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## Planning and Development Committee

**Date:** December 2, 2019  
**Time:** 6:00 PM  
**Location:** Civic Centre, Council Chamber  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1

### Members

Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11 (Chair)

### Contact

Angie Melo, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5423  
[angie.melo@mississauga.ca](mailto:angie.melo@mississauga.ca)

**PUBLIC MEETING STATEMENT:** In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Local Planning and Appeal Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

***Send written submissions or request notification of future meetings to:***

Mississauga City Council Att: Development Assistant  
c/o Planning and Building Department – 6th Floor  
300 City Centre Drive, Mississauga, ON, L5B 3C1  
Or Email: [application.info@mississauga.ca](mailto:application.info@mississauga.ca)



1. CALL TO ORDER

2. DECLARATION OF CONFLICT OF INTEREST

3. MINUTES OF PREVIOUS MEETING - Nil

4. MATTERS TO BE CONSIDERED

4.1 PUBLIC MEETING INFORMATION REPORT (WARD 4)

Applications to permit one new 25 storey rental apartment building consisting of 271 units - 600 and 620 Lolita Gardens, northwest corner of Dundas Street East and Cawthra Road (connection to Dundas Street East)

Owner: Hanseatic Holdings Limited c/o Park Property Management

File: OZ 19/016 W4

4.2 PUBLIC MEETING INFORMATION REPORT (WARD 11)

Official Plan amendment and rezoning applications to permit a four storey, 43 unit, condominium apartment building

6620 Rothschild Trail, west of McLaughlin Road, north of Fletchers Creek

Owner: Di Blasio Corporation

File: OZ19/010 W11

4.3 RECOMMENDATION REPORT (WARD 1)

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

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

Owner: Vandyk Group of Companies

File: OZ 18/009 W1

5. ADJOURNMENT



# City of Mississauga

## Corporate Report



Date: 2019/11/08  To: Chair and Members of Planning and Development Committee	Originator's file: OZ 19/016 W4
From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building	Meeting date: 2019/12/02

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 4)**

**Applications to permit one new 25 storey rental apartment building consisting of 271 units**

**600 and 620 Lolita Gardens, northwest corner of Dundas Street East and Cawthra Road (connection to Dundas Street East)**

**Owner: Hanseatic Holdings Limited c/o Park Property Management**

**File: OZ 19/016 W4**

## Recommendation

That the report dated November 8, 2019, from the Commissioner of Planning and Building regarding the applications by Hanseatic Holdings Limited c/o Park Property Management to permit one new 25 storey rental apartment building consisting of 271 units, under File OZ 19/016 W4, 600 and 620 Lolita Gardens, be received for information.

## Background

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

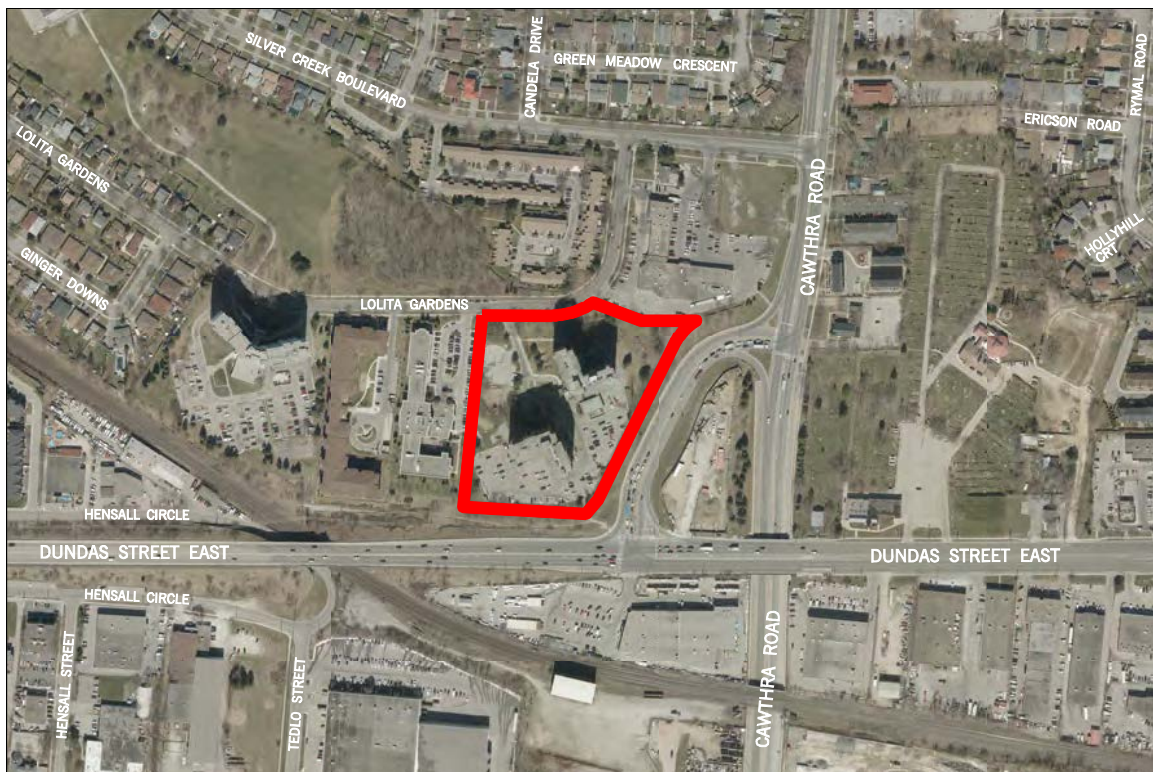
## PROPOSAL

The official plan amendment and rezoning applications are required to permit one new 25 storey rental apartment building consisting of 271 units. The two existing buildings will remain. The applicant is proposing to maintain the **Residential High Density** designation but increase the permitted Floor Space Index (FSI) to 2.35, whereas currently a maximum of 1.4 is permitted. The zoning by-law will also need to be amended from **RA5-3** (Apartments) to **RA5-Exception** (Apartments) to implement this development proposal.

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

## Comments

The property is located within the Mississauga Valleys Neighbourhood Character Area at the northwest corner of Dundas Street East and the Cawthra Road (connection to Dundas Street East). The area contains a mix of residential, commercial and community uses. The subject property is currently occupied by a 17 storey rental apartment building and a 21 storey rental apartment building with a mix of surface and underground parking and landscaping.



Aerial image of 600 and 620 Lolita Gardens



Applicant's rendering of the proposed 25 storey rental apartment building

## LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and

requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

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

Agency and department comments are summarized in Appendix 1, Section 8.

## **Financial Impact**

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

## **Conclusion**

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, review of reduced parking standards, ensuring compatibility of new buildings and community consultation and input.

## **Attachments**

Appendix 1: Detailed Information and Preliminary Planning Analysis




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

Prepared by: Tori Stockwell, Development Planner



**Detailed Information and Preliminary Planning Analysis**  
**Owner: Hanseatic Holdings Limited c/o Park Property Management**  
**600 and 620 Lolita Gardens**

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## 1. Site History

- 1972 - The two existing 17 storey and 21 storey apartment buildings were constructed
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **RA5-3** (Apartments) which permits apartment dwellings
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated Residential High Density in the Mississauga Valleys Neighbourhood Character Area

## 2. Site and Neighbourhood Context

### Site Information

The property is located within the Mississauga Valleys Neighbourhood Character Area at the northwest corner of Dundas Street East and Cawthra Road (connection to Dundas Street East). The subject land has frontage and vehicular access onto Lolita Gardens to the north while an unmaintained pedestrian trail provides access to Dundas Street East to the southeast. The property is currently occupied by a 17 storey rental apartment building and a 21 storey rental apartment building with a mix of surface and underground parking and landscaping. There are shared amenity areas located on site, including a playground located north of the existing 17 storey

apartment building and an indoor pool located south of the existing 21 storey apartment building.



Image of existing conditions facing southeast

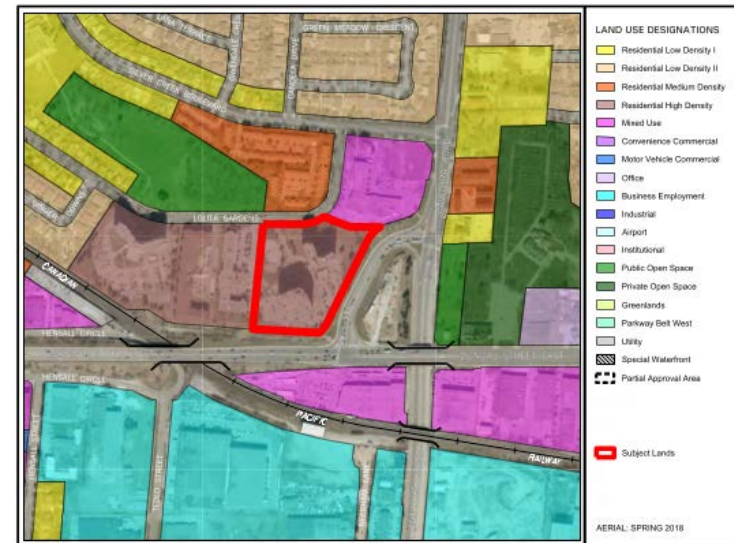
Property Size and Use	
Frontages:	100.8 m (330.7 ft.)
Depth:	171.6 m (563 ft.)
Gross Lot Area:	2.6 ha (6.4 ac.)
Existing Uses:	There is an existing 17 storey rental apartment building and 21 storey rental apartment building on site.

## Surrounding Land Uses

The surrounding area is characterized by a mix of residential, commercial and community uses. The broader surrounding area located to the north and west of the site is largely comprised of detached homes. Cedarbrae Park and townhomes are located directly to the northwest and north of the subject property. Silver Creek Plaza is located to the northeast and is approximately a five minute walk from the subject lands. The plaza provides a range of services including a grocery store, pharmacy and restaurants. Cawthra Gardens Long Term Care Residence, a four storey condominium apartment building and a 19 storey condominium apartment building are located on Lolita Gardens to the west of the site. Rona and the Canadian Pacific (CP) Railway tracks are located on the south side of Dundas Street East. St John's Anglican Church, Dixie Union Chapel, Dixie Presbyterian Church and St John's Dixie Cemetery are located east of Cawthra Road.

The surrounding land uses are:

- North: Townhomes, Cedarbrae Park, Silver Creek Plaza and detached homes
- East: St John's Anglican Church, Dixie Union Chapel, Dixie Presbyterian Church and St John's Dixie Cemetery
- South: Rona and Canadian Pacific (CP) Railway tracks
- West: Cawthra Gardens Long Term Care Residence, apartment buildings and detached homes



Aerial Photo of 600 and 620 Lolita Gardens

## The Neighbourhood Context

The site is located on the northwest corner of Dundas Street East and Cawthra Road (connection to Dundas Street East) within the Mississauga Valleys Neighbourhood Character Area. The Character Area is adjacent to the Dixie Employment Area, which contains a range of commercial and industrial uses in close proximity to the site. These uses include retail, office and restaurant establishments located predominately on Dundas Street East. The surrounding residential area was largely developed during the 1970s.

## Demographics

Based on the 2016 census, the existing population of the Mississauga Valleys Neighbourhood Character Area is 12,215 with a population density of 44 people/ha (18 people/ac.). The median age of the character area is 43 (compared to the City's median age of 40). Sixty-six percent of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 18% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 14,900 and 15,300 with a population density of 53 people/ha (21 people/ac.) and 55 people/ha (22 people/ac.) respectively. The average household size is 3 persons with 18% of people living in apartment buildings that are five storeys or higher. The mix of housing tenure for the area is 3,380 units (80%) owned and 865 units (20%) rented with a vacancy rate of approximately 0.9%\*. In addition, the number of jobs within the Character Area is 718. Total employment combined with the population of the Character Area results in 46 persons plus jobs per ha.

\*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the Northeast geography. Please also note that the vacancy rate published by CMHC is only for apartments.

## Other Development Applications

The following development applications were recently approved in the immediate vicinity of the subject property:

- OZ 17/11 W3 – 3105 Cawthra Road – approval was

obtained for six 3 storey common element condominium townhomes

- OZ 16/001 W3 – 3111 and 3123 Cawthra Road – approval was obtained for 23 stacked townhomes, nine condominium townhomes and two detached homes

## Community and Transportation Services

The applications will have minimal impact on existing services in the community. The site is located just south of Cedarbrae Park which contains a playground and toboggan hill and is located 600 metres (1,968 ft.) from McKenzie Park, which contains a playground and soccer field. Cedarbrae Park, McKenzie Park, and Brentwood Park (located approximately 2 kilometers (1.2 mi) from the site) form a green system connecting the subject lands to the Mississauga Valleys Community Centre (located 3 kilometres (1.8 mi.) from the property). Additional comments from Community Services regarding City parks and facilities can be reviewed within Section 9 of this Appendix.

On June 20, 2018, the Dundas Connects Master Plan was endorsed by Council, which studied the feasibility of locating higher order transit along the Dundas Street corridor. The Plan proposes enhancement of the pedestrian space along Dundas Street with wider sidewalks, landscaping, street furniture, and providing for other desirable streetscape elements such as patios and retail spill out space. It recommends creating a complete street for all users with pedestrian space that is vibrant, safe and accessible and has continuous and consistent planting. The study also states that a mix of uses

and transit supportive intensification is encouraged to support the achievement of complete communities and provide a variety of uses along the Dundas corridor. The proposed development would meet these objectives. As Dundas Connects provides no detailed assessment specifically for Mississauga Valleys Neighbourhood Character Area, the policies of Mississauga Official Plan continue to provide direction for assessment of applications for increased density.

In addition, the subject property is within a proposed Major Transit Station Area (MTSA) which will be serviced by a Bus Rapid Transit (BRT) station located at Dundas Street East and Cawthra Road (connection to Dundas Street East).

The following major MiWay bus routes currently service the site:

- Route 1 – Dundas
- Route 1C – Dundas-Collegeway
- Route 101 – Dundas Express
- Route 101A – Dundas Express
- Route 8 – Cawthra
- Route 3 - Bloor

### 3. Project Details

The applications are to permit one new 25 storey rental apartment building consisting of 271 units. The two existing rental apartment buildings will remain.

Development Proposal	
Applications submitted:	Received: August 1, 2019 Deemed complete: August 28, 2019
Developer/	Hanseatic Holdings Ltd.

Development Proposal		
Owner:		
Applicant:	Bousfields Inc.	
Number of units:	271	
Height:	25 storeys	
Floor Space Index:	2.31	
Landscaped Area:	53.5%	
Anticipated Population:	593.5* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	906	783
visitor spaces	136	119
Total	1,042	902
Green Initiatives:	• Green roof and infiltration gallery	

### Supporting Studies and Plans

The applicant has submitted the following information in support of the applications, which can be viewed at the following link:

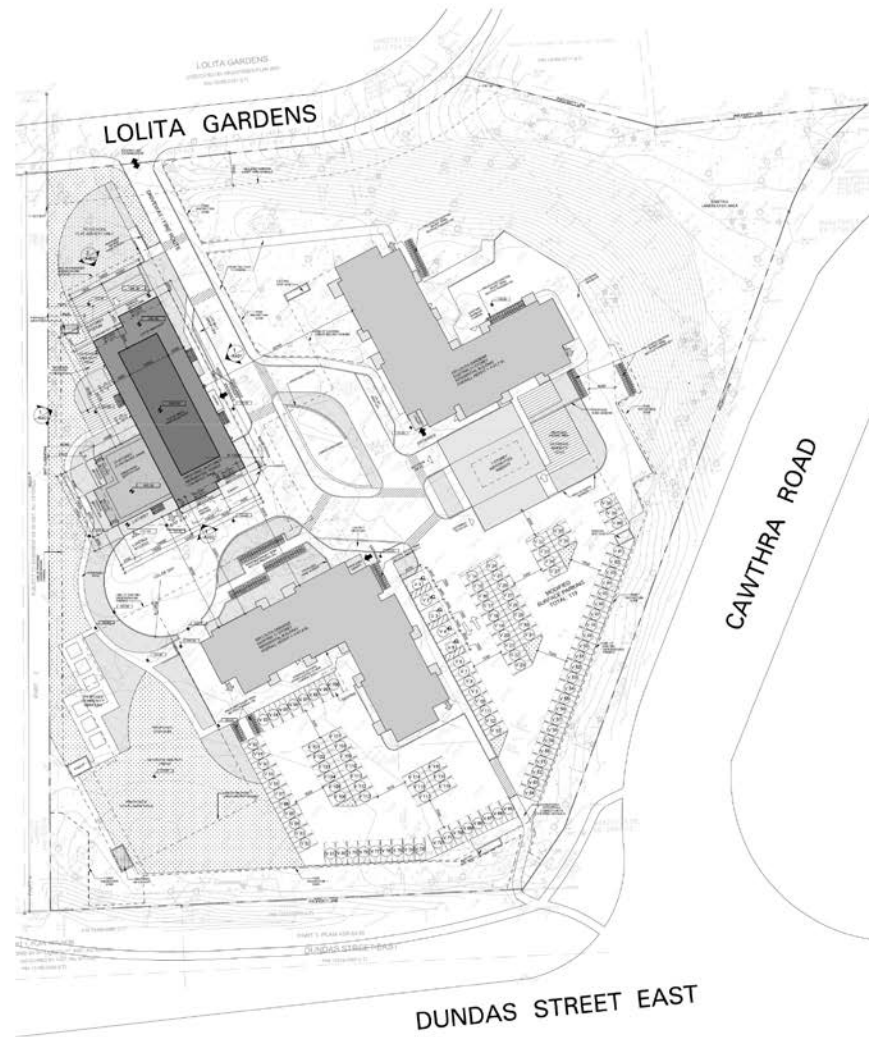
<http://www.mississauga.ca/portal/residents/development-applications>

- Survey
- Architectural Plans
- Grading Plan
- Landscape Plans
- Planning & Urban Design Rationale Report
- Draft Zoning by-law
- Draft Official Plan Amendment by-law
- Traffic Impact Study
- Public Consultation Strategy Letter
- Noise Feasibility Study

- Functional Servicing Report
- Arborist Report & Tree Protection Plan
- Pedestrian Wind Study
- Shadow Study
- Phase One Environmental Site Assessment

**Concept Plan and Elevations**

File: OZ 19/016 W4

**Site Plan**





**Applicant's Rendering**



## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

#### Existing Designation

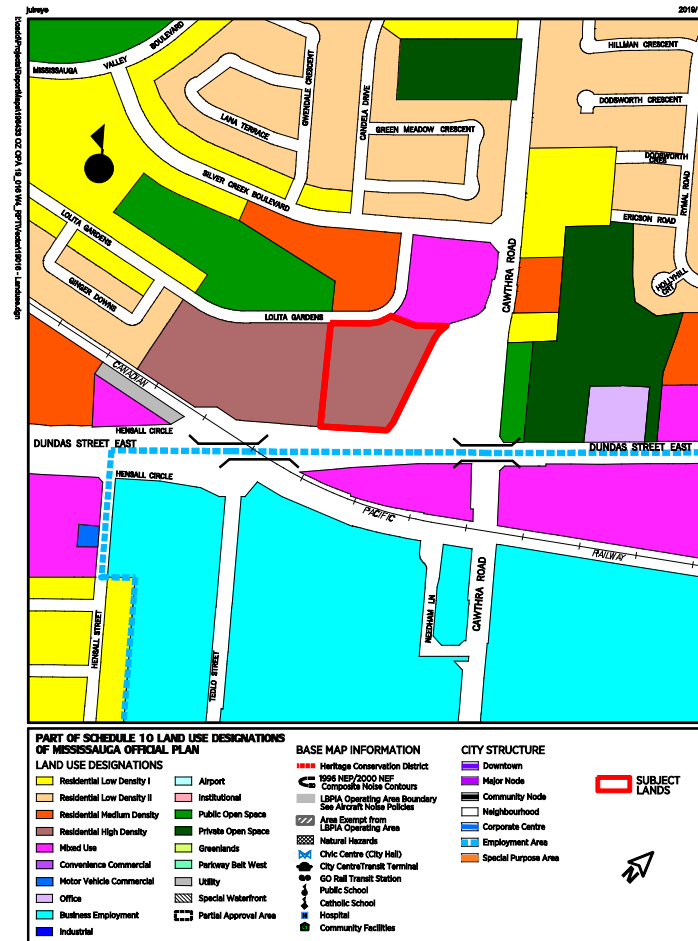
The site is designated **Residential High Density**. The **Residential High Density** designation permits apartment dwellings.

#### Proposed Designation

The applicant is proposing to maintain the **Residential High Density** designation but increase the permitted Floor Space Index (FSI) to 2.35, whereas currently a maximum of 1.4 is permitted.

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

#### Excerpt of Mississauga Valleys Neighbourhood Character Area



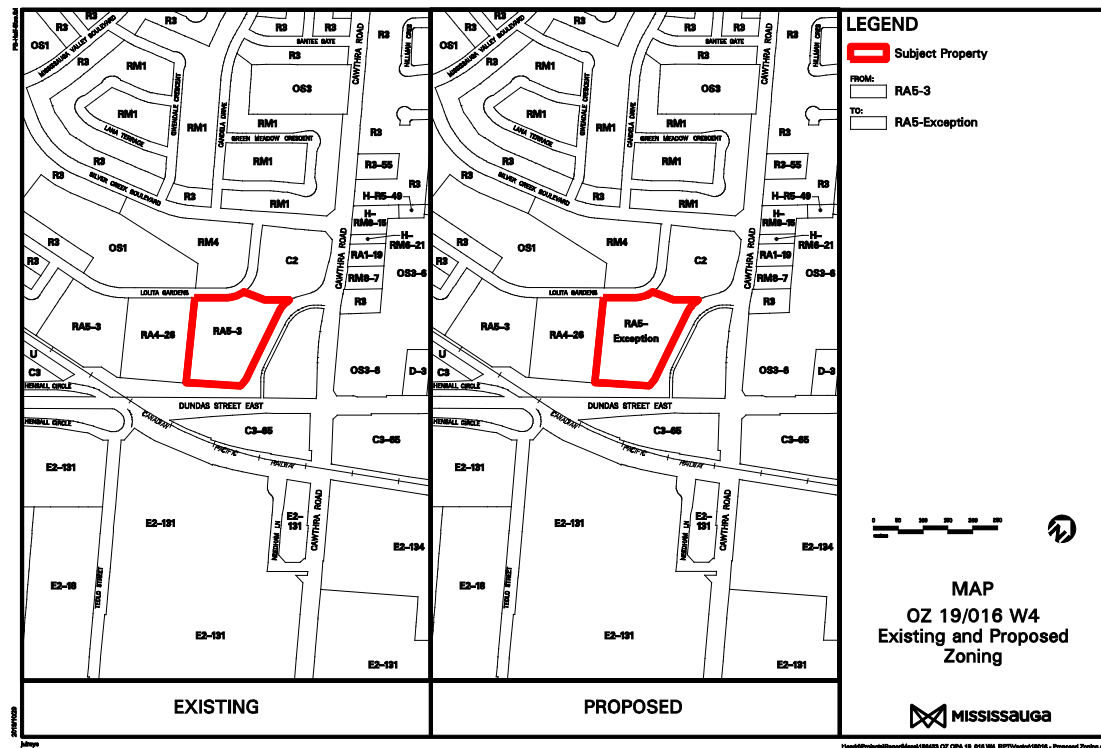
## Mississauga Zoning By-law

**Existing Zoning**

The site is currently zoned **RA5-3** (Apartments), which permits apartment dwellings with a maximum FSI of 1.4.

**Proposed Zoning**

The proposed zone is **RA5-Exception** (Apartments) to permit the proposal with exceptions for FSI and parking standards.



**Proposed Zoning Regulations**

<b>Zone Regulations</b>	<b>RA5-3 Zone Regulations</b>	<b>Proposed Amended RA5-Exception Zone Regulations</b>
Maximum <b>Floor Space Index (FSI)</b>	1.4	2.35
Minimum setback from a <b>parking structure</b> above or partially above finished grade to any <b>lot line</b>	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)
Minimum Off-Street Parking Regulations – Rental <b>Apartment</b>	1.00 space per studio 1.18 spaces per 1 bedroom 1.36 spaces per 2 bedroom 1.50 spaces per 3 bedroom 0.20 visitor spaces per unit	1.00 space per studio 0.85 spaces per 1 bedroom 1.13 spaces per 2 bedroom 1.22 spaces per 3 bedroom 0.14 visitor spaces per unit
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

## 5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.7)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p> <p>Major transit station areas on priority transit corridors or subway lines will be</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>planned for a minimum density target of:</p> <ul style="list-style-type: none"> <li>a. 200 residents and jobs combined per hectare for those that are served by subways;</li> <li>b. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or</li> <li>c. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. (Growth Plan 2.2.4.3)</li> </ul>
<b>Greenbelt Plan</b>	<p>Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i>, 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.</p>	<p>There are no natural features on this site. Therefore, the property is not subject to the policies of the Greenbelt Plan.</p>
<b>Parkway Belt West Plan (PBWP)</b>	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>The portions of the lands that contain the valleylands associated with the Credit River are designated <b>Public Open Space</b> and <b>Buffer Area</b> in the PBWP.</p>	<p>The Parkway Belt West Plan does not apply to this site.</p>
<b>Region of Peel Official Plan (ROP)</b>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and 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, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p>

### Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

The subject property will be located within a Major Transit Station Area (MTSA).

The lands are located within the Mississauga Valleys Neighbourhood Character Area and are designated **Residential High Density**. The **Residential High Density**

designation permits apartment dwellings.

The applicant is proposing to maintain the **Residential High Density** designation but increase the permitted Floor Space Index (FSI) to 2.35, whereas currently a maximum of 1.4 is permitted. The applicant will need to demonstrate consistency with the intent of MOP and shall have regard for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
<b>Chapter 4 Vision</b>	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
<b>Chapter 5 Direct Growth</b>	Section 5.1.4 Section 5.1.6 Section 5.1.9 Section 5.3.5 Section 5.3.5.1 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6	<p>Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>Mississauga will protect and conserve the character of stable residential neighbourhoods.</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p>

	Specific Policies	General Intent
		<p>Intensification within neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>
<b>Chapter 6 Value The Environment</b>	Section 6.10.4.1 Section 6.10.4.2	<p>Where residential uses sensitive to noise are proposed in close proximity to rail lines, it may be necessary to mitigate noise impact, in part by way of the building and site design. Any development that includes outdoor living areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the applicable Provincial Government environmental noise guideline. A detailed noise impact study will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 dBA or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 dBA.</p> <p>Development which includes bedrooms, sleeping quarters, living rooms, reading rooms and other noise sensitive uses which will be subject to high levels of railroad noise, will only be permitted if it includes structural features that result in interior noise levels that comply with the indoor standards specified by the applicable noise guideline.</p>
<b>Chapter 7 Complete Communities</b>	Section 7.1.1 Section 7.1.3 Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.2.8 Section 7.2.9	<p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages of their life, offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. The development of a range of housing choices in terms of type, tenure and price,</li> <li>b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and,</li> <li>c. The production of housing for those with special needs, such as housing for the elderly and shelters.</li> </ul> <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p>

	Specific Policies	General Intent
		The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.
<b>Chapter 9 Building a Desirable Urban Form</b>	Section 9.1 Section 9.1.1 Section 9.1.3 Section 9.3.5.6 Section 9.4.1 Section 9.5.1 Section 9.5.2.7	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill "fits" within the existing urban context and minimizes undue impacts on adjacent properties.</p> <p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Site and building design will improve connections and accessibility for transit users and promote pedestrians and cycling transportation modes. Mississauga will consider the convenience, comfort and safety of pedestrians and cyclists through urban design.</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights. Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained.</p> <p>Site development should respect and maintain the existing grades on-site.</p>
<b>Chapter 11 General Land Use Designations</b>	Section 11.2.5.6	<p>Lands designated Residential High Density will permit the following use:</p> <ol style="list-style-type: none"> <li>apartment dwelling.</li> </ol>
<b>Chapter 16 Neighbourhoods</b>	Section 16.1.1.1 Section 16.1.1.2 Section 16.1.2.5 Section 16.19.2.2	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements.</p> <p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ol style="list-style-type: none"> <li>an appropriate transition in heights that respects the surrounding context will be achieved;</li> <li>the development proposal enhances the existing or planned development;</li> <li>the City Structure hierarchy is maintained; and</li> <li>the development proposal is consistent with the policies of this Plan.</li> </ol>



	Specific Policies	General Intent
		<p>Proposals for additional development on lands with existing apartment buildings will be subject to the following, in addition to other policies regarding medium and high density residential development in this Plan:</p> <ul style="list-style-type: none"> <li>a. on lands designated Residential High Density, development in addition to existing buildings will be restricted to uses permitted in the Residential Medium Density designation; and</li> <li>b. as a condition of development, demonstrate the following: <ul style="list-style-type: none"> <li>• that the site in its entirety meets site plan and landscaping requirements;</li> <li>• compliance with the property standards bylaw; and</li> <li>• compliance with the applicable building code and fire code (i.e. the code in effect when the building was constructed).</li> </ul> </li> </ul> <p>Lands designated Residential Medium Density will also permit low-rise apartment dwellings.</p>
<b>Chapter 19 Implementation</b>	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>

## Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2014), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix

of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's

official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city. As this proposal is for a rental apartment building, the provision of affordable housing units will not be required.

**6. School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>30 Kindergarten to Grade 5 12 Grade 6 to Grade 8 8 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Silver Creek Public School</p> <p>Enrolment: 273 Capacity: 271 Portables: 0</p> <p>The Valleys Senior Public School</p> <p>Enrolment: 536 Capacity: 489 Portables: 0</p> <p>T.L. Kennedy Secondary School</p> <p>Enrolment: 916 Capacity: 1,275 Portables: 3</p>	<p>Student Yield:</p> <p>4 Kindergarten to Grade 8 4 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Metropolitan Andrei Elementary</p> <p>Enrolment: 498 Capacity: 582 Portables: 0</p> <p>Father Michael Goetz Secondary School</p> <p>Enrolment: 1,223 Capacity: 1,593 Portables: 0</p>

## 7. Community Comments

A community meeting was held by Ward 4 Councillor, John Kovac on October 23, 2019. Over 30 people were in attendance. Approximately 5 written submissions were received. An additional community meeting has been scheduled on November 28, 2019 to discuss traffic concerns on Lolita Gardens and Silver Creek Boulevard.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Traffic in the area is already too congested and the proposal will make it worse, especially at the Silver Creek Boulevard and Cawthra Road intersection and the Dundas Street East and Cawthra Road (connection to Dundas Street East) intersection
- The Lolita Gardens access is unsafe as it is a residential street with on-street parking and the curvature of the road impacts views
- There is too much on-street parking and visitor parking on site is paid, leading to more people parking on Lolita

### Gardens

- The development will create shadow impacts
- There will be increased noise pollution
- There will be noise and increased traffic during construction
- There is too much density in the Mississauga Valleys Neighbourhood and the proposed development will make it worse
- There is concern with the loss of the existing mature trees
- Having pedestrian access to Dundas Street East is desirable
- Having a crosswalk or crossing guard on Lolita Gardens before and after school hours is desirable
- There is concern that the proposed layout is not pedestrian friendly or safe for children
- There is concern that the location of the proposed playground is unsafe
- There is concern about snow removal and waste collection on site

## 8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (September 27, 2019)	<p>Municipal sanitary sewers consist of a 300 mm (11.8 in.) sewer located on Lolita Gardens. Municipal water infrastructure consists of a 300 mm (11.8 in.) water main located on Lolita Gardens and a 300 mm (11.8 in.) water main located on Dundas Street East.</p> <p>A satisfactory Functional Servicing Report must be submitted to determine the adequacy of the existing services on site. The report dated July 19, 2019 has been received and will be sent for modeling for the hydrant flow test and may require further revisions.</p> <p>Regional Site Servicing approvals are required prior to the local municipality issuing building permits.</p> <p>A Waste Management Plan must be completed to confirm a satisfactory waste collection access route on site.</p>
Dufferin-Peel Catholic District School Board (September 19, 2019) and the Peel District School Board (September 17, 2019)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (September 19, 2019)	<p>Community Services notes the proposed development is within walking distance of Cedarbrae Park, which is approximately 50 m (164 ft.) from the subject property, the park is 3.72 ha (9.19 ac.) in size and provides community recreational facilities such as a playground and a toboggan hill. Mackenzie Park is located approximately 600 m (1,968 ft.) from the subject property, the park is 5.28 ha (13.05 ac) in size and contains a playground and soccer field.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and Bylaws.</p>
City Transportation and Works Department (October 7, 2019)	<p><b>Supporting drawings</b></p> <p>The Grading Plan is to be updated to provide additional existing and proposed grading information within and along the boundaries of the site, including cross-sections. The grading proposal at the southwest corner of the property is to be revised, as currently retaining walls are being proposed. The drawings are also to show that the internal road complies with the minimum 7.0 m (23 ft.) width for multi-family residential developments.</p> <p><b>Noise Study</b></p> <p>The initial Noise Study is to be updated to use Ultimate Traffic Data from the City and Region of Peel, show all outputs in the Appendix, and assess the noise levels for all the proposed outdoor amenity areas, as currently some areas were not</p>

Agency / Comment Date	Comments
	<p>assessed.</p> <p><b>Stormwater</b></p> <p>The Functional Servicing Report is to be revised to use the appropriate runoff coefficient and show calculations for the underground storage tank, orifice plate and infiltration gallery. The infiltration gallery maintenance is not to conflict with proposed outdoor amenity areas. Additionally, calculations for water balance are to be revised and the report is to show ponding elevations, clarify any storm sewers relocation requirements, roof drainage and provide soil information. Quality control measures will be required for this site.</p> <p><b>Environmental</b></p> <p>A Letter of Reliance for the Phase I Environmental Site Assessment (ESA) will be required. The Phase I ESA recommended a Phase II ESA, a Phase II ESA should be submitted for the City's review. The Phase II ESA should also be accompanied by a Letter of Reliance. Additionally, a dewatering plan will be required.</p> <p><b>Traffic</b></p> <p>A Traffic Impact Study (TIS) has been received to assess the impact the proposed development will have on the existing road network. The TIS is to be revised regarding trip generation, future total conditions and operations requirements. The proposal is also to address truck manoeuvres and bicycle parking requirements. The drawings are to be revised to show minimum road width and curb radii requirements and ensure that the access complies with OPSD 350.010. The drawings are also to address safety concerns with the proposed ramp to the underground parking.</p> <p>Road Safety staff is in receipt of concerns regarding traffic volumes and speeds along Lolita Gardens and Silver Creek Boulevard. In order to address the concerns staff has scheduled 24 hour volume and speed studies. Traffic volumes and speeds will be collected electronically over a 24 hour period and collected mid-week between a Tuesday and Thursday. These studies will provide staff with average speeds, operating speeds (85th percentile speed) and traffic volumes within the neighbourhood.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Forestry, Community Services Department</li> <li>- Heritage Planning, Community Services Department</li> <li>- Fire Prevention</li> <li>- Enbridge</li> <li>- Alectra</li> <li>- Canadian Pacific Railway</li> <li>- Canada Post</li> <li>- Rogers Cable</li> </ul>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>- GO Transit</li> <li>- Greater Toronto Airport Authority</li> </ul>

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Provision of a satisfactory Functional Servicing Report to determine if there is capacity and resolution of all servicing and utility issues

### Development Requirements

There are engineering matters including: grading, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

## 9. Section 37 Community Benefits (Bonus Zoning)

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

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# City of Mississauga

## Corporate Report



Date: 2019/11/08

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 19/010 W11

Meeting date:  
2019/12/02

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 11)**

**Official Plan amendment and rezoning applications to permit a four storey, 43 unit, condominium apartment building**

**6620 Rothschild Trail, west of McLaughlin Road, north of Fletchers Creek**

**Owner: Di Blasio Corporation**

**File: OZ 19/010 W11**

## Recommendation

That the report dated November 8, 2019, from the Commissioner of Planning and Building regarding the applications by Di Blasio Corporation to permit a four storey, 43 unit, condominium apartment building, under File OZ 19/010 W11, 6620 Rothschild Trail, be received for information.

## Background

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

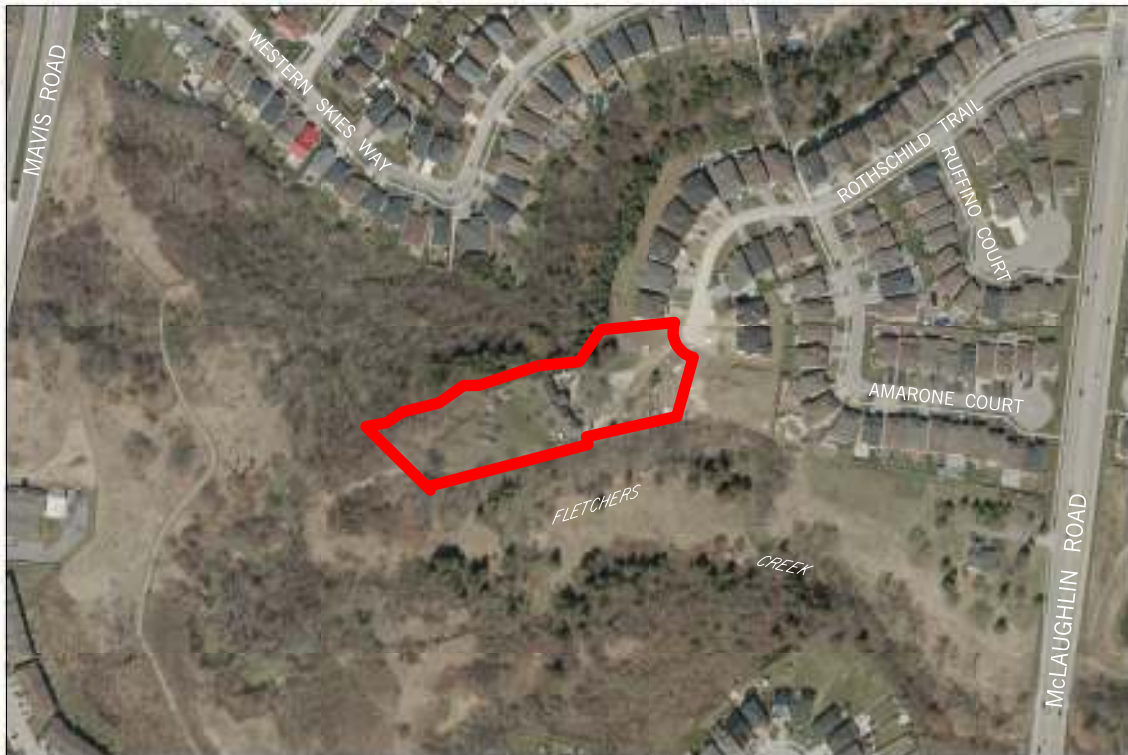
## PROPOSAL

The official plan amendment and rezoning applications are required to permit a four storey, 43 unit, condominium apartment building. The applicant is proposing to amend the Official Plan from **Residential Low Density II** and **Greenlands** to **Residential High Density** and **Greenlands**. The zoning by-law will also need to be amended from **R9-4** (Detached Dwellings – Garage Control Lots), **G2-1** (Greenlands – Natural Features) and **G2-2** (Greenlands – Natural Features) to **RA1-Exception** (Apartments – Exception) and **G1** (Greenlands – Natural Hazards) to implement this development proposal. Dedication of the lands to be zoned G1 (Greenlands -

Natural Hazards), located on the outer periphery of the subject property, into public ownership will be reviewed through these applications in order to ensure their long term protection.

## Comments

The property is located at the end of the Rothschild Trail cul-de-sac, which is south of Derry Road West and west of McLaughlin Road within the Meadowvale Village Neighbourhood Character Area. The site is currently occupied by a detached dwelling.



Aerial image of 6620 Rothschild Trail



Applicant's elevations of the proposed condominium apartment

## LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires the municipalities' decisions regarding planning matters be consistent with the PPS and confirm with the applicable provisions plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

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

Agency and department comments are summarized in Appendix 1, Section 8.

## **Financial Impact**


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

## **Conclusion**

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional technical information, proposed built form, setbacks to greenlands, ensuring compatibility with the existing neighbourhood and community consultation and input.

## **Attachments**

Appendix: Detailed Information and Preliminary Planning Analysis




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

Prepared by: Lorie Sterritt, Development Planner

**Detailed Information and Preliminary Planning Analysis****Owner: Di Blasio Corporation****6620 Rothschild Trail****Table of Contents**

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## 1. Site History

- October 11, 1998 – By-law 26-99 was approved to rezone the lands from **Agricultural (A)** to **RG3-2336** (Detached Dwellings)
- June 20, 2006 – Plan of Subdivision 43M-1710 was registered to create 85 lots
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R9-4** (Detached Dwellings – Garage Control Lots) **G2-1** (Greenlands – Natural Features) and **G2-2** (Greenlands – Natural Features)
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are primarily designated **Residential Low Density II** in the Meadowvale Village Neighbourhood Character Area but also have two small parcels with the **Greenlands** designation

## 2. Site and Neighbourhood Context

### Site Information

The property is located south of Derry Road West and west of McLaughlin Road, at the end of the Rothschild Trail cul-de-sac. It abuts the Fletchers Creek valley to the south and is located within the Meadowvale Village Neighbourhood Character Area.

The site is 0.80 hectares (1.99 ac.) and contains a detached dwelling which was constructed in 1987. A plan of subdivision was registered in 2006 on the lands west of McLaughlin Road and south of Derry Road West and through this subdivision process the existing detached house became part of the subdivision as Lot 21, 43M-1710, which also includes Block 2, 43M-1476.

The property is regulated by the Credit Valley Conservation (CVC) due to the location of Fletchers Creek and its associated valley system. A portion of the property is classified as Natural Hazard as it contains woodlands and erosion hazards. The City's Natural Area Survey (NAS) identifies a portion of the property as Meadowvale Station Wood and Fletchers Creek (MV2) which is part of the Mississauga Natural Heritage System.



Image of the existing conditions

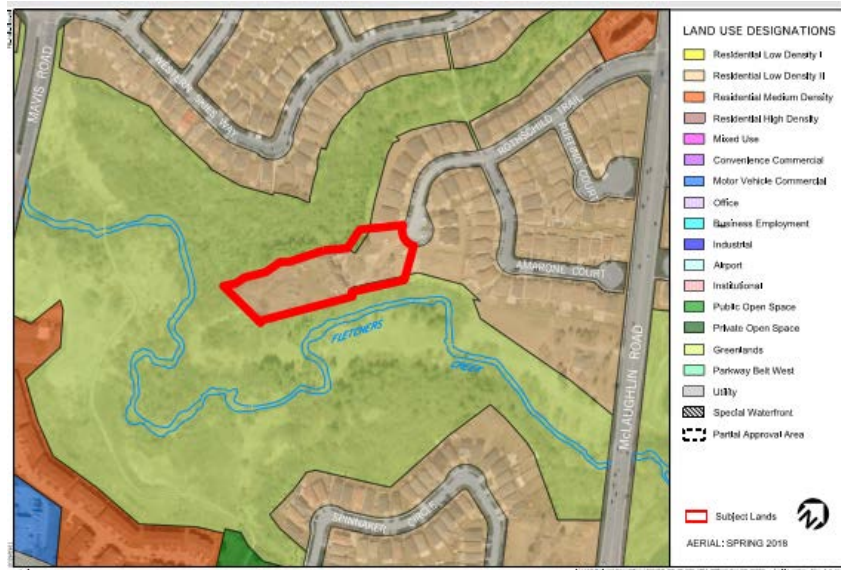


### Surrounding Land Uses

The immediate neighbourhood contains detached homes. The subject lands are surrounded by the Fletchers Creek valleylands. At the northwest corner of Rothschild Trail and McLaughlin Road are three, 3 storey apartment buildings each containing 12 apartment units. Directly across from the apartments on McLaughlin Road are semi-detached homes.

The surrounding land uses are:

North: Greenlands  
East: Detached homes  
South: Greenlands  
West: Greenlands



Aerial Photo of 6620 Rothschild Trail

Property Size and Use	
Frontage:	13.5 m (44.2 ft.)
Depth:	185.2 m (607.6 ft.)
Gross Lot Area:	0.80 ha (1.99 ac.)
Existing Uses:	There is one detached home on the site

### The Neighbourhood Context

The subject property is located in the Meadowvale Village Neighbourhood Character Area. The surrounding area contains detached homes which were developed in late 2000's.

### Demographics

Based on the 2016 census, the existing population of the Meadowvale Village Neighbourhood area is 31,930 with a median age of 36 (compared to the City's median age of 40). Approximately 71% of the neighbourhood's population are working age (15 to 64 years of age), 22% are children (0-14 years) and 8% are seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 33,300 and 33,700 respectively. The average household size is four persons per detached home. The mix of housing tenure for the area is 7,685 units (92%) owned and 635 units (8%) rented with a vacancy rate of approximately 0.9%.\* The number of jobs within this Character Area is 1,661. Total employment combined with the population results in a PPJ for the

Meadowvale Village Neighbourhood Character Area of 36 persons plus job per ha (15 ppj/ac.).

\*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the Northeast geography. Please also note that the vacancy rate published by CMHC is only for apartments.

### Other Development Applications

The following development applications are currently being processed by the City in the immediate vicinity of the subject property:

- OZ 18/002 and 21T-M18001 – 376 and 390 Derry Road West for 126 townhomes and 818 m<sup>2</sup> (2,683.7 ft<sup>2</sup>) of commercial space

### Community and Transportation Services

These applications are expected to have minimal impact on existing services in the community.

A city park is located 700 m (2,296.6 ft.) to the east, off McLaughlin Road. There are two other city parks in the area, Nova Star Park is located 1.1 km (0.68 miles) to the north of the site at McLaughlin Road and Novo Star Drive. The other is located approximately 1.6 km (1 mile) to the south at McLaughlin Road and Courtney Drive West known as the Courtney Park Athletic Fields. There is a multi-use trail that runs through the City owned Fletchers Creek valley which can

be accessed at the intersection of Rothschild Trail and Amarone Court.

The following Miway bus route currently services the site:

- Route 66 – McLaughlin Road

## 3. Project Details

The applications are to permit a four storey, 43 unit, condominium apartment building and the dedication to the City of lands within the natural features and hazards.

Development Proposal		
Applications submitted:	Received: June 24, 2019 Deemed complete: July 19, 2019	
Owner/Applicant:	DiBlasio Corporation	
Number of units:	43	
Proposed Gross Floor Area:	7,200 m <sup>2</sup> (77,502.7 ft <sup>2</sup> )	
Height:	4 storeys	
Floor Space Index:	1.3	
Anticipated Population:	94 * *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Proposed
resident spaces	65	86
visitor spaces	9	18
Total	74	104



<b>Development Proposal</b>	
Green Initiatives:	<ul style="list-style-type: none"> <li>• Reflective roof surface</li> <li>• Permeable paving</li> </ul>

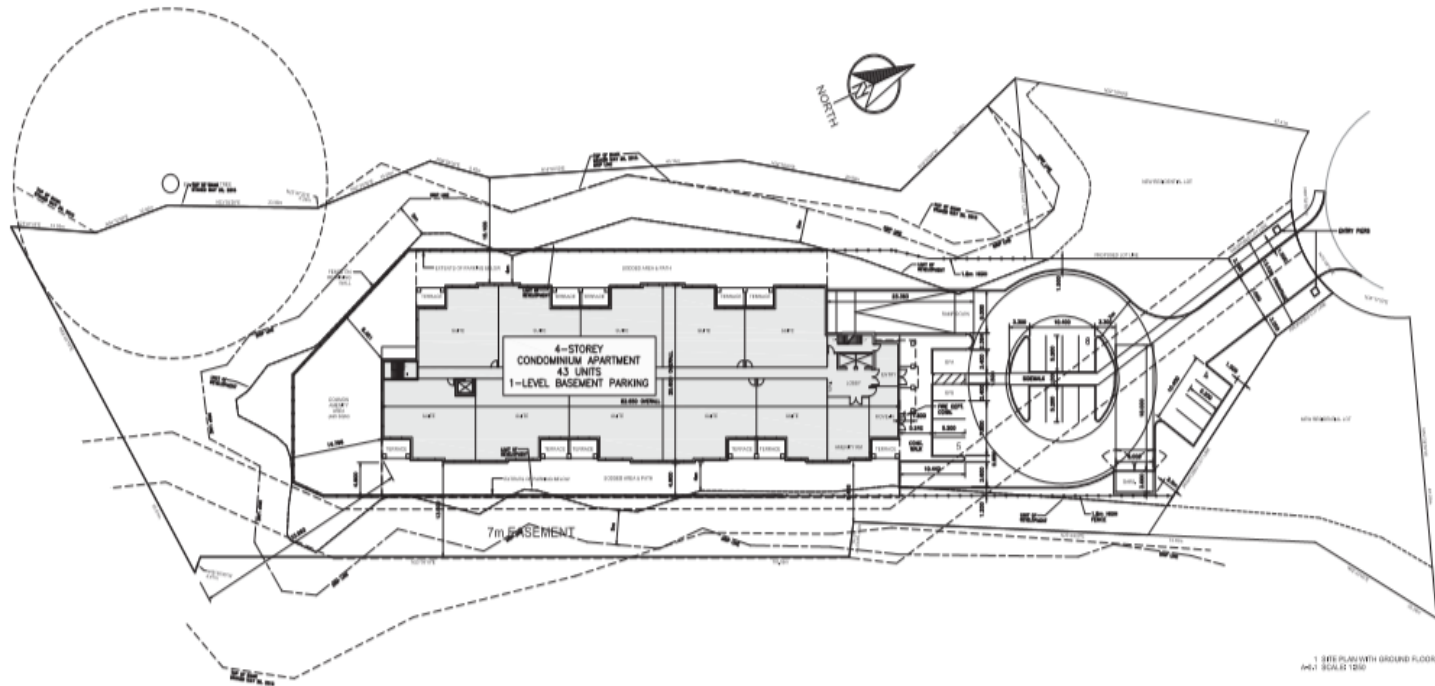
- Phase 1 Environmental Site Assessment
- Stage 1 and 2 Archaeological Assessment
- Ministry of Culture Clearance Letter
- Draft Official Plan Amendment and Schedule
- Draft Zoning By-law Amendment and Schedule

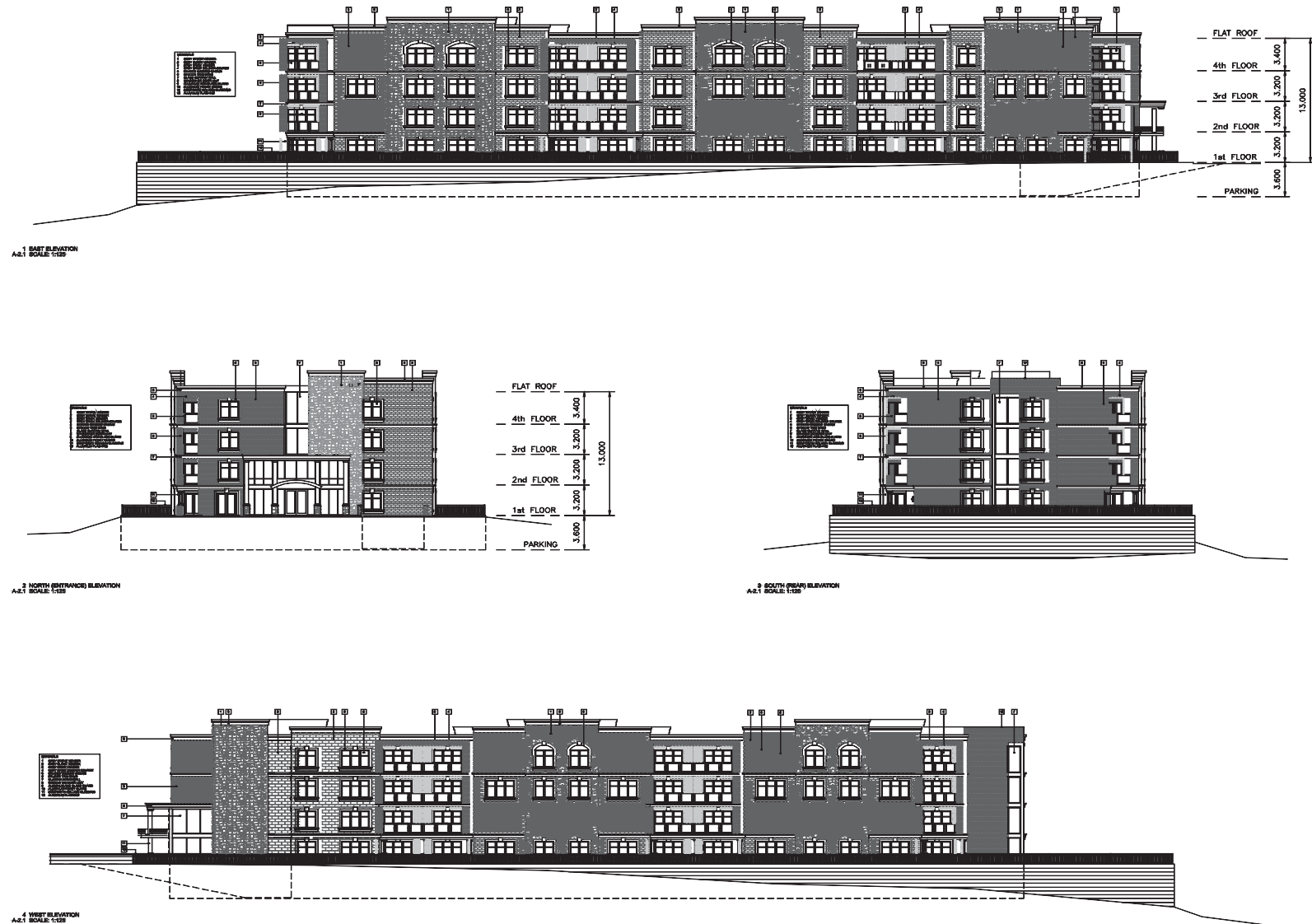
### **Supporting Studies and Plans**

The applicant has submitted the following information in support of the applications which can be viewed at the link below:

<http://www.mississauga.ca/portal/residents/development-applications>

- Aerial Context Map
- Survey Plan
- Functional Servicing and Stormwater Management Report
- Servicing Plan and Grading Plan
- Site Plan
- Building Elevations
- Underground Parking Plan
- Planning Justification Report
- Parcel Register
- List of Low Impact Design Features
- Shadow Study
- Traffic Impact Study
- Acoustical/Noise Feasibility Study
- Environmental Impact Assessment

**Concept Plan**



Applicant's Rendering

## 4. Land Use Policies, Regulations & Amendments

### Mississauga Official Plan

#### Excerpt of Meadowvale Village Neighbourhood Land Use

#### Existing Designation

The site is designated **Residential Low Density II** and **Greenlands**. The **Residential Low Density II** designation permits detached, semi-detached and townhomes. **Greenlands** permits conservation uses, flood control land or erosion management and passive recreational activity.

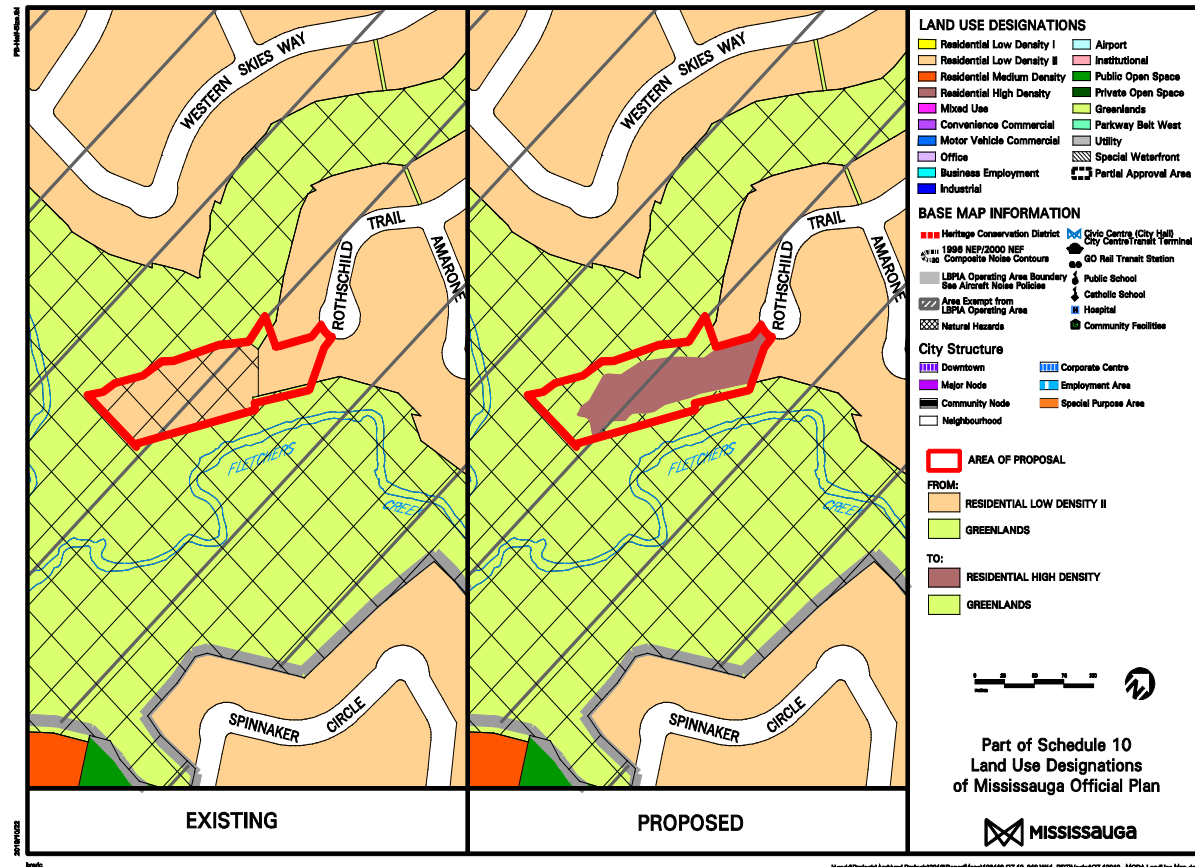
#### Proposed Designation

**Residential High Density** to permit a four storey, 43 unit, apartment building.

**Greenlands** to protect the natural hazard and natural area adjacent to Fletchers Creek.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.



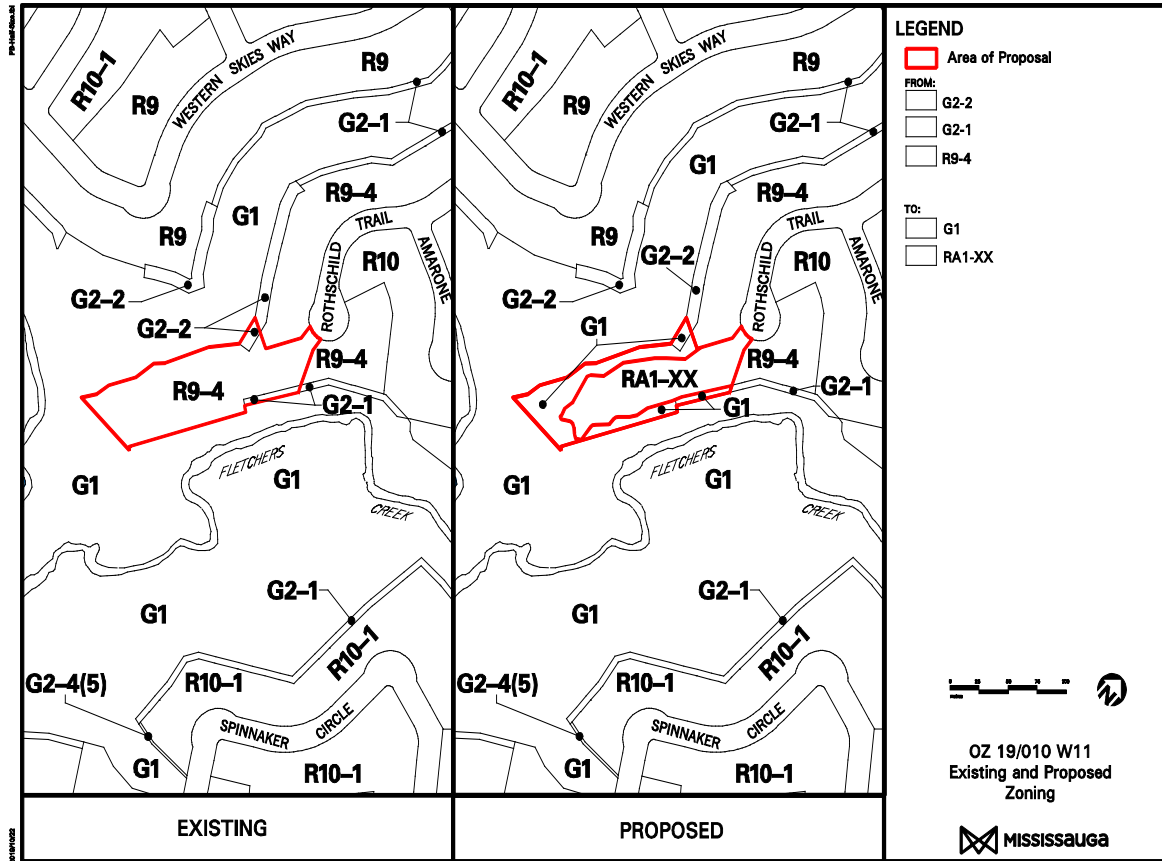
## Mississauga Zoning By-law

**Existing Zoning**

The site is currently zoned **R9-4** (Detached Dwellings – Garage Control Lots), **G2-1** (Greenlands-Natural Features) and **G2-2** (Greenlands-Natural Features).

**Proposed Zoning**

The applicant is proposing to amend the existing zones to **RA1-XX** and **G1**, in order to permit a four storey residential apartment with 43 units and to protect the woodlands and Fletchers Creek valleylands.



**Proposed Zoning Regulations**

<b>Zone Regulations</b>	<b>RA1 Zone Regulations</b>	<b>Proposed RA1 - Exception Zone Regulations</b>
Maximum <b>Floor Space Index (FSI)</b>	0.9	1.3
Minimum <b>Interior Side Yard</b>	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum setback from surface <b>parking spaces</b> or <b>aisles</b> to a <b>street line</b>	3.0 (9.8 ft.)	1.5 m (4.92 ft.)
Minimum setback from <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b>	4.5 m (14.8 ft.)	0.0 m (0.0 ft.)
Minimum setback from a waste enclosure/loading to a <b>street line</b>	10.0 m (32.8 ft.)	2.5 m (8.2 ft.)
Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is abutting lands with a Greenlands and/or a Residential Zone with the exception of an <b>Apartment Zone</b>	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. Further information to be provided to verify the building setbacks as it relates to the severance lines.		

## 5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have

been included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development applications will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.7)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development shall generally be directed to areas outside of hazardous lands. (PPS 3.1.1)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<b>Greenbelt Plan</b>	<p>Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i>, 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.</p> <p>The portion of the lands which form part of the Credit River and associated valleylands is captured within the <b>Urban River Valleys</b> designation of the Greenbelt Plan.</p> <p>Until such time as the portion of the lands within the Urban River Valleys designation come into the City's ownership, the policies of the Greenbelt Plan do not apply.</p>	<p>Only publicly owned lands are subject to the policies of the Urban River Valley designation. Any privately owned lands within the boundary of the Urban River Valley area are not subject to the policies of this designation. (Greenbelt Plan 6.2.1)</p>
<b>Parkway Belt West Plan (PBWP)</b>	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p>	<p>The Parkway Belt West Plan does not apply to this site.</p>
<b>Region of Peel Official Plan</b>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan</p>	<p>The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and 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, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>Identify, protect and support the restoration and rehabilitation of the Greenlands System in Peel. (ROP 2.3.1)</p> <p>Development and site alteration within the Core Areas of the Greenlands System are prohibited, with the exception of limited wildlife management, conservation, and passive recreational type uses. (ROP 2.3.2.6)</p>



Policy Document	Legislative Authority/Applicability	Key Policies
	amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.	<p>More detailed mapping of the Core Areas of the Greenlands System will be provided in the area municipal official plans and will be further determined on a site specific basis through studies, as may be required by the area municipalities through the local planning approval process, in consultation with the Region and relevant agencies. An amendment to the Plan is not required for minor boundary adjustments to the Core Areas of the Greenlands System. (ROP 7.2.2.3)</p> <p>A small portion on the west side of the property is identified as a Core Area within the Greenlands System in the Region of Peel Official Plan.</p>

### Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

The subject property is not located within a Major Transit Station Area (MTSA).

The lands are located within the Meadowvale Village Neighbourhood and are designated **Residential Low Density II** and **Greenlands**. The **Residential Low Density II**

designation permits detached, semi-detached and townhomes. The **Greenlands** designation permits conservation uses, flood control land or erosion management and passive recreational activity. The applicant is proposing to re-designate the lands to **Residential High Density** and **Greenlands** to permit a four storey apartment building and protect the abutting natural area.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
<b>Chapter 4 Vision</b>		Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
<b>Chapter 5</b>	Section 5.1.2	Mississauga encourages compact, mixed use development that is transit supportive, in appropriate

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Direct Growth</b>	Section 5.1.5 Section 5.1.6 Section 5.1.7 Section 5.2 Section 5.2.1 Section 5.3 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.5 Section 5.3.5.6	<p>locations, to provide a range of local live/work opportunities.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p>
<b>Chapter 6 Value The Environment</b>	Section 6.1.1 Section 6.3.7 Section 6.3.8 Section 6.3.10 Section 6.3.24.a & b Section 6.3.26 Section 6.3.47	<p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority.</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership.</p> <p>Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection.</p> <p>Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority.</p>
<b>Chapter 7 Complete Communities</b>	Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.3.2	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> <li>a. The development of a range of housing choices in terms of type, tenure and price;</li> <li>b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> </ul>

	Specific Policies	General Intent
		<p>c. The production of housing for those with special needs, such as housing for the elderly and shelters.</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	Section 9.1.1 Section 9.1.3 Section 9.1.6 Section 9.2.2 Section 9.2.2.3 Section 9.2.3.1 Section 9.2.4 Section 9.3.1.6 Section 9.3.1.10 Section 9.5.1.2 Section 9.5.1.5 Section 9.5.1.9	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>The urban form of the city will ensure that the Green system is protected, enhanced and contributes to a high quality urban environment and quality of life.</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> <li>a. Respect existing lotting patterns;</li> <li>b. Respect the continuity of front, rear and side yard setbacks;</li> <li>c. Respect the scale and character of the surrounding area;</li> <li>d. Minimize overshadowing and overlook on adjacent neighbours;</li> <li>e. Incorporate stormwater best management practices;</li> <li>f. Preserve mature high quality trees and ensure replacement of the tree canopy; and</li> <li>g. Be designed to respect the existing scale, massing, character and grades of the surrounding area.</li> </ul> <p>Development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored.</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resource and makes them focal points for the community.</p> <p>Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible. Special care will be taken with development along scenic routes to preserve and complement the scenic historical character of the street.</p> <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the</p>

	Specific Policies	General Intent
		public realm by ensuring adequate privacy, sunlight and sky views are maintained.
<b>Chapter 11 General Land Use Designations</b>	Section 11.2.3 Section 11.2.3.2 Section 11.2.5 Section 11.2.5.4	<p>Lands designated Greenbelt 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.</p> <p>Lands designated Greenlands permit the following uses:</p> <ul style="list-style-type: none"> <li>a. Conservation;</li> <li>b. Electric power distribution and transmissions facility;</li> <li>c. Facilities that by their nature must be located near water or traverse watercourses (e.g. bridges, storm sewer outlets and stormwater management facilities);</li> <li>d. Flood control and/or erosion management;</li> <li>e. Passive recreational activity;</li> <li>f. Parkland;</li> <li>g. Piped services and related facilities for water, wastewater and stormwater; and</li> <li>h. Accessory uses.</li> </ul> <p>Lands designated Residential Low Density II will permit the following uses:</p> <ul style="list-style-type: none"> <li>a. Detached dwelling;</li> <li>b. Semi-detached dwelling;</li> <li>c. Duplex dwelling; and</li> <li>d. Triplexes, street townhouses and other forms of low-rise dwellings with individual frontages.</li> </ul>
<b>Chapter 16 Neighbourhoods</b>	Section 16.1.1.1	For lands within a Neighbourhood, a maximum building height of four storeys will apply 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.
<b>Chapter 19 Implementation</b>	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• The proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• The lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• There are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• A planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant</li> </ul>

### **Affordable Housing**

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), Provincial Policy Statement (2014), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with / conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site

or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

This site does not meet the threshold to require the provision of affordable housing.

**6. School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>3 Kindergarten to Grade 5 2 Grade 6 to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Meadowvale Village PS</p> <p>Enrolment: 505 Capacity: 623 Portables: 0</p> <p>David Leeder Middle PS</p> <p>Enrolment: 910 Capacity: 896 Portables: 0</p> <p>Mississauga SS</p> <p>Enrolment: 1,230 Capacity: 1,554 Portables: 0</p>	<p>Student Yield:</p> <p>1 Kindergarten to Grade 8 1 Grade 8 to Grade 12</p> <p>School Accommodation:</p> <p>St. Veronica</p> <p>Enrolment: 418 Capacity: 605 Portables: 0</p> <p>St. Marcellinus Secondary School</p> <p>Enrolment: 1,802 Capacity: 1,509 Portables: 6</p>

## 7. Community Comments

A community meeting has been scheduled for November 18, 2019 which is to occur after this information report has been written.

The following written comments made by the community will be addressed in the Recommendation Report, which will come at a later date.

- Concern with increased traffic and pedestrian safety as the road is narrow and there are no sidewalks
- Original plan showed detached dwellings

- Concern regarding the four storey height
- Concern with noise and dirt from construction
- Disappointed with medium density projects in the area
- Site should be developed as a park
- Project will result in higher insurance rates and de-value the existing detached homes

## 8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (September 13, 2019)	<p>There is an existing 250/50 mm (9.8 in./1.9 in.) diameter watermain and a 250 mm (9.8 in.) sanitary sewer located on Rothschild Trail. There is an existing 250 mm (9.8 in.) diameter sanitary sewer located on trans versing lands, with an easement. To service the site, additional easements or upgrades to the existing municipal services may be required. All works associated with the servicing and development of this site will be at the applicant's expense.</p> <p>The Region has received the Functional Servicing Report and requires additional information to be submitted related to the hydrant flow test, population numbers, and design flow calculations.</p> <p>There is a 7 metre (23 ft.) wide Regional sanitary sewer easement on the property. Removal of encroachments, including a fence, storm connection crossing, concrete curb, water service crossing, is required.</p>
Dufferin-Peel Catholic District School Board (August 15, 2019) and the Peel District School Board (September 9, 2019)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require</p>

Agency / Comment Date	Comments
	certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department – Park Planning Section (September 26, 2019 )	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>In comments dated September 20, 2019, Community Services indicated that the proposed development is adjacent to Fletchers Creek, zoned G1 and G2, known as the Fletchers Flats. White Willow Common (P-442), zoned OS1, is located approximately 300 m (600 ft.) from the subject site and is 0.48 ha (1.19 ac.) in size. The park contains a community playground including open space play. Nova Star Park (P-401) is 320 m (660 ft.) from the subject site and within walking distance. The 2.17 ha (5.12 ac.) park is zoned OS1 and includes a ball diamond, soccer pitch, playground and associated open space.</p> <p>The lands surrounding the subject site are identified within the City's Natural Heritage System and are classified as Significant Natural Area. It is recommended that all identified hazard lands and associated buffers be dedicated gratuitously to the City as Greenbelt for conservation purposes and be appropriately zoned.</p> <p>Furthermore, prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P.13, as amended) and in accordance with City's Policies and Bylaws.</p>
City Transportation and Works Department (September 16, 2019)	<p>The Transportation and Works Department has received drawings and reports in support of the above noted applications and the owner has been requested to provide additional technical details and revisions in support of the applications, as follows:</p> <p><b>Noise Study</b> The initial Noise Study is to be updated to: confirm where Ultimate Traffic Data was obtained from; show all outputs in the appendix; assess the noise levels for the proposed outdoor amenity area and show the predicted indoor noise levels for the proposed development.</p> <p><b>Supporting drawings</b> The Grading Plan &amp; Servicing Plan is to be updated to provide additional existing and proposed grading information along the boundaries of the site, including cross-sections, and to ensure that the proposed new lot can be serviced. The grading proposal at the rear of the property is to be revised, as currently retaining walls are being proposed. The drawings are also to clarify whether lands will be dedicated to the City as Greenbelt lands and to show clear boundaries for this land dedication.</p> <p><b>Stormwater</b> The Functional Servicing Report (FSR) is to be revised to avoid a storm sewer connection through future Greenbelt lands. Clarification is required as to whether or not the subject site needs to accommodate any external drainage and the overland flow route is to be shown on the plans. The reports are also to demonstrate that the existing storm sewer and headwall have capacity to accept the site's drainage.</p>



Agency / Comment Date	Comments
	<p><b>Environmental</b> The Phase I Environmental Site Assessment (ESA) that was submitted only relates to Lot 21, 43M-1710, however the drawings indicate that Lot 22, 43M-1710 is also included in the rezoning proposal. Therefore, an amended Phase I ESA is to be submitted including an assessment of Lot 22, 43M-1710. Additionally, the report is to be revised to indicate whether Greenbelt lands will be dedicated to the City. The current use of the subject property is also to be clarified.</p> <p>A Letter of Reliance for the amended Phase I ESA, prepared by a Qualified Person, will be required.</p> <p>Moreover, the Phase I ESA indicated the presence of fill, a domestic well, an underground water tank and a septic system on the property. Therefore the report is to be revised to clarify the quality of this fill and written documents are to be prepared indicating that the well, underground water tank and septic system will be decommissioned according to all applicable regulations.</p> <p><b>Traffic</b> The drawings are to be revised to remove the private walkway from the municipal boulevard and to show that the proposed access will comply with the Ontario Provincial Standards (OPSD 350.010). The Traffic Impact Study is to include minor figures revisions and the owner will be required to provide bicycle storage for the property. Additionally, the internal traffic circle is to be revised to be a one-way roadway and include appropriate signage, in order to improve site safety.</p> <p>The above aspects will be addressed in detail prior to the preparation of the Recommendation Report.</p>
Credit Valley Conservation Authority (September 10, 2019)	<p>The CVC is recommending that the appropriate restrictive Greenbelt zoning (G1) be placed over all lands beyond the approved limit of development (natural heritage features and hazards) including buffers and placed into public ownership for the long term protection and maintained.</p> <p>CVC are requesting clarification on a number of items based on their review of the Stormwater Report.</p> <p>Further information on the Environmental Impact Statement is required related to the restoration and plant material proposed, in addition to updates within the EIS related to MNRF guidance on Redside Dace habitat.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Heritage Planner, Mississauga Arborist, Community Services, City of Mississauga Canada Post Enbridge Gas Alectra Utilities</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Community Services, Public Art Fire Prevention, City of Mississauga</p>

Agency / Comment Date	Comments
	Mississauga, Realty Services Bell Canada Rogers Canada Greater Toronto Airport Authority

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

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the planned character of the area given the project's land use, massing, density, setbacks and building configuration?
- What are the traffic impacts?
- Are the proposed zoning by-law exception standards appropriate?
- Confirmation of adequacy of services
- Are the proposed setbacks sufficient to protect the natural areas?

### Development Requirements

There are engineering matters including: grading, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

## 9. Section 37 Community Benefits (Bonus Zoning)

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

# City of Mississauga

## Corporate Report



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

### Subject

#### RECOMMENDATION REPORT (WARD 1)

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

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

**Owner: Vandyk Group of Companies**

**File: OZ 18/009 W1**

### Recommendation

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

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

## Report Highlights

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

## Background

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

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

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

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

## Comments

### REVISED DEVELOPMENT PROPOSAL

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

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

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

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

### COMMUNITY ENGAGEMENT

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

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

### PLANNING ANALYSIS SUMMARY

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

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

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

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

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

## Strategic Plan

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

## Financial Impact

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

## Conclusion

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

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

## Attachments

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



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

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

# City of Mississauga

## Corporate Report



Date: February 8, 2019

To: Chair and Members of Planning and Development Committee

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

Originator's file:  
OZ 18/009 W1

Meeting date:  
2019/03/04

## Subject

### PUBLIC MEETING INFORMATION REPORT (WARD 1)

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

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

**Owner: Vandyk Group of Companies**

**File: OZ 18/009 W1**

**Bill 139**

## Recommendation

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

## Background

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

## PROPOSAL

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



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

## Comments

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

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

Aerial image of 1345 Lakeshore Road East



Applicant's rendering



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

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

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

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

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

### **Financial Impact**

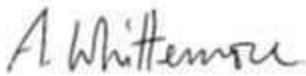
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## Conclusion

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

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: David Ferro, Development Planner

## Detailed Information and Preliminary Planning Analysis

**Owner: Vandyk Group of Companies**

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## 1. Site History

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



## 2. Site Context

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

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

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

### Aerial Photo



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

The surrounding land uses are:

North: Detached homes, railway tracks and Lakeview Golf Course

East: Commercial plaza (Dixielake Plaza) and detached homes

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

West: Applewood Creek, Green Acres Motel and apartment

Image of existing conditions facing north



### 3. Neighbourhood Context

Demographics – Lakeview Neighbourhood Character Area

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

Other Development Applications

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

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

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

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

#### Community Facilities and Services

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

## 4. Project Details

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

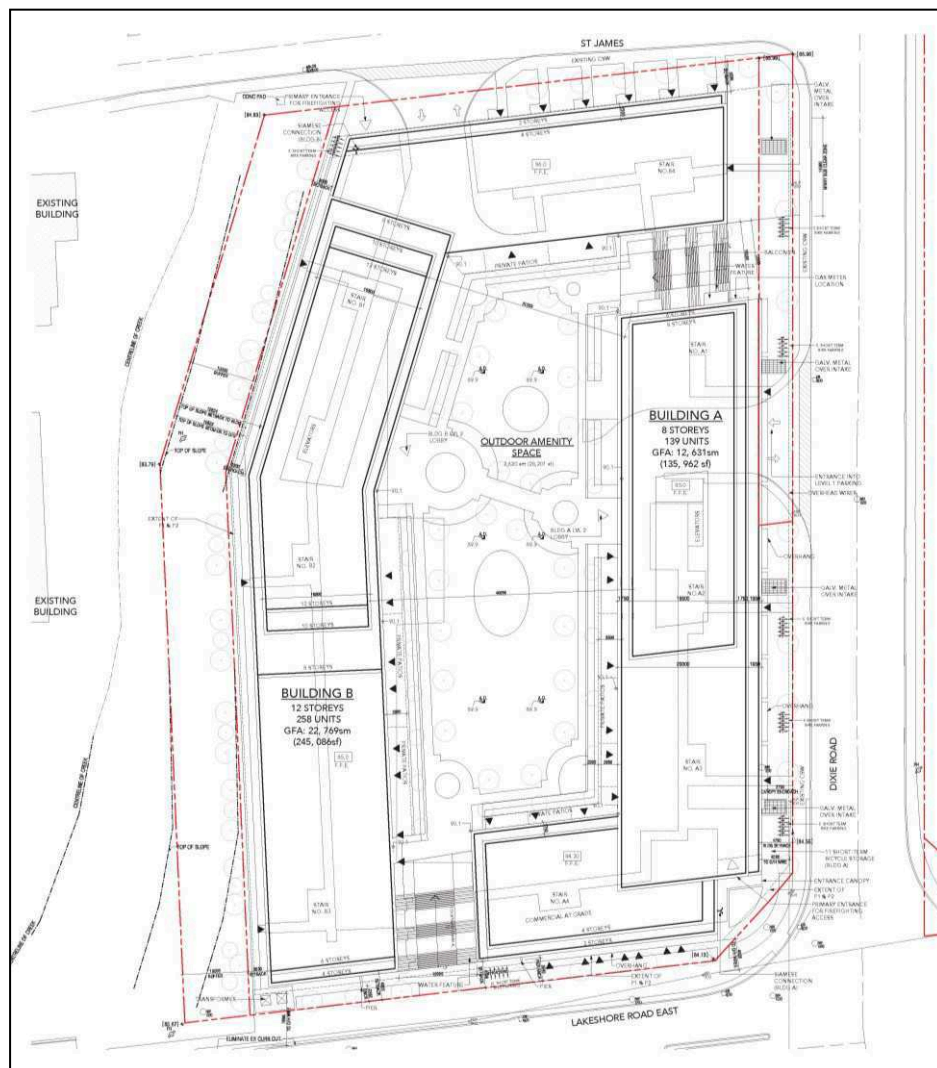
<b>Development Proposal</b>	
Applications submitted:	Received: May 14, 2018 Deemed Complete: June 13, 2018
Developer/ Owner:	Vandyk Group of Companies
Number of units:	397 units
Proposed Gross Floor Area: Residential Commercial	35 656 m <sup>2</sup> (383,797 ft <sup>2</sup> ) 296 m <sup>2</sup> (3,186.12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



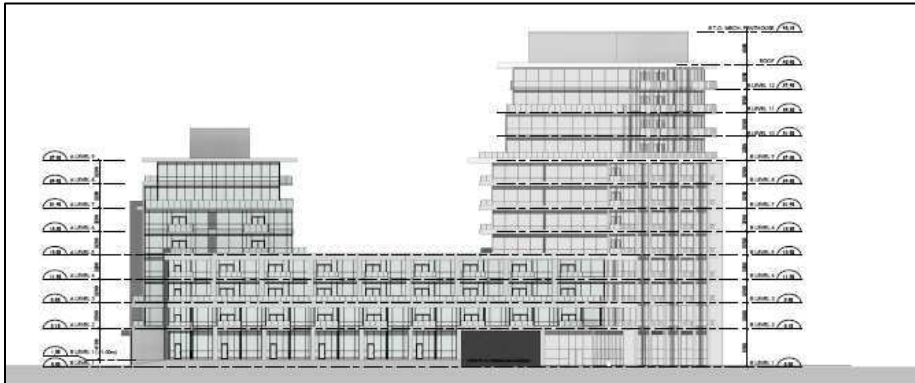
Development Proposal		
Lot Coverage:	73%	
Floor Space Index:	2.8	
Landscaped Area:	27%	
Anticipated Population:	870*	
	*Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Proposed
resident spaces	535	535
visitor spaces	79	79
commercial spaces	13	13
Total	627	627

## Concept Plan and Elevations

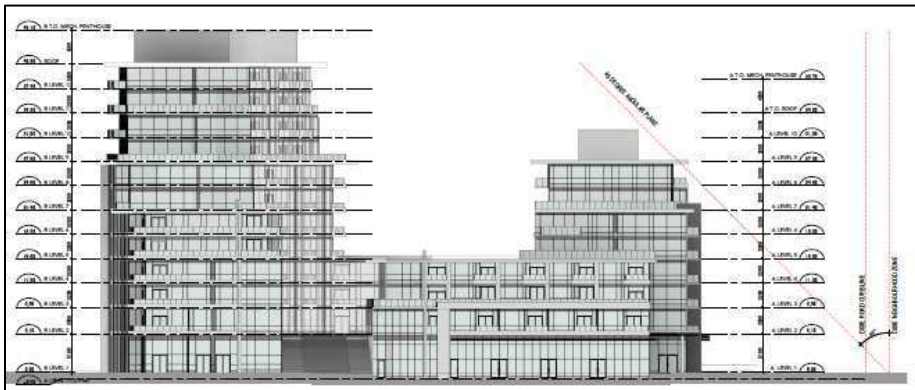
### Site Plan



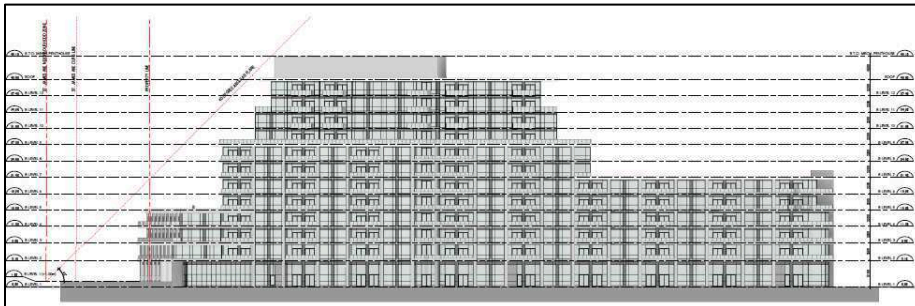
## Elevations



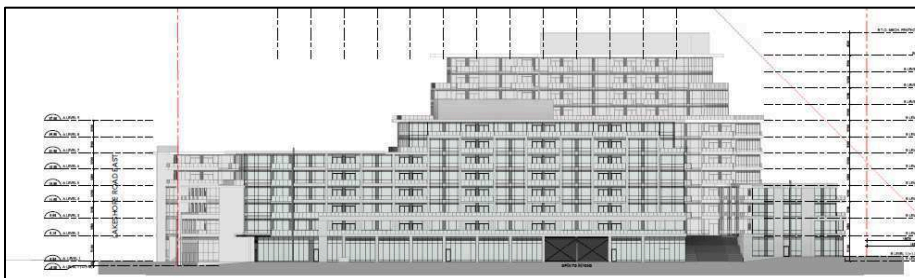
North Elevation



South Elevation



West Elevation



East Elevation

Applicant's rendering proposed apartment dwelling.



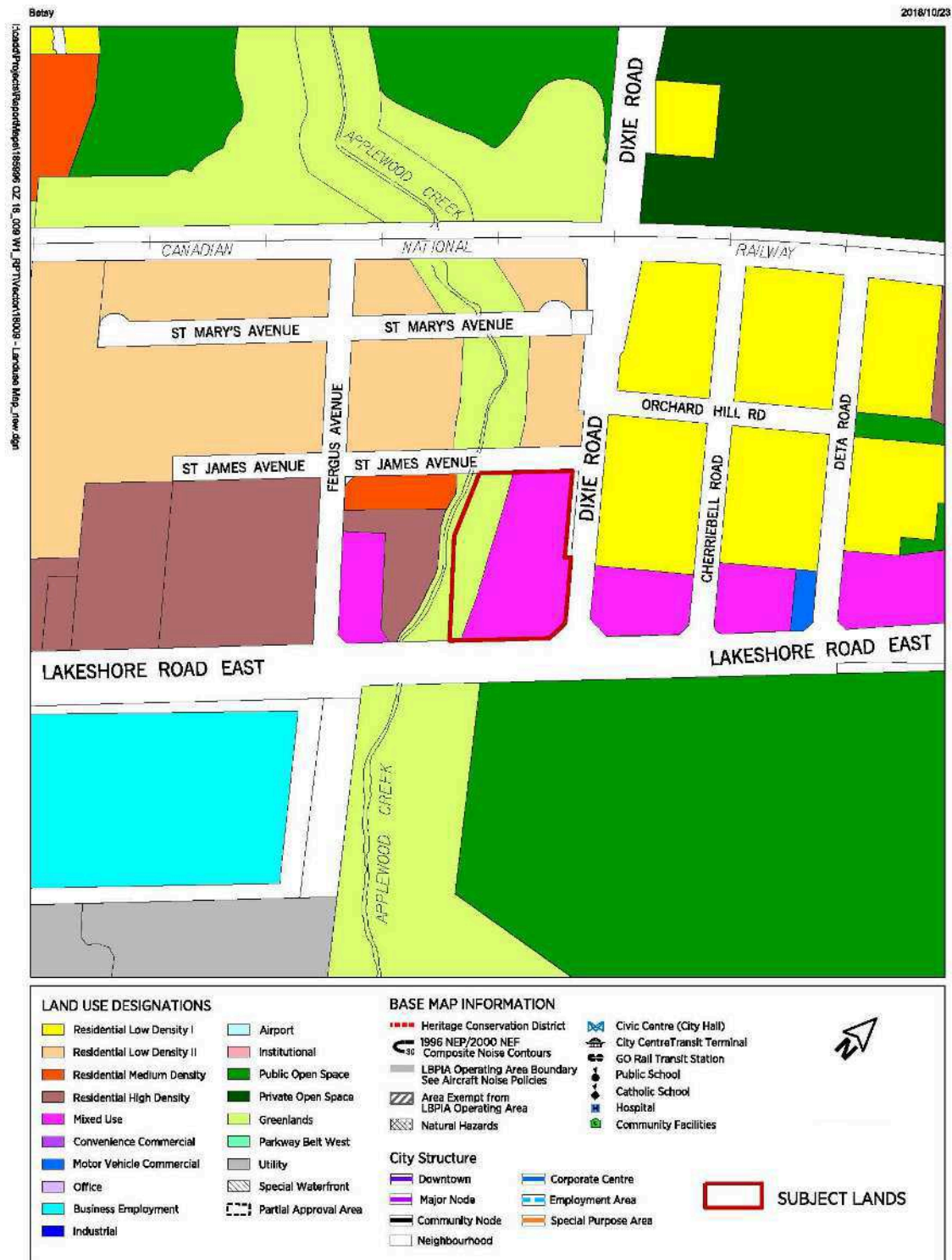
## 5. Community Comments

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

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

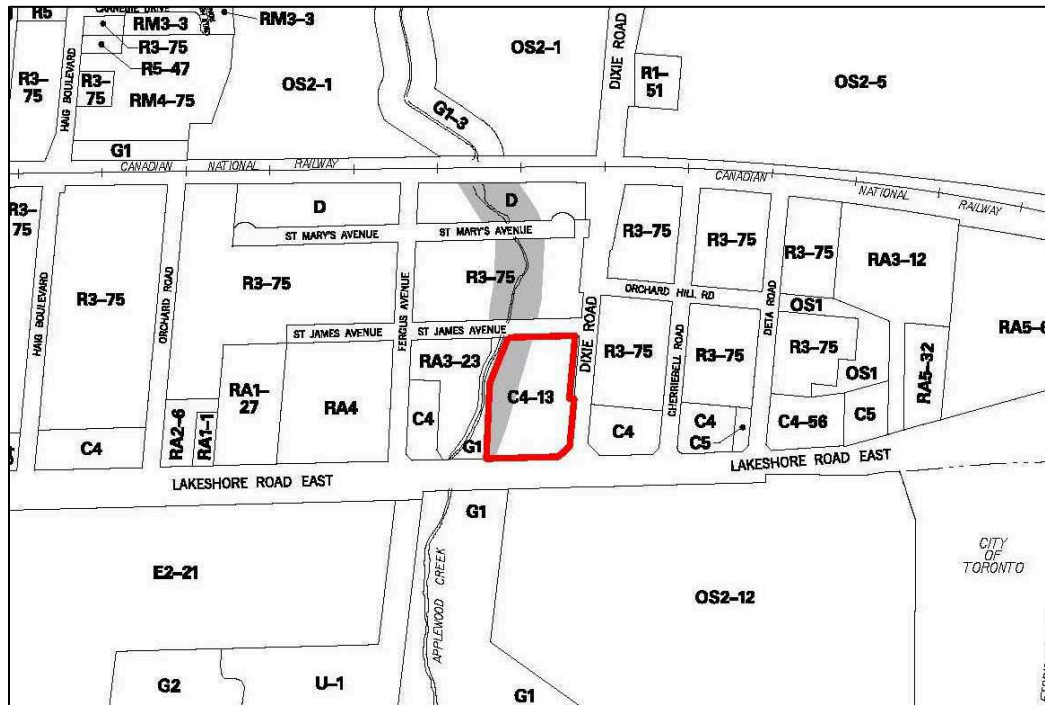
## 6. Land Use Policies and Regulations

### Excerpt of Lakeview Neighbourhood Character Area

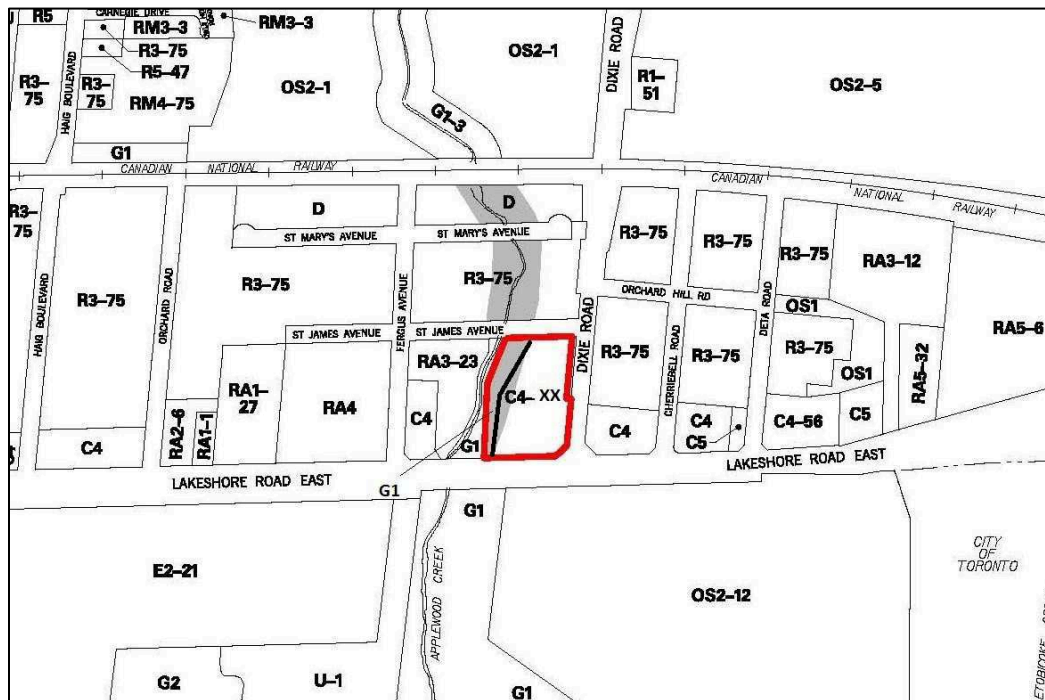




## Existing Zoning and General Context



## Proposed Zoning and General Context



### Summary of Applicable Policies

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

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

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

### **Existing Designation**

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

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

### **Proposed Designation**

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

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

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

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

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

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

### Consistency Analysis

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



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

<b>Provincial Policy Statement (PPS)</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Consistency</b>
be promoted by: recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.	between development and the green system. (MOP Policy 6.3.7)	
<b>2.0 Wise Use and Management of Resources</b>		
2.1 Natural Heritage 2.1.1 Natural features and areas shall be protected for the long term. 2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.	A portion of the lands at the northwest corner of the site is identified as a Significant Natural Area (LV1) forms part of the Applewood Creek. MOP contains policies that require the protection, conservation and enhancement of the City's Natural Heritage System. (MOP Policies 6.3.24 – 6.3.38)	The applicant has submitted an Environmental Impact Study in support of the application. A portion of the subject property is located within the Natural Heritage System. The applicant is currently working with the Credit valley Conservation to determine the limits of development.
<b>3.0 Protecting Public Health and Safety</b>		
3.1 Natural Hazards 3.1.1 Development shall generally be directed to areas outside of:  a. hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards; b. hazardous lands adjacent to river, stream and small	Mississauga Official Plan requires new development to be located outside of floodplain areas. It also requires property owners to submit the necessary studies to ensure that the appropriate limits of development can be identified. (MOP Policy 6.3.47, 6.3.48)	The applicant has submitted an environmental impact study to delineate the floodplain boundaries and the exact limits of development.

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

### Conformity with Growth Plan 2017

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

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

summary of the intent of the policies.

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

### Conformity Analysis

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

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Conformity</b>
<p>and mix of housing options</p> <p>e. Integrate land use planning and investment in infrastructure</p> <p>f. Provide different approaches to manage growth that recognize diversity of communities</p> <p>g. Protect natural heritage, hydrologic, landforms</p> <p>h. Conserve and promote cultural heritage</p> <p>i. Integrate climate change considerations</p>	(MOP policies 4.5, 5.3.5, 7.2.1, LLAP 6.2)	
<b>1.2.2 Legislative Authority</b>		
<p><b>General Statement of Intent:</b> All decisions made on or after July 1, 2017 will conform to this plan.</p>	As illustrated through this table, MOP generally conforms to the growth plan.	The applications were deemed complete on February 12, 2018.
<b>1.2.3 How to Read This Plan</b>		
<p><b>General Statement of Intent for this Section:</b> Outlines the relationship between the Growth Plan and other planning documents, and how to read the plan</p>	MOP policies have been reviewed in relation to the Growth Plan and other applicable Provincial planning documents	The applications have been reviewed accordingly.
<b>2. Where and How to Grow</b>		
<b>2.1 Context</b>		
<p><b>General Statement of Intent:</b> This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete</p>	Mississauga will develop a city pattern that is more sustainable and supports complete communities by directing growth to Intensification Areas and managing growth in other areas (MOP, Section 9.2).	<p>The proposal makes efficient use of underutilized and serviced land by providing a mix of unit types within the development and is located at the corner of two corridors.</p> <p>It is important to ensure the manner in which these uses are</p>

<b>Growth Plan for the Greater Golden Horseshoe</b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Conformity</b>
communities, and increasing the modal share for transit and active transportation.		planned and designed are appropriate and subject to further analysis.
<b>2.2 Policies For Where and How To Grow</b>		
<b>2.2.1 Managing Growth</b>		
<b>General Statement of Intent for this Section:</b> Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	MOP directs growth to Intensification Areas. While the Lakeview Neighbourhood Character Area is not an Intensification Area, development is still anticipated through modest and sensitive infilling. (LLAP policy 6.2)  Policies within MOP direct intensification in Neighbourhoods to develop on corridors to take advantage of existing services. (MOP policy 5.3.5)	The subject lands are within a Neighbourhood Character Area, which allows for limited intensification in accordance with applicable MOP design policies. The site is located on two corridors, where development is encouraged to be located.
<b>Relevant Policies:</b> a. Growth should be primarily directed to settlement areas that: i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii) ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv), iii. that is generally away from hazardous lands	City Structure MOP policies establish the framework for planning policies that guide development in different areas of the City, including the locations for and level of intensification (MOP policy 5.3). Conforming to the Growth Plan, available and planned infrastructure as well as the existing context are key determinants in directing growth within MOP.  a. The Lakeview Neighbourhood Character is an existing and established residential neighbourhood. b. While Neighbourhoods are not an area where intensification will be focused, appropriate infill redevelopment is	The subject lands are within a Neighbourhood and the proposed development will be evaluated against applicable official plan policies.

<b><i>Growth Plan for the Greater Golden Horseshoe</i></b>	<b>Mississauga Official Plan Policies (MOP)</b>	<b>OZ 18/009 W1 Conformity</b>
<p>(2.2.1.2. e)</p> <p>b. Integrated planning to manage forecasted growth will:</p> <p>i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b)</p> <p>ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c)</p> <p>iii. Support the environment (2.2.1.3.d)</p> <p>iv. Be implemented through a municipal comprehensive review (2.2.1.3.e)</p> <p>c. The <i>Growth Plan</i> will support the achievement of complete communities that</p> <p>i. Features a diverse mix of land uses</p> <p>ii. Improves social equity</p> <p>iii. Provides mix of housing options</p> <p>iv. Expands convenient access to transportation, public service facilities, open space, healthy food options</p> <p>v. Ensures high quality compact built form, attractive public realm, including</p>	<p>encouraged to support and take advantage of existing services.</p> <p>c. MOP includes policies to ensure high quality compact built form, attractive public realm, including open spaces, through site design and urban design (MOP section 9.1).</p> <p>Appropriate infill in Neighbourhoods will help revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.</p>	



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



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

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

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

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

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

### Relevant Mississauga Official Plan Policies

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

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 4 Vision</b>	Section 4.4.2 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
<b>Section 5 Direct Growth</b>	Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.1.9	<p>Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p>

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 5 Direct Growth Neighbourhoods</b>	Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.3 Section 5.3.5.4 Section 5.3.5.5 Section 5.3.5.6	<p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Intensification of commercial sites that results in a significant loss of commercial floor space will be discouraged.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>
<b>Section 5 Direct Growth Corridors</b>	Section 5.4.2 Section 5.4.3 Section 5.4.4 Section 5.4.5 Section 5.4.6	<p>Where Corridors run through or when one side abuts the Downtown, Major Nodes, Community Nodes and Corporate Centres, development in those segments will also be subject to the policies of the City Structure element in which they are located. Where there is a conflict, the policies of the Downtown, Major Nodes, Community Nodes and Corporate Centres will take precedence.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p>

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

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

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



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

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 11 General Land Use Designation</b>	Section 11.2.6.2 Section 11.2.6.3	<p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.</p> <p>Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.</p>
<b>Section 16 Neighbourhoods</b>	Section 16.1.1.2	<p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ul style="list-style-type: none"> <li>a. an appropriate transition in heights that respects the surrounding context will be achieved;</li> <li>b. the development proposal enhances the existing or planned development;</li> <li>c. the City Structure hierarchy is maintained; and</li> <li>d. the development proposal is consistent with the policies of this Plan.</li> </ul>
<b>Section 19 Implementation</b>	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>

**Lakeview Local Area Plan**

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

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

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

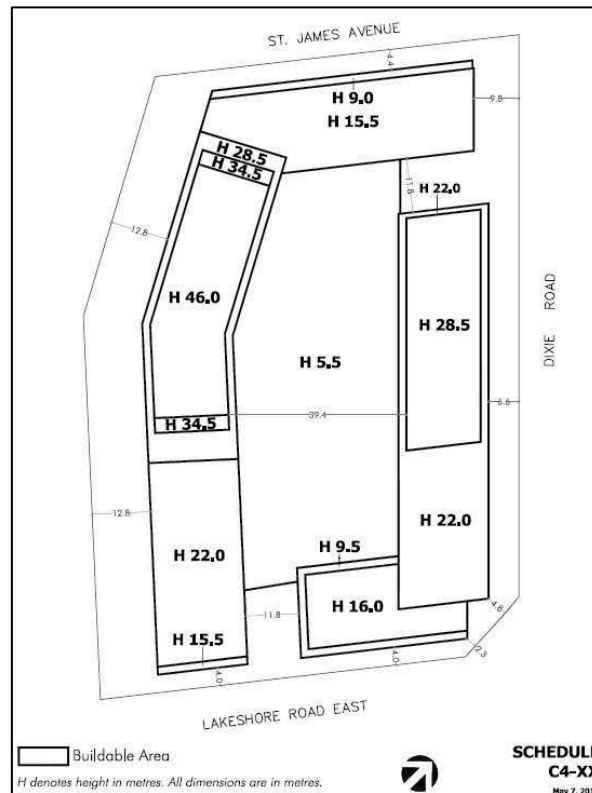
### Existing and Proposed Zoning

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

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

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

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



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

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

**8. School Accommodation**

<b>The Peel District School Board</b>	<b>The Dufferin-Peel Catholic District School Board</b>																																								
<ul style="list-style-type: none"> <li>Student Yield:           <table> <tr> <td>36</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>16</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>19</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:           <p>Janet I McDougald PS</p> <table> <tr> <td>Enrolment:</td><td>463</td></tr> <tr> <td>Capacity:</td><td>552</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Allan A Martin Senior PS</p> <table> <tr> <td>Enrolment:</td><td>478</td></tr> <tr> <td>Capacity:</td><td>538</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Cawthra Park SS</p> <table> <tr> <td>Enrolment:</td><td>1,295</td></tr> <tr> <td>Capacity:</td><td>1,044</td></tr> <tr> <td>Portables:</td><td>5</td></tr> </table> </li> </ul>	36	Kindergarten to Grade 6	16	Grade 7 to Grade 8	19	Grade 9 to Grade 12	Enrolment:	463	Capacity:	552	Portables:	0	Enrolment:	478	Capacity:	538	Portables:	0	Enrolment:	1,295	Capacity:	1,044	Portables:	5	<ul style="list-style-type: none"> <li>Student Yield:           <table> <tr> <td>8</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>7</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:           <p>Queen of Heaven</p> <table> <tr> <td>Enrolment:</td><td>348</td></tr> <tr> <td>Capacity:</td><td>579</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>St. Paul Secondary School</p> <table> <tr> <td>Enrolment:</td><td>424</td></tr> <tr> <td>Capacity:</td><td>579</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> </li> </ul>	8	Junior Kindergarten to Grade 8	7	Grade 9 to Grade 12	Enrolment:	348	Capacity:	579	Portables:	0	Enrolment:	424	Capacity:	579	Portables:	0
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## 9. Development Issues

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

Agency / Comment Date	Comment
Region of Peel (August 14, 2018)	<p><b>Water Service</b> There is an existing 600 mm (23.6 in.) and 300 mm (11.8 in.) diameter water main located on Lakeshore Road. There is also an existing 600 mm (23.6 in.) diameter water main located on Dixie Road.</p> <p><b>Sanitary Sewer</b> There is an existing 250 mm (9.8 in.) diameter sanitary sewer located on Dixie Road and an existing 1500 mm (59.0 in.) diameter sanitary sewer located on Lakeshore Road.</p> <p><b>Waste Collection</b> Front end collection of garbage and recyclable materials will be provided by the Region of Peel. At the Site Plan stage, a revised site plan or waste collection plan must be submitted to reflect the conditions of sections 2, 4, 5 and 6 of the Waste Collection Design Standards Manual.</p> <p>Access, property dedication and engineering details will be addressed prior to approval of the subject applications.</p>
Dufferin-Peel Catholic District School Board (July 6, 2018) and the Peel District School Board (July 3, 2018)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.
City Community Services Department – Parks and Forestry Division/Park Planning Section (November 23, 2018)	The proposed development site is adjacent to City owned lands identified as Appledale Park (P-329), zoned G1 and classified as a Significant Natural Area in the Natural Area Survey (NAS). A top-of-bank staking was conducted on July 11, 2018 with the City and CVC staff to determine hazard and natural features and establish limits of development. The lands below the established top-of-bank, the Regional Storm floodplain, or within the stability and/or erosion component of the valley slope, including natural area dripline whichever is



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

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

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

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

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

### **Development Requirements**

There are engineering matters including: site clean up, grading, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

### **Other Information**

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

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

## **Recommendation Report Detailed Planning Analysis**

**Owner: Vandyk Group of Companies**

**1345 Lakeshore Road East**

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## 1. Community Comments

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

### Comment

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

### Response

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

### Comment

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

### Response

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

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

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

### Comment

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

### Response

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

### Comment

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

### Response

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

**Comment**

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

**Response**

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

## 2. Updated Agency and City Department Comments

**UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

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

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

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

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

*Development Agreement*

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

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

*Engineering Plans/Reports*

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

*Traffic*

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

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

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

#### *Environmental*

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

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

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

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

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

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

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

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

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

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

A CVC permit is required before any development can occur.



**School Accommodation**

In comments, dated October 18, 2019, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition, as required by City of Mississauga Council Resolution 152-98 for satisfactory arrangements regarding the adequate provision and distribution of educational facilities, need not be applied for this development application.

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

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

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

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

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

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

## **4. Consistency with PPS**

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

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

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

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

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

## 5. Conformity with Growth Plan

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

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

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

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

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

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

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

## 6. Region of Peel Official Plan

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

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

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

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

## 7. Mississauga Official Plan (MOP)

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

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

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

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

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

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

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

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

#### *Directing Growth*

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



Rendering of South Elevation along Lakeshore Road East

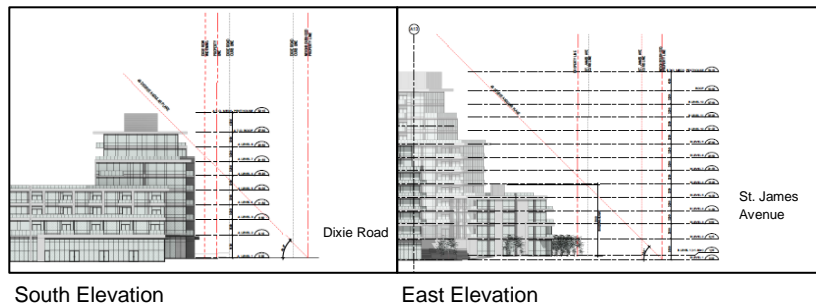
#### *Compatibility with the Neighbourhood*

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

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

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

Elevations showing 45 degree angular plane:



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

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

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

#### *Suitability of the Lands*

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

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

*Services and Infrastructure*

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

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

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

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

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

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

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

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

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

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

## 8. Zoning

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

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

### Proposed Zoning Regulations

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

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

## 9. Bonus Zoning

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

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

## 10. "H" Holding Symbol

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

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

## 11. Site Plan

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

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

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

## 12. Affordable Housing

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

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

## 13. Conclusions

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

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



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

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

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

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

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