

Ontario Land Tribunal
Tribunal ontarien de l'aménagement
du territoire



ISSUE DATE: April 3, 2024

CASE NO(S): OLT-22-003844

PROCEEDING COMMENCED UNDER section 17(24) of the *Planning Act*, R.S.O. 1990, c. P. 13, as amended

Appellant: 1407 Lakeshore Developments Inc.
Appellant: 2828778 Ontario Inc.
Subject: Proposed Official Plan Amendment
Description: The purpose of this Amendment is to revise policies pertaining to height and urban design in the Lakeview Local Area Plan.
Reference Number: OPA 131
Property Address: Various Addresses
Municipality/UT: Mississauga/Peel
OLT Case No: OLT-22-003844
OLT Lead Case No: OLT-22-003844
OLT Case Name: 1407 Lakeshore Developments Inc. v. Mississauga (City)

Heard: November 29, 2023 by Video Hearing

APPEARANCES:

Parties

Counsel

1407 Lakeshore Development Inc.

Leo Longo

City of Mississauga

Lia Magi

**MEMORANDUM OF ORAL DECISION DELIVERED BY CARMINE TUCCI ON
NOVEMBER 29, 2023**

[1] The purpose of the Case Management Conference was to receive status updates from all Parties.

[2] The Tribunal was informed by Counsel for the Appellant that they represent 1407 Lakeshore Developments Inc., which appealed Official Plan Amendment No. 131 ('OPA 131') in regard to the property municipally known as 1041 Lakeshore Road East.

[3] The Tribunal heard that the City recently adopted site-specific Official Plan Amendment No. 159 ("OPA 159") for the Appellant's property. The Tribunal was further informed that no appeals were filed against OPA 159 and that OPA 131 is now in full force and effect.

[4] Mr. Longo stated that the Appeals against OPA 131 have been resolved and he requested the Tribunal to close the file administratively.

[5] Based on the submissions of the Parties, the Tribunal found that the Appeals of Amendment No. 131 to the Official Plan for the City of Mississauga have been resolved on consent and that Official Plan 131 is in force and effect as adopted by Council. As such, these proceedings are concluded, and the file is closed.

"Carmen Tucci"

CARMEN TUCCI
MEMBER

Ontario Land Tribunal

Website: www.olt.gov.on.ca Telephone: 416-212-6349 Toll Free: 1-866-448-2248

The Conservation Review Board, the Environmental Review Tribunal, the Local Planning Appeal Tribunal and the Mining and Lands Tribunal are amalgamated and continued as the Ontario Land Tribunal ("Tribunal"). Any reference to the preceding tribunals or the former Ontario Municipal Board is deemed to be a reference to the Tribunal.



MISSISSAUGA

NOTICE OF THE PASSING OF AN OFFICIAL PLAN AMENDMENT
Subsection 17(24) of the Planning Act

Table with 2 columns: Field Name and Value. Fields include DATE OF NOTICE, OPA NUMBER, DATE PASSED BY COUNCIL, LAST DATE TO FILE APPEAL, FILE NUMBER, APPLICANT, and PROPERTY LOCATION.

A decision was made on the date noted above to approve Official Plan Amendment Number 131 to the Mississauga Official Plan for the City of Mississauga as adopted by By-law 0065-2022. Council has considered the written and oral submissions from the public on this matter.

THE PURPOSE AND EFFECT of this amendment is to revise policies pertaining to height and urban design in the Lakeview Local Area Plan. A copy of By-Law 0065-2022 adopting this Amendment is attached.

WHEN THE DECISION IS FINAL

The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

IF YOU WISH TO APPEAL to the Ontario Land Tribunal, a copy of an appeal form is available from the OLT website at olt.gov.on.ca. An appeal must be filed by mail or courier addressed to the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than May 18, 2022.

WHO CAN FILE AN APPEAL

Only individuals, corporations or public bodies may appeal a decision of the City of Mississauga to the Ontario Land Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be made in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the Council of the City of Mississauga or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

- (1) set out the specific part of the proposed official plan amendment to which the appeal applies;
(2) set out the reasons for the request for the appeal;
(3) be accompanied by the fee prescribed under the Ontario Land Tribunal Act in the amount of \$1,100.00 per application, payable by certified cheque or money order to the Minister of Finance. A copy of the Ontario Land Tribunal Fee Schedule may be found at https://olt.gov.on.ca/appeals-process/fee-chart/; and
(4) be accompanied by an administration fee of \$300.00, payable by certified cheque to the Treasurer of City of Mississauga.

MORE INFORMATION

A copy of this amendment in its entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices, or from Robert Ruggiero of the City of Mississauga, Planning and Building Department at (905) 615-3200 X5725.

S. Smith (handwritten signature)

Sacha Smith, Manager and Deputy Clerk
Legislative Services,
Corporate Services Department
905-615-3200 ext. 4516

Amendment No. 131

to

Mississauga Official Plan

By-law No. 0065-2022

A by-law to Adopt Mississauga Official Plan Amendment No. 131

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

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

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

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 131, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

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

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

1. The document attached hereto, constituting Amendment No. 131 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 20th day of April, 2022.

Signed Barrie Coubric
MAYOR

Signed [Signature]
CLERK

Amendment No. 131
to
Mississauga Official Plan

The following text and Map "A" attached constitute Amendment No. 131.

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

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

Appendix II is a copy of the Planning and Building Department report dated March 4, 2022, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to revise policies pertaining to height and urban design in the Lakeview Local Area Plan.

LOCATION

The lands affected by this Amendment are located along Lakeshore Road East between Seneca Avenue and the Etobicoke Creek. The subject lands are located in the Lakeview Neighbourhood Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal.

An amendment to the Lakeview Local Area Plan is required to update the height permissions and urban design policies for properties fronting directly onto Lakeshore Road East, to ensure that new development is compatible with adjacent uses while maintaining appropriate growth opportunities. No changes are proposed to the existing land use designations.

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

1. The proposed Amendment supports the implementation of the Lakeshore East Corridor Study. The Study included extensive public and stakeholder consultation.
2. The proposed Amendment supports the creation of a distinct and complete community that is walkable and has a mix of uses.
3. The proposed Amendment will help ensure that future growth is compatible in built form and scale to the adjacent neighbourhood context, and enhances existing or planned development.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 3.0, Current Context, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting the first two paragraphs and replacing with the following:

Lakeview is made up of residential neighbourhoods characterized by a variety of housing forms, including low rise dwellings and apartments. Many homes built in the post-war era are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and fourplex.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located on both sides of the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

2. Section 5.1, Guiding Principles, of Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting Policy 5.1.3 and replacing it with the following:

Support complete communities and encourage a sense of place through compact, mixed use development and a pedestrian oriented mainstreet along Lakeshore Road East that offers a range of cultural, residential and employment opportunities.

3. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by adding a new paragraph after the first paragraph as follows:

The intended built form and height along the corridor reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and building typology of the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East.

4. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by adding the words "providing a" to the second bullet point as follows:

- ensuring built form compatibility and providing a transition in heights to adjacent neighbourhoods;

5. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting Policy 10.2.4 and replacing it with the following:

Development fronting Lakeshore Road East will be two to eight storeys in height provided an appropriate transition to the adjacent context is maintained. Some sites will be permitted building heights greater than eight storeys in height as shown on Map 3.

6. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by adding the following:

10.2.5 Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.

7. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by renumbering Policy 10.2.5 to 10.2.6.

8. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by adding Policy 10.2.7 as follows:

In order to achieve a pedestrian scaled environment, new buildings will have a streetwall of a minimum of two storeys to a maximum of four storeys. A streetwall is the exterior wall of a building facing the front lot line abutting the mainstreet.

9. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by renumbering Policies 10.2.6 (existing Policy) to 10.2.11 accordingly.

10. Section 10.3, Built Form Types, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting Policy 10.3.6 a and replacing it with the following:

the height of buildings will be two to eight storeys provided an appropriate transition to the adjacent context is maintained;

11. Map 3, Lakeview Local Area Plan Height Limits, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting height limits of 2 to 4 storeys along the Lakeshore Corridor and replacing it with height limits of 2 to 8 storeys, and by deleting height limits of 2 to 6 storeys and 2 to 7 storeys along the Lakeshore Corridor and replacing it with height limits of 2 to 8 storeys, as shown as Map "A" of this document.

IMPLEMENTATION

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

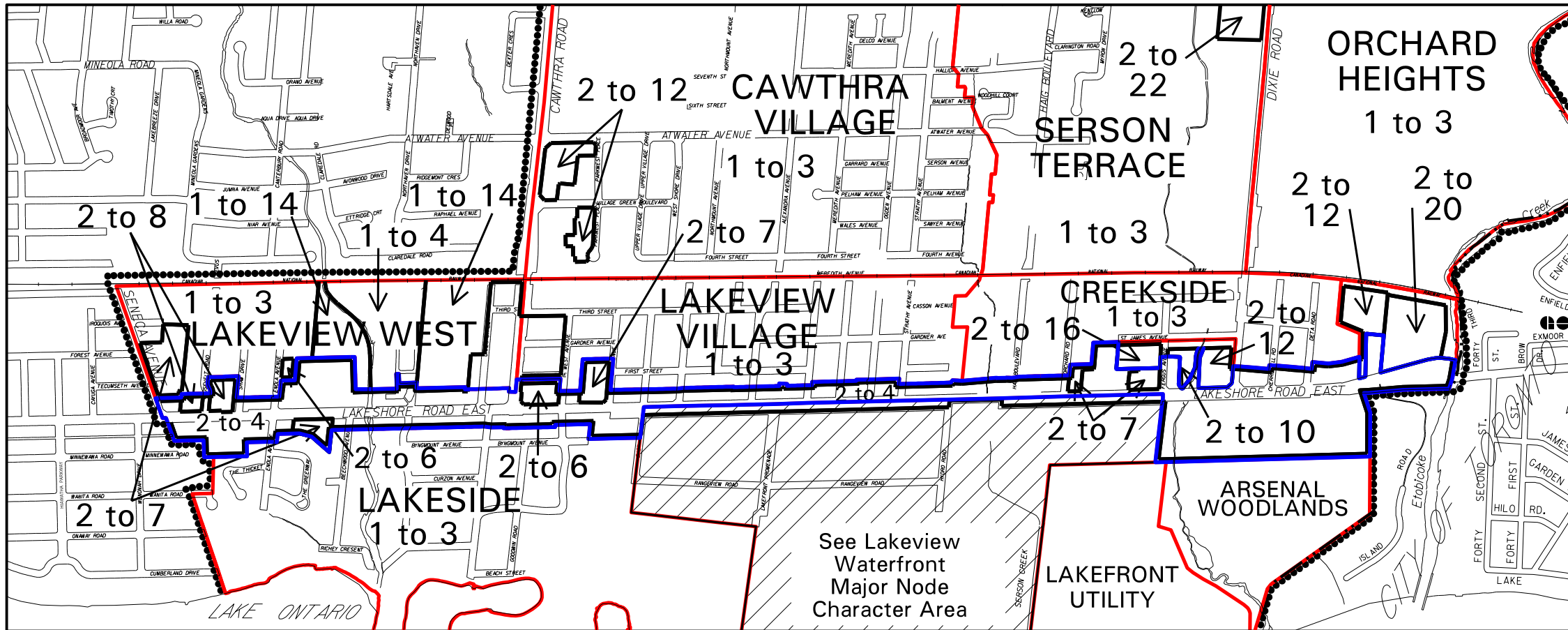
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan April 8, 2021.

INTERPRETATION

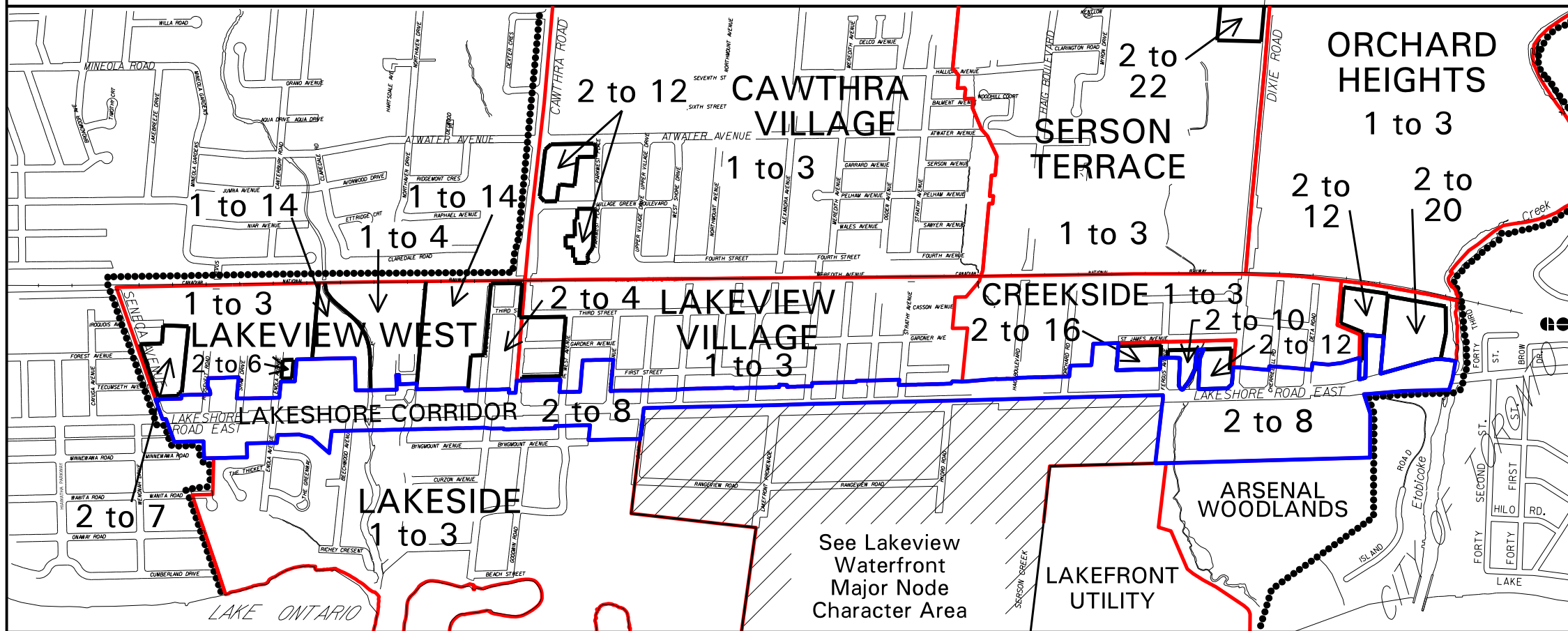
The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

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

<http://teamsites.mississauga.ca/sites/18/MOPA/CD.03-LAK.MOPA131.rr.fs.docx>



EXISTING HEIGHT LIMITS



PROPOSED HEIGHT LIMITS

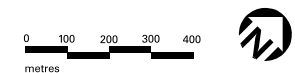
Legend

- Sub-Area Boundary
- Local Area Plan Boundary
- Area of Amendment

Note:

1. Height limits represent the minimum and maximum number of storeys permitted.
2. Additional height information is located in the Lakeshore Corridor policies.
3. Specific building height calculations are regulated through the zoning by-law and generally exclude mechanical or architectural components; refer to the zoning by-law.

**Part of Map 3
Lakeview Local Area Plan
Height Limits**



APPENDIX I
PUBLIC MEETING

A newspaper advertisement was published in the Mississauga News on October 21, 2021 to inform the public to attend a Public Meeting of the Planning and Development Committee, held on November 15, 2021 in connection with this proposed Amendment.

Written submissions and several comments were made at the meeting, which were addressed by staff. This included responses to items such as Rangeview Estates, procedural fairness, angular plane, mechanical penthouses, section 37 community benefits, affordable housing, impact from transit improvements such as BRT and MTSAs, urban design guidelines, existing development applications, and mid-rise buildings.

These comments were addressed in the Planning and Building Department report dated March 4, 2022, attached to this Amendment as Appendix II.

City of Mississauga
Corporate Report



<p>Date: March 4, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: CD.03-LAK</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: March 28, 2022</p>

Subject

RECOMMENDATION REPORT (WARD 1) – Mississauga Official Plan Amendment for the Lakeshore Road East Corridor

Recommendation

1. That the proposed Mississauga Official Plan Amendments contained in the report titled “Recommendation Report (Ward 1) – Mississauga Official Plan Amendment for the Lakeshore Road East Corridor” dated March 4, 2022 from the Commissioner of Planning and Building, be approved.
2. That notwithstanding that subsequent to the public meeting, minor changes to the amendments have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of Subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.

Executive Summary

- This report contains the final policy changes for the Lakeshore Road East Corridor in the Lakeview Neighbourhood Character Area, Lakeview Local Area Plan.
- The proposed policies will facilitate transit supportive development. They include an increase in building height from four storeys to up to eight storeys if appropriate transition is maintained. Additional urban design policies are proposed.
- This Official Plan Amendment (OPA) was developed with input from internal departments, agencies, stakeholders and the public. Engagement took place between May and June 2021; along with feedback from the initial virtual community meeting held on February 23, 2021; and statutory public meeting held on November 15, 2021. Staff also received written comments on the draft OPA and submissions via the project website.

- This report summarizes and addresses comments received from this consultation period. For more detail, Appendix 2 lists comments received and highlights key considerations and/or modifications made to the draft OPA in response to those comments.
- The updated OPA policies are included in Appendix 5. Refer to Appendix 6 to learn more about the planning rationale for each of the proposed policies. Appendix 7 assesses the policies against the provincial policy framework and other applicable policies.

Background

In February 2021, staff initiated the Lakeshore East Corridor Study to manage compatible growth on Lakeshore Road East between Seneca Avenue and the Etobicoke Creek. Specifically, the review examined the height, density, and built form policies.

Significant engagement occurred in February and May 2021. Preliminary directions were released in June 2021. The early engagement process reconfirmed that the existing Lakeview Local Area Plan vision is strong and anticipated minimal revisions with the exception of revisions to the maximum building height along the Lakeshore Corridor.

On November 15, 2021, an Information Report with the draft OPA for the Lakeshore East Corridor Study was considered at a Public Information Meeting of the Planning and Development Committee. A copy of this report can be found at the link below and is included in Appendix 1 and the minutes from the meeting are included in Appendix 4.

[For the Information Report, item 4.3 at the November 15, 2021 PDC Agenda, click here.](#)

Comments

The proposed Official Plan Amendment includes policies related to building height and urban design. The current policy framework in the Lakeshore Road East Corridor area generally allows for buildings up to four storeys in height. The proposed policies allow for buildings two to eight storeys in height if appropriate transition is maintained and the consideration of additional height up to a maximum of 30 m on lots greater than 60 m in depth. In addition, expanded urban design policies introduce the requirement for new buildings to have a two to four storey streetwall to protect for a pedestrian oriented main street. A streetwall is the exterior wall of a building facing the front lot line abutting the main street. See Appendices for additional detail.

Minor technical revisions have been made to the proposed draft OPA presented at the November 15, 2021 Public Information Meeting, however the general intent of the draft policies has not changed. Minor modifications include:

- Adding an additional paragraph to the introduction of the Lakeshore Corridor Section outlining the intent of the policy direction;
- Adding additional notes and labels to Map 3: Lakeview Local Area Plan Height Limits; and
- Minor technical word changes.

The Region of Peel is currently in the process of delineating the boundaries of Major Transit Station Areas (MTSA) to facilitate transit supportive development. Once adopted the Mississauga Official Plan will be updated as part of the Draft MTSA Study. MTSA's are being proposed along Lakeshore Road East. The proposed amendment provides for transit supportive development including a mix of uses such as residential, retail, offices, open space, and public uses that supports the needs of residents and employees in a walkable environment.

Engagement and Consultation

The development of the OPA for the Lakeshore East Corridor was based on a consultation process that has produced a framework to aid in the creation of a vibrant, mixed-use and connected community. The engagement program included statutory and non-statutory meetings, online communication and virtual meetings with members of the public and agency groups, as detailed below.

- **Project Website** <https://yoursay.mississauga.ca/lakeshore-east-corridor-study>
- **Virtual Community Meeting:** A virtual community meeting was held on February 23, 2021 with approximately 165 attendees excluding staff. The meeting included staff presentations, online polls, a chat forum and a post meeting feedback survey.
- **Virtual Community Workshops:** Three virtual community workshops were held on May 4th, 5th and 11th 2021. The virtual community workshops included presentations by staff and an independent urban designer, breakout rooms, online polls, chat forum and post meeting feedback survey.
 - Staff presented draft building heights of 4-6 storeys on small lots, 6-8 storeys on medium lots, and 8-12 storeys on large lots.
 - Approximately 180 attendees excluding staff.
- **Virtual Community Meeting:** A virtual community meeting was held on June 10, 2021. The virtual community meeting included staff presentations, online polls, chat forum and post meeting feedback survey.
 - Staff presented draft building heights of 4 storeys on smaller lots, and 8 storeys on larger lots.
 - Approximately 80 people attended excluding staff.

- **Statutory Public Meeting:** Notification for the November 15, 2021, Statutory Public Meeting was published in the Mississauga News. Information of this public meeting was also shared on the Lakeshore East Corridor website and promoted via a media release, Council's Corner newsletter, social media, and the local councillor's newsletter.
 - Three deputations were received at this meeting, in addition to three written submissions.

A summary of all comments received, and the response from staff has been included in Appendix 2.

PUBLIC COMMENTS

Below is a summary of comments and concerns received through the public engagement process and responses provided by staff. Some of the feedback received is outside of the scope of this draft OPA.

1) Creating a Complete Community

Summary: Need for the Lakeshore Corridor to evolve as a complete, vibrant and mixed use community that provides opportunities for people of all ages and abilities to live, work, shop and play. There was a desire for a greater mix of uses along the corridor. Specific comments about the need for affordable housing were also received.

Staff Response: The existing policy framework encourages a complete community and mixed-use corridor. The proposed policy amendment encourages additional height and density which provides more housing options to more people. The proposed additional height and density will assist in providing a critical mass of people to support mixed use development. The Draft Major Transit Station Areas study will also provide the ability to require affordable housing through Inclusionary Zoning.

2) Strengthening the Main Street

Summary: General support was received for mixed use buildings where people can live, work, play, shop and dine. The need for cultural and destination uses was identified. There was a desire for streetscape improvements such as wider sidewalks, and landscape treatment. Some community members expressed concerns that additional height will create undue precedents and cause negative shadow impacts.

Staff Response: The proposed policy amendments for building height are coupled with new streetwall policies and existing built form standards to provide a human scaled main street. The proposed two to four storey streetwall respects the existing low scale context. It is anticipated that infill development up to eight storeys in height along Lakeshore Road East will improve the main street; transitioning away from auto-oriented development and businesses to mixed use pedestrian oriented development. New development will be required to improve the streetscape; widen the sidewalks and provide opportunities for

landscape treatment. Population growth along the corridor can support local retail businesses.

3) Green Space and Setbacks

Summary: A desire for green space and additional setbacks along Lakeshore Road East, especially on the south side of the corridor between East Avenue and Hydro Road.

Staff Response: The south side of the corridor between East Avenue and Hydro Road is outside of the study area, however any new development along Lakeshore Road East is required to provide an improved public realm. This may include wider sidewalks and streetscape treatment. The existing Lakeview Local Area Plan Built Form Standards specifies that setbacks for any new development proposal in the study area is required to have a setback to the front property line of 0.6 m and 3.0 m. Additional greenspace on Lakeshore Road East may impact the vision of creating a strong main street.

4) Improving Transportation

Summary: Vehicle traffic, public transportation and active transportation were a concern.

Staff Response: The City is conducting concurrent transportation studies such as the Lakeshore Bus Rapid Transit Study, Lakeshore Complete Street Study, and the New Credit River Active Transportation Bridge Study. These studies build on the Lakeshore Connecting Communities Transportation Master Plan which set out a long-term vision for transit and corridor improvements along Lakeshore Road from 2020 to 2041. Further information on these studies is available here: <https://www.mississauga.ca/lakeshore-transportation>.

5) Rangeview Estates Lands

Summary: Residents expressed a desire and willingness to participate in shaping the Rangeview Estates Lands.

Staff Response: The Rangeview Estates Lands are outside of the Lakeview Local Area Plan and Lakeview Neighbourhood Character Area. However, a development master plan process is required, and community consultation would be undertaken as per the requirements of the *Planning Act*.

6) Procedural Fairness

Summary: Comments have been received regarding the process and procedural fairness of reviewing existing development applications.

Staff Response: Applications deemed complete prior to the adoption of the policy changes resulting from this study will be evaluated on their own merits at the time of their submission. The proposed policy changes would not apply to these sites. The applications currently under review or appealed include:

	Address	File Number	Submission Deemed Complete
1.	420 Lakeshore Road East	OZ 20/9	July 9, 2020
2.	1381 Lakeshore Road East	OZ 20/18	October 22, 2020
3.	1303 Lakeshore Road East	OZ 21/20	January 7, 2021

Additional applications not listed here may be received and deemed complete following the date of this report but prior to the adoption of the policy changes.

7) Building Heights

Summary: Insufficient building height permissions.

Staff Response: The increased building height allows for growth along the corridor and contributes to the complete community and pedestrian oriented main street vision. The existing height limit is four storeys. The proposed height limit of eight storeys doubles the height permissions currently in the Lakeview Local Area Plan. Additional height up to 30 m on lot depths greater than 60 m provides further permissions. The intended built form and height reflect the hierarchical urban structure of the Mississauga Official Plan and aligns with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.

The Mississauga Official Plan City Structure provides guidance on density, height, uses and appropriate growth. The Downtown will contain the highest density and heights and the greatest mix of uses. Major Nodes will provide a mix of population and densities less than the Downtown but greater than elsewhere in the city. Community Nodes will be similar to Major Nodes, but with lower densities and heights. Finally, Neighbourhoods will accommodate the lowest densities and building heights.

Based on the Growth Plan forecast for the Region of Peel, Mississauga has planned for units and people in excess of the forecasted population for 2051. The planned growth aligns with the urban hierarchy. In order to meet the objectives of the Official Plan, and for areas to function as planned, growth should adhere to the city structure.

The Lakeshore Corridor is located within the Lakeview Neighbourhood Character Area and abuts the Lakeview Waterfront Major Node. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East. It anticipates the greatest heights and densities at the south western edge of the community toward the lake, and gradual transition to existing adjacent residential neighbourhoods. The general policies of the Node include reinforcing a pedestrian scale along Lakeshore Road East. The urban structure would not be maintained if building heights on the Lakeshore Corridor in a Neighbourhood exceeded those on the Lakeshore Corridor in the Major Node.

Consideration was also given to the different widths of the roadway right of way, lot depth, requirements of ground floor retail, and transit supportive densities in the determination of appropriate building heights. The proposed built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.

8) Study Scope

Staff received comments indicating that the scope of the study was too narrow and that a larger corridor or a comprehensive neighbourhood study should be undertaken.

Staff Response: The scope of this study was limited in nature due to the unique characteristics of Lakeshore Road East, including the lot pattern, history, location, proximity to transit and services, and development pressures.

Concurrent ongoing studies or recent studies in the corridor area have helped inform this work and the proposed OPA. Some of these studies include:

- Draft Major Transit Station Area Study;
- Lakeshore Connecting Communities Transportation Master Plan;
- Lakeview Village Parkland Public Engagement;
- Lakeview Waterfront Major Node / Lakeview Village Development Master Plan;
- Official Plan Review; and
- Increasing Housing Choices in Mississauga's Neighbourhoods Study.

The city-wide Official Plan Review and Draft Major Transit Station Area Study will address where additional growth and development should be accommodated.

Financial Impact

There are no financial impacts resulting from the Recommendations in this report.

Conclusion

Comments from a range of stakeholders have been carefully considered while balancing the city structure, regional policies and provincial plans. The proposed amendment will provide an updated policy framework for the future development of the Lakeshore Road East Corridor into a complete, connected, mixed-use community.

The proposed amendment to MOP is consistent with the Provincial Policy Statement, and conform to the Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and Mississauga Official Plan. Appendix 7 provides a detailed analysis of consistency and conformity with relevant Provincial and Regional plans and policies.

Attachments

Appendix 1: Public Meeting Information Report (Ward 1) – Mississauga Official Plan Amendment for the Lakeshore Road East Corridor, October 21, 2021

Appendix 2: Response to Comments Summary

Appendix 3: Written Submissions

Appendix 4: Public Meeting Minutes

Appendix 5: Proposed Tracked Changes Official Plan Amendment with Revisions

Appendix 6: Planning Rationale for Proposed Amendment

Appendix 7: Summary of Applicable Policies

Appendix 8: Revised Map 3: Lakeview Local Area Plan Height Limits

Appendix 9: Excerpt of Draft Official Plan Amendment



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

Prepared by: Robert Ruggiero, Planner, Planning & Building

City of Mississauga
Corporate Report



<p>Date: October 21, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: CD.03-LAK W1</p>
<p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Meeting date: November 15, 2021</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1) – Mississauga Official Plan Amendment for the Lakeshore Road East Corridor

Recommendation

1. That the report titled “Mississauga Official Plan Amendment for the Lakeshore Road East Corridor” dated October 21, 2021 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the Public Meeting held on November 15, 2021 to consider the report titled “Mississauga Official Plan Amendment for Lakeshore Road East Corridor” dated October 21, 2021, from the Commissioner of Planning and Building, be received.

Report Highlights

- A draft Official Plan Amendment (OPA) has been prepared that provides a policy framework for future development along the Lakeshore East Corridor Area in the Lakeview Neighbourhood Character Area. See Appendix 1 for a map of the subject area.
- This report presents the draft OPA for Council’s consideration, which includes draft policies on items such as: vision, height and urban design guidelines.
- This report also provides Council with preliminary feedback from stakeholders through engagement in May and June 2021; along with feedback from the initial virtual community meeting held on February 23, 2021.
- Staff aim to bring a Recommendation Report with the final OPA to Council for consideration in early 2022.

Background

The purpose of this land-use planning review was to examine the **height, density and built form policies** for the Lakeshore East Corridor between Seneca Avenue and the Etobicoke border. The study area excludes the [Lakeview Village](#) and Rangeview lands which are subject to their own rezoning and master planning exercises respectively.

The review was initiated as an increasing number of planning applications along Lakeshore Road East Corridor have been received in recent years and many of the proposals contain heights and densities that significantly exceed existing permissions. There are currently two active rezoning applications, two recently approved zoning applications, and four site plan application along the corridor.

The current official plan policies allow for building heights generally between two to four storeys. The two active rezoning applications under review range between eleven and fifteen storeys.

The ensuing maps illustrate the study area boundaries and the existing and approved maximum building heights, in storeys, along the corridor.



Figure 1: Existing and Approved Heights in Storeys along western corridor



Figure 2: Existing and Approved Heights in Storeys along eastern corridor

The Lakeshore Road East Corridor is identified as a Higher Order Transit Corridor in Mississauga Official Plan (MOP) and varies in width. The Right of Way (ROW) width for the western portion of the corridor is 30 m (Seneca Avenue to East Avenue) and the designated ROW of the eastern portion is 44.5 m (East Avenue to Etobicoke border).

Comments

OVERVIEW OF DRAFT OFFICIAL PLAN AMENDMENT

The draft OPA has been prepared to address the issues identified by stakeholders and staff. It incorporates comments and feedback received during the public and stakeholder consultation period between February and June 2021. City staff proposed three key policy moves. No changes to Schedule 10 Land Use Designations are proposed through this amendment. The following summarizes key policies within the draft OPA (Appendix 4).

Reaffirm the Vision

The existing Lakeview Local Area Plan has extensive and distinct guiding principles. In short, the six guiding principles are:

- Reconnect Lakeview to the waterfront;
- Strengthen distinct neighbourhoods;
- Support complete communities;
- Promote community health;
- Support social wellbeing;
- Achieve leadership in sustainability.

The vision section has been updated to better reflect today’s context, including technical word changes. The draft OPA reinforces the complete communities guiding principle with the addition of wording to encourage a sense of place. The guiding principles have been reviewed and reconfirmed. The existing vision reflects a pedestrian scaled, mixed-use mainstreet, which helps achieve complete communities, aids active transportation including walking and supports housing for all groups and abilities.

Building Height

The current planning framework in the Lakeshore Road East Corridor area generally allows for buildings up to four storeys in height. There are sites with existing height permissions beyond four storeys as shown figures 1 and 2. Staff undertook a parcel analysis along the corridor to determine redevelopment potential. Shallow lots with less than 40 m in depth are common, but are the least likely to redevelop due to the challenge of providing underground parking and meeting urban design criteria. The table below summarizes Staff’s site analysis.

Lot Depth	Anticipated Redevelopment Height Potential	Approximate Number of Redevelopment Sites	
		Including under application & site specific permissions	Excluding under application & site specific permissions
Less than 40 m	2-4 storeys	8	5
40-60 m	2-8 storeys	10	6
Greater than 60 m	2-8 storeys, or maximum of 30 m tall	6	4

All amended height policies proposed above would only be permitted if appropriate transitions to low density areas are provided and street wall polices (described below) are achieved.

Staff considered the following key factors when developing the proposed height framework.

- Vision for a main street corridor, with pedestrian friendly scale
- Existing buildings and approved heights
- Tie-in with Rangeview lands that also have an eight storey maximum height policy for the Lakeshore fronting buildings
- Consideration of the road right-of-way width
- Buildings that support ground floor retail
- Transit supportive densities that support provincial/regional Major Transit Station Area requirements
- Create more certainty for existing landowners, prospective land owners and community members

Ensure a Village Main Street Character - Urban Design

The draft OPA includes a new urban design policy; proposing a minimum streetwall of 2 storeys and maximum of 4 storeys. The streetwall is the exterior wall of a building facing the front lot line abutting Lakeshore Road. The two to four storey streetwall is context sensitive to the varied existing condition of one and two storey buildings and larger apartment buildings. A two to four storey streetwall provides a human scaled pedestrian realm and sense of enclosure.

The existing LAP and the Lakeview Built Form Standards provide further policies, direction and guidelines regarding streetscape treatment, landscaping, street furnishings, public art, building material, and building design. No changes are proposed to these policies.

Land Assembly

The current planning framework in the Lakeview Local Area Plan discourages land assembly. No revisions to the land assembly policies are proposed through this review. However, if land assembly does occur, the LAP policy indicates that the primary purpose of assembled lands is to provide a buffer to the adjacent low density lands to the development.

Given the existing lot pattern, the opportunity for redevelopment can be achieved without further land assembly.

There have been no development applications involving land assemblies in along Lakeshore Road in Lakeview since the LAP was adopted in 2015.

Transition

The current LAP requires appropriate transition to adjacent low density residential. The draft amendment does not propose revisions to the transition policies and guidelines.

The LAP states that development along Lakeshore Road should have regard for the character of the Neighbourhood, providing appropriate transitions in height, built form and density. It further states that redevelopment will ensure built form compatibility and transition in heights to adjacent low density residential neighbourhoods.

The Lakeview Built Form Standards further refines the transition policies, including the use of a 45 degree angular plane, increase to the building setbacks, and the use of building step backs to ensure minimal impact from newer developments to adjacent low rise dwellings.

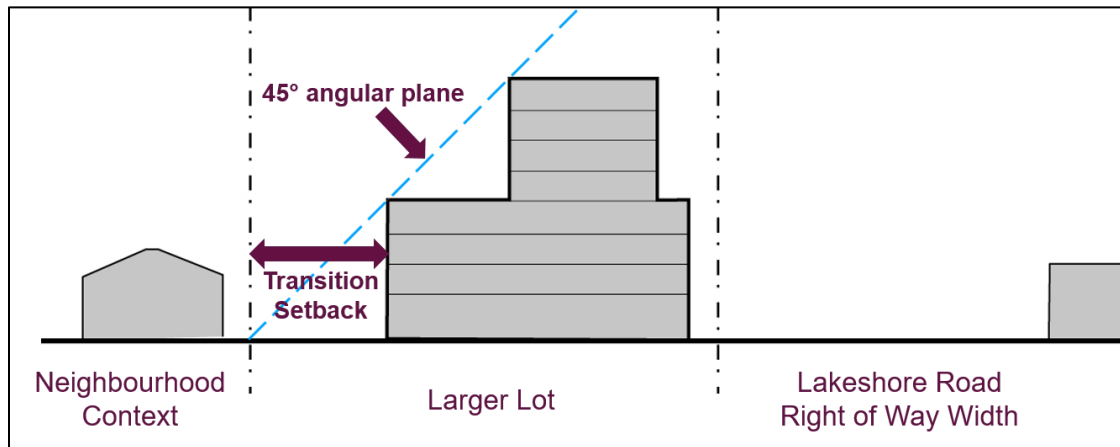


Figure 3: Existing Transition Policies

Heritage

Cultural heritage policies have been reviewed as part of this exercise. Section 8.2 of the LAP, Cultural Heritage, recognizes the important of heritage resources in the area and further guides how to improve and enhance development adjacent to heritage sites.

There are opportunities to integrate and enhance heritage resources through contextually sensitive designs, paying attention to setbacks, stepbacks, material choice, facades, landscaping, and site design, etc. Development along the corridor is also subject to a site plan control bylaw.

Parks and Green System

Integration of parks, open space and landscaping into new developments has been reviewed. The current LAP prioritizes policies which protect, enhance, restore, and connect green spaces in Lakeview.

Through redevelopment, additional opportunities for landscaping, setbacks, streetscaping or publically accessible privately open space will be reviewed. In addition, developments along Lakeshore Road East will be required to contribute to parkland, either on site or through cash in lieu.

COMMUNITY ENGAGEMENT

Engagement Process

An extensive engagement process underpins this draft OPA and included:

-
- **Public Engagement:** The public has been involved via a project website, social media, an online comments form, virtual community meetings, virtual community workshops, surveys, and this statutory public meeting. Public engagement was intended to provide information on the draft policies and gain preliminary feedback.
 - **EHQ Website** had approximately 1350 visits between Jan 1 and Aug 31
 - **Virtual Community Meeting:** A virtual community meeting was held on February 23, 2021. The virtual community meeting included staff presentations, online polls, chat forum and post meeting feedback survey.
 - Approximately 165 attendees excluding staff
 - **Virtual Community Workshops:** Three virtual community workshops were held on May 4th, 5th and 11th 2021. The virtual community workshops included presentations by staff and an independent urban designer, breakout rooms, online polls, chat forum and post meeting feedback survey.
 - Staff presented draft building heights of 4-6 storeys on small lots, 6-8 storeys on medium lots, and 8-12 storeys on large lots.
 - Approximately 180 attendees excluding staff
 - **Virtual Community Meeting:** A virtual community meeting was held on June 10, 2021. The virtual community meeting included staff presentations, online polls, chat forum and post meeting feedback survey.
 - Staff presented draft building heights of 4 storeys on smaller lots, and 8 storeys on larger lots
 - Approximately 80 people attended excluding staff
 - **Statutory Public Meeting:** Notification for the November 15, 2021, Statutory Public Meeting was published in the Mississauga News. Information of this public meeting was also shared on the Lakeshore East Corridor website (<https://yoursay.mississauga.ca/lakeshore-east-corridor-study>), and promoted via a media release, Council's Corner newsletter, social media, and the local councillor's newsletter.
 - **Posting Draft OPA:** The draft OPA policies will be posted on the project website in advance of the public information meeting along with an online comment form in order to receive further detailed comments from the public.
 - **Stakeholder Meeting:** outreach with the Lakeview Ratepayers Association took place in June and November, 2021 in order to provide information on the amendment and gain preliminary feedback on more site specific matters.

Feedback Received to Date

Staff engaged stakeholders and the public through the abovementioned engagement tactics. Staff have incorporated preliminary feedback into the draft OPA and provided a summary of the key messages received below. Some of the feedback received is outside the scope of this draft OPA.

Creating a Complete Community

We heard about the need for the Lakeshore Corridor to evolve as a complete, vibrant and mixed use community that provides opportunities for people of all ages and abilities to live, work, shop and play.

Feedback also included a desire for a greater mix of uses along the corridor.

Strengthening the Main Street

We heard general support for mixed use buildings where people can live, work, play, shop and dine. There was a desire for streetscape improvements such as wider sidewalks, and landscaping.

The community expressed concerns that additional height will create undue precedents and cause negative shadow impacts.

Green Space and Setbacks

We heard there was a desire for green space and additional setbacks along Lakeshore Road East, especially on the south side of the corridor between East Avenue and Hydro Road. This area is outside of the study area, but parkland consultation and evaluation for the Lakeview Village Development Masterplan is ongoing. More information on the Lakeview Village Parkland Public Engagement can be found at the following link:
<https://yoursay.mississauga.ca/lakeviewparks>.

Any new development along Lakeshore Road is required to provide opportunities for landscaping, wider sidewalks and improved public realm. In our existing Lakeview Local Area Plan Built Form Guidelines, any new development proposal in the Lakeshore East Corridor study area is required to have a setback to the front property line of 0.6 m and 3.0 m.

Improving Transportation

During each round of engagement, a common concern we heard was around traffic and transportation. The City of Mississauga is conducting concurrent projects regarding the Lakeshore Bus Rapid Transit Study, Lakeshore Complete Street Study, and the New Credit River Active Transportation Bridge Study. Further information on these studies is available here:

<https://www.mississauga.ca/lakeshore-transportation>. These three studies build on the Lakeshore Connecting Communities Transportation Master Plan which set out a long-term vision for transit and corridor improvements along Lakeshore Road from 2020 to 2041.

Rangeview

While outside of the Lakeview Local Area Plan and Lakeview Neighbourhood Character Area, residents expressed a desire and willingness to participate in a holistic approach to the neighbouring Rangeview lands. Development master plans are required for the Rangeview lands. During the development master plan process staff will share information and assist in neighbourhood collaboration.



Figure 4: Lakeshore East Corridor Official Plan Amendment Process

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Financial Impact


There are no financial impacts resulting from the Recommendations in this report.

Conclusion

The Lakeshore Road East Corridor study has been a consultative process that has produced a draft policy framework to aid in the development of a vibrant, mixed-use and connected community. The next step is to incorporate any further feedback received through community engagement and at the November 15, 2021 Public Meeting into the final Official Plan Amendment that will be presented to Council for consideration in early 2022.

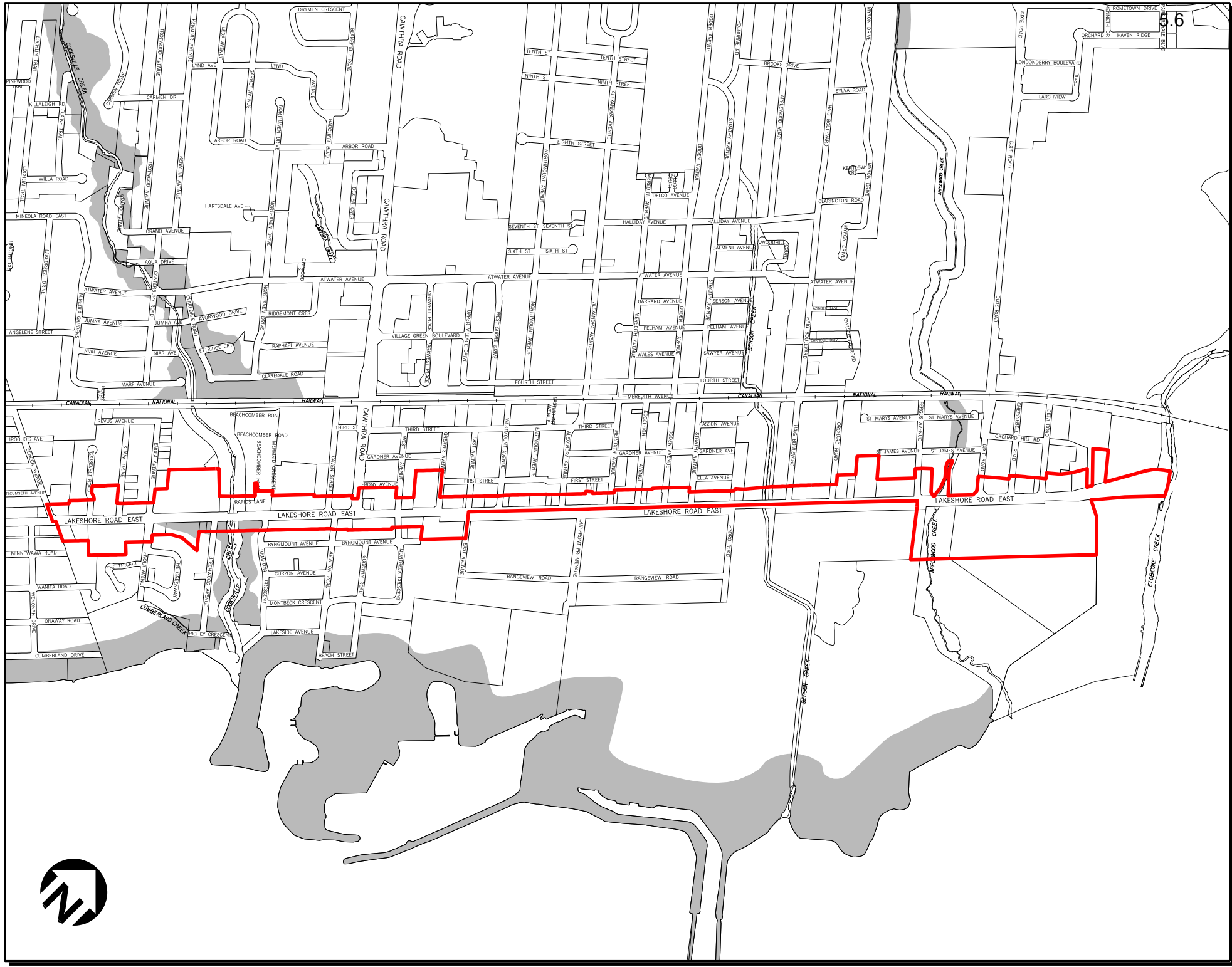
Attachments

- Appendix 1: Context Map of Lakeshore Road East Corridor
- Appendix 2: Summary of Engagement June 20, 2021
- Appendix 3: Lakeshore Road East Corridor – Draft Official Plan Amendment Height Schedule
- Appendix 4: Lakeshore Road East Corridor – Draft Official Plan Amendment



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

Prepared by: Robert Ruggiero, Planner, City Planning Strategies



General Context Map

CD.03-LAK W1

Appendix 1

0.6



Community Meeting – What We Heard

On June 10, 2021, the City of Mississauga held a virtual community meeting to present a preliminary draft policy recommendations on various urban design principles to guide and manage compatible growth along the Lakeshore East Corridor.

The virtual community meeting included a staff presentation and Q&A discussion. The meeting ran from 6:30pm – 8:15pm with an estimated 92 people in attendance on the Webex meeting platform.

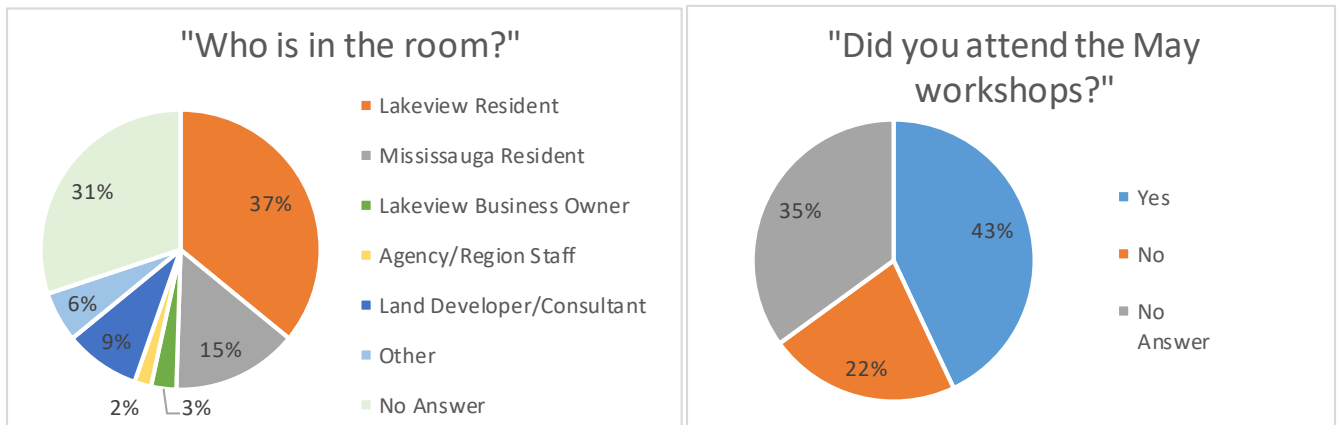
Following the meeting, those that could not attend the meeting or who had more to say had the opportunity to complete an online survey responding to the content and questions asked at the workshop. The survey was hosted on the [project website](#).

Ward 1 Councillor Stephen Dasko attended and opened the meeting. Jason Bevan Director, City Planning and Strategies, Planning and Building Department of the City of Mississauga provided an overview on the significance of undertaking the study and Robert Ruggiero, Project Lead and Planner, presented a project update as well as the preliminary draft policy recommendations. The meeting continued with Q&A discussion on the newly presented draft policies.

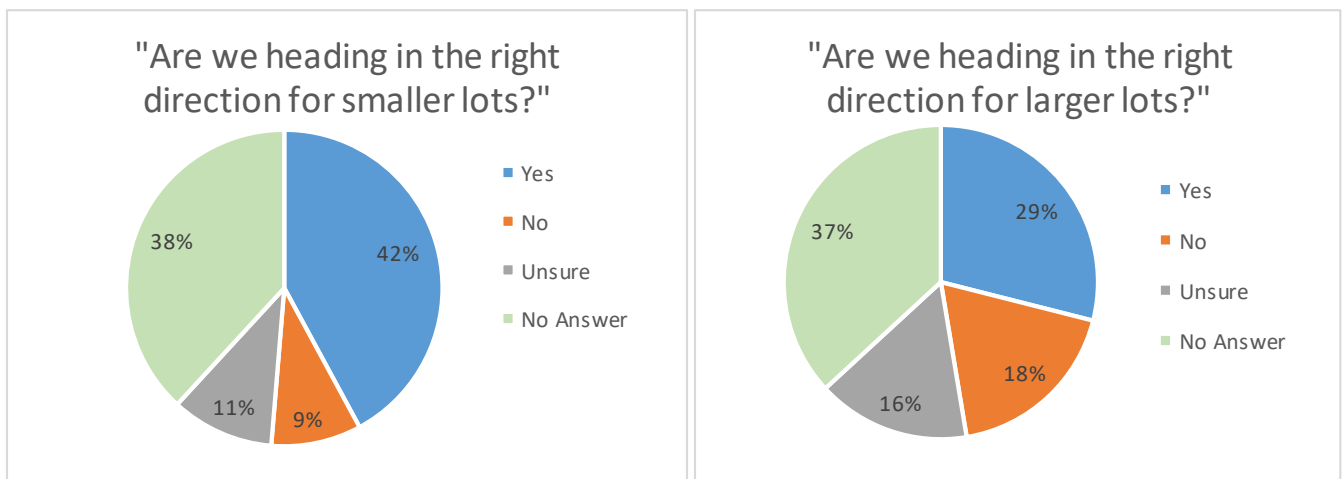
This summary is based on the Webex Chat transcripts, staff notes and survey responses. Fewer than 5 survey responses were received.

Below are the results of four poll questions asked at the community meeting and 2 survey responses from June 1 to July 8, 2021.

Poll Results Based on 65 Respondents from June 10, 2021



Poll Results Based on 76 Respondents from June 10, 2021 Community Meeting (74 Responses) and Survey Results from June 11 – July 8, 2021 (2 Responses)



The following is a summary of what we heard from the community meeting.

Vibrant Main Street and Urban Design Principles

- Encourage mixed-use developments for a vibrant main street feel where people can live, shop and dine.

- Participant's Comment: *"how about mixed-use building, I figure most along the corridor should be mixed-use where first few stories are commercial and the rest residential."*
- General support for smaller lots to have 4 storeys that creates a continuous and uniform main street on Lakeshore Road.
- Protect for public realm where redevelopments will enhance the main street concept and provide a sense of enclosure.
 - Participant's Comment: *"I'm a big fan of the "enclosure" feeling. Keeping all of that retail close to the sidewalk makes it a lot more usable for pedestrians and cyclists."*
- Establish urban design guidelines and policies to encourage complete communities and aesthetically pleasing developments.
 - Participant's Comment: *"I support complete communities and I want a city development application based on how well developers can work with and achieve the visions of the residents?"*

Heights and Density

- Concerns with reviewing and assessing applications based on precedents.
 - Participant's Comment: *"how can we avoid allowing previous heights inform future builds?"*
- Set "hard limit" on the number of storeys along the Lakeshore East.
- Maintain a balance between residential, commercial and open space uses
 - Participant's Comment: *"As long it is planned and developed thoughtfully as diverse mixed use and a lens on environment/habitat/flood protection/efficient buildings, it will meet my particular desire."*
- Ensure additional density brings more affordable housing, services and amenities for the community.
- Raised concerns of land assembly; combining smaller lots to create a larger development lot.
- Focus on "Built Function" to create a vibrant and comfortable place for pedestrians with natural light, space for walking, shops and interesting building design at the street level? (make plain language)
 - Participant's Comment: *"How the buildings are used has a lot to do with how the height/massing is perceived."*

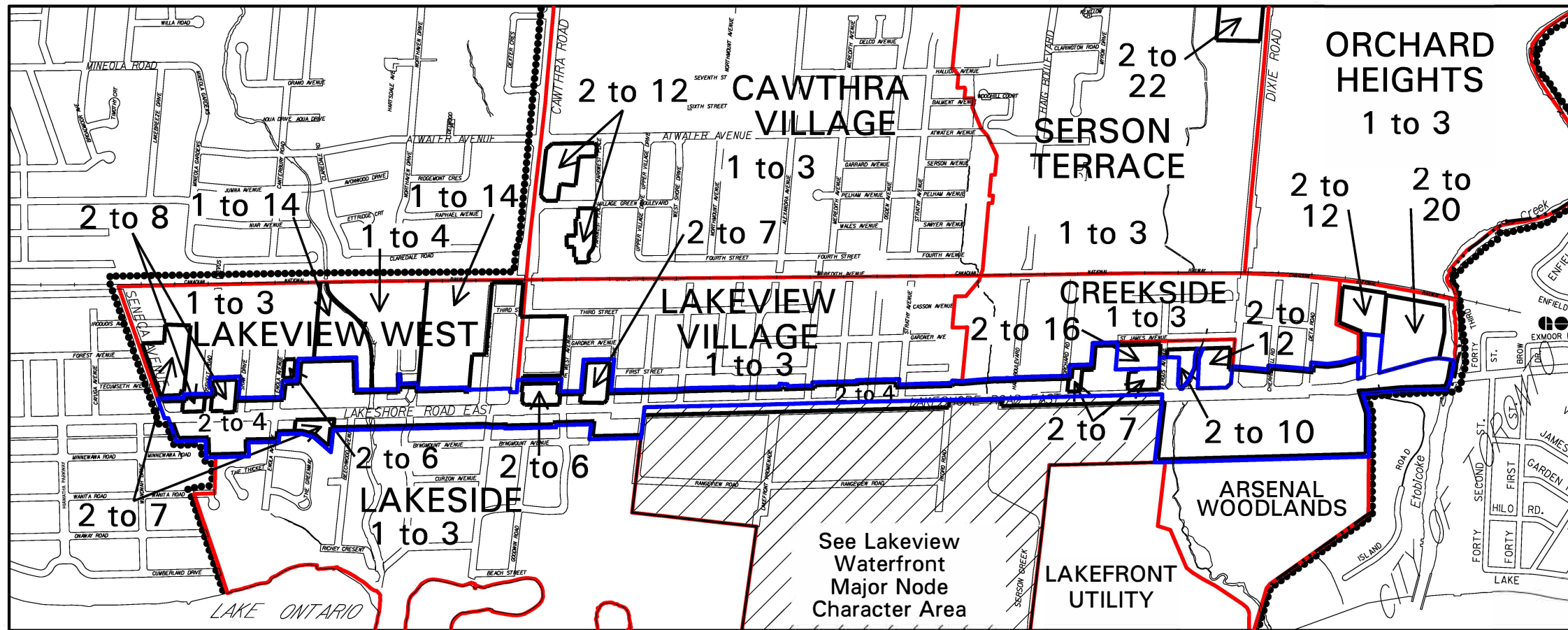
Green Space and Setbacks

- Desire for the linear park on the south side of Lakeshore east of East Avenue
- Concerns with shadow impacts of larger developments on the public realm.
- Raised concerns of maintaining privately owned linear park.
- Ensure taller buildings have sufficient setback from the main street.
 - Participant's Comment: *"If a taller building is further back then it keeps the open feeling of the current Lakeshore but with more "enclosure" main street feel."*

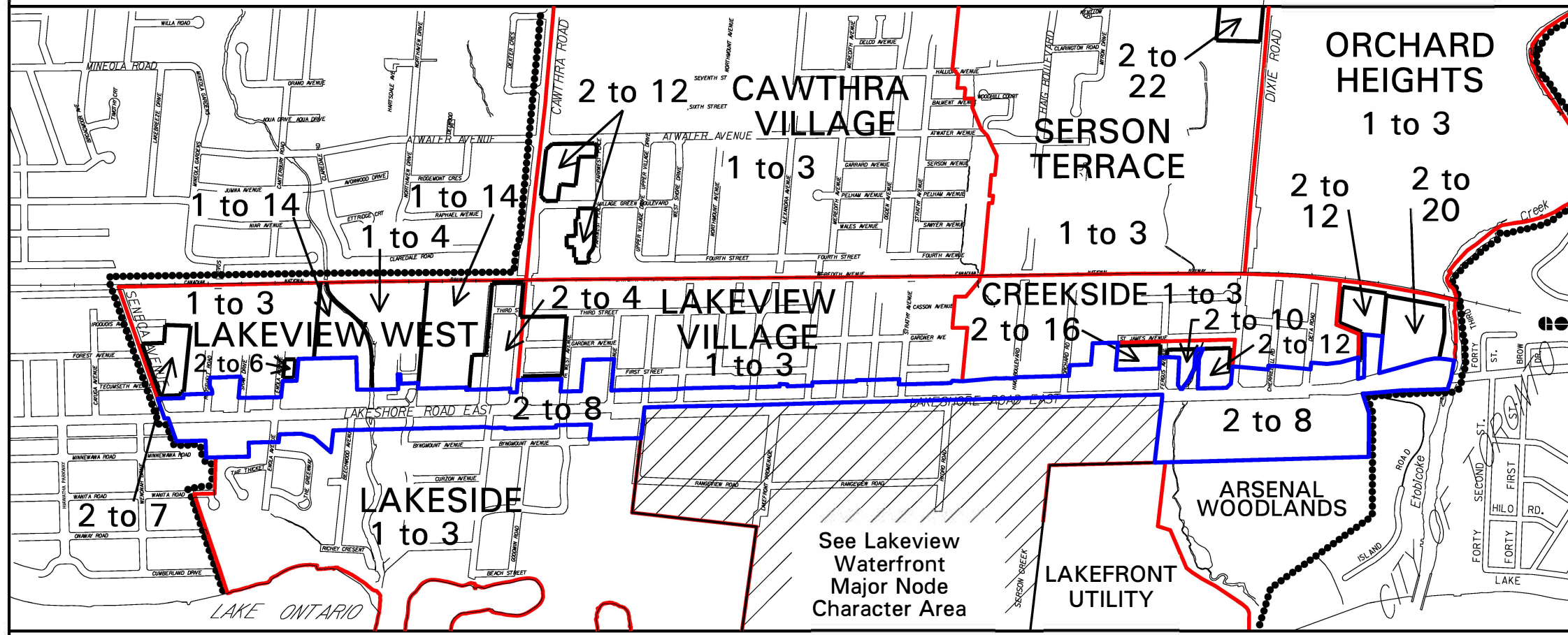
- Potential environmental impacts (heating and cooling inefficiencies) with stepback design in buildings.

Additional Comments

- Consider integrating low impact development techniques with open space to encourage sustainable developments.
- Create cycling path that comply with universal accessible standards.
- Encourage use of wider and less sloped sidewalks for more accessible use.
- Undertake potential consultation for streetscape improvements in the study area.
- Discuss the potential opportunities and/or challenges of future BRT and how does it affect housing affordability in the area.
- Consider opportunities for affordable housing to encourage mix of housing options and accommodate a range of everyone's needs.
 - Participant's Comment: "*The city needs to mandate three bedroom units for apartments and condos. Families need places to live.*"



EXISTING HEIGHT LIMITS



PROPOSED HEIGHT LIMITS

Legend

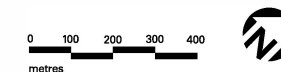
- Sub-Area Boundary
- Local Area Plan Boundary
- Area of Amendment

Note:

- Height limits represent the minimum and maximum number of storeys permitted.

DRAFT

Part of
Lakeview Local Area Plan
Height Limits



Appendix 4: Lakeshore East Corridor Study – Draft Official Plan Amendment

Draft policies are shown in red; deleted text is shown as ~~strikeouts~~; existing policies are in black

3.0 Current Context

Lakeview is made up of ~~stable~~ residential neighbourhoods characterized by ~~detached and semi-detached housing~~ a variety of housing forms, including low rise dwellings and apartments. Many homes built in the ~~1950s and 1960s~~ post-war era are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and ~~several are built~~ a number along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and ~~quadriplex~~ fourplex.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located along both sides of the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

The G.E. Booth Wastewater Treatment Facility, situated south of Lakeshore Road East, occupies a large portion of the Lake Ontario shoreline. A major utility use in the area is the Lakeview Water Treatment Facility which is bordered by several parks including A.E. Crookes Park, Lakefront Promenade Park, and Douglas Kennedy Park.

The open space system predominately consists of golf courses, natural areas, creeks, trails, and parks along the Lake Ontario waterfront. These lands are culturally and recreationally significant and connect to Mississauga's parks system.

The waterfront is one of the distinctive elements of Lakeview, and physical and visual accessibility to the waterfront is integral to the community.

Cultural and heritage resources include heritage buildings, cultural landscapes associated with the scenic parks and golf courses, Lakeview's industrial past, former residential estates, and the Dixie Road Scenic Route.

The road network consists of the following east-west road connections: Queen Elizabeth Way, Lakeshore Road East, Queensway East, North and South Service Road, and Atwater Avenue. The north-south road connections are: Cawthra Road, Dixie Road, Ogden Avenue, Stanfield Road, and Haig Boulevard. For classification and rights-of-way, refer to the Road Classification tables found in Chapter 8 of Mississauga Official Plan.

Population, employment, and land area statistics of the Lakeview area are summarized in Figure 3. For the purpose of this Area Plan, Lakeview is arranged by Precinct: North Residential Neighbourhood, Central Residential Neighbourhood, South Residential Neighbourhood, and Lakeshore Corridor, as shown on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas.

5.0 Vision

The Vision for Lakeview is a connection of neighbourhoods with views to the lake and public access to the shores and waters of Lake Ontario. The neighbourhoods of Lakeview will be connected through a network of parks and open spaces.

Neighbourhoods in Lakeview are stable and offer a variety of housing choices. It is recognized that some change will occur, and development should provide appropriate transition to the existing stable areas, and protect the existing character and heritage features.

5.1 Guiding Principles

The Vision for Lakeview is based on the following six guiding principles that provide local context and supplements the Guiding Principles of the principal document:

5.1.1 Reconnect Lakeview to the waterfront by protecting view corridors to the lake and along the shoreline, providing a mix of uses and public access to the waterfront.

5.1.2 Strengthen distinct neighbourhoods by preserving heritage features, protecting established stable neighbourhoods and ensuring appropriate built form transitions for development.

5.1.3 Support complete communities **and encourage a sense of place** through compact, mixed use development and a pedestrian oriented mainstreet **along Lakeshore Road East** that offers a range of ~~culture~~ **cultural**, residential and employment opportunities.

5.2.3 Corridors

The principal document identifies Lakeshore Road East, Cawthra Road, and Dixie Road as **corridors**. These **corridors** link together the neighbourhoods of Lakeview. **Corridors** that run through the Neighbourhood Character Area should develop with mixed uses oriented towards the **corridor**.

Lakeshore Road East is an important **corridor** in the future development of Lakeview. This area will be strengthened by concentrating additional commercial, residential and community uses, and by improving transportation connections with the surrounding neighbourhoods.

This Area Plan identifies Lakeshore Road East (also referred to as the Lakeshore Corridor), as the Lakeshore Corridor Precinct. Although Lakeshore Corridor is a non-intensification area, the Area Plan has identified sites along the **corridor** which are appropriate for intensification.

Maintaining Lakeshore Road East as a four lane roadway during peak travel times is a transportation priority. At the same time, Lakeshore Road East is a constrained **corridor** that requires a context sensitive design approach. Traffic calming measures should be considered, where possible. Trade-offs will be required to accommodate the envisioned multi-modal function of the **corridor** to provide transportation choices including walking, cycling, auto/truck traffic, and transit.

10.2 Lakeshore Corridor

The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, ~~with a mixture of uses and pedestrian oriented built form~~ **of a built form containing a mix of uses to create a pedestrian oriented environment**. The extent of the Lakeshore Corridor is from Seneca Avenue to the east end of the municipal boundary at Etobicoke Creek. Given the length of this **corridor**, it is divided into sections: the Core and Outer Core (see Map 1). The Core is from Seneca Avenue to Hydro Road and is envisioned to have a concentration of street related commercial uses. The Outer Core, from Hydro Road to Etobicoke Creek, is to be a pedestrian friendly area. Similar to the Core, it allows for mixed use development, however, commercial uses are not required.

In order to achieve the intended function of the Lakeshore Corridor Precinct, redevelopment will address among other matters, the following:

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

10.2.1 Development should preserve and enhance the views and vistas to the natural environment.

10.2.2 The City will seek opportunities for views to Lake Ontario through development applications for new north-south roads and road extensions.

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

10.2.4 Development **fronting along Lakeshore Road East is encouraged to will be two to four eight storeys in height if provided an appropriate transition to the adjacent context is maintained;** ~~however, some sites will be permitted building heights greater than four eight storeys in height~~ **as shown on Map 3.**

~~10.2.5~~ **10.2.5** Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.

~~10.2.5~~ **10.2.6** Appropriate transition to adjacent low density residential will be required.

10.2.7 In order to achieve a pedestrian scaled environment, new buildings will have a street wall of a minimum of 2 storeys to a maximum of 4 storeys. A street wall is the exterior wall of a building facing the front lot line fronting the mainstreet.

~~10.2.6~~ **10.2.8** To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:

- a. maintaining an appropriate average lot depth for mainstreet commercial;
- b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;
- c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and
- d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.

~~10.2.7~~ **10.2.9** Development will provide an appropriate *streetscape* treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things:

- a. landscaping and planting;
- b. street furnishings;
- c. public art;
- d. quality building materials; and
- e. building design elements and features including articulated rooflines such as parapets and towers.

~~10.2.8~~ **10.2.10** Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.

~~10.2.9~~ **10.2.11** The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.

~~10.2.10~~ **10.2.12** The Intensification Areas policies of the Plan will apply to development within the Core area.

~~10.2.11~~ **10.2.13** Single use residential buildings are permitted in the Outer Core area, subject to the following:

- a. buildings are set back from the street;
- b. provision of a well landscaped front yard;
- c. an appropriate *streetscape*; and
- d. parking at the rear of the property or underground.

10.3 Built Form Types

10.3.1 For the development of detached, semi-detached, duplex and triplex dwellings, the following will be addressed, among other things:

- a. new housing within Lakeview should maintain the existing character of the area; and
- b. development will fit the scale of the surrounding area and take advantage of the features of a particular site, such as topography, contours, and mature vegetation.

10.3.2 Criteria for the development of street townhouses or freehold townhouses will include, among other things:

- a. they fit into the existing lotting pattern of the community;

- b. they provide an appropriate transition from low built form to higher built forms; and
- c. they are located on, or in proximity to transit routes.

10.3.3 For the development of standard and common element condominium townhouse dwellings, the following will be addressed, among other items:

- a. they can fit into the existing lotting pattern of the community;
- b. they provide an appropriate transition from low built form to higher built forms;
- c. they have an appropriate minimum lot depth to accommodate elements such as landscaping and parking;
- d. they are located on, or in proximity to transit routes; and
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a *streetscape* that is compatible with adjacent neighbourhoods.

10.3.4 Townhouses, may be developed, subject to, among other things:

- a. a minimum lot depth to ensure internal circulation;
- b. area to accommodate appropriate parking, amenity space, landscaping;
- c. utilities can be accommodated internal to the site; and
- d. located on, or in proximity to transit routes.
- e. visitor parking will be centrally located and not visible from a public road. Visitor parking will be appropriately screened to provide a *streetscape* that is compatible with adjacent neighbourhoods.

10.3.5 Criteria for apartment development will include, among other things:

- a. a minimum separation distance to ensure light and permeability;
- b. a maximum floor plate to ensure minimal impact on residential areas; and

- c. transition to adjacent lower built forms.

10.3.6 Criteria for commercial development will include, among other things:

- a. the ~~maximum~~ height of buildings will be ~~four~~ **two to eight storeys if appropriate transition is maintained**

Appendix 2: Lakeshore East Corridor – Official Plan Amendment – Response to Comments Summary

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
1	Deborah Goss and Trevor Baker at Public Meeting, Planning and Development Committee November 15, 2021	(1) Concern and feedback regarding Rangeview Estates built form, streetwall, setbacks, and linear greenspace	(1) Rangeview Estates is part of the Lakeview Waterfront Major Node and separate from this study. Staff can facilitate meetings between Rangeview Estates development master plan and the community.	(1) No action required
2	Boris Rosolak at Public Meeting, Planning and Development Committee November 15, 2021	(1) Comments and concern regarding 45 degree angular plane, appropriate transition, and community consultation.	(1) Existing transition policies in the Lakeview Local Area Plan will remain. Any development application such as an Official Plan Amendment and Rezoning Application is required to hold a public meeting.	(1) No action required
3	Leo Longo on behalf of CityPark Lakeshore Inc. at Public Meeting, Planning and Development Committee November 15, 2021 and written correspondence	(1) Request to explicitly recognize that 1381 Lakeshore Road East is a development application that was deemed complete prior to Lakeshore Road East OPA.	(1) Any application submission deemed complete prior to the adoption of this study will be reviewed on its own merits. The recommendation report explicitly recognizes the applications currently under review. The associated draft mapping is consistent with city-initiated OPA studies.	(1) No action required
		(2) Request that the Lakeshore East OPA be halted in favour of a	(2) A city wide Official Plan Review is currently underway. The Official Plan Review will address where	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		comprehensive corridor study across entire city.	growth and development should be accommodated.	
		(3) Request that council give direction to pursue mediation for OZ 20/018 W1 City Park.	(3) PDC and Lakeshore East Corridor Study is not the appropriate forum to discuss legal strategy for existing development applications under appeal.	(3) No action required
4	Mary Flynn-Guglietti on behalf of 2828778 Ontario Inc, the owner of 420 Lakeshore Road East, written correspondence	(1) Comment that the proposed OPA should be amended to consider the width of the right-of-way, such as the Toronto Mid-rise Building Guidelines.	(1) The corridor has two right-of-way widths. Staff have considered the right-of-way widths of 30 m and 44.5 m along Lakeshore Road East. The 44.5 m width represents a street condition that is inconsistent with the main street vision of the local area plan. As such, it is inappropriate to base the proposed heights exclusively on right-of-way widths.	(1) No action required
5	Councillor Dasko (Ward 1)	(1) Concern about the height of mechanical rooms over and above the proposed height limit.	(1) Mechanical rooms are required to be located above the highest storey. They contain vital building equipment such as elevators. Mechanical rooms less than 6 metres in height are not calculated toward overall height based on the zoning by-law. Urban design guidelines and staff can assist in locating and shielding a mechanical penthouse.	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
6	Councillor Ras (Ward 2)	(1) Question about what happens with development applications currently under review.	(1) Development applications that were submitted and deemed complete prior to this study are reviewed under the policy framework that existed at the time of submission.	(1) No action required
		(2) Question about identifying a core area like Clarkson Village.	(2) Through the existing policy framework, the Lakeview Local Area Plan has identified an inner core and an outer core. The policies and mapping outlying the core areas are not changing.	(2) No action required
		(3) Would Section 37 be applicable?	(3) A community benefits charge would be applicable if a proposed development exceeds the new policy framework.	(3) No action required
		(4) Question about the likelihood of the proposed OPA succeeding.	(4) Staff are committed to providing a reasonable and defensible planning policy framework which would discourage future OPAs.	(4) No action required
7	Councillor Fonseca (Ward 3)	(1) Question about the Etobicoke Creek's impact to the boundaries of the proposed OPA.	(1) The proposed policies do not change the greenlands designation. Development applications would need to submit additional studies and a rezoning application for review.	(1) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
8	Councillor Parrish (Ward 5)	(1) Question regarding the Lakeshore BRT and MTSA impact to the proposed Lakeshore OPA.	(1) The MTSAs are currently in draft form and being evaluated by the Region and the Province. Based on the information received it is our understanding that the draft MTSAs would not affect the heights along Lakeshore Road East. Draft MTSA policies provide the ability to include Inclusionary Zoning.	(1) No action required
		(2) Question regarding heights in Rangeview Estates.	(2) The Rangeview Estates Precinct is part of the Lakeview Waterfront Major Node and separate from this study. The Rangeview Estates Precinct will primarily be a mix of townhouses and mid-rise buildings. Buildings of 5 to 8 storeys will front Lakeshore Road East, and buildings of 9 to 15 storeys will be located behind.	(2) No action required
		(3) Question regarding procedural fairness of applications under review.	(3) Development applications that were submitted and deemed complete prior to this study are reviewed under the policy framework that existed at the time of submission.	(3) No action required
		(4) Question regarding external urban design consultant.	(4) During the engagement process Staff contracted an external urban	(4) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		(5) Question regarding affordable housing in relation to City of Toronto's policies.	design consultant to present best practices and to lead discussion in the workshops. (5) The City of Toronto Inclusionary Zoning policies would apply to projects having 100 or more units. Mississauga's preliminary policy direction proposes targeting up to 5% of Gross Floor Area or units as affordable housing within the Lakeshore Road East MTSAs. For more information see the Inclusionary Zoning Update and Next Steps Report dated December 23, 2021.	(5) No action required
9	Councillor Starr (Ward 6)	(1) Question regarding where high buildings should be located.	(1) Based on the current MOP city structure taller buildings should primarily be located downtown, followed by major nodes, then community nodes, and finally in neighbourhoods.	(1) No action required
		(2) Question regarding how to measure the 45 degree angular plane.	(2) The 45 degree angular plane is measured from the property line. The angular plane is part of the transition policies. Additional setbacks to the rear property line are required in the zoning by-law.	(2) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		(3) Question regarding the principle behind the 45 degree angular plane.	(3) The 45 degree angular plane is one tool in the built form guidelines to provide light and space between a proposed development and an existing low rise context.	(3) No action required
		(4) Question regarding the difference between the former Sheridan Ford site at the northwest corner of Dixie Road and Lakeshore Road East and the proposed development at 1381 Lakeshore Road East.	(4) The former Sheridan Ford site at 1345 Lakeshore Road East is 125 m in depth and 1.26 ha in area. The site at 1381 Lakeshore Road East is 50 m in depth and 0.42 ha in area.	(4) No action required
		(5) Question regarding the height of the approved development at the northwest corner of Dixie Road and Lakeshore Road East.	(5) The development at 1345 Lakeshore Road East ranges from 4 storeys to 12 storeys.	(5) No action required
		(6) Question regarding the public comments about the approved	(6) During the public consultations the community asked for confirmation of the height of the approved	(6) No action required

Comment No.	Respondent	Issue	Staff Comment	Recommendation for OPA
		development at the northwest corner of Dixie Road and Lakeshore Road East.	development and later used the height as a reference point.	

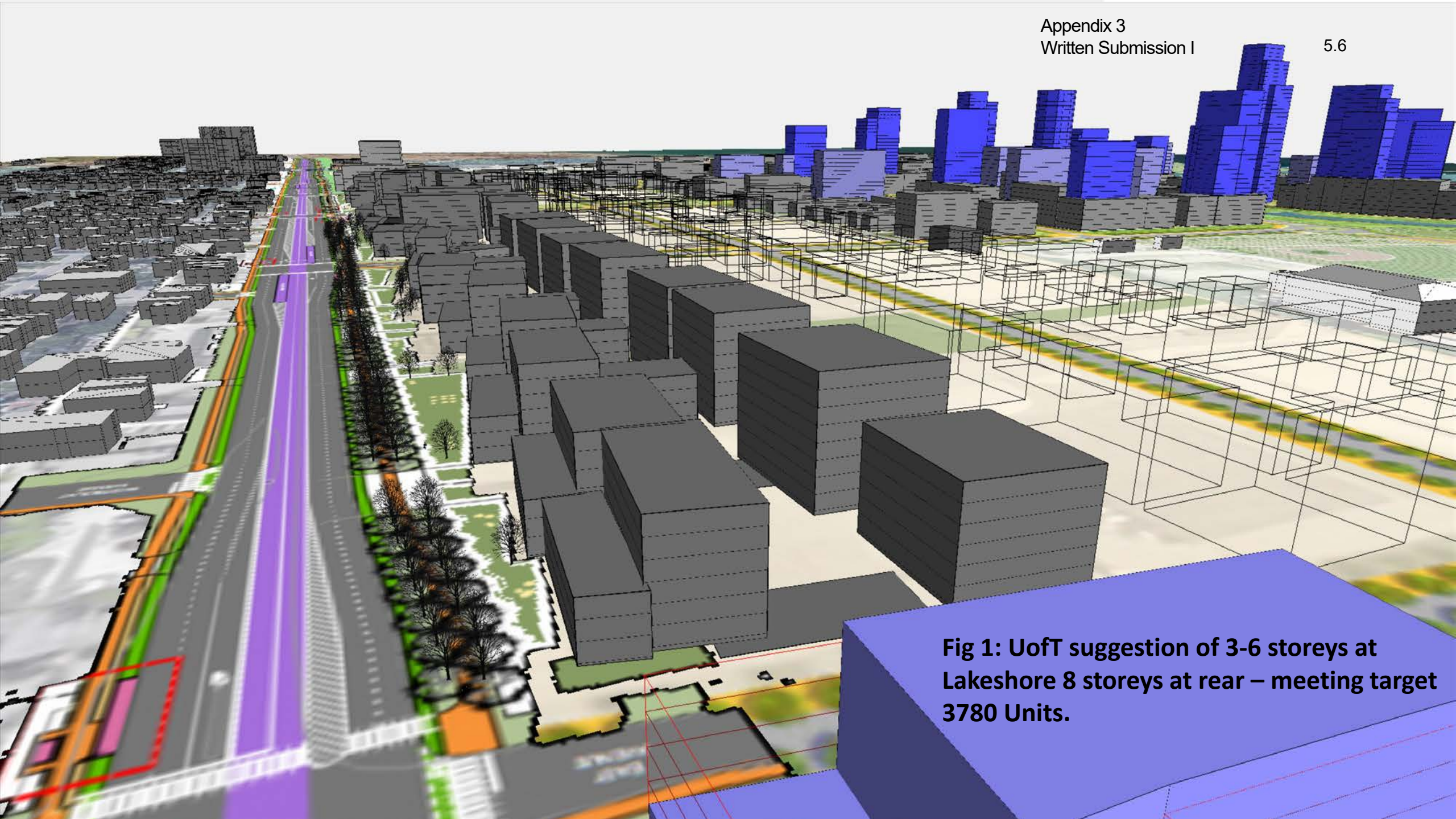


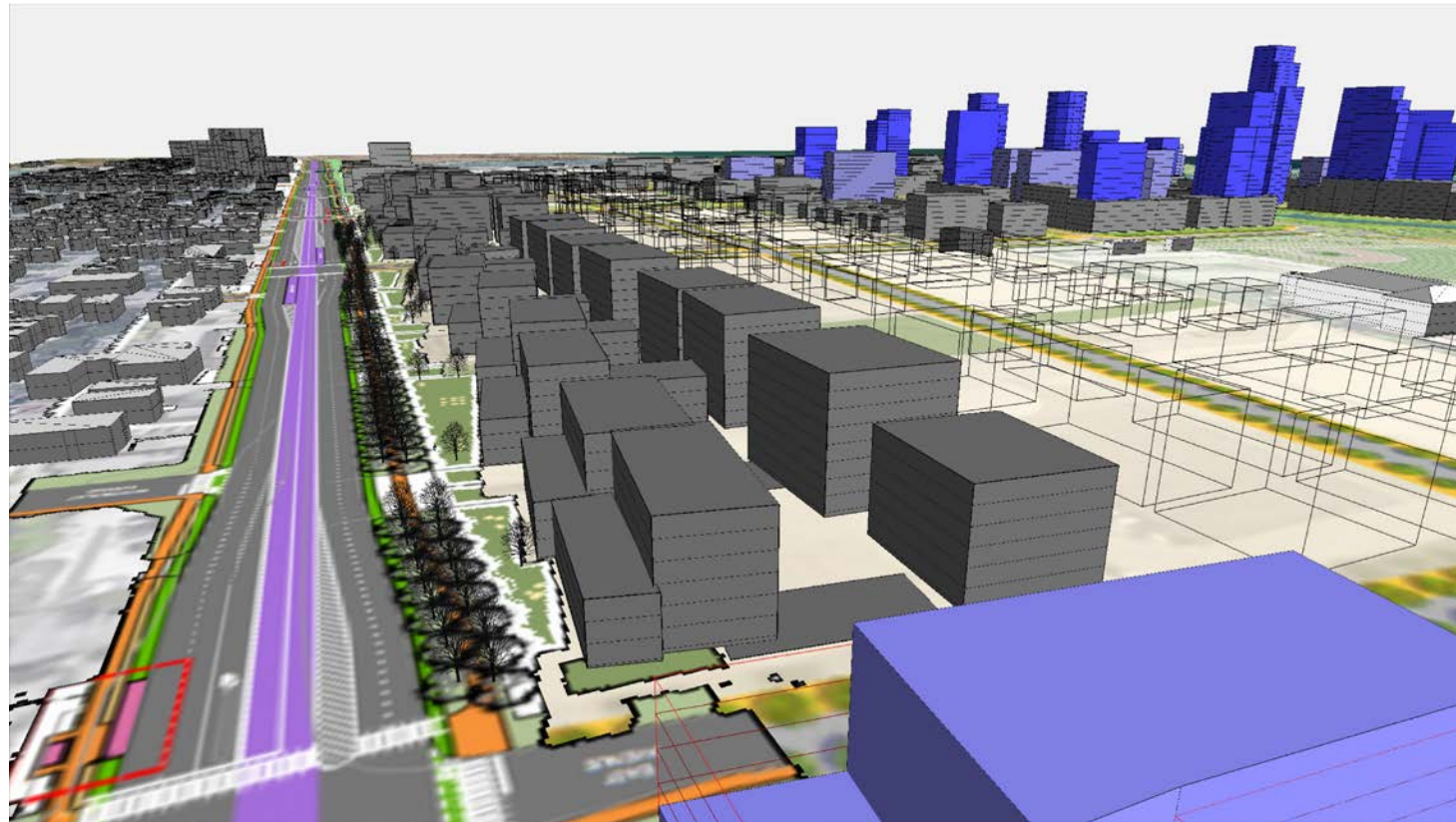
Fig 1: UofT suggestion of 3-6 storeys at Lakeshore 8 storeys at rear – meeting target 3780 Units.

Rangeview 3D density study - Images prepared by Professor John Danahy

5.6

- Image shows the Official Plan Major Node
- Rangeview model in the foreground achieving the target of 3700 units using 3 floors stepping to 6 floors along the park and a max of 8-floors at the back of the lots.
- Allows for a linear heritage street along Lakeshore freeing up the Heritage park setbacks as plazas and parks beside the bikeway and promenade in the road right of way as perfectly feasible. This uses the 45-degree plane from the middle of each parkette, with 3 storey edges, stepping to 6-storeys and the second row of building on the lot being 8-storeys

Illustrative 'Guideline Model' CLR – UofT – Professor Danahy
LRA workshops on the Lakeshore East



Comparative Rangeview images

Prepared by Professor John Danahy

Fig 1: UofT suggestion of 3-6 storeys at Lakeshore 8 storeys at rear – meeting target 3780 Units. Setbacks reflect heritage industrial edge and creates a series of park niches beside the cycling and pedestrian promenade

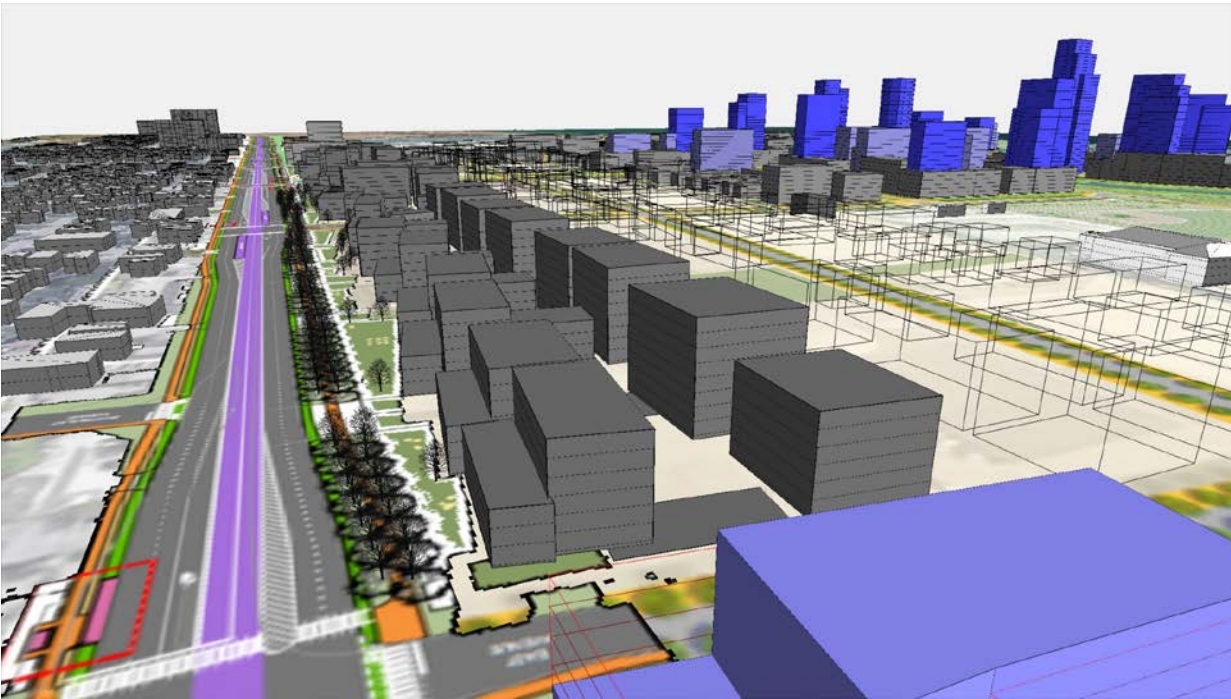
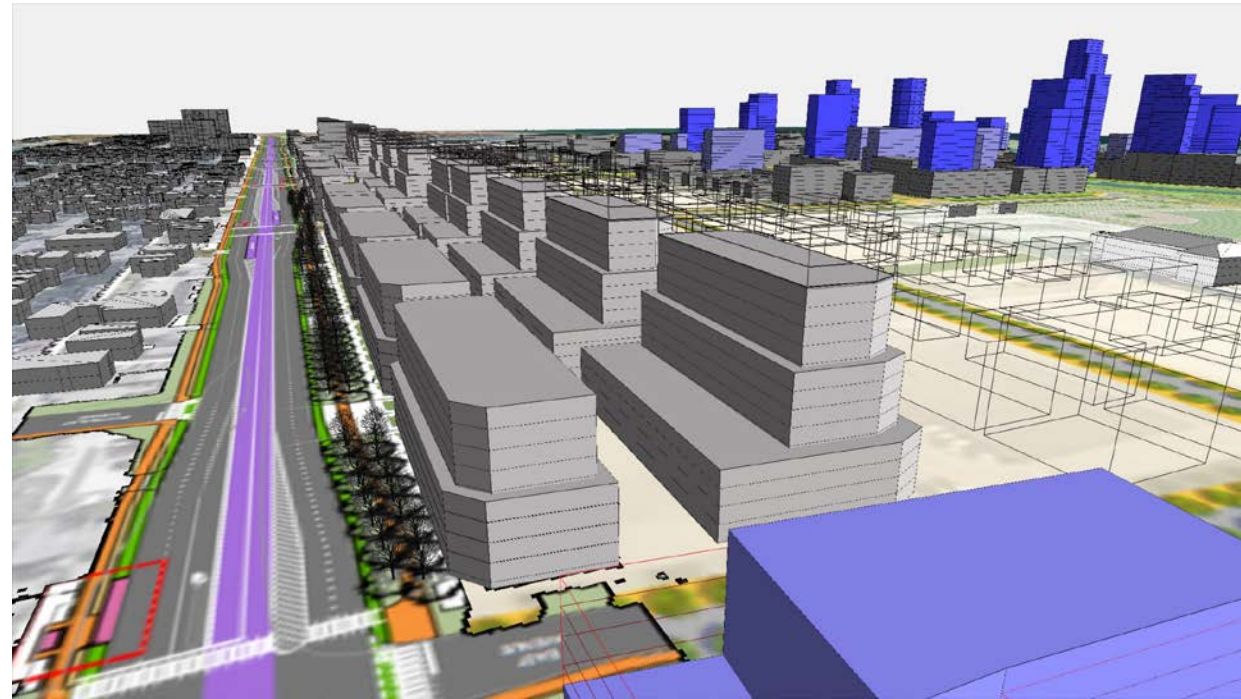


Fig 2: City Staff workshop example strategy 4-8 storeys and 12-15 storeys - 5500 Units



Comparative Rangeview images

Prepared by Professor John Danahy

Fig 1: UofT suggestion of 3-6 storeys at Lakeshore 8 storeys at rear – meeting target 3780 Units. Setbacks reflect heritage industrial edge and creates a series of park niches beside the cycling and pedestrian promenade

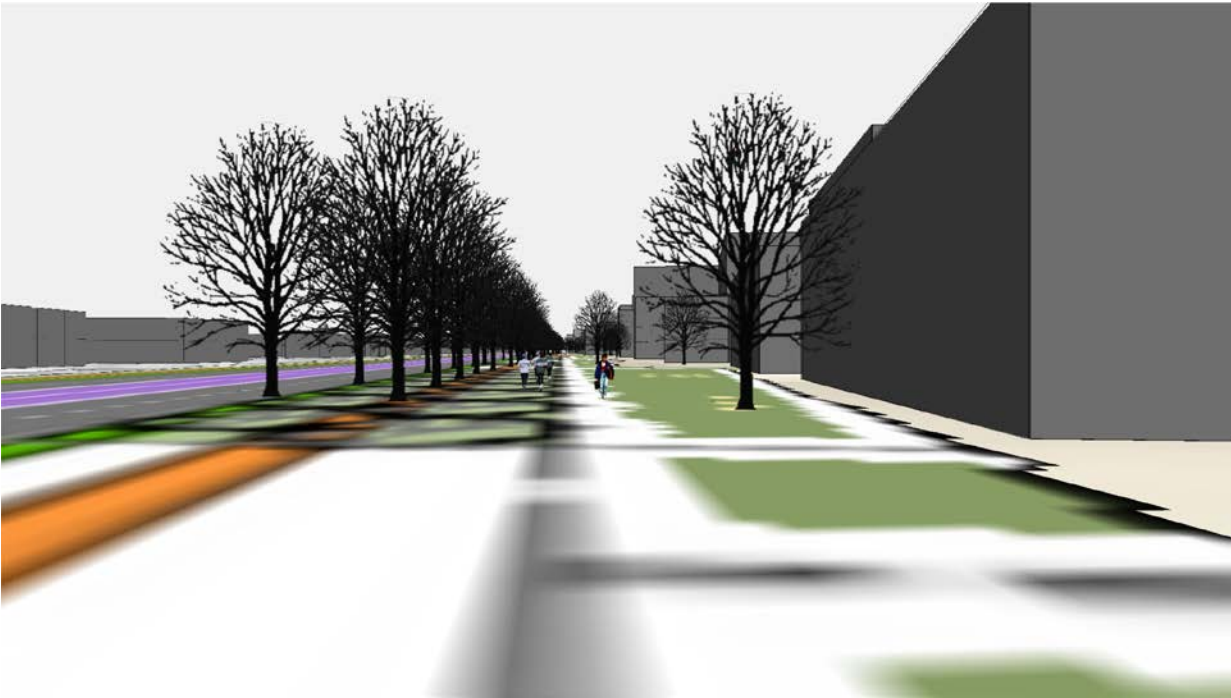
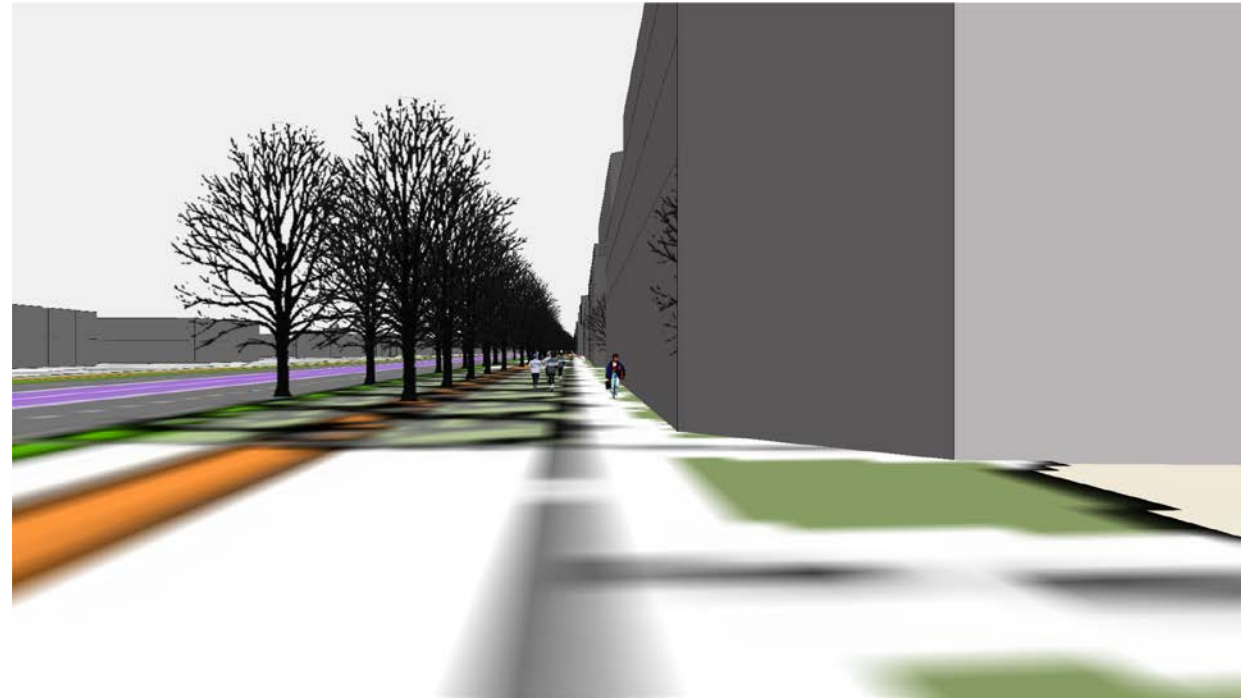


Fig 2: City Staff workshop example strategy 4-8 storeys and 12-15 storeys - 5500 Units





Leo Longo
Direct: 416.865.7778
E-mail: llongo@airdberlis.com

November 15, 2021

VIA EMAIL: megan.piercey@mississauga.ca

Our File No. 151532

Planning and Development Committee
City of Mississauga
300 City Centre Drive
Mississauga, ON L5B 3C1

Attention: Megan Piercey, Legislative Coordinator

Dear Chair and Committee Members:

**Re: November 15, 2021 PDC Meeting
Agenda Item # 4.3: Public Meeting Report
Proposed Mississauga OPA: Lakeshore Road East Corridor (“LREC OPA”)**

We are solicitors to City Park (Lakeshore) Inc. who own the 1.07 acre property municipally known as 1381 Lakeshore Road East at the northeast corner of Lakeshore Road East and Dixie Road.

The City had commenced processing our client’s application, under file OZ 20/018 W1, for a midrise condominium apartment building on the subject lands. That application was filed, deemed complete and circulated prior to the Ward 1 Councillor-initiated Lakeshore Road East Corridor Study being launched. Nonetheless, as an area stakeholder, our client attended all of the online meetings and community workshops held during the study.

As permitted by the *Planning Act*, our client’s application was appealed to the Ontario Land Tribunal (OLT) and a hearing has been scheduled in 2022. As such, the matter is now proceeding to a contested hearing.

While caselaw suggests that the proposed LREC OPA, if adopted, would not apply to our client’s site specific OPA/ZBA as it was initiated after our client’s applications were deemed complete, we would request that the proposed LREC OPA explicitly acknowledge this to be the case.

With respect to the LREC OPA document as proposed, our client wishes to go on record as being opposed to it for reasons which include the following:

1. The proposed OPA has been drafted as an amendment to the Lakeview Local Area Plan but is essentially an urban design policy document that is narrow in scope and applies only to a small portion of one of many designated “Corridors” in the Official Plan with planned or funded Bus Rapid Transit lines. In our view, it is a reactionary response to a transitional area that is experiencing growth pressures. Standards such as those being proposed should only result after a comprehensive City wide policy study of all designated midrise corridors in the City of Mississauga has been undertaken, much the way that the Toronto Mid-Rise Guidelines for Avenues were reviewed and established.
2. In the case of our client’s site, the proposed LREC OPA would recommend a maximum building height limit of 8 storeys. We find this unacceptable for a site on a funded future

November 15, 2021
Page 2

BRT line at a major intersection that is also within a Regional MTSA and is further within 800 m walking distance of the Long Branch GO station. In our opinion, the proposed LREC OPA is not in conformity with the Provincial Growth Plan and the Region's Official Plan.

3. The City held Community Workshops in May, 2021 and brought in Urban Design Expert Harold Madi, who was instrumental in developing the City of Toronto Avenues Mid-Rise Guidelines. These guidelines are well accepted and establish heights not only on the depths of properties but also on the width of rights-of-way that such properties front onto. The proposed OPA does not appear to appropriately weigh both determinants and has simply established a maximum height of 2-8 storeys for all potential midrise properties based solely on their depth. There is little justification provided for this maximum height threshold which appears to totally disregard the significance and consequence of the existing and planned width of Lakeshore Road East on which the subject lands front.
4. The Mississauga Official Plan defines a "tall building" as a building with a height that exceeds the width of the right-of-way it fronts upon. The proposed LREC OPA establishes a midrise height threshold without actually defining what a mid-rise building is. This result, untethered to contextual facts and planning principles, conflicts with the City's in force Official Plan.

For these reasons amongst others, we believe that the proposed LREC OPA is flawed and that further study of other midrise conditions both within and outside of Mississauga are needed to more fairly and accurately establish height thresholds on designated corridors in the City of Mississauga.

Thank you for your consideration of this submission.

Yours truly,

AIRD & BERLIS LLP



Leo F. Longo

LFL/ly

- c. City Park (Lakeshore) Inc.
Jim Levac/Bruce McCall-Richmond, GSAI

46570394.1

Reply to the Attention of: Mary Flynn-Guglietti
Direct Line: 416.865.7256
Email Address: Mary.flynn@mcmillan.ca
Our File No.: 237032
Date: November 15, 2021

BY EMAIL (*megan.piercey@mississauga.ca*)

City of Mississauga
Planning and Development Committee
300 City Centre Drive
Mississauga, ON, L5B 3C1

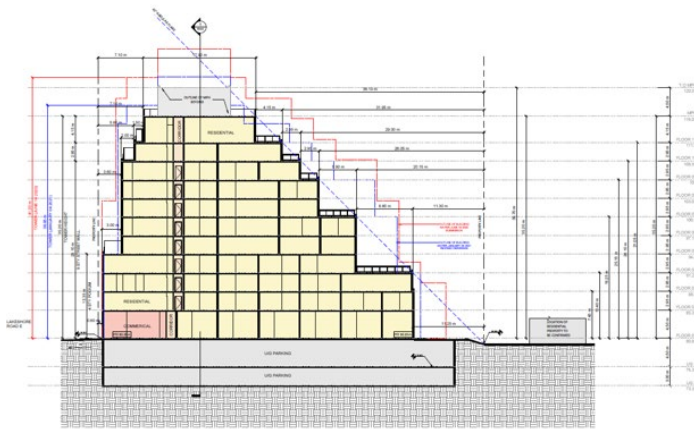
**Attention: Ms. Megan Piercey,
Legislative Co-ordinator**

Dear Chair & Members of the Planning and Development
Committee:

**Re: November 15, 2021 PDC Meeting
Agenda Item # 4.3: Public Meeting Report
Proposed Mississauga OPA: Lakeshore Road East Corridor**

We are the solicitors retained on behalf of 2828778 Ontario Inc., the owner of the 0.91 acre beer store site located at the southwest corner of Lakeshore Road East and Enola Avenue, known municipally as 420 Lakeshore Road East (the "**Subject Lands**"), in the City of Mississauga (the "**City**"). The City is processing an application for an Official Plan and Zoning amendment of the Subject Lands under file OZ 20/018 W1 for a midrise condominium apartment building. The Subject Lands are located within the boundaries of the Lakeshore Road East Corridor (the "**Proposed OPA**").

Similar to other applications within the study area boundary, this application was deemed complete and circulated prior to commencement of the Lakeshore Road East Corridor Study. Both our client and our planning consultants, GSAI have registered and participated in all of the online meetings and community workshops held during the course of the study. Our application was originally proposed at 12 storeys and a subsequent resubmission was made at 11 storeys. As this lot is just over 60 m in depth, at 11 storeys we were able to address appropriate stepping and meet the 45 degree rear yard angular plane concerns, as illustrated in the sketch below, that City staff expressed in their initial comments.



Further dialogue had taken place with staff regarding a 10 storey alternative, as the City was concerned that the building would fall under the “Tall Building” definition wherein the height of the building exceeds the right-of-way width of the road it fronts onto. In this particular portion of Lakeshore Road East, the right-of-way width is 30 m. At 11 storeys, the proposed building is approximately 35 m in height.

The approach taken by the City is similar to what is used for designated Avenues in the City of Toronto where Midrise Guidelines are typically utilized to recommend appropriate heights based on the depth of the lot and the width of the right-of-way it fronts upon. While our application has been appealed to the OLT, we are optimistic that future mediation could take place with the City as we are seemingly only 5 m apart on height based on the Toronto Midrise Guideline approach. We further note that the City staff undertaking this study actually retained Harold Madi, a professional urban designer, to present the Toronto Mid-Rise Guidelines to area residents and stakeholders during the May, 2021 Community Workshops.

We were disappointed to now hear that a maximum height range of 2-8 storeys is now being proposed in the Study and is recommended in the Proposed OPA for lots over 60 m in depth.

We respectfully submit that the height of a proposed development should not be based on lot depth alone, but also on the width of the right-of-way of the public road a site has frontage upon. In considering the ultimate height of a proposed development it is appropriate to determine not only the depth of the lot but the width of the right of way and also whether appropriate stepping and angular planes can be met.

It is our submission that the proposed OPA should be amended to provide further consideration to existing guidelines in practice, such as the Toronto Midrise Guidelines that apply to new redevelopment proposals along Toronto’s designated Avenues, which are similar in character and function with Mississauga’s designated “Corridors”.

We thank you for the opportunity to comment on the proposed OPA and we trust that further consideration be given to our submission. Kindly ensure that we are provided with notice of any and all matters related to this item.

Yours truly,



Mary Flynn-Guglietti

Encl.

cc: Jim Levac/Stephanie Matveeve, GSAI
Dung Lam, Starbank Developments

Planning and Development Committee

Date: November 15, 2021
Time: 6:01 PM
Location: Council Chambers, Civic Centre, 2nd Floor
 300 City Centre Drive, Mississauga, Ontario, L5B 3C1
 And Online Video Conference

Members Present	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 (Vice-Chair)
	Councillor Dipika Damerla	Ward 7
	Councillor Matt Mahoney	Ward 8
	Councillor George Carlson	Ward 11 (Chair)
	Councillor Carolyn Parrish	Ward 5 (ex-officio)
Councillor Pat Saito	Ward 9 (ex-officio) departed at 6:30 PM	
Members Absent	Mayor Bonnie Crombie	
	Councillor Sue McFadden	Ward 10

Staff Present

Andrew Whittemore, Commissioner of Planning and Building
 Jodi Robillos, Commissioner of Community Services
 Graham Walsh, Deputy City Solicitor
 Chris Rouse, Director, Development and Design
 Jason Bevan, Director, City Planning Strategies
 Emma Calvert, Manager, Engineering and Construction
 Lin Rogers, Manager, Transportation Projects
 Sharon Chapman, Manager, Parks Planning
 Hugh Lynch, Manager, Development South
 Stephen Stirling, Manager, Development and Design Initiatives
 Marianne Cassin, Manger, Development Central
 Jordan Lee, Development Planner
 Adam Lucas, Development Planner
 Robert Ruggiero, Development Planner
 David Ferro, Development Planner
 Lucas Petricca, Development Planner
 Sacha Smith, Manager, Legislative Services and Deputy Clerk
 Megan Piercey, Legislative Coordinator

1. CALL TO ORDER - 6:01 PM

1.1 Indigenous Land Statement

Councillor G. Carlson recited the Indigenous Land Statement.

2. DECLARATION OF CONFLICT OF INTEREST - Nil

3. MINUTES OF PREVIOUS MEETING

3.1 Planning and Development Committee Meeting Draft Minutes - November 8, 2021

Approved (Councillor M. Mahoney)

4. MATTERS CONSIDERED

4.1 PUBLIC MEETING INFORMATION/RECOMMENDATION REPORT (ALL WARDS)

Temporary Patio and Temporary Outdoor Businesses Programs.

File: CD.21-TEMP

Jordan Lee, Development Planner provided an overview of the proposed amendments to the by-laws and the waiver of fees related to temporary outdoor patios and temporary outdoor businesses.

Committee Members enquired about the Noise Control By-law, public consultation, and outdoor retail. Mr. Lee responded to questions. Councillor S. Dasko requested that the amendments to the By-laws and the waiver of fees be extended to December 31, 2023.

RECOMMENDATION PDC-0065-2021

Moved By Councillor S. Dasko

1. That the proposed amendments to the by-laws and the waiver of fees, outlined in Appendix 4 of the report dated October 22, 2021, from the Commissioner of Planning and Building related to temporary outdoor patios and temporary outdoor businesses to allow them to operate until December 31, 2023, be approved, and that the necessary implementing by-laws be brought to a future City Council meeting.
2. That the Planning and Building Department report back on public submissions received and make recommendations on permanent regulations for patios and/or outdoor recreational/entertainment establishments.

YES (10): Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor G. Carlson, Councillor C. Parrish, and Councillor P. Saito

ABSENT (2): Mayor Crombie, and Councillor S. McFadden

Carried (10 to 0)

4.2 PUBLIC MEETING INFORMATION REPORT (WARD 2)

Rezoning application to permit 2 one-storey industrial buildings, north of Lakeshore Road West, east side of Avonhead Road.

Address: 551 Avonhead Road

Owner: 551 Avonhead GP Inc.

File: OZ 21/007 W2

Councillor P. Saito left the meeting at 6:30 PM.

Glen Broll, GSAI provided an overview of the Rezoning application. Councillor K. Ras enquired about stormwater capture, permeable pavement, permitted uses, and traffic safety. Mr. Broll responded to questions.

The following person spoke:

1. Sue Shanly, Resident, Meadow Wood Rattray Ratepayers Association expressed concerns regarding the environment, specifically the Clarkson-Oakville Airshed. Ms. Shanly requested that the City establish an enhanced notification process and assessment for any new residents in the Clarkson Airshed area.

Councillor K. Ras requested that Ms. Shanly provide her speaking notes to her office and the Clerk's office. Councillor K. Ras also enquired about what could be done regarding environmental compliance. Chris Rouse, Director, Development and Design and Hugh Lynch, Manager, Development South responded to questions and advised that there was no environmental compliance certificate required under the zoning or building processes. Mr. Lynch further noted that staff would engage with legal with respect to the particular uses.

RECOMMENDATION PDC-0066-2021

Moved By Councillor K. Ras

That the report dated October 22, 2021 from the Commissioner of Planning and Building regarding the application by 551 Avonhead GP Inc. to permit 2 one storey industrial buildings, under File OZ 21/007 W2, 551 Avonhead Road, be received for information.

YES (9): Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor G. Carlson , and Councillor C. Parrish

ABSENT (3): Mayor Crombie, Councillor S. McFadden, and Councillor P. Saito

Carried (9 to 0)

4.3 PUBLIC MEETING INFORMATION REPORT (WARD 1)

Mississauga Official Plan Amendment for the Lakeshore Road East Corridor.
File: CD.03-LAK W1

Robert Ruggiero, Development Planner provided an overview of the draft Mississauga Official Plan Amendment for the Lakeshore Road East Corridor.

Committee Members engaged in discussion and enquired about the following:

- Identification of a core area that staff are looking to preserve;
- Applications currently in the queue;
- The impact on the Mississauga Bus Rapid Transit (BRT);
- Lawyers letters received;
- Expansion of the flood plane on the easterly boundary;
- 45 degree angular plane and transition setback; and
- Affordable housing.

Andrew Whittemore, Commissioner, Planning and Building, Chris Rouse, Director, Development and Design, and Mr. Ruggiero responded to questions.

The following persons spoke:

1. Deborah Goss, Resident, Lakeview Ratepayers Association noted concerns with height and density and noted support for the community engagement process.
2. Leo Longo, Aird & Berlis LLP spoke to the written correspondence he submitted setting out his clients concerns and objections regarding the draft Official Plan Amendment. Mr. Longo further noted that staff look into mediation with his client. Graham Walsh, Deputy City Solicitor advised that he would follow up on this file.
3. Boris Rosolak, Resident spoke to the 45 degree angular plane and the transition from 4-8 storeys. Mr. Rosolak further noted concerns with intensification.

Councillor S. Dasko spoke to the community engagement process and directed Planning Staff to look into factoring the mechanical rooms into the building heights. Mr. Whittemore responded that staff would report back to the Councillor.

RECOMMENDATION PDC-0067-2021

Moved By Councillor S. Dasko

1. That the report titled “Mississauga Official Plan Amendment for the Lakeshore Road East Corridor” dated October 21, 2021 from the Commissioner of Planning and Building, be received for information.
2. That the submissions made at the Public Meeting held on November 15, 2021 to consider the report titled “Mississauga Official Plan Amendment for Lakeshore Road East Corridor” dated October 21, 2021, from the Commissioner of Planning and Building, be received.

YES (9): Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor G. Carlson , and Councillor C. Parrish

ABSENT (3): Mayor Crombie, Councillor S. McFadden, and Councillor P. Saito

Carried (9 to 0)

4.4 PUBLIC MEETING RECOMMENDATION REPORT (WARD 2)

Official Plan Amendment and Rezoning applications to permit 6 townhomes, northwest of Lakeshore Road West and Lorne Park Road, at Albertson Crescent and Bramblewood Lane.

Address: 1110 Lorne Park Road

Owner: Jacan Construction Ltd. (LJM Developments)

File: OZ 19/006 W2

David Ferro, Development Planner provided an overview of the Official Plan Amendment and Rezoning applications.

The following person spoke:

1. Franz Kloibhofer, A.J. Clarke & Associates noted support for the proposed recommendation.

Councillor K. Ras enquired about concerns from residents regarding drainage and stormwater issues. Mr. Ferro responded to questions.

RECOMMENDATION PDC-0068-2021

Moved By Councillor K. Ras

1. That the applications under File OZ 19/006 W2, Jacan Construction Ltd. (LJM Developments), 1110 Lorne Park Road to amend Mississauga Official Plan to **Residential Medium Density** and **Greenlands**; to change the zoning to **H-RM5-60** (Street Townhouses) and **G2** (Greenlands) to permit 6 street townhouses, be approved subject to the conditions referenced in the staff report dated October 22, 2021 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 the **H-RM5-60** (Street Townhouses) 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 October 22, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.

YES (9): Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor G. Carlson , and Councillor C. Parrish

ABSENT (3): Mayor Crombie, Councillor S. McFadden, and Councillor P. Saito

Carried (9 to 0)

4.5 PUBLIC MEETING INFORMATION REPORT (WARD 4)

Official Plan Amendment and Rezoning applications to permit two 45 storey and one 37 storey apartment buildings with ground floor commercial uses, southwest corner of Eglinton Avenue West and Hurontario Street.

Address: 30 Eglinton Avenue West

Owner: 30 Eglinton Avenue West Limited (c/o Crown Property)

File: OZ 21/002 W4

David Sajecki and Michi McCloskey, Sajecki Planning provided an overview of the Official Plan Amendment and Rezoning applications.

The following persons spoke:

1. Doug Colling, Resident expressed concerns regarding density, and traffic impacts.

2. Yazan Al-Naib, Resident expressed concerns regarding traffic impacts, height, and community engagement.
3. Julian Murray, Resident expressed concerns regarding traffic impacts, noise pollution, loss of privacy, loss of daylight, increased density, and lack of green space.
4. Ka Yipng Tor Mr Law, Resident expressed concerns regarding parking, traffic impacts, lack of fire stations, and lack of schools in the area

Adam Lucas, Development Planner responded to questions and Lin Rogers, Manager, Transportation Projects responded to traffic related questions. Committee Members expressed concerns with the proposed development regarding height, density and traffic impacts.

RECOMMENDATION PDC-0069-2021

Moved By Councillor J. Kovac

That the report dated October 22, 2021, from the Commissioner of Planning and Building regarding the applications by 30 Eglinton Avenue West Limited (c/o Crown Property) to permit two 45 storey and one 37 storey apartment buildings with ground floor commercial uses, under File OZ 21/002 W4, 30 Eglinton Avenue West, be received for information.

YES (9): Councillor S. Dasko, Councillor K. Ras, Councillor C. Fonseca, Councillor J. Kovac, Councillor R. Starr, Councillor D. Damerla, Councillor M. Mahoney, Councillor G. Carlson , and Councillor C. Parrish

ABSENT (3): Mayor Crombie, Councillor S. McFadden, and Councillor P. Saito

Carried (9 to 0)

5. ADJOURNMENT – 9:41 PM (Councillor C. Parrish)

Appendix 5: Lakeshore East Corridor Study – Draft Official Plan Amendment with Revisions

Draft policies to the Lakeview Local Area Plan are shown in red; revised text is shown in grey, deleted text is shown as strikeouts; existing policies are in black.

3.0 Current Context

Lakeview is made up of ~~stable~~ residential neighbourhoods characterized by ~~detached and semi-detached housing~~ a variety of housing forms, including low rise dwellings and apartments. Many homes built in the ~~1950s and 1960s~~ post-war era are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and ~~several are built~~ a number along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and ~~quadriplex~~ fourplex.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located ~~along~~ on both sides of the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

The G.E. Booth Wastewater Treatment Facility, situated south of Lakeshore Road East, occupies a large portion of the Lake Ontario *shoreline*. A major utility use in the area is the Lakeview Water Treatment Facility which is bordered by several parks including A.E. Crookes Park, Lakefront Promenade Park, and Douglas Kennedy Park.

The open space system predominately consists of golf courses, natural areas, creeks, trails, and parks along the Lake Ontario waterfront. These lands are culturally and recreationally significant and connect to Mississauga's parks system.

The waterfront is one of the distinctive elements of Lakeview, and physical and visual accessibility to the waterfront is integral to the community.

Cultural and heritage resources include heritage buildings, cultural landscapes associated with the scenic parks and golf courses, Lakeview's industrial past, former residential estates, and the Dixie Road Scenic Route.

The road network consists of the following east-west road connections: Queen Elizabeth Way, Lakeshore Road East, Queensway East, North and South Service Road, and Atwater Avenue. The north-south road connections are: Cawthra Road, Dixie Road, Ogden Avenue, Stanfield Road, and Haig Boulevard. For classification and rights-of-way, refer to the Road Classification tables found in Chapter 8 of Mississauga Official Plan.

Population, employment, and land area statistics of the Lakeview area are summarized in Figure 3. For the purpose of this Area Plan, Lakeview is arranged by Precinct: North Residential Neighbourhood, Central Residential Neighbourhood, South Residential Neighbourhood, and Lakeshore Corridor, as shown on Map 1: Lakeview Local Area Plan Precincts and Sub-Areas.

5.1 Guiding Principles

5.1.3 Support complete communities and encourage a sense of place through compact, mixed use development and a pedestrian oriented mainstreet along Lakeshore Road East that offers a range of ~~culture~~ cultural, residential and employment opportunities.

10.2 Lakeshore Corridor

The Lakeshore Corridor Precinct is intended to be the primary area for street related commercial development, with a mixture of uses and pedestrian oriented built form. The extent of the Lakeshore Corridor is from Seneca Avenue to the east end of the municipal boundary at Etobicoke Creek. Given the

length of this *corridor*, it is divided into sections: the Core and Outer Core (see Map 1). The Core is from Seneca Avenue to Hydro Road and is envisioned to have a concentration of street related commercial uses. The Outer Core, from Hydro Road to Etobicoke Creek, is to be a pedestrian friendly area. Similar to the Core, it allows for mixed use development, however, commercial uses are not required.

The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East.

In order to achieve the intended function of the Lakeshore Corridor Precinct, redevelopment will address among other matters, the following:

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

10.2.1 Development should preserve and enhance the views and vistas to the natural environment.

10.2.2 The City will seek opportunities for views to Lake Ontario through development applications for new north-south roads and road extensions.

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

10.2.4 Development **fronting** along Lakeshore Road East ~~is encouraged to~~ **will** be two to ~~four~~ **eight** storeys in height **if provided an appropriate transition to the adjacent context is maintained**; ~~however, s~~Some sites will be **permitted building heights** greater than ~~four~~ **eight** storeys **in height** as shown on Map 3.

10.2.5 Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.

~~10.2.5~~ **10.2.6** Appropriate transition to adjacent low density residential will be required.

10.2.7 In order to achieve a pedestrian scaled environment, new buildings will have a streetwall of a minimum of 2 storeys to a maximum of 4 storeys. A streetwall is the exterior wall of a building facing the front lot line abutting the mainstreet.

~~10.2.6~~ **10.2.8** To promote a pedestrian friendly mainstreet environment, street related commercial uses will front onto and be located along Lakeshore Road East. Development should address the following, among other items:

- a. maintaining an appropriate average lot depth for mainstreet commercial;
- b. buildings should be closely spaced with minimal breaks to ensure a continuous building or street frontage;
- c. buildings should incorporate active uses at grade, in order to animate the public realm and pedestrian environment; and
- d. building entrances should be located along and face Lakeshore Road East, and should be clearly identifiable with direct access from the sidewalk.

~~10.2.7~~ **10.2.9** Development will provide an appropriate *streetscape* treatment of the public realm that supports pedestrian activity and provides an attractive character to the street. This may include, among other things:

- a. landscaping and planting;
- b. street furnishings;
- c. public art;
- d. quality building materials; and
- e. building design elements and features including articulated rooflines such as parapets and towers.

~~10.2.8~~ **10.2.10** Development will be encouraged to provide placemaking opportunities, such as public squares, plazas, and open spaces, including among other locations, at Cooksville Creek, Cawthra Road, East Avenue, Alexandra Avenue, Ogden Avenue, Hydro Road, Dixie Road, and Etobicoke Creek.

~~10.2.9~~ **10.2.11** The assembly of adjacent low density residential land to enlarge properties fronting Lakeshore Road East is discouraged. Should assembly occur, however, the primary purpose of these lands will be an enhanced landscape buffer to the adjacent residential uses and for amenity space and/or parking if required through the development.

~~10.2.10~~ **10.2.12** The Intensification Areas policies of the Plan will apply to development within the Core area.

~~10.2.11~~ **10.2.13** Single use residential buildings are permitted in the Outer Core area, subject to the following:

- a. buildings are set back from the street;
- b. provision of a well landscaped front yard;
- c. an appropriate *streetscape*; and
- d. parking at the rear of the property or underground.

10.3 Built Form Types

10.3.6 Criteria for commercial development will include, among other things:

- a. the ~~maximum~~ height of buildings will be ~~four~~ **two to eight** storeys **provided an # appropriate transition to the adjacent context is maintained.**

Appendix 6 – Planning Rationale for Proposed Amendments to Mississauga Official Plan (MOP), Lakeview Local Area Plan

Section	Change	Proposed Changes to MOP	Planning Rationale
3.0 Current Context	<i>Removed</i>	<p>Lakeview is made up of stable residential neighbourhoods characterized by detached and semi-detached housing. Many homes built in the 1950s and 1960s are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and several are built along Lakeshore Road East. There are a few multi-unit residential dwellings in Lakeview, including duplex, triplex and quadruplex.</p> <p>The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located along the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.</p>	An updated and expanded introduction replaces these paragraphs.
	<i>Added</i>	<p>Lakeview is made up of residential neighbourhoods characterized by a variety of housing forms, including low rise dwellings and apartments. Many homes built in the post-war era are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout</p>	The revised introduction incorporates a broader and more inclusive approach to the neighbourhood. Based on the 2016 census the Lakeview Neighbourhood is comprised of: 51% Single detached dwellings; 32% Apartment in a building greater than 5 or more storeys; 6% Row house;

Appendix 6

Section	Change	Proposed Changes to MOP	Planning Rationale
		<p>Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and fourplex.</p> <p>The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located on both sides of the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.</p>	<p>5% Apartment or flat in a duplex; 4% Apartment in a building that has fewer than 5 storeys; 3% Other. (Due to rounding figures add up to 101%).</p> <p>The word stable has been removed to reflect the constant evolution of a neighbourhood.</p> <p>The proposed minor revisions to specific wording policy will help ensure clarity.</p>
5.1 Guiding Principles	<i>Removed</i>	5.1.3 Support complete communities through compact, mixed use development and a pedestrian oriented mainstreet that offers a range of culture, residential and employment opportunities.	A revised policy expands on and replaces this statement.
	<i>Added</i>	5.1.3 Support complete communities and encourage a sense of place through compact, mixed use development and a pedestrian oriented mainstreet along Lakeshore Road East that offers a range of cultural, residential and employment opportunities.	The proposed revision aligns with the Provincial Policy Statement 2020 by adding “a sense of place” and clarifies the focus along Lakeshore Road East.
10.2	<i>Added</i>	The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and	The added introductory paragraph brings part of the rationale into the Plan.

Section	Change	Proposed Changes to MOP	Planning Rationale
Lakeshore Corridor		typology of the Lakeshore Corridor. The Major Node policies require mid-rise buildings of 5-8 storeys fronting on Lakeshore Road East.	
	<i>Revised</i>	<ul style="list-style-type: none"> ensuring built form compatibility and providing a transition in heights to adjacent neighbourhoods; 	This existing policy is amended by adding “providing a” to clarify that new development is to transition to adjacent neighbourhoods.
	<i>Removed</i>	10.2.4 Development along Lakeshore Road East is encouraged to be two to four storeys in height; however, some sites will be permitted building heights greater than four storeys as shown on Map 3.	New policies expand on and replace this policy.
	<i>Added</i>	10.2.4 Development fronting Lakeshore Road East will be two to eight storeys in height provided an appropriate transition to the adjacent context is maintained. Some sites will be greater than eight storeys in height as shown on Map 3.	<p>The increased building height accommodates growth along the corridor and contributes to the complete community and pedestrian oriented mainstreet vision. The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.</p> <p>The Mississauga Official Plan City Structure provides guidance on density, height, uses and appropriate growth. The Downtown will contain the highest density and heights and the greatest mix of uses. Major Nodes will provide a mix of population and densities less than the Downtown but greater than elsewhere in the city. Community Nodes will be similar to Major Nodes, but with lower densities and heights. Finally, Neighbourhoods will accommodate the lowest densities and building heights.</p> <p>Based on the Growth Plan forecast for the Region of Peel, Mississauga has planned for units and people in excess of the forecasted population for 2051. According to the City’s Urban Structure, growth is directed primarily to Downtown,</p>

Section	Change	Proposed Changes to MOP	Planning Rationale
			<p>Major Nodes and Community Nodes. Lakeshore Corridor is part of Lakeview Neighbourhood, which anticipates the lowest level of growth.</p> <p>The Lakeview Waterfront Major Node abuts the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East. It anticipates the greatest heights and densities at the south western edge of the community toward the lake, and gradual transition to existing adjacent residential neighbourhoods. The general policies of the Node include reinforcing a pedestrian scale along Lakeshore Road East. The urban structure would not be maintained if building heights on the Lakeshore Corridor in a Neighbourhood exceeded those on the Lakeshore Corridor in the Major Node.</p> <p>Reinforcing growth to places like the Major Node maintains the objectives of the Official Plan and results in predictable planning. Growth can be accommodated without changes to the Official Plan’s urban hierarchy. The Official Plan Review will address where additional growth and development should be accommodated.</p> <p>Consideration was also given to the different widths of the roadway right of way, lot depth, requirements of ground floor retail, and transit supportive densities. The proposed built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.</p>

Appendix 6

Section	Change	Proposed Changes to MOP	Planning Rationale
	<i>Added</i>	10.2.5 Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.	<p>There are a handful of large lots that can accommodate buildings with additional height greater than eight storeys. However, the Plan and urban structure do not anticipate tall buildings in Neighbourhoods.</p> <p>During the parcel analysis three categories of lots emerged: small lots less than 40 m in depth, medium lots between 40 m and 60 m in depth, and large lots greater than 60 m in depth.</p> <p>The maximum height of 30 m was determined based on the lotting pattern, average lot depths, potential redevelopment locations, and transition policies, while also maintaining the urban structure.</p> <p>Lakeshore Road East has two right of way widths; 30 m and 44.5 m. The Waterfront Major Node policies require mid-rise buildings of five to eight storeys along Lakeshore Road East's 44.5 m right of way. Based on the differing right of way widths and the Major Node requirements, a 30 m maximum height unifies the Corridor while accommodating additional height in Neighbourhoods.</p> <p>While buildings greater than 30 m in height exist within the study area, they do not immediately front Lakeshore Road East. Taller buildings are generally set back significantly from the road on large lots, and without active uses at grade.</p>
	<i>Added</i>	10.2.7 In order to achieve a pedestrian scaled environment, new buildings will have a streetwall of a minimum of 2 storeys	A streetwall of 2 to 4 storeys in height reinforces the pedestrian mainstreet vision as well as respecting the existing low scale context of Lakeshore Road East.

Section	Change	Proposed Changes to MOP	Planning Rationale
		to a maximum of 4 storeys. A streetwall is the exterior wall of a building facing the front lot line abutting the mainstreet.	
10.3 Built Form Types	<i>Removed</i>	10.3.6a the maximum height of buildings will be four storeys.	New policies expand on and replace this policy.
	<i>Added</i>	10.3.6a the height of buildings will be two to eight storeys provided an appropriate transition to the adjacent context is maintained.	<p>The increased building height accommodates growth along the corridor and contributes to the complete community and pedestrian oriented mainstreet vision. The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.</p> <p>The Mississauga Official Plan City Structure provides guidance on density, height, uses and appropriate growth. The Downtown will contain the highest density and heights and the greatest mix of uses. Major Nodes will provide a mix of population and densities less than the Downtown but greater than elsewhere in the city. Community Nodes will be similar to Major Nodes, but with lower densities and heights. Finally, Neighbourhoods will accommodate the lowest densities and building heights.</p> <p>Based on the Growth Plan forecast for the Region of Peel, Mississauga has planned for units and people in excess of the forecasted population for 2051. According to the City's Urban Structure, growth is directed primarily to Downtown, Major Nodes and Community Nodes. Lakeshore Corridor is part of Lakeview Neighbourhood, which anticipates the lowest level of growth.</p> <p>The Lakeview Waterfront Major Node abuts the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East. It</p>

Section	Change	Proposed Changes to MOP	Planning Rationale
			<p>anticipates the greatest heights and densities at the south western edge of the community toward the lake, and gradual transition to existing adjacent residential neighbourhoods. The general policies of the Node include reinforcing a pedestrian scale along Lakeshore Road East. The urban structure would not be maintained if building heights on the Lakeshore Corridor in a Neighbourhood exceeded those on the Lakeshore Corridor in the Major Node.</p> <p>Reinforcing growth to places like the Major Node maintains the objectives of the Official Plan and results in predictable planning. Growth can be accommodated without changes to the Official Plan’s urban hierarchy. The Official Plan Review will address where additional growth and development should be accommodated.</p> <p>Consideration was also given to the different widths of the roadway right of way, lot depth, requirements of ground floor retail, and transit supportive densities. The proposed built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of Lakeshore Road East.</p>

Section	Change	Proposed Changes to MOP	Planning Rationale
<p>Map 3: Lakeview Local Area Plan Height Limits</p>	<p><i>Revised</i></p>	<p>EXISTING HEIGHT LIMITS</p> <p>PROPOSED HEIGHT LIMITS</p> <p>DRAFT</p> <p>Appendix 6 Part of Map 3 Lakeview Local Area Plan Height Limits</p> <p>City of Mississauga</p>	<p>The proposed height limit area revision is consistent with the increased building height policies.</p>

Appendix 7 – Summary of Applicable Policies

The proposed Mississauga Official Plan (MOP) amendment for the Lakeshore East Corridor in the Lakeview Neighbourhood Character Area aligns with the current Provincial, Regional and Mississauga Official Plan policies as summarized below. The following assessment provides a general summary of the intent of the policies.

Provincial Policy Statement (2020)

The Provincial Policy Statement (PPS) provides direction on managing growth and creating communities that are liveable, healthy and resilient. The PPS highlights the importance of the efficient use of land and resources, a range of housing options, a mix of employment opportunities and access to recreation, parks and open spaces. The proposed MOP amendment for the Lakeshore East Corridor is consistent with the PPS.

Please see more details below:

- **Development and Land Use Patterns:** Policy 1.1.3 requires a mix of land uses and densities that efficiently use land and resources, and support active transportation and are transit-supportive. The proposed policies support new development opportunities that will ensure the continued efficient use of land and resources in Lakeview, including existing and planned transportation infrastructure.
- **Housing:** Policy 1.1.1 and Section 1.4 require a range and mix of housing options, including affordable housing. The proposed policies encourage development in Lakeview to incorporate a range of housing choices (including affordable housing) to accommodate changes in community needs over time.
- **Public Spaces and Recreation:** Section 1.5 provides direction for public spaces, parks and open space. Specifically, policy 1.5.1.b states that communities should plan and provide for a range and equitable distribution of parks, public spaces, open spaces, trails and linkages that promote recreation. The proposed policies emphasize the importance of improved pedestrian connections to public spaces in Lakeview.
- **Multi-Modal Transportation:** Policy 1.5.1.a promotes active communities and active transportation. The proposed policies seek additional active transportation connections through new development.

Appendix 7

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Consolidation, 2020)

A Place to Grow (the Growth Plan) is the Province's growth management strategy. It highlights the importance of building complete communities, supporting economic development, and directing intensification to strategic growth areas to make efficient use of land and optimize infrastructure. The proposed MOP amendment for the Lakeview Neighbourhood conforms to the Growth Plan.

Please see more details below:

- **Complete Communities:** Section 2.1 and policy 2.2.1.4 promote the concept of “complete communities.” These are communities that are well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household size. Policy 2.2.6.1.a provides direction to support a range and mix of housing options, including affordable housing, to meet the needs of current and future residents. The proposed policies emphasize the continued importance of a mix of uses and range of housing options for the Lakeview Neighbourhood.
- **Manage Growth:** Section 2.2 directs future population and employment growth to settlement areas within the Greater Golden Horseshoe. The planning of transit corridors and major transit station areas is being undertaken in a separate comprehensive exercise. Regarding housing, policy 2.2.6.1.a.i provides direction to support a range and mix of housing options, including affordable housing options, to meet the needs of current and future residents. The proposed policies facilitate new development opportunities and provides for a range of housing choices in a manner that is appropriate for the Lakeview Neighbourhood context.
- **Transportation Network:** Policy 3.2.3.4 directs municipalities to ensure that active transportation networks are comprehensive and integrated into transportation planning. The proposed policies promote a safe, comfortable and improved pedestrian realm.
- **Transit:** Section 2.2.4 contains policies pertaining to population and employment densities that should be planned for in major transit station areas (MTSAs) along priority transit corridors. The Region of Peel and Mississauga Official Plans will need to be updated to delineate boundaries and demonstrate how MTSAs are planned for the prescribed densities.

Appendix 7

Region of Peel Official Plan (Consolidation, 2018)

The Regional Official Plan (ROP) provides direction and a strategic policy framework to guide development and growth in Peel Region and Mississauga. The over-arching theme of the ROP is sustainability – supporting the needs of present populations without compromising future generations. The sustainability framework encompasses environmental, social, economic and cultural pillars in order to ensure that the Region develops holistically and creates conditions for thriving communities. The proposed MOP amendment for the Lakeview Neighbourhood conforms to the ROP.

Please see more details below:

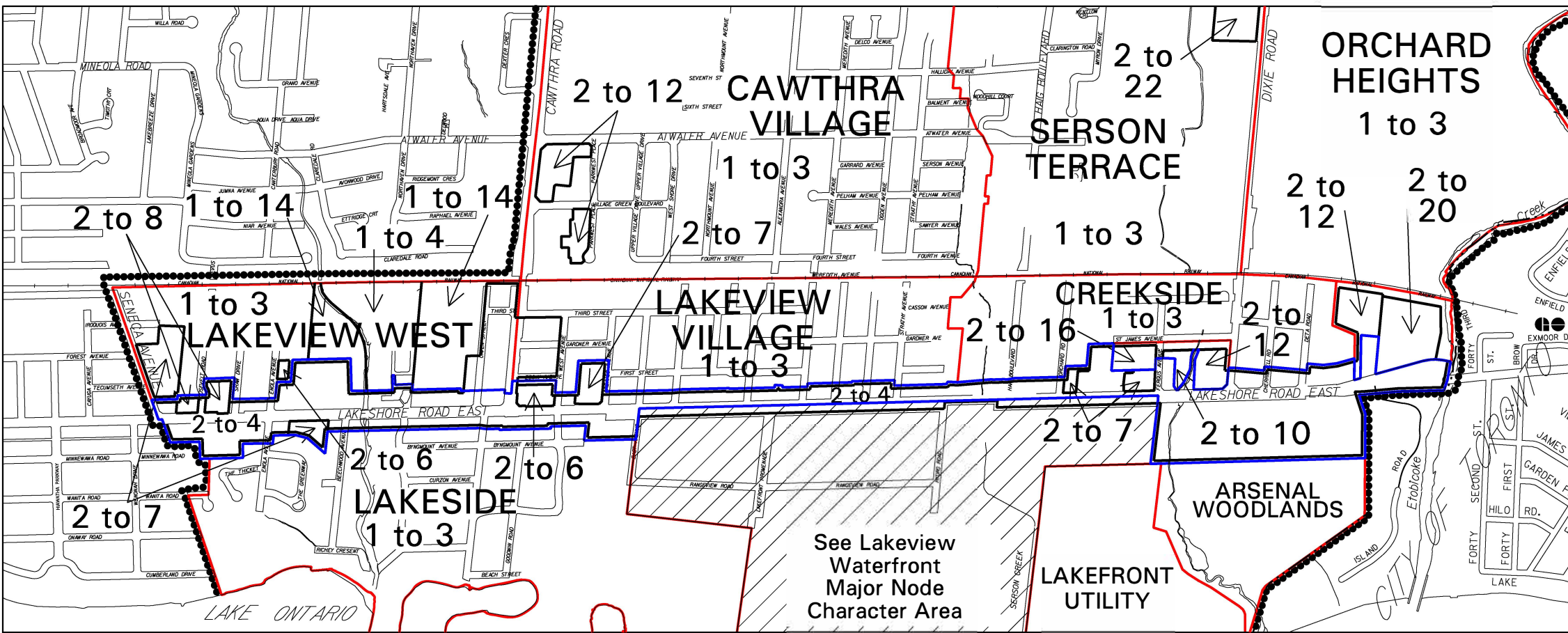
- **Growth Management and Intensification:** Section 5.5 provides direction for municipalities to plan efficient growth. The proposed policies encourage intensification and revitalization of underutilized lands, supports vibrant neighbourhoods, and optimizes the use of existing infrastructure and services.
- **Complete Communities:** Policy 5.3.1.3 provides direction to establish healthy, complete communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. The proposed policies respect Lakeview's existing character and will help ensure it continues to develop as a healthy, complete community.
- **Housing:** Section 5.8 provides direction for municipalities to plan for a range and mix of housing, specifically policy 5.8.2.3 encourages and supports municipalities to plan for a range of housing options and forms, including affordable housing to enable all residents to remain within their communities. The proposed policies reinforce these housing policy directions.
- **Active Transportation:** Policy 5.9.10.2.1 provides direction for integrated transportation planning with pedestrian and cycling networks that are safe, attractive and accessible, and provide linkages between areas and to adjacent neighbourhoods. The proposed policies promote opportunities for additional pedestrian connections through new development.

Appendix 7

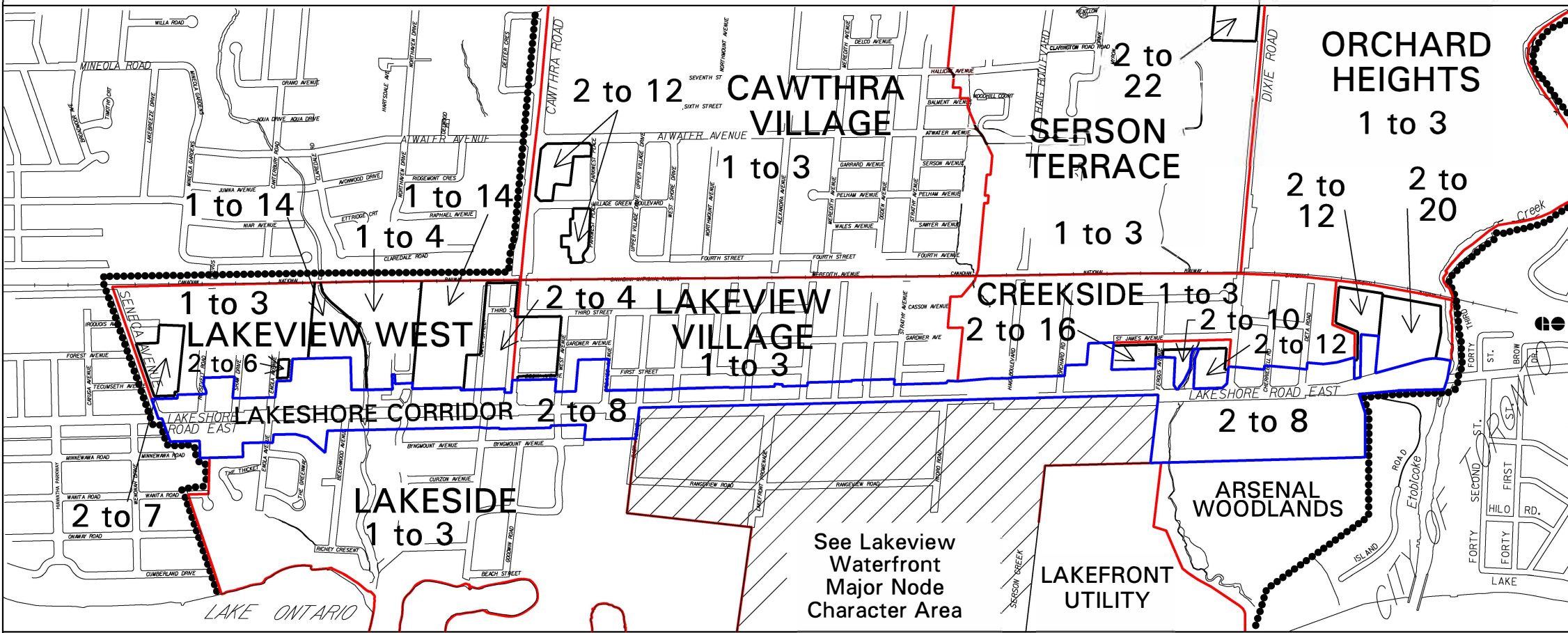
Mississauga Official Plan

The proposed policy changes for the Lakeview Neighbourhood reinforces the current policies and objectives of MOP.

- **City Structure and Growth:** Chapter 5, Section 5.3 identifies an urban hierarchy for Mississauga and recognizes the different functions of various areas of the city. Within this structure, the Downtown is planned to be the focus of growth, whereas Neighbourhoods accommodate lower densities and building heights with a focus on residential uses and associated services and facilities. The proposed policies recommend building heights and densities that reflect Lakeview as a Neighbourhood within the city's urban hierarchy.
- **Complete Communities:** Chapter 7 provides city-wide direction for complete communities. Section 7.2 seeks to ensure the provision of suitable housing for people at all stages of life, with a range of housing options by type, tenure and price. The proposed policies for Lakeview encourage the development of a range of housing choices, including affordable housing.
- **Multi-Modal Transportation:** Chapter 8 aims to create sustainable communities with multi-modal transportation networks, and encourages a shift towards more sustainable modes of transportation. The proposed policies seek to build on Lakeview's existing transportation network through additional active transportation connections in new development where possible.
- **Desirable Urban Form:** Chapter 9 provides city-wide direction to build a desirable, sustainable urban form with high quality urban design and public realm that contributes to a strong sense of place. Policy 9.1.2 directs infill and redevelopment in Neighbourhoods to respect the existing and planned character. Policy 9.2.2.1 requires heights in excess of four storeys to demonstrate an appropriate transition in height and built form that respects the surrounding context. The proposed policies seek to maintain Lakeview's diverse character, and ensure new development achieves an appropriate transition in height and built form to the surrounding context.



EXISTING HEIGHT LIMITS



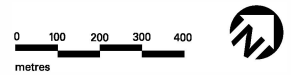
PROPOSED HEIGHT LIMITS

- Legend**
- Sub-Area Boundary
 - Local Area Plan Boundary
 - Area of Amendment

- Note:**
1. Height limits represent the minimum and maximum number of storeys permitted.
 2. Additional height information is located in the Lakeshore Corridor policies.
 3. Specific building height calculations are regulated through the zoning by-law and generally exclude mechanical or architectural components; refer to the zoning by-law.

DRAFT

Appendix 8
Part of Map 3
Lakeview Local Area Plan
Height Limits



PURPOSE

The purpose of this Amendment is to revise policies pertaining to height and urban design in the Lakeview Local Area Plan.

LOCATION

The lands affected by this Amendment are located along Lakeshore Road East between Seneca Avenue and the Etobicoke Creek. The subject lands are located in the Lakeview Neighbourhood Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal.

An amendment to the Lakeview Local Area Plan is required to update the height permissions and urban design policies for properties fronting directly onto Lakeshore Road East to ensure that new development is compatible with adjacent uses while maintaining appropriate growth opportunities. No changes are proposed to the existing land use designations.

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

1. The proposed Amendment supports the implementation of the Lakeshore East Corridor Study. The Study included extensive public and stakeholder consultation.
2. The proposed Amendment implements the policies of Mississauga Official Plan and its key guiding principles that support the creation of a distinct and complete community that is walkable and has a mix of uses.
3. The proposed Amendment will help ensure that future growth is compatible in built form and scale to the Lakeview Neighbourhood Character Area, and enhances existing or planned development.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 3.0, Current Context, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting the first two paragraphs and replacing as follows:

Lakeview is made up of residential neighbourhoods characterized by a variety of housing forms, including low rise dwellings and apartments. Many homes built in the post-war era are being renovated today or replaced largely with new detached housing, and some assembly for townhouses is occurring. Townhouses are found in pockets throughout Lakeview between Lakeshore Road East and the Queen Elizabeth Way. Apartment buildings are located mainly near the Canadian National Railway tracks at Cawthra Road, on Dixie Road, and along Lakeshore Road East. There are a few clusters of multi-unit residential dwellings in Lakeview, including duplex, triplex and fourplex.

The area is served by commercial facilities concentrated along Lakeshore Road East. However, it is fragmented by other uses such as motor vehicle repair garages and motor vehicle sales and service. The area along Lakeshore Road East to the east of Cawthra Road is in its early stages of revitalization to mainstreet retail, with newly built and proposed mixed use buildings. Neighbourhoods to the north are served by commercial facilities located on both sides of the Queen Elizabeth Way, namely Dixie Outlet Mall and Applewood Village Plaza.

2. Section 5.1, Guiding Principles, of Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting Policy 5.1.3 and replacing as follows:

Support complete communities and encourage a sense of place through compact, mixed use development and a pedestrian oriented mainstreet along Lakeshore Road East that offers a range of cultural, residential and employment opportunities.

3. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by adding a new paragraph after the first paragraph as follows:

The intended built form and height reflect the hierarchical urban structure of the Plan and align with the Lakeview Waterfront Major Node as well as with the character and typology of the Lakeshore Corridor. The Major Node policies require mid-rise buildings of five to eight storeys fronting on Lakeshore Road East.

4. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by adding the words "providing a" to the second bullet point as follows:
 - ensuring built form compatibility and providing a transition in heights to adjacent neighbourhoods;

5. Section 10.2.4, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting and replacing as follows:

Development fronting Lakeshore Road East will be two to eight storeys in height provided an appropriate transition to the adjacent context is maintained. Some sites will be permitted building heights greater than eight storeys in height as shown on Map 3.

6. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by adding the following:

10.2.5 Additional height up to a maximum building height of 30 m may be considered on existing lots greater than 60 m in depth if the development proposal is consistent with the policies of this Plan.

7. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by renumbering Policy 10.2.5 to 10.2.6.

8. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by adding Policy 10.2.7 as follows:

In order to achieve a pedestrian scaled environment, new buildings will have a streetwall of a minimum of two storeys to a maximum of four storeys. A streetwall is the exterior wall of a building facing the front lot line abutting the mainstreet.

9. Section 10.2, Lakeshore Corridor, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by renumbering Policies 10.2.6 (existing Policy) to 10.2.11 accordingly.

10. Section 10.3, Built Form Types, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting Policy 10.3.6a and replacing with the following:

the height of buildings will be two to eight storeys provided an appropriate transition to the adjacent context is maintained;

11. Map 3, Lakeview Local Area Plan Height Limits, Lakeview Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting height limits of 2 to 4 storeys along the Lakeshore Corridor and replacing it with height limits of 2 to 8 storeys, and by deleting height limits of 2 to 6 storeys and 2 to 7 storeys along the Lakeshore Corridor and replacing it with height limits of 2 to 8 storeys, as shown as Map "A" of this document.

IMPLEMENTATION

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

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan April 8, 2021.

INTERPRETATION

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

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

DRAFT