure 10**), the subject site is permitted a height between 2 to 10 storeys. Policy 10.3.5 adds that appropriate transition to adjacent low density residential will be required. Policy 10.3.11 specifies that single-use residential buildings are permitted in the *Outer Core* area where buildings are set back from the street, a landscaped front yard is provided, an appropriate streetscape is provided, and parking is located at the rear or underground. With respect to built form policies for specific building types, Policy 10.5.5 sets out criteria for apartment development, which will include, among other things:

- a minimum separation distance to ensure light and permeability;
- a maximum floor plate to ensure minimal impact on residential areas; and
- transition to adjacent lower built forms.

Section 12.0 of the Lakeview Local Area Plan provides additional policies for the land use designations set out by Map 10 of the Mississauga Official Plan. While Policy 12.3.1 states that in the *Mixed Use* designation, commercial uses will be required at grade, Policy 12.3.2 further specifies that in the *Lakeshore Corridor – Outer Core* area, residential uses may be permitted on the ground floor.

Section 13.0 provides Special Site policies and exemptions throughout the Lakeview area. The subject site is identified as Special Site 8. Policy 13.1.8.2 specifies that notwithstanding the policies of the Plan, townhouse dwellings are permitted along St. James Avenue to provide appropriate transition to the existing surrounding residential.



Figure 10 - Lakeview Local Area Plan - Map 3 - Height Limits

### 4.6 Mississauga Zoning By-law No. 0225-2007

The subject site is zoned C4-13 (Mainstreet Commercial) with a Greenlands Overlay, on Map 6 to Schedule 'B' of the City of Mississauga Zoning By-law No. 0225-2007, as amended (see **Figure 11**, Zoning Map). Within the C4-13 zone, permitted uses and applicable regulations are as specified for a C4 zone. Interms of permitted uses, such uses include retail store, certain service commercial uses, office uses, as well as residential uses such as apartment dwelling and a dwelling unit above the first floor of a commercial building. The C4-13 exception also allows motor vehicle sales, leasing and/or rental facility – restricted legally existing on the date of the passing of the By-law. The applicable regulations include the following:

#### C4 zone:

- minimum front yard 0.0 m
- maximum front yard 3.0 m
- minimum exterior side yard 0.0 m
- maximum exterior side yard 3.0 m
- minimum interior side yard 4.5 m
- minimum rear yard 4.5 m
- minimum height 2 storeys
- maximum height 3 storeys (16 m for sloped roof and 12.5 m for flat roof)

As it relates to the Greenlands overlay, Section 2.1.18 states that the Greenlands overlay shall apply to lands that are designated Greenlands in Mississauga Official Plan but are not zoned G1 or G2. The overlay also applies to lands within the Regulatory Floodplain, Special Policy Areas and the Lake Ontario Waterfront as identified in the Official Plan. Regulation 2.1.18.2.1 requires that the construction of any building or structure or addition to an existing building or structure, on lands that are subject to the Greenlands overlay may not be permitted and shall require the approval of the City and the Conservation Authority having jurisdiction. Approval shall require environmental technical studies be completed to the satisfaction of the City and the Conservation Authority having jurisdiction or that their submission be waived by the City and the Conservation Authority.

Also, Regulation 2.1.18.2.2 requires that where a dwelling unit is located on lands that are subject to a Greenlands overlay:

- a bedroom shall not be permitted below the Regulatory Flood Level identified by the Conservation Authority having jurisdiction; and
- 2. windows, doors and other openings to a dwelling unit shall not be permitted below the Regulatory Flood Level identified by the Conservation Authority having jurisdiction.



Figure 11 - Mississauga Zoning By-law No. 0225-2007

### 4.6 Lakeview Built Form Standards

Attached as an appendix to the Lakeview Local Area Plan, the Lakeview Built Form Standards (BFS) is to be read in conjunction with the policies in Mississauga Official Plan and the Lakeview Local Area Plan. The BFS demonstrates how the urban form policies in the Local Area Plan can be achieved, it is noted that the BFS is not considered part of the Local Area Plan; however, selected content from the BFS has been incorporated into the Local Area Plan and represents policy.

As indicated by the BFS, the *Lakeshore Corridor* Precinct, where the subject site is located, is where the *Neighbourhood* Character Area and the *Employment* Character Area overlap. Accordingly, in addition to the Lakeview Character standards and guidelines set out in Section 2.0 of the BFS that apply to the subject site, the *Lakeshore Corridor* Precinct is an area of change and as such, specific direction for this area is given in Section 3.0 of the BFS document.

#### LAKEVIEW CHARACTER AREAS

Section 2.1 indicates that lands identified as *Neighbourhoods* are considered to be generally stable residential area where the existing character is to be preserved and enhanced. These areas will be maintained while allowing for infill which is compatible with and enhances the character of the area. It is noted that the BFS provides additional context and information on the built form typologies found in each of the Neighbourhood Character Areas, however, the BFS also addresses specific issues in regard to the Lakeshore Corridor Precinct which crosses through Neighbourhood and Employment Character Areas.

Section 2.2.5 sets out standards for Apartment Dwellings. It is acknowledged that there are a number of apartment sites within the Lakeview area, generally 5 storeys and over, and are located along arterial roads, major routes or in cluster developments. It is also indicated that additional site may be considered for apartments due to their size and location, however, these sites will be required to demonstrate that there is minimal impact on adjacent areas. Relevant standards include:

- A maximum building height for new high-rise residential building is 14 storeys or 44.8 metres. But, 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 metres;
- A building over 6 storeys or 20 metres should have a minimum separation distance of 35 metres to a building equivalent to, or greater than 6 storeys or 20 metres;
- A building between 7 storeys (23 metres) and 14 storeys (38.6 metres) will have a maximum floor plate of 1,000 square metres, including the balconies, to ensure minimal impact on adjacent low rise residential and to maintain sky views;
- Taller buildings should be sited and organized in a way that provides a desirable transition to adjacent lower form buildings and open space to ensure appropriate spatial separation between buildings. Appropriate transition can be achieved through various design methods. The larger the difference in scale, the greater the need for transition. These may include: the use of an angular plane of 45-degrees from the closest property line of sites with lower scaled building or open space; to increase the building setback form a low rise development to ensure that the impact of the larger development is minimal; and the use of step backs to ensure minimal impact from overshadowing and from a new building overwhelming the site;
- Shadow studies will be requested from Official Plan Amendments/rezoning and Site Plan applications (for buildings greater than 10.7 metres in height) to demonstrate that the height and/or location of a proposed apartment building will not generate excessive shadows over adjacent lands. Particular attention will be focused on Lakeshore Road East and there a pedestrian oriented environment is strongly encouraged and
- Wind studies will be requested for development over 3 storeys or 16 metres in height to ensure appropriate comfort and safety levels are maintained in the pedestrian realm, streetscapes, public spaces and areas immediately adjacent to, and surrounding the proposed development.

The BFS also provides standards in the Lakeview Character Areas for Routes, Landmarks and Views (Section 2.3), Cultural Heritage (Section 2.4), Pedestrian Realm/Streetscape (Section 2.5), Environmental Sustainability (Section 2.6) and Building Materials (Section 2.7).

#### LAKESHORE CORRIDOR PRECINCT

The Lakeshore Corridor Precinct is described as containing a mix of uses and a variety of built form comprising a larger neighbourhood area and come employment lands, and in recent years has garnered development interest and is gradually changing into a new mainstreet with new mixeduse buildings along the corridor. It is separated into two sub-areas: the Core and the Outer Core. The subject site is located within the Outer Core area. Within the Outer Core, retail is encouraged along Lakeshore Road East but not required.

The built form principles for Lakeshore Road East within the *Lakeshore Corridor* Precinct include a creating a pedestrian-oriented environment; closely spacing buildings fronting onto Lakeshore Road East; minimizing access points; eliminating parking between the building and the street; providing design that enhances a mainstreet retail environment; and providing onstreet parking along Lakeshore Road East where appropriate.

Section 3.2 deals with building heights within the *Lakeshore Corridor* Precinct. The BFS identifies that development along Lakeshore Road East will transition appropriately to the adjacent neighbourhood lands. Seven criteria with respect to building height are outlined as follows:

- In general, the minimum building height along Lakeshore Road East 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;
- Development along Lakeshore Road East will be close to the street and have a minimum setback of 0.6 metres and a maximum setback of 3.0 metres 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;
- Buildings fronting onto Lakeshore Road East should have a minimum of 90% of the building wall within 0.6 metres to 3.0 metres from the front property line;
- Building entrances will be located along Lakeshore Road East;
- Canopies, overhangs and signage will be designed so that they are located within the private property limits;

- Where residential buildings are permitted a minimum setback of 7.5 metres from Lakeshore Road East will be required to ensure appropriate transition to Lakeshore Road East; and
- Buildings will transition down to stable residential areas.

Section 3.3 speaks to transition to lower built form and open space. It states that a 45-degree angular plane will be required in order to ensure that residential properties have adequate light, view and privacy. Further, where a mixed-use zone directly abuts a residential zone, a 4.5-metre rear yard landscape buffer is also required to screen proposed buildings from residential properties, as per Section 3.4.

Pedestrian Realm and streetscape are the focus of Section 3.5, wherein it is indicated that building setbacks along Lakeshore Road East should provide a consistent street edge. Specifically, the BFS states that the building setback along Lakeshore Road East will be a minimum of 0.6 metres to 3.0 metres and the exact building setback will be determined through streetscape analysis to ensure that the boulevard width is a minimum of 5.6 metres from the street curb to the face of the building and to ensure a consistent and viable pedestrian sidewalk and the potential for a tree zone, street furniture, public art and bicycle racks. To that end, the BFS identifies that new buildings should form a continuous street wall with minimal breaks in the streets frontages to encourage a pedestrian friendly environment (i.e. a minimum of 90% of the frontage should be occupied by the building facade).

BFS Section 3.6 deals with at-grade commercial requirements to promote a friendly mainstreet environment. The relevant built form criteria for grade-related commercial uses include locating building entrances to face Lakeshore Road East, incorporating a minimum height of 4.5 metres and minimum frontage width of 15 meters. Additionally, a minimum of 60% glazing will be required for retail storefronts along the street wall.

To minimize interface with pedestrians, Section 3.7 states that vehicle access points for properties fronting along Lakeshore Road East should be consolidated. Further, it indicates that vehicle access for redevelopment should be considered from existing north-south side streets, such as Dixie Road in the instance of the subject site. With respect to parking, Section 3.8 of the BFS states that parking should be located underground, internal to the building, or to the rear of the building where it is not visible from streets, particularly Lakeshore Road East. To that end, service, loading and garbage storage areas should also be integrated into the building or located at the rear of the building so as to be screened from public view. Further, as per Section 3.9, on-street and lay-by parking is encouraged in order to provide accessible parking in proximity to retail and commercial uses.

Finally, Section 3.10 of the BFS underlines the significance of placemaking within the *Lakeshore Corridor* Precinct by highlighting various locations where opportunities exist to foster the creation of vibrant public destinations. Relevant to the subject site is the placemaking opportunity associated with the Small Arms Inspection Building located south of Lakeshore Road East at Dixie Road.

### 4.7 Credit Valley Conservation

The site falls entirely within a Credit Valley Conservation Regulation Area and is regulated under Ontario Regulation 160/06. The main objectives of the Regulation are to ensure public health and safety and the protection of life and property with respect to natural hazards. Ontario Regulation 160/06 establishes Regulated Areas where development could be subject to flooding, erosion or dynamic beaches, or where interference with wetlands or alterations to watercourses might have an adverse effect.

Given the site is within an area regulated by Credit Valley Conservation, a permit and satisfactory works, in accordance with Ontario Regulation 160/06 will be required for the new proposal.

## 4.8 Inspiration Lakeview Study

Subsequent to the closure of the Ontario Power Generation (OPG) plant in 2006, in February 2008, City Council directed staff to commence planning for the redevelopment of the OPG Lands. In 2010, funding for the project was approved and at the same time the employment area was included as part of the study area. City initiated the Inspiration Lakeview Study shortly thereafter. The purpose of the Inspiration Lakeview Study was to develop a shared vision for a long term plan to be implemented in a financially prudent manner, to benefit the citizens of both Mississauga and the rest of Ontario and increase the financial, social, environmental and economic value of the site area in general and the OPG Lands specifically. In April 2011, the vision for Lakeview was received by City Council and staff were directed to use it as the foundation for the preparation of a Master Plan. The Master Plan was received by the Planning and Development Committee (PDC) on June 23, 2014.

The Master Plan envisions a mixed-use community with a diversity of uses, from residential, to commercial, institutional, employment and cultural and community amenities. The plan includes a network of proposed streets and paths that will integrate into the existing road network of the surrounding areas. The transportation network is intended to provide opportunities for a variety of modes of transportation including public transit, private automobiles, cycling and walking. The Master Plan also includes a network of parks and natural areas to create equal access to open space areas, including waterfront views, for all residents. Active community and destination places are envisioned throughout the community, including community focused amenities near the water's edge. The Master Plan seeks to incorporate a variety of housing types ranging from low-rise townhouses, to predominantly mid-rise and some taller buildings.

While the subject site is not located with Inspiration Lakeview Master Plan area, the subject site is in proximity to the study area. As such, regard for the Master Plan Guidelines should be observed to ensure that the proposed development is harmonious with the future redevelopment of the larger area. Since the adoption of the Master Plan, staff have been preparing draft Official Plan policies to reflect the findings set out in the Master Plan. In this regard, staff presented draft policies to the PDC on September 28, 2016, and on December 5, 2016. Most recently, updated draft policies were released on January 15, 2018. In this regard, the latest draft policies continue to promote a mixed-use and complete community divided into precinct areas that is predominantly midrise in character, with limited opportunities for taller buildings (including heights in excess of 15 storeys). To date, staff have not scheduled a Statutory Public Meeting to present the final Official Plan policies.





# 5.1 Intensification

Residential/mixed-use intensification on the subject site is consistent with numerous policy directions established by the Provincial Policy Statement, the Growth Plan, the Region of Peel Official Plan and the in-force and proposed Mississauga Official Plan, all of which support and encourage intensification within built-up urban areas on sites that are well served by municipal infrastructure, including public transit.

The proposal is keeping with the intensification policies of both the Provincial Policy Statement and the Growth Plan for the Greater Golden Horseshoe. In particular, the new Growth Plan (2017) promotes transit-supportive development on major roads such as Lakeshore Road East, which have frequent transit service. In our opinion, the proposed redevelopment of an underutilized and currently vacant site offers an excellent opportunity to provide a significant number of new housing units along a major road identified as an appropriate location for intensification. Also, the subject site is in proximity to the Long Branch GO Station, located approximately 875 metres from the site, or approximately a 10-11 minute walk.

Redevelopment on the subject site is further supported by policies set out in the Regional Official Plan which seek to optimize all intensification opportunities across the Region in manner that contributes to the achievement of compact and efficient urban form, optimizes the use of existing infrastructure and services, revitalizes or enhances existing neighbourhoods and intensifies development on underutilized lands.

At a City-level, the site is already designated to permit intensification in the form of a tall building. While the specific height, massing and density will be addressed in greater detail in Section 5.3 of this report, it is our opinion that proposed increase in height and resulting density is desirable from an intensification perspective, both in policy terms and in practical terms.

It is clear that the City of Mississauga will increasingly need to rely on intensification to achieve its population and employment targets to the year 2031 and, in so doing, contribute to the achievement of the population and employment targets for the Region of Peel as set out in the Growth Plan. In this regard, the Region of Peel Official Plan allocates a minimum of 52,000 new residential units to the builtup area of the City of Mississauga by 2031. As recognized in the Mississauga Official Plan, the City has now reached the stage where virtually all of its greenfield land supply has been built out; accordingly, new growth will need to be accommodated through redevelopment and intensification within developed areas. In accordance with the policies for development in Neighbourhoods set out in Section 9.1 of the Mississauga Official Plan, the proposed development has been organized to respect the existing and planned character of the area and will support the creation of an efficient, multimodal transportation system that encourages greater utilization of public transit and active transportation modes.

Also, the Lakeview Local Area Plan identifies the subject site forming part of the Lakeshore Corridor Precinct, a segment of Lakeview that not only currently has frequent transit service but is also anticipated to provide for future higher order transit service. Accordingly, the Lakeshore Corridor Precinct is envisioned to accommodate some of the anticipated growth, through infill and the intensification of underutilized sites. In this regard, the Local Area Plan already permits a maximum height of 10 storeys on the subject site. Furthermore, through the Inspiration Lakeview Study, the City is currently preparing draft Official Plan policies that will further support the direction to promote intensification within Lakeview, including along Lakeshore Road East.

In practical terms, the site is currently underutilized and visually unattractive and, as such, the proposed development would result in an improvement to, and revitalization of, the Lakeshore Corridor, but in a manner that is sensitive to the residential neighbourhood to the north and east. The site is appropriate for intensification given its location within a well-established area served by a wide array of community services and facilities. The proposal will take advantage of the retail and commercial services offered along Lakeshore Road East, as well as it will promote and support the existing and planned parks and open space network in Lakeview, including those close to the subject site and along Lake Ontario.

Based on the foregoing, it is our opinion that optimization of density on the subject site would be consistent with both good planning practice and overarching Provincial, Regional and City policy direction, subject to achieving appropriate built form relationships.

# 5.2 Land Use

The proposed residential/mixed-use development, with at-grade commercial, is appropriate and desirable for the subject site and generally conforms to the land use permissions in the Mississauga Official Plan and in the Zoning By-law.

In this regard, the *Mixed Use* designation permits uses that are permitted in all designations, including residential and commercial uses, while the C4 zoning permits a range uses including retail, service and office uses as well as apartment dwellings.

As set out below, the proposed development will fit harmoniously within the existing and planned built form context and will conform with the criteria for new development in nonintensification areas set out in Policy 9.2.2.3, the general site development policies set out in Policies 9.5.1.2, 9.5.1.3 and 9.5.1.9, the policies for new development in the *Neighbourhood* Character Area and in the *Lakeshore Corridor* Precinct as set out in Lakeview Local Area Plan, as well as the built form standards set out in the accompanying Lakeview Built Form Standards.

Further, the designation a portion of the site from *Greenlands* to *Mixed Use* is required to further establish the land use boundary that is consistent with the staked top of slope line, as confirmed by the Credit Valley Conservation Authority, including the associated buffer lands from the staked line. In our opinion ,the designation is appropriate as these lands, which are located outside the buffer area, are not required for conservation, flood control and/or erosion management. The balance of the lands designated *Greenlands* will continue to function as part of the City's Natural Heritage System and include associate buffer area that will be naturalized to promote conservation and assist in flood control and/or erosion management, which is in keeping with the *Greenlands* land use permissions.

### 5.3 Height, Massing and Density

As noted in Section 5.1 above, the subject site is an appropriate location for intensification from a planning policy perspective. From a built form perspective, the subject site is an appropriate location for taller buildings, given the existing and planned context of the Lakeview area.

In this regard, Map 3 of the Lakeview Local Area Plan identifies a maximum building height of 10 storeys on the subject site, which indicates that the subject site is appropriate for taller buildings. Building A, at 8 storeys, is within the permitted height limit, while Building B, at 12 storeys, exceeds the 10-storey height limit. However, it is our opinion that the proposed 12-storey building is appropriate, as the resulting built form impacts are mitigated through a combination of the siting of the tallest portion of the building, as well as the massing and transition in scale of the buildings. As such, the proposal implements the development criteria for buildings taller than four storeys within Neighbourhoods as set in Policy 16.1.1.2, which seek to provide for an appropriate transition in heights, to enhance the existing or planned development, and to maintain the existing City Structure hierarchy.

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From an urban structure perspective, the proposal is not only generally in keeping with the planned context, but is also generally in keeping with the existing heights in the Lakeview area, including the 10-storey and 16-storey apartment buildings to the west, as well as other tall buildings along Lakeshore Road East and along Dixie Road, as summarized in the table below:

Address	Number of Storeys
1400 Dixie Road (Fairway Condos – Tower 2)	22 storeys
1535 Lakeshore Road Easwt	20 storeys
1257 Lakeshore Road East (Lakewood Apartments)	16 storeys
1400 Dixie Road (Fairway Condos – Tower 1)	16 storeys
1060 Caven Street	14 storeys
1100 Caven Street	14 storeys
1110 Caven Street	14 storeys
1485 Lakeshore Road East	12 storeys
1025 Fergus Avenue (Lakeview Promenade)	10 storeys
1020 Shaw Drive	8 storeys
1015 Roosevelt Road	8 storeys
1285 Lakeshore Road East (Lakeside Apartments)	7 storeys
1015 Orchard Road (Orchard Court)	7 storeys
480 Lakeshore Road East	7 storeys
363 Lakeshore Road East	7 storeys
1017 Seneca Avenue	7 storeys
1051 Seneca Avenue	7 storeys
1061 Seneca Avenue	7 storeys

Furthermore, since the adoption of the Lakeview Local Area Plan, further study and evaluation in regard to intensification and the appropriate locations to accommodate increased height and density has been undertaken by the City through the ongoing Inspiration Lakeview Study. In this regard, while the subject site is not part of the prescribed study area, Inspiration Lakeview clearly anticipates growth to be directed to the OPA Lands and along the Lakeshore Corridor, and envisions greater heights in and along these areas, predominantly mid-rise, but also taller heights, in excess of 15 storeys, where appropriate transition is provided. Based on this, additional height on the subject site is appropriate and in keeping with the emerging planned context.

The massing of the proposed development maintains an appropriate scale and transition to the surrounding area with a site layout and orientation which creates a sense of identity and character. The building massing distributes heights sensibly around the subject site in order to respect adjacent heights and character. In general, the buildings provide low-scale elements along the street frontages and step the taller portions of the buildings away from the low-rise areas, particularly the residential areas to the north and east.

In particular, 2-storey base elements along St. James Avenue, Dixie Road and at the Dixie Road/ Lakeshore Road East intersection, in combination with generous setbacks, provide a comfortable pedestrian scale in keeping with the heights of adjacent buildings, while the 4-storey base condition of Building B along Lakeshore Road East is consistent with the planned "mainstreet" context along the Lakeshore Corridor. Above these base elements, the portions of the buildings along St. James Avenue and Lakeshore are stepped up to 4 storeys, still maintaining a low-rise street wall condition. Along Dixie Road and at the south end of Building B along Lakeshore Road East, the buildings step up to 6 storeys, providing defined street edges along Dixie Road and Lakeshore Road East and maintaining a comfortable scale at street level, while still providing an appropriate transition in scale to the properties on the other side of the street.

With respect to the taller elements of the buildings, these elements are located away from the "mainstreet" character along Lakeshore Road East and from the low-rise residential character along St. James, while the tallest element (i.e. the 12-storey element) is located at the west end of the property to step the tallest heights away from Dixie Road and locate it where there are similar existing height (i.e. the existing 10-storey building at 1025 Fergus Avenue. The 8-storey portion of Building A is stepped back above the 6-storey podium on all sides and is sited to ensure appropriate transition to the low-rise residential area to the east is provided in order to minimize built form impacts. Similarly, the 12-storey portion of Building B provides numerous stepbacks above the podium building on all sides. In particular, along St. James Avenue, the taller element is stepped back approximately 9.4 metres from the 4-storey base and provides additional stepbacks of 3.7 metres and 3.2 metres above the 8<sup>th</sup> and 10<sup>th</sup> storeys, respectively. Along Lakeshore Road, the taller portion of the building is significantly stepped back at approximately 43.7 metres from the 6-storey podium and provides of 6.5 metres and 3.3 metres above the 8<sup>th</sup> and 10<sup>th</sup> storeys, respectively.

Also, through architectural details, the massing of the buildings is broken up into smaller elements through the use of varying materials, architectural features such as horizontal and vertical elements, as well as the use insetting and projecting balconies. In this regard, the taller elements are highly glazed to reduce the appearance of these elements, while the stepbacks provided in the podium buildings are emphasized through the techniques described above, in order to give prominence to the 2-storey base elements. In particular, along St. James Avenue, each street-related townhouse unit is designed to read distinctly from the podium building order to break up the massing and to maintain the scale and proportion of the low-rise dwellings along the street.

Fromadensityperspective, it is our opinion that the proposed FSI of 2.8 is desirable and appropriate. In this regard, the Mississauga Official Plan does not generally provide for density limitations in the *Neighbourhoods* City Structure element or the *Mixed Use* land use designation. Further, the Lakeview Local Area Plan also does not provide density limits, but rather sets out a maximum height limit and requires new development to transition in scale to adjacent sensitive uses, in order to ensure minimal built form impacts to the surrounding area.

Based on the direction set out in the Local Area Plan, as part of one of the key areas for intensification within the Lakeview area, optimization of the potential density on the subject site through the development of taller buildings that achieve appropriate built form relationships is central to the revitalization of the Lakeview area and specifically along the *Lakeshore Corridor* Precinct.

From a planning policy perspective, it is appropriate and desirable to optimize density on the subject site given its location along a corridor envision to accommodate growth for the community and the lack of built form impacts on nearby low-rise neighbourhoods and parks, as well as the proximity to high frequency transit service. Further, this is consistent with the vision, principles and objectives articulated through the ongoing Inspiration Lakeview Study. Based on the foregoing, a quantitative assessment of density should not be determinative in evaluating proposals for new development but should also consider potential built form impacts resulting from the proposed density. A detailed evaluation of the potential built form impacts resulting from the proposed development is provided in Section 5.4 to this report.

# 5.5 Built Form Impacts

As set out below, it is our opinion that the proposed development would have minimal and acceptable built form impacts on surrounding properties, including the surrounding low-rise properties to the north and east, as well as nearby apartment building to the west and the Arsenal Lands to the south.

#### LIGHT, VIEW AND PRIVACY

Light, view and privacy (LVP) impacts are generally addressed through a combination of spatial separation, orientation and mitigating measures between buildings. Although there are no design guidelines for the development of tall buildings outside of Downtown Mississauga, the Lakeview Built Form Standards recommend a separation distance of 35 metres between portions of buildings over 6 storeys. The BFS also recommends standards for maximum floor plate sizes (of 1,000 square metres) to minimize sky view impacts and for transition to lower forms, through the use of angular planes, building stepbacks and increased setbacks, in order to minimize built form impacts. Also, as a matter of good urban design practice, a minimum distance of 11 metres is generally used as an appropriate separation distance between main windows for mid-rise buildings.

In terms of separation to the low-rise residential uses to the north and east, through the combination of the setbacks provided for the proposed buildings (of 4.6 metres along St. James Avenue and 4.7 metres along Dixie Road), which are similar to the setbacks provided by existing dwellings, and the right-of-way widths of Dixie Road and St. James Avenue, both at 20 metres, the resulting separation distance between the podium building and those existing dwellings is in excess of 27 metres. This would provide sufficient distance, resulting in minimal privacy and overlook impacts. Above the base elements, additional stepbacks are provided as the building height increases, in order to provide greater separation and transition. In this regard, except for the top of the mechanical penthouse fronting St. James Avenue, the buildings along St. James Avenue and Dixie Road fall under a 45-degree angular plane taken from the property lines across the streets. This provides for a proper transition in scale to reduce the massing, as well as to maximize sky view and sunlight penetration.

To the south, there is virtually no potential LVP impacts to the Small Arms Buildings, given the right-of-way width of Lakeshore Road East (of approximately 35 metres), the significant setback of the heritage building, and to lesser extent the 4.0 metre setback of the building. The resulting separation not only maximizes sky view and sunlight penetration, but it also gives prominence to the heritage building and to the Arsenal Lands, which are planned to be a new public park. Above the podium buildings, the taller portions are well setback back to further minimize the sense of scale from across the street.

To the west, the lower portion of the building provides a separation distance of approximately 31metres to the 10-storey apartment building and a separation distance of approximately 34.5 metres to the townhouse units, while above the podium, an additional stepback of 1.75 metres above the 8<sup>th</sup> floor, provides greater separation to the buildings to the west (approximately 32.75 metres and 36.25 metres, respectively). It is our opinion that that the separation distances are appropriate and will not create adverse LVP impacts. While the separation distance between the existing 10-storey building and the upper portion of the building is slightly less than the recommended 35 metre separation distance, it is our opinion that it still provides sufficient distance between the two buildings, providing for opportunities of sunlight penetration and sky view, and will not result in unacceptable privacy and overlook impacts.



Finally, in terms of the separation distances provided between the two proposed buildings, the separation distance between the lower portion of the two buildings at the south end of the site is approximately 34.9 metres, while the separation distance between upper levels is approximately 40 metres, both which are in excess of the recommended 35-metre guideline. For the separation distance between the north end of the buildings, in which Building B bends to follow the property line, the resulting distances are approximately 27.5 metres between the lower portions, and approximately 31.2 metres between the upper portions. While less than the recommended guidelines, it is our opinion that the separation is appropriate and will not result in adverse LVP impacts, as there will not be direct views between units given that the portion of the Building B is on an angle and not directly in line with the west facing units in Building A. Also, the distance between the upper portions will still allow for sunlight to penetrate the courtyard amenity area. With respect to the units facing the "gaps" between the buildings at the northeast and southwest ends of the site, the separation distance is approximately 11.8 metres, which in our opinion, is adequate from a privacy and overlook perspective, as it slightly exceeds the general 11-metre standard between mid-rise buildings. Also, given that buildings are 4 and 6 storeys in these locations, adequate sunlight penetration will be provided between the "gaps".

In terms sky view, while the floor plate sizes of upper portions of the buildings are larger than the 1,000 square metre size set out in the Lakeview Built Form Standards, it is our opinion that the resulting sizes do not create adverse sky view impacts. In this regard, the taller elements are oriented in a north-south direction, and in combination with the separation distance between the two, result in minimal sky view impacts looking north-south. Looking eastwest, sky view impacts are mitigated through the siting of the upper portions of the two proposed buildings, which are generally in line with each other, as well as generally in line with the existing 10-storey building to the west.

#### SHADOW IMPACTS

A Shadow Study was prepared by Bousfields Inc. in support of the proposed development and in accordance with the City of Mississauga's Urban Design Terms of Reference Standards for Shadow Studies dated June 2013 ("the shadow study"). The shadow study includes an assessment of the net incremental shadow impact of the proposed development on residential private outdoor amenity space (e.g., private rear yards, patios, and pools), communal outdoor amenity areas that are part of the proposed development or adjacent apartment sites, public realm elements (e.g., sidewalks, open spaces, plazas, as well as turf and flower gardens) and building facings to allow for the possibility of using solar energy.

With respect to residential private outdoor amenity spaces, the shadow study illustrates that Area I located west of the subject site (i.e. rear yards of the Lakeview Promenade townhouses at 1035 Fergus Avenue) receives shadowing from 7:07 am to 10:15 am, a little over three consecutive hourly test times. Therefore, criteria 3.1 is not met, however it should be noted that Appledale Park is located to the immediate east of Area I and is surrounded by heavy tree planting that cast significant shadow throughout the day (the shadow impact from the existing tree canopy is not accounted for in the 3D context model). Also, it should be noted that while the rear yards of townhouse units are shadowed by the existing tree canopy and by the proposed development, residents also have access to the communal outdoor amenity areas within the Lakeview Promenade complex, which have access to sunlight, see below. Based on the foregoing, it is our opinion that the shadow impact is adequately limited, as shadows from the proposed development move off these rear yards by 10:15 am, allowing for access to sunlight for the balance of the day.

Communal outdoor amenity areas are located within the subject site and the adjacent apartment site, which includes two areas. For the testing dates on June 21<sup>st</sup>, September 21<sup>st</sup>, and December 21<sup>st</sup>, the proposed development will not create shadow impacts that reduce sun coverage to less than half of the time. Accordingly, the findings of the shadow analysis show that the proposal for full sun on the communal outdoor amenity areas are in accordance with this standard. As such, the criteria for section 3.2 is met.

With respect to shadowing on the public realm, the Terms of Reference state that Low and Medium Density Residential Streets should be designed to allow full sunlight on the opposite boulevard including the full width of the sidewalk on September 21st for a total of at least 4 hours between 9:12 am and 11:12 am, and between 3:12 pm and 5:12 pm. As demonstrated by the shadow study, there is shadow from the proposed development on St. James Avenue sidewalk from 9:12 am to 11:12 am and on Dixie Road sidewalk from 2:12 pm to 5:48 pm, therefore criteria 3.3 Low and Medium Density Residential Streets is not met. However, in examining the shadowing impact on the north side of St. James Avenue, it should be noted that there are no sidewalks on the north side of the street, therefore, it is not expected to be heavily used by pedestrians. With respect to shadowing on the east sidewalk along Dixie Road, it is our opinion that the shadowing impact is limited, as the sidewalk does not front any high traffic public zones such as parks or retail storefronts, etc., rather the sidewalk abuts residential front yards/driveways, and the parking area of the commercial plaza.

In terms of shadowing impacts on nearby public open spaces, parks and plazas, shadows from a proposed development should allow for full sun on areas identified as Public Realm at least half the time, or 50% sun coverage all the time. The findings of the shadow study conclude that the proposed development complies with this standard.

The proposed development will create no incremental shadow impacts on any nearby turf and flower gardens in public parks. Shadowing from the proposed development will impact building faces to the north for the possibility of using solar energy in the early- to late-morning on September 21<sup>st</sup>, while building faces to the east will be impacted in the mid- to late-afternoon on September 21<sup>st</sup>, although the "sun access factor" will average 0.923 so that the "No Impact Zone" remains in sunlight for the vast majority of the day.

Based on this analysis, it is our opinion that the proposed development will create minimal and acceptable shadowing impacts on adjacent lowrise neighbourhoods, private amenity areas, and public parks in accordance with Policy 9.2.2.3 and Policy 9.5.3.9 of the Mississauga Official Plan.

#### WIND IMPACTS

A Pedestrian Wind Study was prepared by Novus Environmental in support of the proposed development. The purpose of the study was to assess the wind environment around the proposed development in terms of pedestrian comfort and safety. The study is required as per the City of Mississauga's Urban Design Terms of Reference for Pedestrian Wind Comfort and Safety Studies.

As part of the study, a quantitative assessment was completed based on wind speed measurements on a scale model of the proposal and its surroundings in a boundary-layer wind tunnel. The assessment focused on those areas which pedestrians are expected to use on a frequent basis, such as sidewalks, main entrances, transit stops, plazas and parks. There are two transit stops nearby, along Lakeshore Road East.

The study concludes that winds safety criterion is met in all areas on and surrounding the development in both the Existing and Proposed Configuration. The wind conditions are expected to be comfortable for pedestrians in all areas during the summer and winter. Wind conditions on the sidewalks immediately surrounding the development are generally comfortable for walking or better throughout the year. Wind conditions are generally suitable for the uses intended in the outdoor amenity space on Level 2. As the proposed development provides a blockage for the prevailing easterly and westerly winds, wind conditions in the Proposed Configuration are generally comfortable for walking or better throughout the year on the surrounding sidewalks. This is an improvement from the Existing Configuration, particularly along Lakeshore Road.

# 5.4 Urban Design

An Urban Design Brief has been prepared by Bousfields Inc. and describes the urban design vision, strategy and rationale for the form and pattern of development. The Brief concludes that the urban design form and pattern of the proposed development appropriately addresses Provincial and local policy objectives with respect to the intensification within built-up areas in areas well served by municipal infrastructure, including public transit. Specifically, the development proposal is supportive of and appropriately addresses the Mississauga Official Plan urban design-related policies, in addition to the urban design-related objectives contained within the Lakeview Local Area Plan and the Lakeview Built Form Standards

In this regard, the proposed development has been designed in accordance with the site organization and building policies set out in Policies 9.5.1.2, 9.5.1.3, 9.5.1.4, 9.5.1.7, 9.5.1.9, 9.5.1.11, 9.5.1.15, 9.5.2.1, 9.5.2.2, 9.5.2.5, 9.5.2.6, 9.5.3.1, 9.5.3.2, 9.5.3.3, 9.5.3.5, 9.5.3.7, 9.5.3.9, 9.5.3.10, 9.5.3.16, 9.5.4.1, 9.5.4.2, 9.5.4.4, 9.5.4.5, 9.5.6.1, 9.5.6.2, 9.5.6.3 and 9.5.6.4 of the Mississauga Official Plan, and Policies 10.3.1, 10.3.4, 10.3.5, 10.3.6, 10.3.7 and 10.5.5 of the Lakeview Local Area Plan, as well as the relevant standards set out in Lakeview Built Form Standards, In particular, the proposed development has been designed to:

- respect existing street and block patterns, and the scale, massing and character of the surrounding area;
- create a sense of enclosure along the street edges, by establishing a visual and functional relationship between the proposed buildings on the subject site and surrounding context;
- minimize negative impacts on adjacent public parkland and low-rise neighbourhoods by ensuring that adequate privacy, sunlight and sky views are maintained and microclimatic conditions are mitigated;
- contribute to the enhancement of adjacent streetscapes;
- provides appropriate separation distances between existing buildings and between proposed buildings on the site to allow for light and permeability;
- provide high quality design that complements and reinforces the architectural character of the Lakeshore Road East and Dixie Road corridors, together with articulated building façades that utilize a variety of materials and create visual interest and relief along the streets;

- frame the Arsenal Lands and Small Arms Building to the south and give them prominence with an appropriately scaled massing
- enhance the existing network of private and public open spaces, including adjacent streetscapes, through a comprehensive approach to landscaping and the creation of new pedestrian connections into and through the subject site;
- incorporate street-related dwelling units, building entrances and street-related retail uses that are oriented towards the public street and directly accessible from the public sidewalk; and
- enhance the perception of safety within and adjacent to the subject site by incorporating active street-related uses and clearly defined and illuminated pedestrian connections, among other matters.

For a full urban design analysis, please refer to the Urban Design Brief.

## **5.6 Transportation**

An Urban Transportation Considerations report in support of the proposal has been prepared by BA Group. The report documents BA Group's review of the transportation-related elements of the proposed development, including parking, loading, site access provisions, existing transportation context, and future traffic operations as a part of the Official Plan Amendment and Re-Zoning Application to the City of Mississauga. Based on the analysis of these items, the report makes the following conclusions:

- The proposed total parking supply of 630 spaces (including 537 resident spaces and 92 visitor/ commercial retail spaces and 1 short-term pick-up/ drop-off space) meets and exceed the minimum Zoning By-Law 0225-2007 parking requirements.
- The proposed bicycle parking supply 313 spaces (including 35 short-term and 278 long-term spaces) meets and exceeds the minimum bicycle parking requirements of the Mississauga Cycling Master Plan and is supportive of Low Impact Development (LID) initiatives by the Region.
- The proposed total of three (3) loading areas (2 formal spaces and 1 informal area) meet the minimum Zoning By-law 0225-2007 requirements. The proposed loading supply and arrangements can accommodate the servicing needs of the current proposal.
- The proposed loading arrangements are appropriate and will facilitate the maneuvering requirements of the vehicles that are expected to access the site. Also, a minimum height clearance



of 7.5 metres is provided above the formal refuse/ collection loading space at the collection point as noted in the Region of Peel design policies.

- Both site access locations are forecast to operate satisfactorily, and STOP controlled approaches will operate at in the Level of Service 'A' to 'B' range during the weekday morning and afternoon peak hours.
- The site access locations are well removed from forecast queuing activity at the Dixie Road / Lakeshore Road East intersection and are beyond the 95th percentile queues.
- Capacity analysis results indicate that the area road network can reasonably accommodate forecast site traffic demands.

### 5.7 Servicing and Stormwater Management

A Functional Servicing and Stormwater Management Report was prepared by Cole Engineering in support of the proposed development. The report was prepared to address storm and sanitary servicing, water distribution, grading, and stormwater management. The servicing report demonstrates that the development can be adequately serviced by existing sanitary, water and stormwater services.

The lot grading scheme follows City of Mississauga and Region of Peel Design Standards, and respects the existing perimeter grades of the surrounding properties. The conceptual grading is to match the existing drainage patterns on the site. It is anticipated that due to the excavation of the underground garage for the Buildings, there will be surplus fill material to be disposed of offsite.

The proposed development will be serviced by using the existing fire and domestic service connections from Lakeshore Road East. There is sufficient pressure and flow from the existing 300mm diameter watermain to service the proposed development.

The proposed development has an anticipated population of 856 people and the anticipated sewage flows from the subject site from both residential and commercial areas, is calculated to be 13.25 L/s, which includes include peaking factor and infiltration rates.

The proposed development can be serviced with a 200 mm sanitary sewer connection to the existing 250 mm sewer on Dixie Road that flows southerly to the existing 1500 mm diameter Region trunk sewer on Lakeshore Road East.

Flows on site will be released via uncontrolled and controlled flow. Minor storm events will be captured by a storm sewer system and major flows contained by quantity control via a proposed storage tank in P1 level parking. Flows from the storage tank will release into the site control manhole via a 375mm diameter sewer pipe, and released to the existing 675mm diameter along Lakeshore Road East.

Flows from the site are considered "inherently" clean, providing the minimum 80% TSS removal from the site. Erosion control will be met on site using a combination of water re-use systems and initial abstraction, which will be further designed at the detailed design stage. A soakaway pit / infiltration trench is a potential LID option to provide infiltration for groundwater recharge for the site.

# 5.8 Natural Heritage

An Environmental Impact Study was prepared by Aquafor Beech Limited in support of the proposed application. The trigger for the EIS is the subject property's proximity to the Applewood Creek corridor, which is located directly adjacent to the west side of the subject property. The corridor consists of a narrow, wooded valley which contains Applewood Creek and is part of the City of Mississauga's Natural Heritage System. The natural heritage form and function of this area is limited to the provision of habitat for urbanadapted species, fish habitat, function as a northsouth linkage, and contribution to the urban forest canopy. Significant portions of the creek and valley walls are made of gabion baskets, and the woodland within the corridor is dominated by exotic species (i.e. Manitoba maple). The boundary between the aforementioned natural area and the subject property is demarcated by an existing chain link fence along the western boundary of the subject property. Natural lands south of Lakeshore Rd. E. consist of a diversity of habitat types (e.g. forest, treed swamp, thicket, and meadow) and likely qualify as Significant

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Wildlife Habitat. Species-at-Risk were not identified on or adjacent to the subject property, and there is little to no potential for occurrence within or directly adjacent to the subject property.

It is not anticipated that the proposed development will have an adverse impact on the natural lands south of Lakeshore Rd. E. Impacts to the adjacent corridor to the west of the subject property can be mitigated through erosion and sediment controls, bird-friendly building design, and implementation of a 10 m wide buffer alongside the boundary of the wooded corridor. Impacts to the urban tree canopy resulting from the removal of street trees will be mitigated through landscaping associated with the development.



For the reasons set out in this report, it is our opinion that the applicable planning framework is supportive of intensification on the subject site, given its location within Mississauga's built up area, which is well served by existing municipal infrastructure, including public transit.

From a land use perspective, residential/mixeduse intensification on the site is supportive of the policy framework expressed in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, the Mississauga Official Plan, the Lakeview Local Area Plan. The proposed development will make efficient use of existing and planned public infrastructure providing transit ridership for existing bus and GO Transit service, as well as future potential transit services along Lakeshore Road East. The proposed development will also provide a range and mix of housing options in the Lakeview area. Furthermore, the proposed development will assist in meeting the minimum population and employment targets as provided at the Provincial, Regional and City levels.

From a built form and urban design perspective, the proposed development represents a significant improvement to the existing site conditions applying to the subject site. The proposed development will provide street-related buildings fronting on Lakeshore Road East, Dixie Road and St. James Avenue, which will establish a pedestrian-oriented environment along these frontages that will complement and enhance the existing and planned characters along these streets. The proposed development provides heights in keeping with the Lakeview area and provides an appropriate transition in built form and scale to adjacent low-rise residential areas.

Accordingly, it is our opinion that the proposed Official Plan Amendment and Zoning By-law Amendment application is appropriate and desirable in planning and urban design terms and we recommend that it should be approved.

52 % BOUSFIELDS INC.

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