

# Planning & Urban Design Rationale



**Rangeview Estates**  
City of Mississauga

**Prepared For**  
Rangeview Landowners Group Inc.

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 **BOUSFIELDS INC.**  
Job Number  
20167

[www.bousfields.ca](http://www.bousfields.ca)

Urban Planning  
Urban Design  
Community Engagement

**Toronto Office**

3 Church Street, Suite 200  
Toronto, ON  
M5E 1M2

T. 416.947.9744  
F. 416.947.0781

**Hamilton Office**

1 Main Street East, Suite 200  
Hamilton, ON  
L8N 1E7

T. 905.549.3005  
F. 416.947.0781

# Table of Contents

1	Introduction	1
2	Background Context	5
2.1	The Rangeview Lands	6
2.2	Surrounding Context	8
2.3	Lakeview Village Development Master Plan & Official Plan Amendment 125	11
2.4	Ontario Regulation 91/23 (“O.Reg. 91/23”)	12
2.5	Transportation	12
3	Description of the Development Master Plan	15
3.1	Description of the Development Master Plan	16
3.2	Character Areas	20
3.3	Required Approvals	23
4	Policy & Regulatory Context	24
4.1	Overview	25
4.2	Planning Act, R.S.O. 1990, c. P.13	25
4.3	Provincial Policy Statement	26
4.4	Growth Plan for the Greater Golden Horseshoe	29
4.5	Region of Peel Official Plan	32
4.6	City of Mississauga Official Plan	41
4.7	Official Plan Amendment 89	55
4.8	Official Plan Amendment 125	55
4.9	Official Plan Amendment 140	56
4.10	Official Plan Amendments 143 and 144	56
4.11	Zoning By-law 0225-2007	58
5	Planning & Urban Design Analysis	59
5.1	Focus for Growth – Intensification	60
5.2	Built Form and Public Realm and Open Space Network	62
5.3	Connectivity and Integration	69
5.4	Proposed Official Plan Amendment	69
5.5	Supporting Studies	70
6	Conclusion	76
	Appendix A Rangeview LOG Holdings	
	Appendix B Housing Report	



This Planning and Urban Design Rationale Report (“PUD Rationale”) has been prepared in support of an application by the Rangeview Landowners Group Inc. (the “Rangeview LOG”) to amend the City of Mississauga Official Plan with respect to the Rangeview Estates lands located in the Lakeview neighbourhood in the City of Mississauga.

# 1

# Introduction



This Planning and Urban Design Rationale Report ("PUD Rationale") has been prepared in support of an application by the Rangeview Landowners Group Inc. (the "Rangeview LOG") to amend the City of Mississauga Official Plan with respect to the Rangeview Estates lands located in the Lakeview neighbourhood in the City of Mississauga.

Rangeview Estates (also referred to herein as the "Rangeview Lands") is one of four precincts within the Lakeview Waterfront Major Node and is generally comprised of the lands located along the south side of Lakeshore Road East, between East Avenue and Hydro Road extending south to include the properties along both the north and south sides of Rangeview Road. Rangeview Estates includes 33 properties under a variety of ownerships with a combined area of over 21.9 hectares, not including existing public roads. Today, the Rangeview Lands are comprised of a wide variety of light industrial, warehousing, retail, commercial and service commercial uses.

This PUD Rationale has been prepared on behalf of the Rangeview LOG, which currently represents nine (9) landholders within Rangeview Estates. Collectively, the Rangeview LOG owns 21 properties within Rangeview, representing approximately 65% of all private landholdings (see **Appendix A**, Rangeview LOG Landholdings). The remainder of the properties within the Rangeview Lands are currently owned by individuals or corporations who are not part of the Rangeview LOG. However, the requested Official Plan Amendment is for the entirety of the Rangeview Lands, as shown on **Figure 1**, Aerial Photo of Surrounding Context.

In November 2022, a Development Master Plan ("DMP") submission, in accordance with the policies of Chapter 13.3 of the City of Mississauga Official Plan (the "Mississauga OP"), was submitted to the City of Mississauga by Bousfields Inc. on behalf of the Rangeview LOG. The DMP Report prepared by Bousfields Inc., and the accompanying supporting technical studies, provided urban design direction and guidance, as well as the technical analysis, for the redevelopment of the Rangeview Lands into a new, complete mixed-use neighbourhood that included a mix of low, medium and high-density residential uses with retail and other non-residential uses provided at strategic locations. A variety of parks and open spaces were also proposed throughout the Rangeview Lands, as well as new public streets, all generally in accordance with Official Plan Amendment 89 ("OPA 89").

Since November 2022, the Rangeview LOG and their project team have been working with municipal staff to respond to the comments received as part of the DMP process, which includes comments from municipal and agency departments, the community and the local area Councillor. The revised Development Master Plan (hereinafter referred to as the "DMP v3.0") was submitted to the City of Mississauga on May 3, 2024. Building on the vision and principles established within the DMP v3.0, we are now pleased to submit an Official Plan Amendment for the Rangeview Lands (hereinafter referred to as the "Application").

With the planned and funded future Lakeshore Bus Rapid Transit Line (the "Lakeshore BRT"), and the approval of the adjacent Lakeview Village development (which comprises the three other precincts of the Lakeview Waterfront Major Node), the Lakeview Waterfront Major Node will provide for the transformation of an underutilized employment area to a complete, livable, connected, responsive and prosperous mixed-use community. The significant investment by the Province in a key piece of transit infrastructure, and the existing policy context at the provincial, region and local levels, is designed to optimize the use of this infrastructure and support a more intensive form of development on lands within the urban envelope; lands which are well supported by existing and planned transit infrastructure, and lands which have ready access to existing and planned community facilities and services.

Accordingly, the Application provides for the comprehensive redevelopment and intensification of this industrial business enclave to a mixed-use, transit-oriented neighbourhood comprised of approximately 5,300 residential dwelling units supported by retail and service uses, on-site parkland in the order of 2.62 hectares and new public streets (the "Proposal").



**Legend**

Rangeview Estates Precinct

GO Transit Line

Planned Lakeshore BRT Route

Existing MiWay Bus Route

Lakeview Village Development

GO Transit Station

Planned Lakeshore BRT Route Station

Future Enhanced Transit Route

TTC Streetcar Route



Not to Scale

Figure 1 - Aerial Photo of Surrounding Context

The Proposal has been designed to respond to the key infrastructure requirements identified in OPA 89 in order to ensure that the development of a complete and connected community results. However, the Proposal will require an amendment to the City of Mississauga Official Plan (“MOP”). The Application will amend specific policies within OPA 89, and introduce new policies for the Rangeview Lands, in order to secure important City objectives and guide the redevelopment of the Rangeview Lands in accordance with the Proposal.

This PUD Rationale sets out a sound planning, phasing and urban design framework for the Proposal which will guide future zoning by-law amendments, which will be requested by individual landowners at a later date.

As noted, the Application builds upon the vision and principles established within the DMP v3.0 and is the result of a collaborative effort of the Rangeview LOG’s project team comprised of the following expertise:

- **Bousfields Inc.** – Master Planning and Urban Design, Land Use Planning, Shadow Analysis, Housing and Community Engagement
- **MBTW** – Landscape
- **BA Group** – Transportation
- **Schaeffers & Associates Ltd.** – Servicing
- **SLR** – Land Use Compatibility
- **ERA Architects** – Heritage

The Proposal is supportive of the policy framework expressed in the 2020 Provincial Policy Statement, the 2019 Growth Plan for the Greater Golden Horseshoe and the recently approved Region of Peel Official Plan, all of which promote intensification of underutilized sites within built-up urban areas, particularly in locations which are well-served by municipal infrastructure, including public transit. It maintains the intent of the MOP and in particular OPA 89. It will also help the City of Mississauga to achieve its 2031 dwelling unit target of 120,000 set by the Province in its Bulletin dated October 25, 2022.

From a land use perspective, the Application will promote the achievement of many policy directions supporting intensification through the revitalization and intensification of underutilized parcels of land located within a Major Node (Lakeview Waterfront). The proposed redevelopment of the Rangeview Lands will connect and integrate with the approved Lakeview Village development and will create a desirable mixed-use development comprised of new residential dwelling units in a variety of built forms, provide employment opportunities in the proposed retail and service commercial uses, and include important community uses through the introduction of new public streets and parks. The Official Plan Amendment will also facilitate the achievement of complementary goals of more efficiently using planned infrastructure investments by providing additional transit ridership; providing alternative transportation options for residents and workers; increasing mobility and reducing auto dependency.

As noted, the Proposal will create new public streets and public parks and will introduce important pedestrian linkages to connect Lakeshore Road East south to Lake Ontario. The DMP v3.0 illustrates that the proposed buildings will frame the public streets and the public park blocks with good proportion, creating a strong 6 storey mid-rise base (8 storeys along Lakeshore Road East).

Along Lakeshore Road East it is proposed that the base buildings contain ground related retail and other active uses, thereby creating a lively public realm along this arterial road. Taller buildings, with heights of up to 15 storeys, have been sited in a manner that will adequately limit shadow and privacy impacts, particularly on the proposed public parks.

Based on the foregoing, it is our opinion that the Proposal represents good planning and urban design and reflects an exciting and unique opportunity for the second and final piece of this new master planned waterfront community.





# Background Context

The Rangeview Lands form part of the Inspiration Lakeview master plan area, which is generally located between the south side of Lakeshore Road East and Lake Ontario, from East Avenue in the west to the area south of Fergus Avenue in the east. This area has a long and varied history as has been documented in numerous reports and plans produced in recent years. Over the past century these lands have been home to military-related operations, arms manufacturing, an airport, varied industrial and semi-industrial uses and a coal-based power generating station.

Following the closure of the Ontario Power Generation ("OPG") Lakeview Generating Station and its subsequent demolition beginning in 2006, a community-initiated visioning exercise for the former generation station lands known as Lakeview Legacy ultimately led to a comprehensive master planning exercise for the area, undertaken by the City of Mississauga with the support of other stakeholders, including the Province, the Region of Peel and the OPG.

The Application represents the next step in advancing a development framework for Rangeview Estates, building on the master planning efforts undertaken previously and implementing current provincial, regional and local policy direction.

## 2.1 The Rangeview Lands

Rangeview Estates, as defined in the MOP, includes the lands located on the south side of Lakeshore Road East between East Avenue and Hydro Road, and includes the properties fronting onto both the north and south sides of Rangeview Road. Comprised of 33 parcels of privately owned land with a net area of approximately 21.9 hectares, the Rangeview Lands also contain several existing public roads including East Avenue, Lakefront Promenade, Hydro Road and Rangeview Road.

The Rangeview Lands are within the northwesterly quadrant of the larger Lakeview Waterfront Major Node (the "Node"), which is located in southeast Mississauga approximately one kilometre west of the City's eastern limits and 2.6 kilometres east of the Port Credit GO Station. The Lands contain roughly 58% of the Node's frontage on Lakeshore Road East.

Existing uses within the Rangeview Lands include a wide variety of light industrial, warehousing, retail, commercial and service commercial uses (See **Figure 2 - Aerial Photo of Immediate Context**). The existing buildings are generally one-storey in height with large footprints and many are multi-tenanted with a mix of various commercial and retail operators. Many of the properties on the Rangeview Lands are currently developed, with office or service uses facing the street and loading, shipping and/or outdoor storage areas located to the sides or rear of buildings. Parking is provided in surface parking lots located in the front, rear and/or sides of buildings. Most buildings are setback from their adjacent street frontages with parking or landscaping between the building and the street.

The Rangeview Lands have good access to the major road network. Lakeshore Road East, an arterial road, frames the northerly boundary of the Lands. Dixie Road, a regional major collector lies to the east and Cawthra Road, a regional arterial, to the west. Both provide north south connections from Lakeshore Road East to the broader City. The Queen Elizabeth Expressway ("QEW") is located approximately 2.3 kilometres north of the Rangeview Lands and is accessible through the QEW/Cawthra Road interchange. A new interchange at Dixie Road and the QEW is currently under construction with an anticipated completion date in July 2026.



**Legend**

- Rangeview Estates Precinct
- Lakeview Village Development

- Planned Lakeshore BRT Route
- Planned Lakeshore BRT Route Station

- Existing MiWay Bus Route
- Future Enhanced Transit Route



Not to Scale

Figure 2 - Aerial Photo of Immediate Context

## 2.2 Surrounding Context

The land uses in the areas surrounding the Rangeview Lands include a mix of low-rise residential neighbourhoods, protected environmental areas, municipal infrastructure (including the Lakeview Water Treatment Plan) and future development lands.

To the immediate **north** of the Rangeview Lands is Lakeshore Road East, along the north side of which is a mix of retail, commercial, service commercial and automotive uses. Official plan and zoning by-law amendments permitting a 9-storey mid-rise building at 1041 Lakeshore Road East were approved by Council in 2023. Further north is a low-rise residential neighbourhood (the Lakeview Neighbourhood) that is predominantly comprised of one- and two-storey single detached dwellings. This neighbourhood extends north towards the Lakeshore West Corridor railway tracks, adjacent to which is a mix of commercial and residential uses in a variety of built forms. The residential neighbourhood continues to the north towards the QEW and is interspersed with number of elementary and high schools, as well as several parks, open spaces and trails.



View of Lakeshore Road East looking west.



View of Rangeview Road looking west.

To the immediate **east** of the Rangeview Lands is Hydro Road. On the east side of Hydro Road are lands that form part of the "Ogden Green" precinct within the Lakeview Waterfront Major Node, followed by lands within the "Innovation Corridor" precinct. The Ogden Green lands along the south side of Lakeshore Road East were formerly part of a hydro corridor and were recently developed with a sales centre for the adjacent Lakeview Village development. The Innovation Corridor lands are currently developed with large-scale industrial buildings along the Lakeshore Road East frontage, with a gun club and shooting range located to the south. The G.E. Booth Wastewater Treatment Facility, owned and operated by the Region of Peel, forms the east and south border of the Innovation Corridor lands, while further east along Lakeshore Road East is the City-owned "Small Arms Inspection Building" (now an arts and culture hub and a leasable event space) and associated open space, followed by the City of Toronto's Marie Curtis Park.



View of Hydro Road looking north.



View of Lakeville Village sales presentation centre, east of Hydro Road.

To the immediate **south** of the Rangeview Lands, on the west side of Lakefront Promenade, is Peel Region's Lakeview Water Treatment Facility and Douglas Kennedy Park. To the east of Lakefront Promenade, Rangeview is bordered by lands within the Ogden Green Precinct which contain a portion of the existing Waterfront Trail and the former Lakeview Park, both of which are planned/in the process of being relocated as part of the Lakeview Village development. These lands are planned for a mix of low, mid- and high-rise residential development as well as new public parkland. Further south is the remainder of the Lakeview Village development lands, including lands within the Ogden Green and Cultural Waterfront precincts, which are planned for a variety of built forms and uses, as well as a school block, public parks and new public roads.

To the immediate **west** of the Rangeview Lands is East Avenue, along the west side of which is an open field that previously contained the Byngmount Beach Public School. These former school lands are primarily reserved for the expansion of the adjacent regional water treatment facility; however, a portion of the north end of the site has been recently developed with a new satellite paramedic station. The lands fronting Lakeshore Road East on the west side of East Avenue have approved official plan and zoning by-law amendments permitting the development of a 7-storey rental apartment building to be owned and operated by Peel Housing Corporation. The approved 7-storey building is now under construction. Further west along Lakeshore Road East is a mix of low and mid-rise structures contains a variety of commercial and residential uses, with a low-rise residential neighbourhood to the south.



View looking south, towards Lake Ontario.



View of Waterworks Park and paramedic station.



View of Lakeview Water Treatment

## 2.3 Lakeview Village Development Master Plan & Official Plan Amendment 125

The Development Master Plan (“DMP”) for Lakeview Village was developed through an iterative process that was initiated in October 2018 following the adoption of OPA 89. The Lakeview Village DMP provides a more detailed urban design direction for three of the four precincts of the Lakeview Waterfront Major Node: Ogden Green, Cultural Waterfront and Innovation Corridor. It is noted that the properties along Lakeshore Boulevard East that form part of the Innovation Corridor were not included in the Lakeview Village DMP. Following a series of revisions in response to the City’s review process, the Lakeview Village DMP was endorsed by Planning and Development Committee in October 2019.

Key elements of the urban design framework within the Lakeview Village DMP include the development of a central north-south connection and gathering space through Ogden Park, maximizing views of the waterfront from both the public and private realms, and connecting the community through intimate and rationale streets and blocks to maximize land and create a balanced interface between apartment buildings and townhouse blocks. Overall, the endorsed Lakeview Village DMP accommodated a total of 8,026 units with 4% in townhouses, 65% in mid-rise buildings, 10% in taller buildings up to 15-storeys and 21% in taller buildings above 15-storeys.

Following Council’s endorsement of the Lakeview Village DMP, an implementing Official Plan amendment application was submitted in December 2019 and was subsequently approved by City Council on November 10, 2021, along with related Draft Plan of Subdivision and Rezoning applications. Among other matters, the approved Official Plan Amendment 125 (“OPA 125”) revised policies within Section 13.4 for the Lakeview Waterfront Major Node generally in alignment with the Lakeview Village DMP. The following policies implemented through OPA 125 are noted and are of relevance to the Rangeview Lands DMP v3.0:

- Revisions to the future road network;
- The introduction of a height map indicating minimum and maximum heights for the Ogden Green and Cultural Waterfront Precincts;
- An increase in the total maximum number of units from 10,500 to 11,750;
- Revisions to the distribution of housing and unit targets in Table 1 for the Ogden Green and Cultural Waterfront Precincts including an increase in the number of units to 8,050 (from 6,800) with 6% in townhouses (was 15%), 40% in mid-rise buildings (was 50%) and 54% in taller buildings (was 35%);
- Additional criteria for taller building locations including along the central north-south park and at the eastern terminus of the east-west park adjacent to Street A (now Street L); and
- A revision to Policy 13.3.10.2.2 for the Residential Medium Density designation specifying that apartment dwellings will be limited to a height of 12 storeys.

## 2.4 Ontario Regulation 91/23 ("O.Reg. 91/23")

On May 12, 2023, the Minister of Municipal Affairs and Housing approved Ontario Regulation ("O.Reg.") 91/23 which implemented a Minister Zoning Order ("MZO") for the Lakeview Village development lands. The MZO, which prevails over municipal policies and regulations, included several additional permissions over and above OPA 125 for the Lakeview Village development lands. The approved regulations established through the MZO include, but are not limited to:

- an increase in the permitted density from 8,050 units to 16,000 units;
- building heights limited to 10 storeys for waterfront facing buildings but unlimited on all other Lakeview Village development lands;
- no density maximum on a block by block basis;
- no requirement for townhomes or podiums;
- larger floor plates for towers are permitted;
- reduced amenity areas for apartment buildings;
- reduced landscape areas;
- reduced parking standards for residential, commercial and employment uses; and,
- no requirement for site plan control.

As part of the May 12, 2023 MZO announcement by the Province, new transit services and infrastructure, including a potential new GO Train station on the Lakeshore West Line, were included in the list of public benefits. Further details with respect to a prospective new GO Train station have yet to be released.

## 2.5 Transportation

### 2.5.1 Public Transit

From a public transit perspective, Rangeview is located in proximity to several existing transit options that provide connections throughout the Greater Toronto and Hamilton Area as shown in **Figure 3**. These include the GO Transit's Lakeshore West line which is accessible via the Long Branch GO Station (1.6 kilometres radial distance to the east) and Port Credit GO Station (2.6 kilometres radial distance to the west) and provides service between Niagara Falls and Downtown Toronto.

Local transit service, including the MiWay (Mississauga Transit) bus network and Toronto Transit Commission bus and streetcar network provide further connections between Rangeview and the surrounding communities.

There are a number of MiWay bus service routes that service the Rangeview Lands, including an east-west route on Lakeshore Boulevard East (Route 23) and a north-south route on Ogden Avenue (Route 5). Route 23 provides a connection to the Port Credit GO Station to the west, which allows for connections to MiWay routes 2, 8, 14 and 14A, and Long Branch GO Station to the east, which connects to the Toronto Transit Commission bus network. These various MiWay bus routes provide connections throughout the City to key transfer destinations including City Centre Transit Terminal (Square One), Meadowvale Town Centre and Pearson International Airport (Terminal One).

Importantly, the Rangeview Lands are also directly adjacent to the future Lakeshore Bus Rapid Transit Line (the "Lakeshore BRT") which is planned for Lakeshore Road East between East Avenue in the west and Etobicoke Creek in the east. The two-kilometre BRT line has received funding from multiple levels of governments. Two stops will serve Rangeview Estates: one at the intersection of Lakeshore Road East and Lakefront Promenade and a second at the Haig Boulevard intersection, located approximately 200 metres east of the easterly limit of the Rangeview Lands.

As part of the May 12, 2023 MZO for the Lakeview Village development, new transit services and infrastructure, including a potential new GO Train station on the Lakeshore West Line were proposed. The exact nature of these transit improvements have yet to be determined.



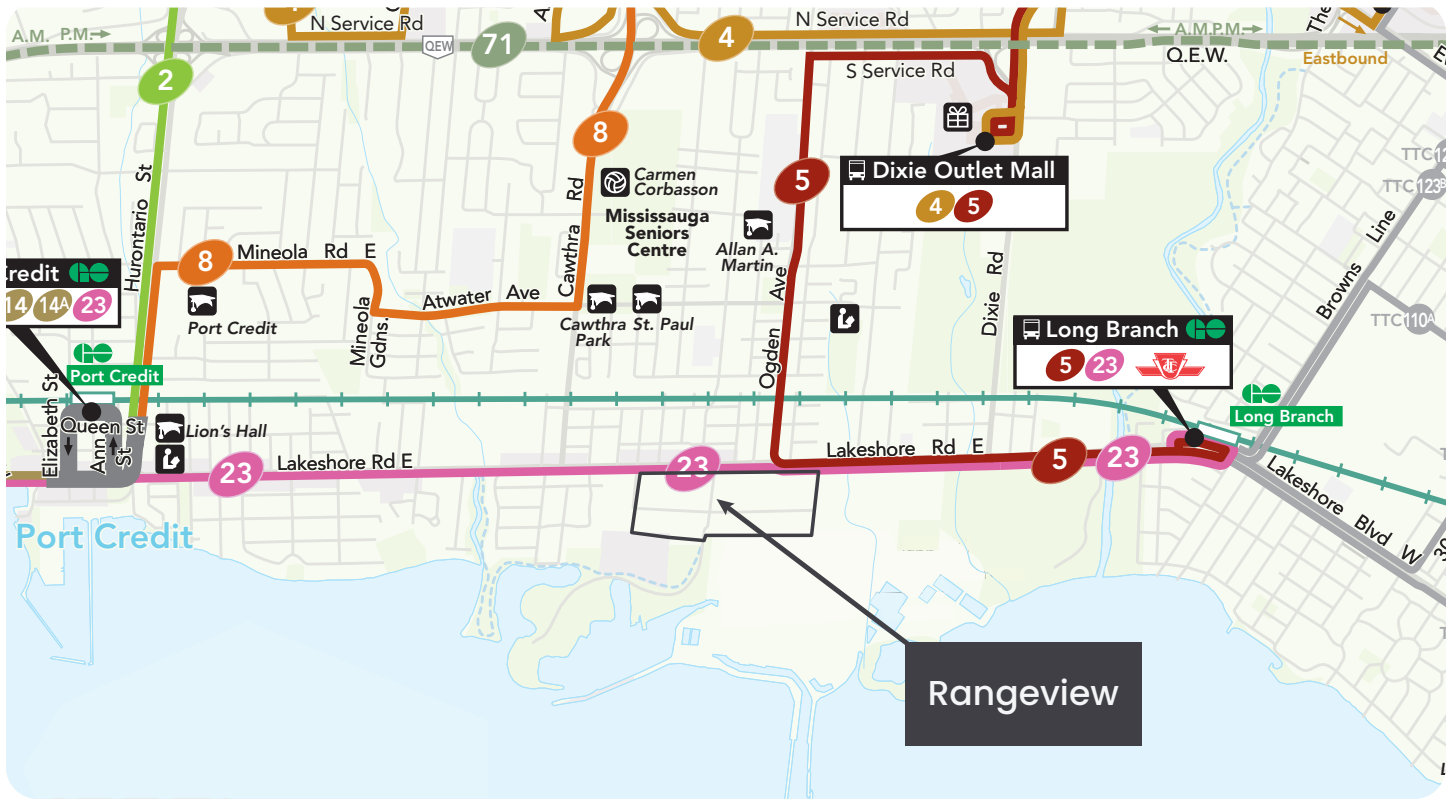


Figure 3 - MiWay (Mississauga Transit) Service Map

## 2.5.2 Road Network

The Rangeview DMP v3.0 proposes a fine-grain network of streets that follows the structure outlined in the MOP, as amended by OPA 89 and OPA 125, and considers the right-of-way designs approved in the Lakeview Village development. This will ensure that a cohesive streetscape plan and design is ultimately built for the entire Lakeview Waterfront Major Node community.

### Lakeshore Road East

Lakeshore Road East is an existing arterial road with a designated right-of-way width of 44.5 metres. The segment of Lakeshore Road East adjacent to Rangeview is currently being reviewed and with the ultimate right-of-way design will incorporate a dedicated BRT lane. The Rangeview DMP has been designed to optimize land uses along the corridor and proposes generous setbacks along the street which will be defined by mid-rise buildings up to 8-storays. This will allow for additional pedestrian-oriented spaces such as patio and café seating, retail spill-out areas, street trees and sustainable landscaping to reinforce a ‘main street’ character.

### Street ‘L’

Street ‘L’ is a proposed local road with a designed right-of-way width of 19.05 metres. Street ‘L’ will primarily function as a local service road, providing access to buildings fronting onto Lakeshore Road East. The right-of-way is tree-lined and will include two lanes of traffic, with sidewalks and native boulevard planting on both sides of the roadway.

### Rangeview Road

Rangeview Road is an existing collector road with a planned right-of-way width of 22.25 metres. It will be an attractive street offering important pedestrian and cycling connections through the neighbourhood, as well as providing access to individual properties. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, a dedicated two-lane cycle track, sidewalks and native boulevard planting on both sides of the street.

## East Avenue

East Avenue is an existing collector road with a planned right-of-way width of 23.05 metres. It will also function as a hybrid street – providing access to back-of-house facilities for buildings, as well as pedestrian and cycling connections through the neighbourhood. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, a dedicated two-lane cycle track, native boulevard planting and sidewalks on both sides of the street. A dedicated bioswale zone is incorporated within the right-of-way to treat stormwater runoff.

## Lakefront Promenade

Lakefront Promenade is an existing collector road with a planned right-of-way width of 30.34 metres. It will function as an important gateway street into the Lakeview Waterfront Major Node and will provide direct vehicular, pedestrian and cycling connections south to Douglas Kennedy Park, Lakefront Promenade Park and the waterfront. The right-of-way is tree-lined and will include two lanes of traffic, a dedicated two-lane cycle track and sidewalks on both sides of the roadway. In terms of landscaping, bioswale planting zones and native boulevard planting will be provided on both sides of the street. A dedicated left-turn lane and shared through/right lane is provided at Lakefront Promenade and Lakeshore Road East.

## Street 'G'

Street 'G' is a proposed local road with a planned right-of-way width of 19.05 metres. Street 'G' will provide local access and a direct connection to the Lakeview Village development. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, sidewalks and native boulevard planting on both sides.

## Ogden Avenue

Ogden Avenue is a proposed collector road with a designed right-of-way width of 23.05 metres. It will function as an important gateway street into the Lakeview Waterfront Major Node and will complement the parallel Ogden Park. Similar to Lakefront Promenade, Ogden Avenue will provide direct vehicular, pedestrian and cycling connections to the waterfront. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, a dedicated two-lane cycle track, sidewalks and native boulevard planting on both sides of the street.

## Hydro Road

Hydro Road is an existing collector road with an updated right-of-way width of 25.40 metres. It will function as an important gateway street into the Lakeview Waterfront Major Node community. Hydro Road will provide direct vehicular, pedestrian and cycling connections towards the waterfront – specifically terminating at Lakeview Square along the water. The right-of-way is tree-lined and will include two lanes of traffic, one side of on-street parking atop a bio-retention facility, a dedicated two-lane cycle track, sidewalks, native boulevard planting and a bioswale planting zone. The western edge of Hydro Road will introduce enhanced paving and landscaping to emphasize the importance of this street as a gateway into the community.



3

# Description of the Development Master Plan

## 3.1 Description of the Development Master Plan

The Development Master Plan for the Rangeview Lands (the "DMP v3.0") creates three Character Areas for the Rangeview Estates Precinct Area: Rangeview West, Lakeshore and Gateway, as originally described in the November 2022 DMP report and further described in the May 2024 DMP Addendum. Accordingly, Section 3.0 of this Report should be read in conjunction with Sections 3 and 4 of the May 2024 DMP Addendum.

The DMP v3.0 is designed to provide for the comprehensive redevelopment and transformation of the existing Rangeview industrial business enclave to a mixed-use, transit-oriented neighbourhood comprised of approximately 5,300 residential dwelling units supported by retail and service uses, on-site parkland in the order of 2.62 hectares and new public streets (see **Figure 4**).

In summary, the DMP v3.0 proposes:

- The introduction of a new east-west public street (Street 'L') and the extension of Ogden Avenue south of Lakeshore Road East through the site and connecting into the Lakeview Development;
- The provision of the necessary road rights of way and widenings in accordance with City standards and to align with the Lakeview development;
- The creation of 21 development blocks comprised of a total of 5,300 residential dwelling units in a variety of built forms (low, medium and high density buildings);
- The introduction of tall buildings (up to 15 storeys in height) atop 6- to 8-storey podiums along street frontages and park blocks;
- The inclusion of grade related retail space at the base of buildings fronting Lakeshore Road East between Lakefront Promenade and Hydro Road; and,
- The dedication of approximately 2.62 hectares of parkland in the form of five new public parks: Rangeview Park, Lakefront Greenway, Central Square, Ogden Park and Hydro Common.



Lakeview Water Treatment Plant

Parks and Open Space (OPA 89)

Ogden Park

Lakeview Village Development

**Legend**

□ Rangeview Estates Precinct



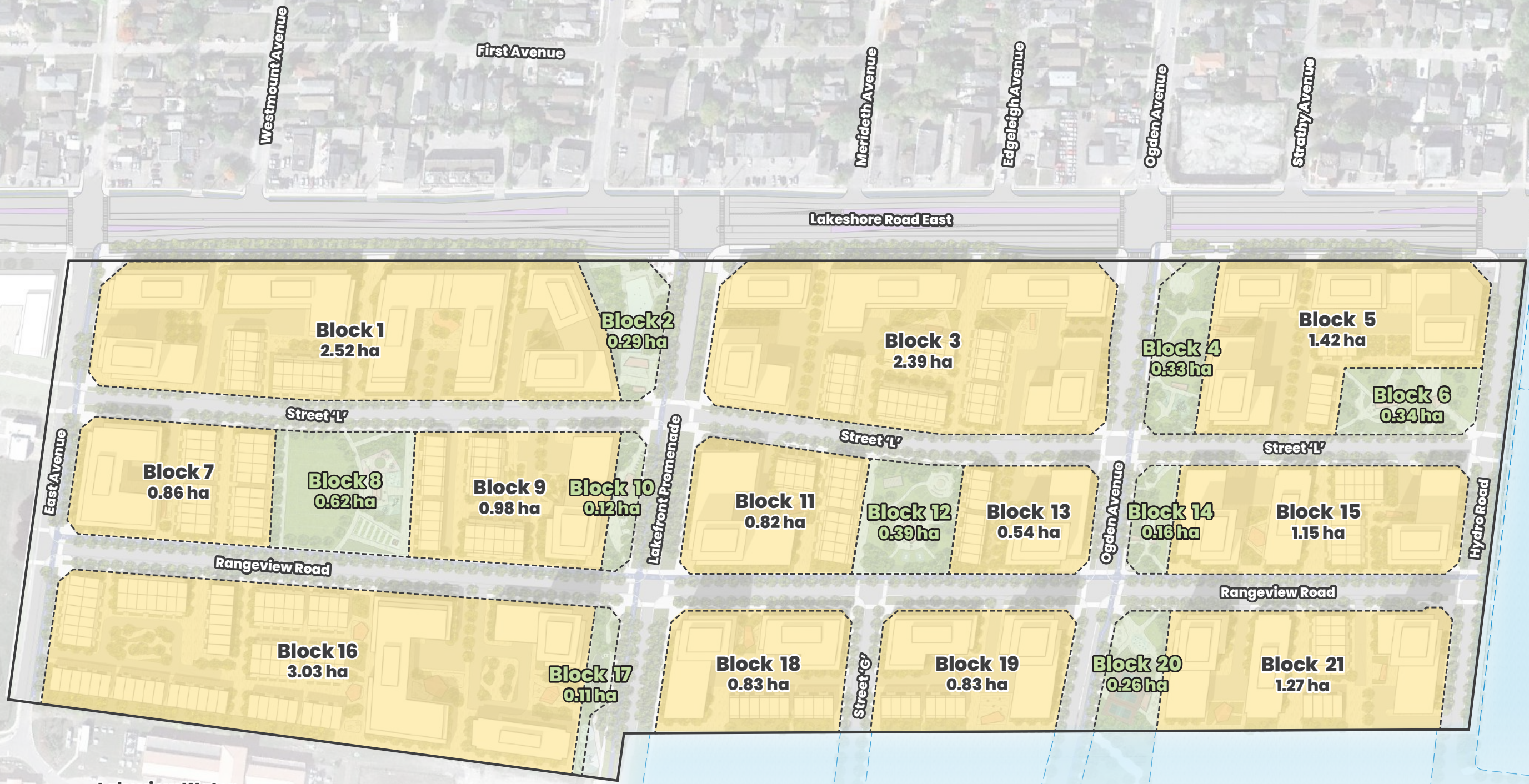
Not to Scale

Figure 4 - Rangeview Estates Development Master Plan

The DMP v3.0 introduces a mix of housing types at varying scales throughout the planned community for the Rangeview Lands. Mid-rise buildings and tall building podiums have been organized and designed to frame primary streets and to animate the adjacent public realm. Taller building forms, up to 15-stories in height, are strategically located at key intersections, along transit corridors and frame linear parks to emphasize gateway entrances into the neighbourhood and to provide the essential ridership to support the future transit infrastructure. The interior of each development block has been designed to accommodate townhouses and low-rise apartments, strengthening the residential neighbourhood character of Rangeview and creating a gradual transition to nearby low-rise communities. A total of 5,300 units are proposed.

The parks and open spaces have been revised and enhanced to improve connectivity throughout both Rangeview and Lakeview Village, and to provide local and intimate park spaces for the future Rangeview residents. The planned Ogden Park extension will continue north through the Rangeview Lands and terminate at Lakeshore Road East. A secondary linear park has been proposed alongside Lakefront Promenade and serves as an additional gateway corridor to Lake Ontario and a green linkage to Douglas Kennedy Park and Lakefront Promenade Park. A series of parks and parkettes are centrally located between each of the north-south streets, serving as local amenities specifically for the future residents of the Rangeview Lands (see **Figure 5**).

The DMP v3.0 follows the planned public road network illustrated for Rangeview Estates in the MOP, as amended by OPA 89 and OPA 125. In accordance with OPA 89, a new east-west local road (Street 'L') extends from East Avenue through to Hydro Road south of Lakeshore Road East and north of Rangeview Road. The planned extension of Ogden Avenue (Street 'F') through the Lakeview Village development will continue through the Rangeview Lands and connect with the existing intersection of Ogden Avenue and Lakeshore Road East. An additional north-south local road connection (Street 'G') between Lakefront Promenade and the planned Ogden Avenue extension is provided from Rangeview Road, extending south to the boundary between the Rangeview Lands and the Lakeview Village development.



Lakeview Water Treatment Plant

Parks and Open Space (OPA 89)

Ogden Park

Lakeview Village Development

**Legend**

□ Rangeview Estates Precinct

▣ Development Blocks

▣ Parkland Blocks



Not to Scale

Figure 5 - Development Block Boundaries

## 3.2 Character Areas

As described in the DMP v3.0 Report, three character areas make up Rangeview Estates: Rangeview West, Lakeshore and Gateway (see **Figure 6**).

### 3.2.1 Rangeview West

The Rangeview West character area is bordered by Lakeshore Road East, East Avenue, the Lakeview Water Treatment Plant and the expanded Douglas Kennedy Park and Lakefront Promenade. This character area a significant portion of townhouses which establish a low-rise residential character and complement the existing low-rise neighbourhoods west of East Avenue. A large public park, identified as Rangeview Park, is centrally located within this character area. Rangeview Park can be designed to include numerous active and passive programming opportunities to meet the needs of the new residents. The Lakefront Greenway, a linear park extending along Lakefront Promenade, will serve as a gateway to the Lakeview Village development and to Lake Ontario, as well as a green connection to Douglas Kennedy Park and Lakefront Promenade Park.

#### 3.2.1.1 DMP v3.0 Revisions: Rangeview West

In response to comments received on the November 2022 DMP submission (and subsequent resubmissions), the following design revisions have been made within the Rangeview West Character Area.

##### 880 Rangeview Road

The 15-storey tower that was previously proposed (as part of the November 2022 DMP submission) on the property located at 880 Rangeview Road has been re-designed as an 8-storey mid-rise building.

##### Lakefront Greenway

The Lakefront Greenway will serve as a secondary Destination Park within Rangeview Estates, functioning as an additional gateway entrance to both the Rangeview Lands and the Lakeview Village development. Paralleling the (west) side of Lakefront Promenade, it will function as a linear park that connects to Douglas Kennedy Park, Lakefront Promenade Park and to Lake Ontario. It complements Ogden Park by providing residents and visitors additional views and access to the waterfront.

Comprised of three blocks, the Lakefront Greenway will serve as a linear extension of the Lakefront Promenade public realm. The DMP v3.0 has increased the size of the northern block of the Lakefront Greenway (Block 2) as this area is now proposed as an active urban plaza due to its location at a prominent gateway to the Rangeview Lands. This urban plaza will serve as a community gathering space that is linked to the planned Lakeshore BRT stop at the intersection of Lakefront Promenade and Lakeshore Road East.

Programming opportunities contemplated for this urban plaza may include open and sheltered seating areas, a performance area, an open lawn area and a flexible market space. Public art and a large water feature – which could be converted to an ice rink in the winter months – will reinforce this corner as a community gateway and promote a sense of arrival for BRT passengers.

Additional revisions have been made to Blocks 10 and 17 of the Lakefront Greenway as they have been redesigned to provide a multi-use pathway for active transportation modes – such as walking, cycling, running, etc. – and minor passive programming. It is intended that the linear Lakefront Greenway will have a similar feel and function to the approved Aviator Park in the Lakeview Village development.

##### 890 Rangeview Road

The block located at 890 Rangeview Road has been re-designed to provide a 15-storey building set atop a 6-storey podium at the southwest corner of the Rangeview Road and Lakefront Promenade intersection. At the south end of the block, a 4-storey low-rise building has been proposed. Between these two buildings and internal to the site, an open space area has been proposed, which will allow for direct pedestrian connections to the Lakefront Greenway.





Westmount Avenue

First Avenue

Merideth Avenue

Edgeleigh Avenue

Ogden Avenue

Strathy Avenue

Lakeshore Road East

East Avenue

Rangeview West Character Area

Street 'L'

Rangeview Road

Lakefront Promenade

Lakeshore Character Area

Street 'L'

Street 'G'

Ogden Avenue

Gateway Character Area

Street 'L'

Rangeview Road

Hydro Road

Lakeview Water Treatment Plant

Parks and Open Space (OPA 89)

Ogden Park

Lakeview Village Development

**Legend**

□ Rangeview Estates Precinct



Not to Scale

Figure 6 - Character Areas

### 3.2.2 Lakeshore

The Lakeshore character area is bound by Lakeshore Road East on the north, Lakefront Promenade on the west, the Ogden Green precinct of the Lakeview Village development and the planned Ogden Avenue extension. This character area includes Rangeview's primary active, mixed-use frontage along Lakeshore Road East and accommodates the highest density of all three character areas. This character area is primarily comprised of mid-rise and tall buildings framing the adjacent streets and animating the public realm. The interiors of the character area are comprised primarily of stacked townhouses. The planned Central Square Park will incorporate active and passive amenities and will function as a terminus for pedestrians travelling south from Lakeshore Road East through a privately-owned publicly accessible ("POPS") mid-block connection, and those travelling north through Lakeview Village and the planned Street 'G' connection.

#### 3.2.2.1 DMP v3.0 Revisions: Lakeshore

In response to comments received on the November 2022 DMP submission (and subsequent resubmissions), the following design revisions have been made within the Lakeshore Character Area.

##### Middle Segment of Ogden Park

The tower elements of the tall buildings framing the middle segment of the Ogden Park extension (Blocks 13 and 15) have been further setback from the podium to minimize the perception of "narrowness". This design change provides further visual variation and architectural interest to the tall buildings that frame the Ogden Park extension.

### 3.2.3 Gateway

The Gateway character area is bordered by Lakeshore Road East on the north, the planned Ogden Avenue extension on the west and the Ogden Green precinct of the Lakeview Village development and Hydro Road on the east. It serves as the primary entrance into the entire Lakeview Waterfront Major Node as it is book-ended by two gateway corridors: Ogden Avenue – with the adjoining Ogden Park – and Hydro Road. The combined Ogden Avenue and Ogden Park alignment serves as a 'central spine' for the entire Lakeview Waterfront Major Node providing a direct physical and visual connection to the waterfront. Hydro Road is also intended to operate as a gateway entrance from Lakeshore Road East towards the planned Lakeview Square along the waterfront. The Gateway character area also consists of a mix of building types and includes an intimately scaled park located at the northwest corner of Hydro Road and the new Street 'L'.

#### 3.2.3.1 DMP v3.0 Revisions: Gateway

In response to comments received on the November 2022 DMP submission (and subsequent resubmissions), the following design revisions have been made within the Gateway Character Area.

##### 1076 Lakeshore Road East

The block located at 1076 Lakeshore Road East, the southwest corner of Lakeshore Road East and Hydro Road, has been redesigned to provide an 8-storey mid-rise building fronting Lakeshore that is connected to a tall building (15 storeys) set back from the Lakeshore street frontage. This set back will ensure that a mid-rise presence is provided along the Lakeshore frontage.

### 3.3 Required Approvals

The proposed residential and mixed-use components of the DMP v3.0 are permitted by the applicable *Residential Medium Density* and *Mixed Use* land use designations established in OPA 89. However, in order to facilitate the development of the Proposal, an amendment to the City of Mississauga Official Plan ("MOP") is required.

The Official Plan Amendment seeks to revise specific policies within OPA 89. An increase in the total permitted unit count from 3,700 to 5,300 units is requested. In addition, revisions to the distribution of units by built form and the parks and open space layout is also requested, among other matters. The Official Plan Amendment also introduces new policies specific to the Rangeview Lands in order to secure important City objectives and guide the redevelopment of the Lands in accordance with the Proposal. Accordingly, a draft Official Plan Amendment document has been submitted with the Application.

It is anticipated that zoning by-law amendment applications will be submitted to the City of Mississauga by individual landowners once the Application has been approved.



4

# Policy & Regulatory Context

## 4.1 Overview

As set out below, the Proposal is supportive of numerous policy directions as set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which encourage the creation of complete communities, with a range of housing options, while making efficient use of land and infrastructure within built-up areas, particularly in proximity to higher order public transit.

## 4.2 Planning Act, R.S.O. 1990, c. P.13

Section 2 of the *Planning Act*, R.S.O. 1990, c. P.13 (the "*Planning Act*") outlines the matters of provincial interest for which the council of a municipality, a local board, a planning board and the Tribunal shall have regard to in carrying out their responsibilities pursuant to the legislation. Matters of provincial interest include, among others:

- e) the supply, efficient use and conservation of energy and water;
- f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- h) the orderly development of safe and healthy communities;
- i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j) the adequate provision of a full range of housing, including affordable housing;
- k) the adequate provision of employment opportunities;
- p) the appropriate location of growth and development;
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) the promotion of built form that, (i) is well-designed, (ii) encourages a sense of place, and (iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 3(1) gives the Minister the authority to issue policy statements, and Section 3(5) (Policy Statements and Provincial Plans) requires that a decision of the council of a municipality, a local board, a planning board, a minister of the Crown and a ministry, board, commission or agency of the government, including the Tribunal, in respect of the exercise of any authority that affects a planning matter:

- a. shall be consistent with the policy statements issued under subsection (1) that are in effect on the date of the decision; and,
- b. shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.

It is our opinion that the proposed Application to the MOP has regard for the relevant matters of provincial interest, as outlined in Section 2 of the *Planning Act*, and is consistent with and conforms to the policy statement and provincial plans in effect at this time.

### 4.3 Provincial Policy Statement

The Provincial Policy Statement, 2020, came into effect on May 1, 2020 (the "2020 PPS"), replacing the 2014 Provincial Policy Statement.

The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS. In this regard, Policy 4.2 provides that the PPS "shall be read in its entirety and all relevant policies are to be applied to each situation."

The 2020 PPS emphasizes the importance of transit-supportive development, encourages an increase in the mix and supply of housing and includes policies for protecting the environment and public safety, reducing barriers and costs for development and providing greater certainty, and supporting the economy and job creation.

Part IV of the PPS sets out the Province's vision for Ontario, and promotes the wise management of land use change and efficient development patterns:

*"Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel. They support the financial well-being of the Province and municipalities over the long term, and minimize the undesirable effects of development, including impacts on air, water and other resources. They also permit better adaptation and response to the impacts of a changing climate, which will vary from region to region".*

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

In particular, Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by:

- promoting efficient development and land use patterns;
- accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
- avoiding development and land use patterns that may cause environmental or public health concerns;
- avoiding development and land use patterns that would prevent efficient expansion of settlement areas;
- promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs; and,
- ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Policy 1.1.2 requires that sufficient land be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines.

The subject site is located within a *settlement area* as defined by the PPS. In this regard, Policy 1.1.3.1 directs that *settlement areas* shall be the focus of growth and development. Furthermore, Policy 1.1.3.2 supports densities and a mix of land uses which efficiently use land, resources, infrastructure and public service facilities and are transit-supportive, where transit is planned, exists or may be developed.

Policy 1.1.3.3 directs planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, where this can be accommodated taking into account existing building stock or areas and the availability of suitable existing or planned infrastructure and public service facilities.

Policy 1.1.3.4 promotes appropriate development standards, which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety. Policy 1.1.3.5 goes on to require planning authorities to establish and implement minimum targets for intensification and redevelopment in built-up urban areas and, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target.

Policy 1.2.4 provides that where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities shall:

- a. identify and allocate population, housing and employment projections for lower-tier municipalities. Allocations and projections by upper-tier municipalities shall be based on and reflect provincial plans where these exist and informed by provincial guidelines;
- b. identify areas where growth or development will be directed, including the identification of nodes and the corridors linking these nodes;
- c. identify targets for intensification and redevelopment within all or any of the lower-tier municipalities, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8;
- d. where major transit corridors exist or are to be developed, identify density targets for areas adjacent or in proximity to these corridors and stations, including minimum targets that should be met before expansion of the boundaries of settlement areas is permitted in accordance with policy 1.1.3.8; and
- e. provide policy direction for the lower-tier municipalities on matters that cross municipal boundaries.

The manner in which Peel Region has outlined population, housing, employment and intensification targets, as well as the areas in which growth and development is intended to occur across the Region and in its lower tier municipalities, will be discussed in further detail in this Report.

Section 1.4 of the PPS provides direction with respect to housing. Policy 1.4.1 states that planning authorities should provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area. Planning authorities shall:

- a. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- b. maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

The PPS defines "housing options" as a range of housing types such as, but not limited to single- detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes and multi-residential buildings. The term can also refer to a variety of housing arrangements and forms such as, but not limited to, life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses.

Policy 1.4.1 goes on to provide that upper-tier and single-tier municipalities may choose to maintain land with servicing capacity sufficient to provide at least a five-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans. Policy 1.4.2 provides that where planning is conducted by an upper-tier municipality (i.e. Peel Region), the land and unit supply maintained by lower-tier municipality (i.e. Mississauga) shall be based on and reflect the allocation of population and units by the upper-tier municipality. The allocation of population and units by the upper-tier municipality shall be based on and reflect provincial plans, including the Growth Plan.

Policy 1.4.3 requires that provision be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, requiring transit supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

Policy 1.5.1 of the PPS promotes the development of healthy, active communities by planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity. This policy also promotes planning and providing for a full range and equitable distribution of publicly accessible built and natural settings for recreation including facilities, parkland, public spaces, open space areas, trails and linkages.

The efficient use of infrastructure and public service facilities (particularly transit) is a key element of provincial policy (Section 1.6). Section 1.6.3 states that the use of existing infrastructure and public service facilities should be optimized before consideration is given to developing new infrastructure and public service facilities. With respect to transportation systems, Policy 1.6.7.4 promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policy 1.7.1 of the PPS states that long-term prosperity should be supported through a number of initiatives including: encouraging residential uses to respond to dynamic market based needs and provide necessary housing supply and a range of housing options for a diverse workforce; optimizing the use of land, resources, infrastructure and public service facilities; maintaining and enhancing the vitality and viability of downtowns and main streets; and encouraging a sense of place by promoting well designed built form and cultural planning.

With respect to energy conservation, air quality and climate change, Policy 1.8.1 directs planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and preparing for the impacts of a changing climate through land use and development patterns which: promote compact form and a structure of nodes and corridors; promote the use of active transportation and transit in and between residential employment and other areas; encourage transit-supportive development and intensification to improve the mix of employment and housing to shorten commute journeys and decrease transportation congestion.

While Policy 4.6 provides that the official plan is "the most important vehicle for implementation of this Provincial Policy Statement", it goes on to say that "the policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan". Accordingly, the above-noted PPS policies continue to be relevant and determinative.

For the reasons outlined in Section 5.0 of this Report, it is our opinion that the Proposal, and more particularly the requested Official Plan Amendment, is consistent with the Provincial Policy Statement.



### 4.3.1 Provincial Housing Targets

On October 25, 2022, the Province issued a bulletin on its ERO setting out Municipal Housing Targets identifying a target for the province to build 1.5 million new homes by 2031. The 29 fastest-growing municipalities have been assigned municipal housing targets, and the target for the City of Mississauga is 120,000 dwelling units.

### 4.3.2 Proposed Provincial Planning Statement 2024

The Province released a draft Provincial Planning Statement in April 2023 (and a revised draft in 2024) as part of its Housing Supply Action Plan, which seeks to implement the Housing Targets announced on October 25, 2022. It is the Province's intention to replace the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe with a single document which will create a single, province-wide, housing-focused land use planning document.

A few of the key policy changes within the draft Provincial Planning Statement which could affect the Proposal are as follows:

- Introduces new policies that apply only to 29 municipalities in Ontario which are considered the largest and fastest growing municipalities with the greatest need for housing;
- Removes specific intensification targets from the Growth Plan. Intensification is generally supported but no specific intensification targets are provided.
- Draft Policy 2.1.1 provides that, at the time of each official plan update, sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of at least 25 years, informed by provincial guidance;
- Draft policy 2.1.4 removes the concept of "healthy, liveable and safe communities" and instead provides that *planning authorities* should support the development of *complete communities*; and,
- Draft policy 2.4.2.1 requires large and fast-growing municipalities to delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment (adopted under section 26 of the *Planning Act*). The policy provides that the delineation shall define an area within a 500- to 800-metre radius of a transit station that maximizes the number of potential transit users that are within walking distance of the station.

## 4.4 Growth Plan for the Greater Golden Horseshoe

On May 16, 2019, A Place to Grow: Growth Plan for the Greater Golden Horseshoe (the "2019 Growth Plan") came into effect, replacing the Growth Plan for the Greater Golden Horseshoe, 2017 (the "2017 Growth Plan"). As noted in Section 1.2.2 of the 2019 Growth Plan, all municipal decisions made after May 16, 2019 will have to conform to the Growth Plan, subject to any legislative or regulatory provisions providing otherwise. Subsequently, on August 28, 2020, the 2019 Growth Plan was amended by Growth Plan Amendment No. 1.

While many policies in the 2019 Growth Plan are unchanged from the 2017 Growth Plan, modifications were made to policies related to employment areas, settlement area boundary expansions, agricultural and natural heritage systems, intensification and density targets, and "major transit station areas".

The 2019 Growth Plan, which is in effect today, provides a framework for implementing the Province's vision for managing growth across the region to the year 2051 and supports the achievement of complete communities. Under the *Planning Act*, all decisions with respect to land use planning matters shall conform to the Growth Plan. In accordance with Section 1.2.3, the Growth Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

The Guiding Principles, which are important for the successful realization of the Growth Plan, are set out in Section 1.2.1. Key principles relevant to the Proposal include:

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- supporting a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes and ages of households;

- improving the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government; and,
- integrating climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.

As with the PPS, the Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. The Growth Plan seeks to accommodate forecasted growth in complete communities and includes objectives that promote mixed-use intensification within built-up areas and transit-supportive development with a focus on strategic growth areas. Section 2.1 of the Growth Plan states that:

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

Section 2.1 further emphasizes the importance of optimizing the available urban land supply and prioritizing intensification:

*“This Plan’s emphasis on optimizing the use of the existing urban land supply represents an intensification first approach to development and city-building, one which focuses on making better use of our existing infrastructure and public service facilities, and less on continuously expanding the urban area.”*

The Growth Plan defines “strategic growth areas” as locations within “settlement areas” and include nodes, corridors, and other areas that have been identified to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. “Strategic growth areas” include “urban growth centres”, “major transit station areas”, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned “frequent transit” service or “higher order transit” corridors may also be identified as strategic growth areas.

*The Growth Plan defines “major transit station area” as “the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk”.*

The Growth Plan defines “higher order transit” as transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. Higher order transit can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.

In this regard, the Rangeview Lands are located within 500 metres of the planned Lakefront Promenade and Haig BRT stations on the planned Lakeshore BRT line, both of which are identified in the Region of Peel Official Plan as Primary Major Transit Station Areas. Accordingly, the Rangeview Lands are identified as a *strategic growth area* and located within a *major transit station area* as defined by the Growth Plan.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3) (c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, and to support the achievement of complete communities through a more compact built form. In this respect, the forecasted growth numbers for the Greater Holden Horseshoe are outlined in Schedule 3 of the Growth Plan. For Peel Region, the Growth Plan forecasts a population of 2,280,000 and 1,070,000 jobs by 2051.

Policy 2.2.1(4) states that applying the policies of the Growth Plan will support the achievement of complete communities that, among other things, feature a diverse mix of land uses including residential and employment uses, provide a diverse range and mix of housing options, expand convenient access to a range of transportation options, provide for a more compact built form and a vibrant public realm, mitigate and adapt to climate change impacts, and contribute to environmental sustainability.

Policy 2.2.2(3) requires municipalities to develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will, among other things, identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development, identify the appropriate type and scale of development in strategic growth areas, and ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

The Growth Plan includes a number of policies applying to *major transit station areas (MTSAs)*. Policy 2.2.4(5) allows municipalities to delineate the boundaries of MTSAs and identify the minimum density targets for MTSAs in advance of the next municipal comprehensive review, provided it is done in accordance with the requirements of the *Planning Act*.

Policy 2.2.4(8) provides that all MTSAs will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate, connections to local and regional transit services to support transit service integrations, infrastructure to support active transportation, and commuter pick-up and drop off areas.

Policy 2.2.4(9) provides that, within all MTSAs, development will be supported, where appropriate, by:

- Planning for a diverse mix of uses to support existing and planned transit service levels;
- Providing alternative development standards, such as reduced parking standards; and,
- Prohibiting land uses and built form that would adversely effect the achievement of transit supportive densities.

With respect to housing, Policy 2.2.6(1) requires municipalities to develop housing strategies that, among other matters, support the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents that are implemented through official plan policies and designations and zoning by-law amendments.

Generally, the infrastructure policies set out in Chapter 3 of the Growth Plan place an emphasis on the need to integrate land use planning and investment in both infrastructure and transportation. The introductory text in Section 3.1 states that:

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

Policy 3.2.2(2) states that the transportation system, which includes public transit, will be planned and managed to, among other matters:

- Provide connectivity among transportation modes for moving people and goods;
- Offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; and,
- Offer multi-modal access to jobs, housing, schools, cultural and recreational opportunities, and goods and services.

Policies 3.2.3(1) and 3.2.3(2) state that public transit will be the first priority for transportation infrastructure planning and major transportation investments, and that decisions on transit planning and investment will be made according to a number of criteria, including prioritizing areas with existing or planned higher residential or employment densities to optimize return on investment and the efficiency and viability of existing and planned transit service levels and increasing the capacity of existing transit systems to support strategic growth areas.

With respect to climate change, policy 4.2.10(1) provides that municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals that will include, among other things, supporting the achievement of complete communities as well as the minimum intensification and density targets in the Growth Plan, and reducing dependence on the automobile and supporting existing and planned transit and active transportation.

Policy 5.2.5(1) clearly states that the targets set out in the Growth Plan are minimum intensification and density targets and encourages municipalities to go beyond them, where appropriate, except where doing so would conflict with any policy of the Growth Plan, the PPS or other provincial plans. Policy 5.2.5(3) identifies the area which should be delineated in official plans to implement the minimum targets, and within each delineated area, the minimum density targets are to be implemented by such measures as outlined in Policy 5.2.5(6) such as zoning all lands in a manner that implements the official plan policies (c).

For the reasons outlined in Section 5.0 of this Report, it is our opinion that the Proposal, and more particularly the requested Official Plan Amendment, conforms with the 2019 Growth Plan.

## 4.5 Region of Peel Official Plan

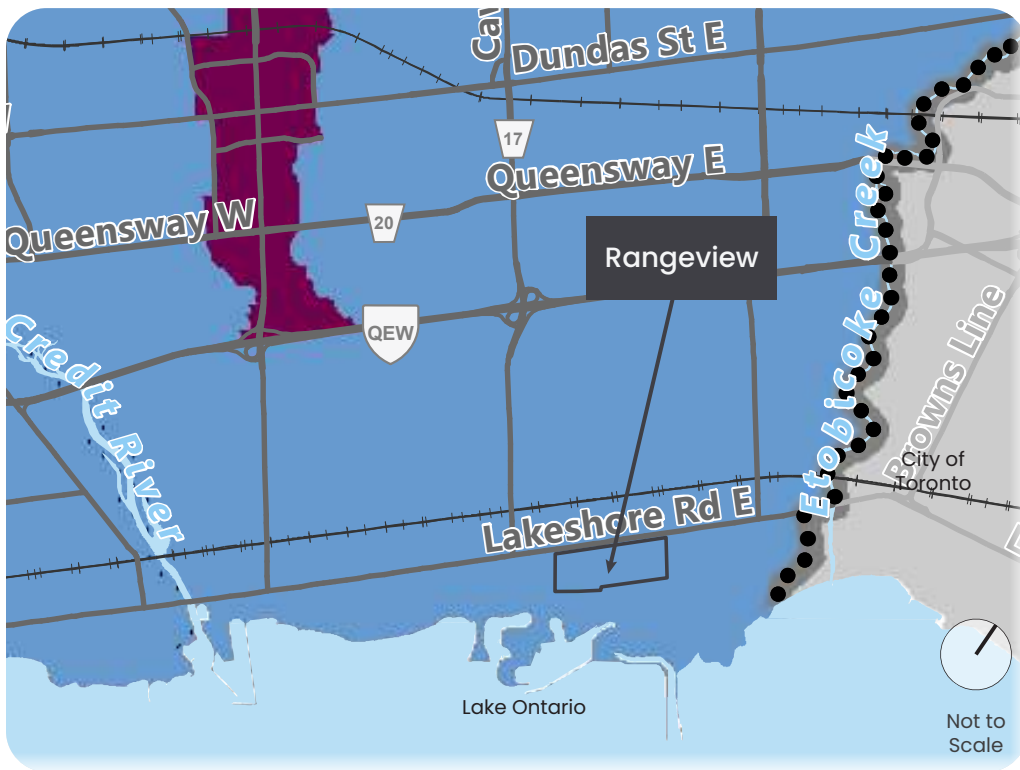
The Region of Peel Official Plan ("RPOP") was adopted by Regional Council on April 28, 2022 through By-law 20-2022. The RPOP was subsequently approved with modifications by the Minister of Municipal Affairs and Housing, through the Minister's Notice of Decision letter dated November 4, 2022. The approved RPOP has removed the Rangeview Lands from a Regional Employment Area.

The RPOP outlines a comprehensive land use policy framework to guide growth and development within the Region to 2051, including policies and schedules that address housing and growth management; long term planning for employment and infrastructure; protection of water resources, natural heritage, and rural/agricultural systems, and planning for climate change.

According to Section 1.7 of the RPOP, it is the general goal of the Region to create healthy, resilient, equitable and sustainable regional communities, recognize, preserve and enhance ecosystem features, ensure resiliency and incorporate climate change adaptation into growth, recognize and support a competitive economy and support growth and development in a sustainable manner.

The subject site is located within the Urban Area and the Delineated Built-Up Area as identified in Schedule E-1 – Regional Structure (see **Figure 7**) and Schedule E-3 – The Growth Plan Policy Areas in Peel. Schedule E-2 (Strategic Growth Areas) identifies the Lakeview Waterfront Major Node as a Primary or Secondary Major Transit Station Area (see **Figure 8**).

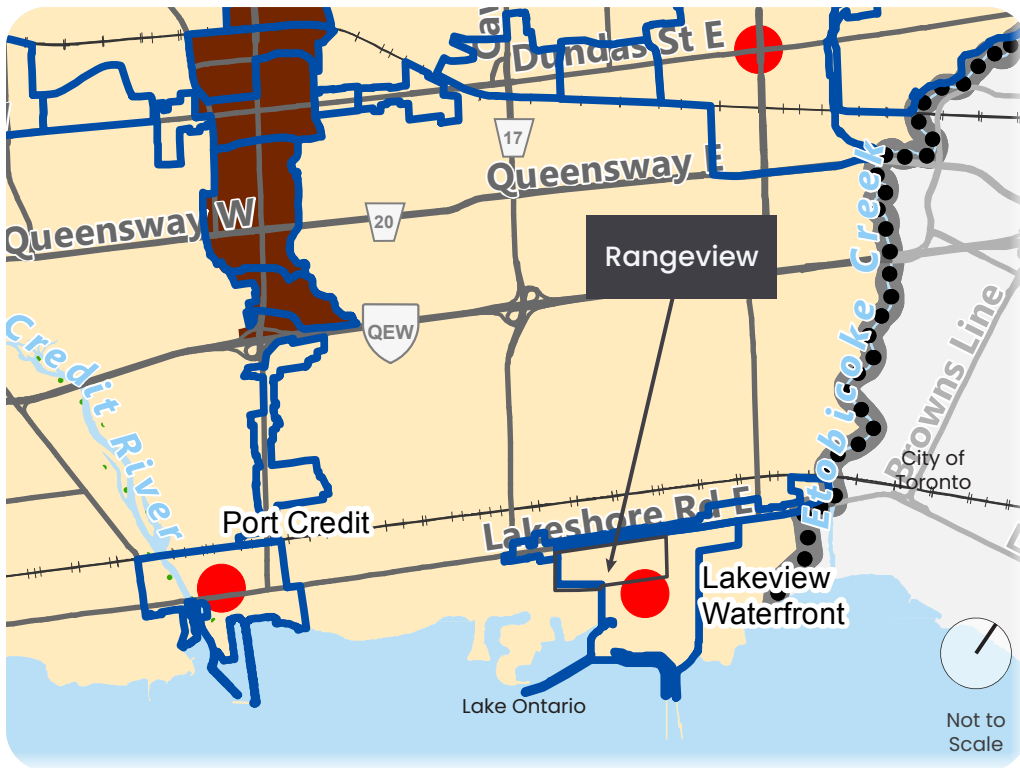
Schedule E5 (Major Transit Station Areas) identifies the Rangeview Lands as within a Primary Major Transit Station Area, and identifies the LBRT-3 Lakefront Promenade station stop located adjacent to the Rangeview Lands on Lakeshore Road East (see **Figure 9**). The LBRT-2 Haig station stop is also identified and is located approximately 200 metres east of the easterly limit of the Rangeview Lands. Schedule F-1 (Rapid Transit Corridors, Long Term Concept) identifies Lakeshore Road East adjacent to the Rangeview Lands as having Light Rail Transit (LRT) (see **Figure 10**).



**Legend**

- Urban System
- Rural System
- Palgrave Estate Residential Community
- Airport
- ▨ Bolton Residential Expansion Settlement Area
- ▨ Mayfield West Phase 2 Settlement Area
- ▨ 2051 New Urban Area
- Urban Area Outside Peel
- ▨ Areas Subject to Provincial Plans (As shown on Figure 1)
- ▨ Regional Intensification Corridor
- Multi-modal Transportation Hub (Conceptual)
- ⋯ Regional Urban Boundary

**Figure 7 - Schedule E-1 – Regional Structure**



**Legend**

- Urban Growth Centres
- Primary or Secondary Major Trans Station Area
- ⊙ Planned Major Transit Station Area
- ▨ Regional Intensification Corridor
- ▨ Local Intensification Corridor
- Nodes/Centres
- ▨ Urban System
- Agricultural Land Base
- ▨ Greenbelt Area in Peel
- ⋯ Regional Urban Boundary

**Figure 8 - Schedule E-2 – Strategic Growth Areas**

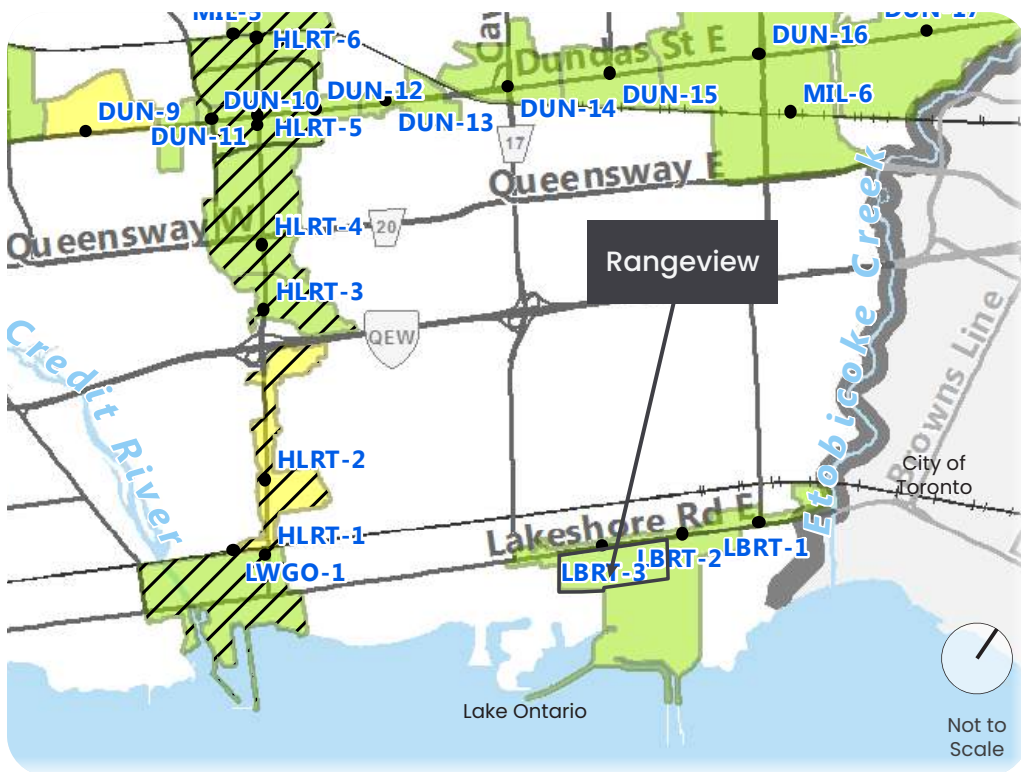


Figure 9 - Schedule E-5 – Major Transit Station Areas

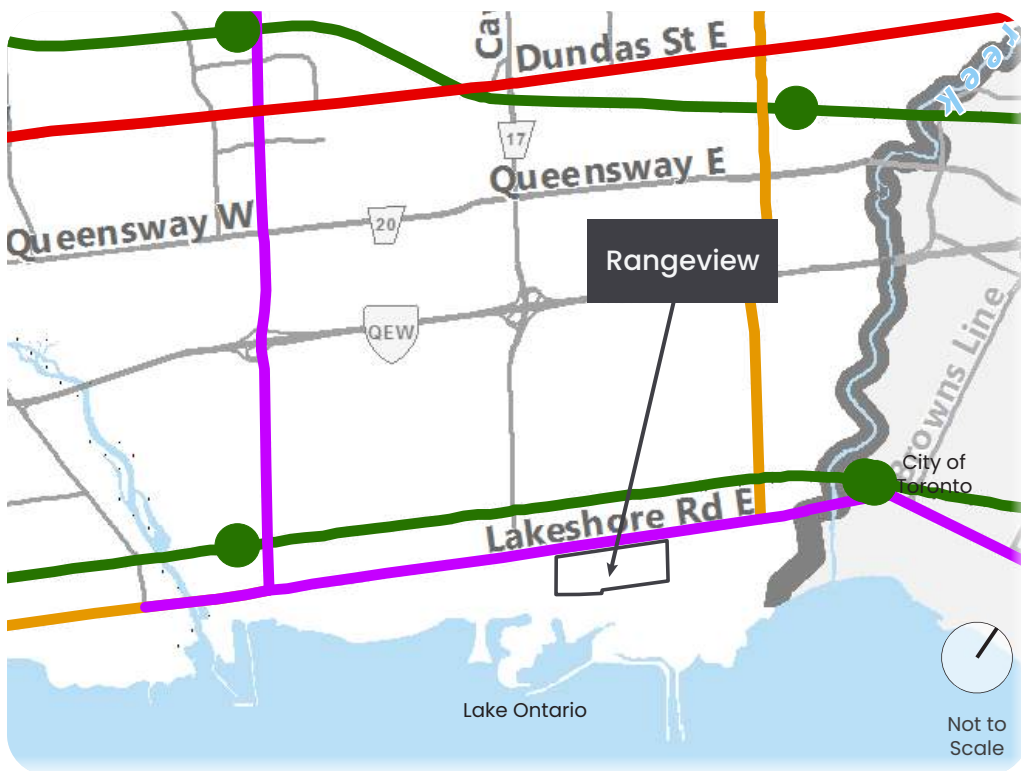


Figure 10 - Figure F1 – Rapid Transit Corridors

## Forecasts and Growth Management

In A Place to Grow: Growth Plan for the Greater Golden Horseshoe, intensification and higher densities are prioritized within Strategic Growth Areas to make efficient use of land and infrastructure and to support transit viability. Ultimately, Major Transit Station Areas ("MTSAs") are focused areas within the Greater Golden Horseshoe planned to accommodate significant population and employment growth. The intent of these focused areas is to accommodate the vast majority of urban growth to the year 2051, in keeping with the forecasted population and employment targets set out in the Growth Plan.

According to the Growth Plan, MTSAs on priority transit corridors will be planned for a minimum density target of 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit.

Chapter 4 of the RPOP outlines the Growth Management Forecasts through the 2051 horizon of the Plan. The preamble establishes that forecasts provided in this chapter provide a framework to guide future growth in Peel and are the basis for determining land and servicing requirements through the Plan horizon, and these forecasts must be incorporated into local municipal official plans. Table 3 outlines that the City of Mississauga will accommodate a population increase of 995,000 persons, 345,000 households and 590,000 jobs through the 2051 planning horizon.

In achieving these forecasts, the RPOP establishes that new communities will be accommodated through the development of existing and new Strategic Growth Areas, such as the Rangeview Lands, in a manner that achieves the objectives and policies of the RPOP (Objective 4.3.2). It is the Goal of Section 4.2 of the RPOP that future growth, and the required services, are provided in an effective and efficient manner.

- Establishing minimum intensification, employment density and greenfield density targets (Policy 5.4.2);
- Optimizing the use of existing and planned infrastructure and services (Policy 5.4.6);
- Promoting the integration of land use planning, growth management, transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (Policy 5.4.7);
- Supporting planning for complete communities in Peel that are compact, well designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs (Policy 5.4.8); and
- Protecting and promoting human health (Policy 5.4.9).

Policy 5.4.10 directs local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality public open space and easy access to retail and public service facilities.

Policies 5.3.1 and 5.4.11 both direct a significant portion of new growth to the Urban System, being lands within the Delineated Built-Up Areas, through intensification with a focus on Strategic Growth Areas and other areas leveraging existing and planned infrastructure investments.

## Intensification

Section 5.4.18 outlines the Regional objectives for intensification which include:

- Achieving efficient and compact built forms (Policy 5.4.18.1);
- Optimizing the use of existing infrastructure and services (Policy 5.4.18.2);
- Revitalizing and/or enhancing developed areas (Policy 5.4.18.3);
- Intensifying development on underutilized lands (Policy 5.4.18.4);
- Reducing dependence on the automobile through the development of mixed-use, transit-supportive and pedestrian-friendly urban environment (Policy 5.4.18.5);
- Optimizing all intensification opportunities across the Region and maximizing development within Strategic Growth Areas (Policy 5.4.18.6); and,
- Achieving a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods (Policy 5.4.18.8).

To that end, Policy 5.4.18.10 requires the Region to facilitate and promote intensification, and Policy 5.4.18.11 provides that intensification should be accommodated in Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas.

Policies 5.4.18.16 and 5.4.18.17 directs local municipalities to delineate Strategic Growth Areas which include Urban Growth Centres, intensification corridors, nodes/centres and Major Transit Station Areas, and identify in official plan policies the appropriate type and scale of development in these Strategic Growth Areas. Through OPA 89, the Rangeview Lands have been identified for mixed-use development and the implementing policies have been established in accordance with the goals, objectives and policies of the RPOP.

## Urban System

Section 5.6 outlines the Regional objectives for the Urban System which include, among others:

- establish complete healthy communities that contain living, working and recreational opportunities that respect the natural environment, resources and the characteristics of existing communities (Policy 5.6.2);
- achieving intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services (Policy 5.6.3);
- achieving an urban structure, form and densities which are pedestrian-friendly and transit-supportive (Policy 5.6.3); and,
- to provide for an facilitate a wide range of goods and services to meet the needs of those living and working in the Urban System (Policy 5.6.9).

In this respect, Policy 5.6.11 directs urban development and redevelopment to the Urban System within the Region's Urban Boundary in a manner that is consistent with the policies of the RPOP and the local municipal official plan.

Policy 5.6.13 requires that development and redevelopment in the Urban System is to proceed according to the growth management and phasing policies of the RPOP. Further, Policy 5.6.15 directs the local municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:

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



## Strategic Growth Areas

The preamble text in Section 5.6.17 states that Strategic Growth Areas are priority areas for intensification and higher densities to make efficient use of land and infrastructure. By directing new development to these areas, a focus for investment and transit as well as infrastructure and public service facilities is made, to support growth in a compact urban form with a range and mix of employment opportunities, housing options and densities. A hierarchy of Strategic Growth Areas is established as follows:

1. Urban Growth Centres
2. Major Transit Station Areas
3. Nodes/Centres
4. Intensification Corridors

The subject site is identified as a Major Transit Station Area and contains a Node/Centre and as such is defined as a Strategic Growth Area, being an appropriate location for accommodating intensification and higher-density uses in compact built form.

In accordance with Section 5.6.17, it is the objective of the Region's Strategic Growth Area to:

- Achieve a compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods (Policy 5.6.17.5).

In implementing these objectives, Policies 5.6.17.7 and 5.6.17.8 direct municipalities to establish boundaries of Strategic Growth Areas in their official plans and establish policies and zoning by-law regulations for them that support appropriate type, scale, density and transition for development in a manner in which the proposed development may achieve these policies.

In addition to the above, Policy 5.6.17.13 encourages the establishment of nodes and corridors in the Delineated Built-Up Area to support compact urban forms and transit-supportive development, where frequent and higher order transit service is planned. The Rangeview Lands are identified in the RPOP as a Node/Centre and are located within 500 metres of the planned LBRT-2 and LBRT-3 stations on the Lakeshore BRT line.

## Major Transit Station Areas

The preamble text to Section 5.6.19 provides that Major Transit Station Areas (MTSAs) will be planned to create a compact urban form with a diverse mix of land uses, varied housing types, tenures and affordability, employment, and amenities in close proximity that supports existing and planned transit and active transportation infrastructure. MTSAs are critical elements to the Region's growth management strategy and have the potential to achieve higher densities and compact mixed-use development oriented to higher order transit.

According to Section 5.7.19, the objectives for MTSAs are numerous, of relevance including:

- Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within MTSAs;
- Encourage a balance mix of transit-supportive uses as define by local municipalities that support the needs of all within a walkable environment; and,
- Support a mix of multi-unit housing, as appropriate.

Schedule E5 (Major Transit Station Areas) identifies the Rangeview Lands as within a Primary Major Transit Station Area. Primary Major Transit Station Areas are areas that have existing or planned transit-supportive built forms and can meet or exceed the minimum transit-supportive densities.

Schedule E5 also identifies the LBRT-3 Lakefront Promenade station stop located adjacent to the Rangeview Lands on Lakeshore Road East. The LBRT-2 Haig station stop is also identified and is located approximately 200 metres east of the easterly limit of the Rangeview Lands. According to Table 5 (Minimum Densities of Major Transit Station Areas), the LBRT-2 Haig station stop has a minimum density target of 300 residents and jobs combined per hectare, and the LBRT-3 Lakefront Promenade station stop has a minimum density target of 160 residents and jobs combined per hectare.

Policies 5.6.19.7 to 5.6.19.9 direct local municipalities to delineate the boundaries of MTSAs in their official plans, achieve minimum density targets as prescribed by the RPOP, and establish official plan policies for each MTSA that identifies the minimum number of residents and jobs per hectare planned to be accommodated.

Policy 5.6.19.10 of the RPOP directs local municipalities to undertake comprehensive planning for Primary and Secondary Major Transit Station Areas to address the following matters among others: minimum density (option for maximum density), a minimum number of residential and jobs, permitted uses in each station to support complete communities and minimum height for land uses (option for maximum heights). Policy 5.6.19.11 requires that Zoning By-laws be updated to implement these policies.

## Housing

Section 5.9 outlines the Region's objectives for housing which include:

- promoting the development of compact, complete communities by supporting intensification and higher density forms of housing;
- achieving Peel-wide new housing unit targets shown in Table 4 of the ROP, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice. The housing targets from Table 4 are listed below:
  - 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
  - 25% of all new housing units are rental tenure,
  - 50% of all new housing units are in forms other than detached and semi-detached houses; and
- ensuring an adequate supply of rental housing stock to meet local need.

In implementing these objectives, Policy 5.9.7 directs collaboration with local municipalities to plan for an appropriate range and mix of housing options and densities by implementing the above-noted Peel-wide housing targets, to update housing affordability thresholds for low and moderate income households, and to measure new housing units annually.

With respect to development, Policy 5.9.11 requires a Housing Assessment for planning applications of 50 units or more, such as the Proposal. The Housing Assessment must be consistent with local and Regional housing objectives and policies, and demonstrate contributions towards Peel-wide new housing targets. The Housing Report has been completed and is enclosed as **Appendix B** to this Report.

Policy 5.9.13 directs the Region to collaborate with local municipalities to provide a range of unit sizes in new multi-unit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing needs as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

Policy 5.9.27 directs the Region to collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.

## Transportation System

Section 5.10 of the RPOP establishes that planning for the transportation system in Peel Region is to be coordinated with land use planning to protect existing and future rights-of-way, to ensure integration with local municipalities and develop strategies to reduce transportation related air pollutants and greenhouse gas emissions to address impacts of climate change.

Section 5.10 outlines Regional objectives, which include:

- optimizing the use of existing Regional transportation infrastructure and services by prioritizing the safe, sustainable and efficient movement of people and goods by all modes; and
- supporting the integration of transportation planning, transportation investment and land use planning, in collaboration with local municipalities, the Province, the Federal government, and the private sector.

Policy 5.10.13 promotes intensification and mixed land uses in Strategic Growth Areas to support sustainable transportation modes, complete communities and complete streets. Policy 5.10.14 directs the Region to coordinate transportation and land use planning in order to develop context sensitive solutions to accommodate travel demand for all modes in consultation with the appropriate stakeholders.

Policy 5.10.16 seeks to optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form, and encourage the local municipalities to do the same for infrastructure under their jurisdiction.

Policy 5.10.22 requires that development only proceed with adequate existing or committed improvements to regional transportation capacity and, if necessary, development be phased until that capacity is or will be available. Further, Policy 5.10.28 directs the Region to work with the local municipalities to ensure that development in planned corridors does not preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. Lastly, Policy 5.10.29 directs the Region to work with the Province and local municipalities to support long-term economic prosperity by optimizing the long-term availability and use of transportation infrastructure.

## Sustainable Transportation

Section 5.10.34 outlines Regional objectives for a Sustainable Transportation system, which include:

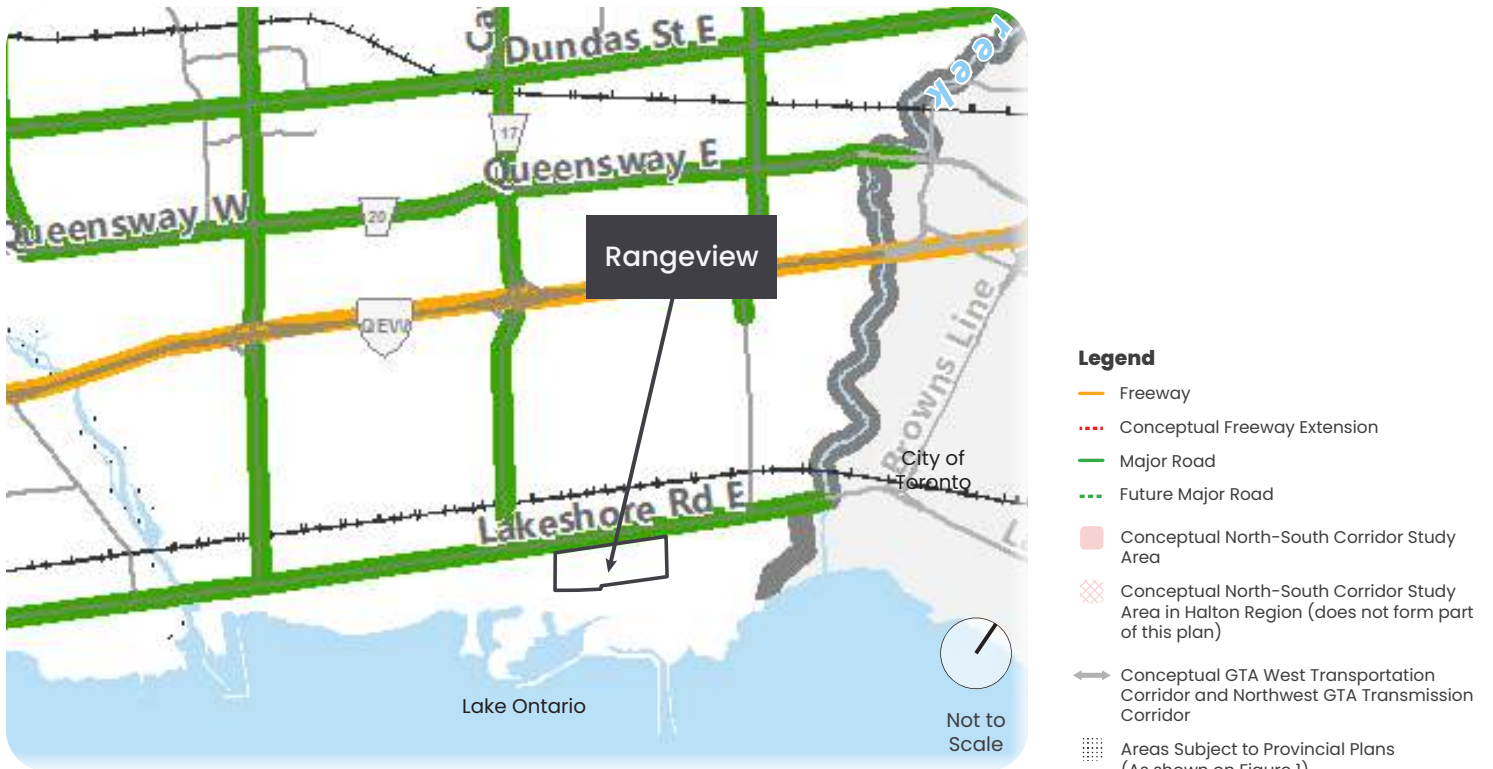
- supporting and encouraging transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, Urban Growth Centres, strategic growth areas, GO rail stations, Major Transit Station Areas, and transportation hubs, consistent with local official plans and the direction in the latest provincial plans.

The Proposal on the Rangeview Lands provide a significant increase in transit-supportive density adjacent to a planned higher order transit corridor, being the Lakeshore BRT, with a station stop located adjacent to the Rangeview Lands at Lakeshore Road East and Lakefront Promenade (and another station stop at Haig Boulevard, approximately 200 metres east of the Rangeview Lands).

## Major Road Network

It is the objective of the Region, as outlined in Section 5.10.36, to provide, optimize, maintain and operate a multi-modal Major Road network in accordance with Schedule F-2 of the RPOP.

According to Schedule F-2, Lakeshore Road East is identified as a Major Road (see **Figure 11**). According to Policy 5.10.36.8, it must be ensured that, where possible, adequate transportation capacity on Regional roads is based on a "level of service" policy adopted and periodically reviewed by Regional Council. Further, Policy 5.10.36.14 establishes that frontage development and vehicular access to Regional roads will be controlled by the relevant Regional By-laws, as amended from time to time. An assessment of the road network available to the Proposal has been completed by BA Group, dated September 2023, and discussed in further detail in Section 5.0 of this report.



**Figure 11 -** Schedule F-2 Major Road Network

## Water and Wastewater Services

Section 6.5 outlines the Region's responsibility with respect to the supply and distribution of water and the collection and disposal of sanitary sewage. It is the objective of the Region to provide water supply and sanitary sewer services to appropriate areas of the Region in an adequate, efficient, planned and cost efficient manner. It is the policy of the Region to require and provide full municipal sewage and water services to accommodate growth in the Urban System.

A Master Functional Servicing and Stormwater Management Report has been prepared by Schaeffers Consulting Engineers, dated September 2023, and details the manner in which the Rangeview Lands are to be serviced.

For the reasons outlined in Section 5.0 of this Report, it is our opinion that the Proposal, and more particularly the requested Official Plan Amendment, supports the policy objectives of the RPOP by providing intensification and comprehensive community planning within the Urban Boundary, within a Strategic Growth Area, and within a Major Transit Station Area and Node/Centre. The Proposal optimizes an intensification opportunity with new purpose-built housing in a compact built form, provides a variety of land uses and a road network that will support existing and planned infrastructure, and contributes to the development of a complete community.

## 4.6 City of Mississauga Official Plan

The City of Mississauga Official Plan (the "MOP") was adopted by City Council on September 29, 2010, and was approved by the Region of Peel on September 22, 2011. The MOP was subsequently appealed in its entirety, however, the appeals were scoped and a number of appeals were withdrawn. As such, the MOP is now in full force and effect except for certain site-specific appeals, none of which apply to the Rangeview Lands. The most recent consolidation of the MOP is dated March 4, 2024.

### Growth Management

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

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

Encouraging compact, mixed-use development in appropriate locations will provide greater opportunities to live and work in Mississauga and reduce the need for extensive travel to fulfill the needs of day-to-day living. Directing growth to locations with existing or planned higher order or express transit service and enhancing opportunities for walking and cycling will allow for competitive alternatives to vehicular travel, which will minimize impacts on our environment and promote public health."

According to Table 5-1 of the MOP, Mississauga is forecasted to accommodate a population of 805,000 people and 510,000 jobs by 2031<sup>1</sup>. Policy 5.1.3 states that forecasted growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

- a. Protect ecological functions, public health and safety;
- b. Utilize existing and proposed services and infrastructure such as transit and community infrastructure;
- c. Minimize environmental and social impacts;
- d. Meet long term needs;
- e. Build strong, liveable, universally accessible communities; and,
- f. Promote economic prosperity.

Policy 5.1.4 states that most of the City's future growth will be directed to Intensification Areas, which include Major Nodes, Intensification Corridors, and Major Transit Station Areas, as discussed below. Policy 5.1.6 encourages compact, mixed-use development that is transit supportive and in appropriate locations in order to provide a range of local live/work opportunities.

## City Structure

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

The Rangeview Lands are located within a Major Node and along a Corridor (Lakeshore Road East) according to Schedule 1 – Urban System (see **Figure 12**). Per Section 5.3, Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the City.

## Major Nodes

Section 5.3.2 establishes that Major Nodes will be planned as prominent centres of mixed-use activities with a variety of employment opportunities, and regional shopping services that draw people beyond adjacent neighbourhoods. Major Nodes are anticipated to provide a variety of higher density housing for people throughout different phases of their lifecycle and for a variety of income groups.

Major Nodes have existing and planned capacity to accommodate residential and employment uses, and are located in proximity to Higher Order Transit, such as that proposed along Lakeshore Road East (the Lakeshore BRT).

The Rangeview Lands are located within the Lakeview Waterfront Major Node. According to Policy 5.3.2.3, Major Nodes are Intensification Areas that will achieve a gross density between 200 and 300 residents and jobs per hectare (Policy 5.2.3.4) and an average population to employment ratio of between 2:1 to 1:2, measured as an average across the entire area of each node (Policy 5.3.2.6). According to Schedule 9, the Rangeview Lands are located within the Lakeview Village Major Node Character Area (see **Figure 13**).

## Corridors

Section 5.4 provides that Corridors connect various elements of the City to each other. Over time, many of these Corridors will evolve and accommodate multi-modal transportation and become attractive public places in their own right with complementary land uses. Corridors are important elements of the public realm, as they link communities and are locations where people experience the City on a day-to-day basis.

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

<sup>1</sup> Table 3 of the RPOP provides that the City of Mississauga will accommodate a population increase of 995,000 persons, 345,000 households and 590,000 jobs through the 2051 planning horizon.

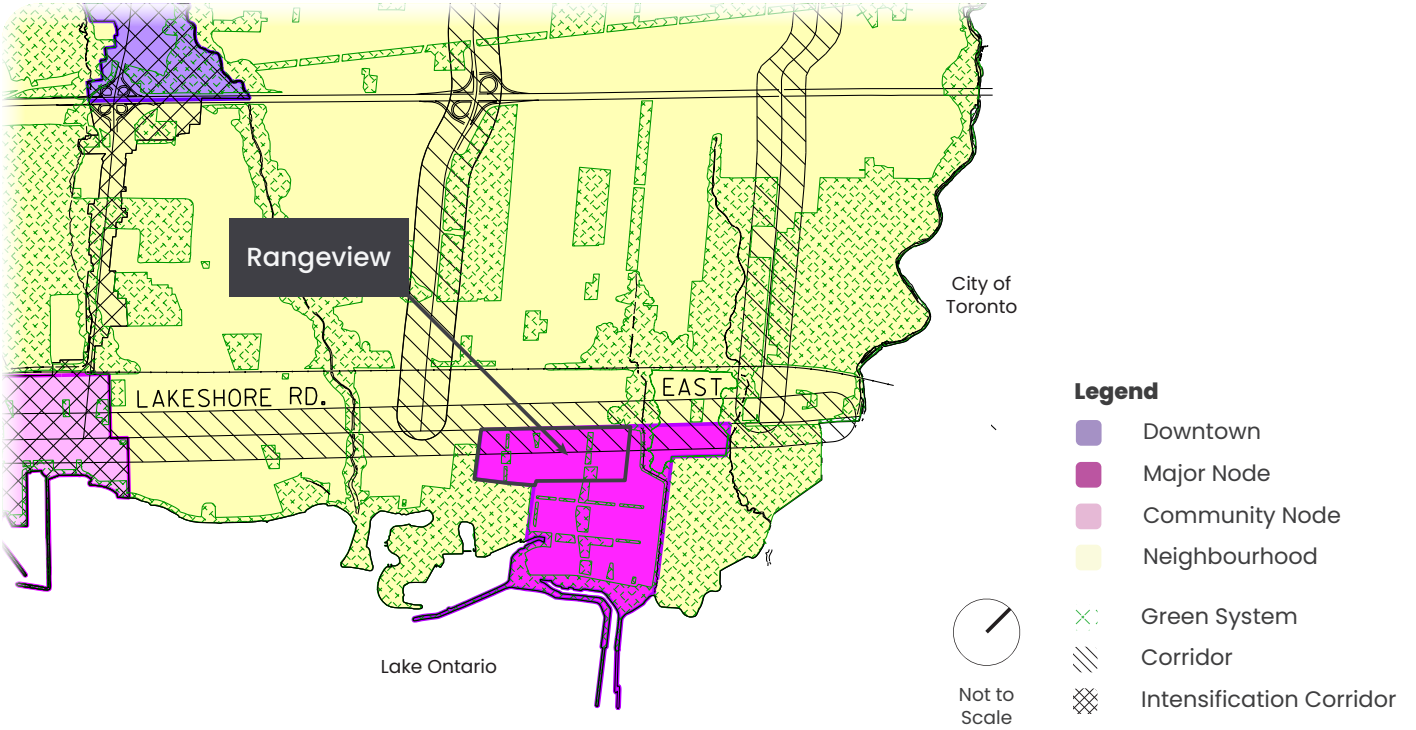


Figure 12 - Schedule 1 – Urban System

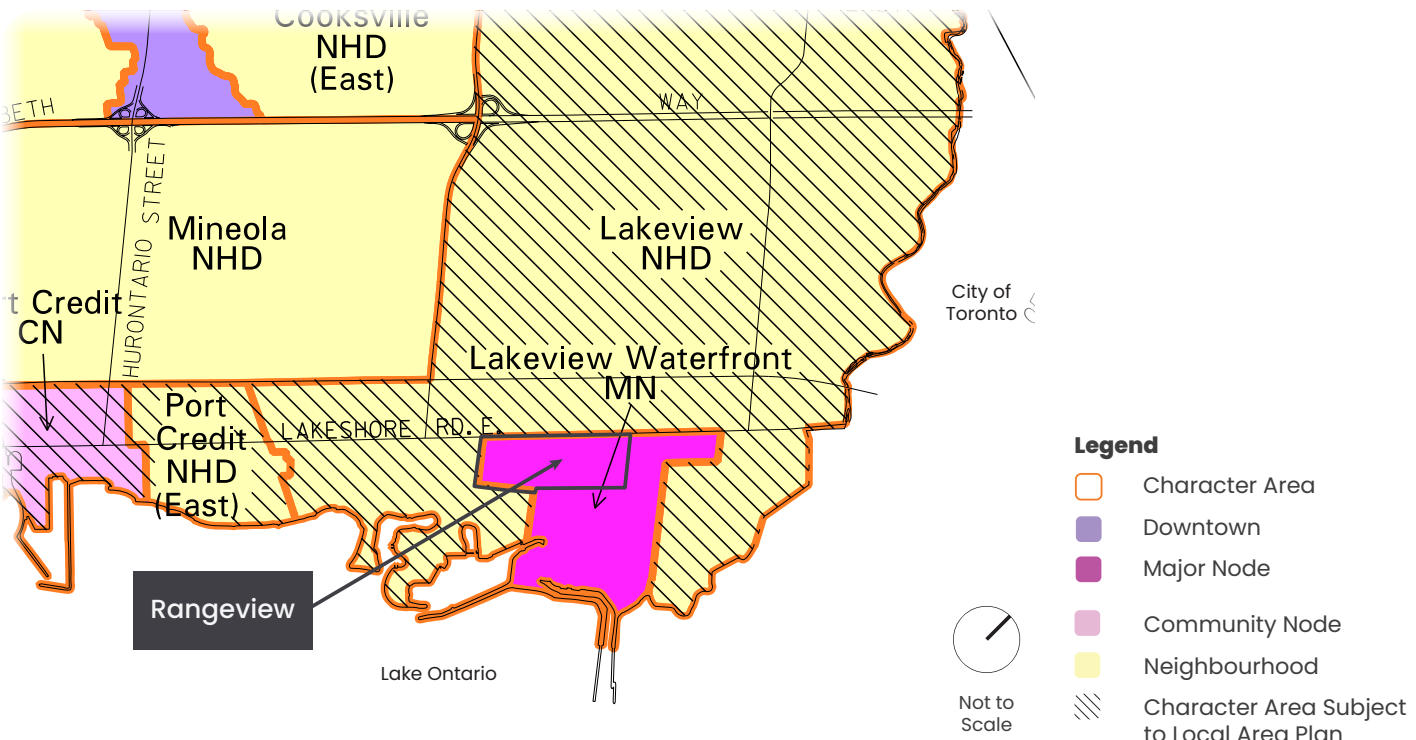


Figure 13 - Schedule 9 – Character Areas

## Intensification Areas

Policy 5.5.1 provides that the focus for intensification will be in Intensification Areas, which include Major Nodes and Major Transit Station Areas. As discussed above, the Rangeview Lands are located within a Major Node. Further, the RPOP as discussed above, identifies the Lakeview Waterfront Major Node as a Primary or Secondary Major Transit Station Area (see **Figure 13**).

Mississauga Official Plan Amendments No. 143 and 144 ("OPA 143" and "OPA 144"), which were adopted by Mississauga City Council in August 2022 but are pending approval from the Region of Peel (and therefore not in full force and effect), address policies for major transit station areas, among other things. OPA 143 and OPA 144 identify the Rangeview Lands as within the Haig Protected Major Transit Station Area ("PMTSA").

The MOP states that future growth within the City will be primarily directed to Intensification Areas and provides that more than three-quarters of the City's growth in population and employment to 2031 (the horizon of the in-force official plan) be accommodated within Intensification Areas. Planning studies will delineate the boundaries of Major Transit Station Areas and identify appropriate densities, land uses, and building heights (Policy 5.5.3).

The MOP further provides that Intensification Areas are to develop as attractive, mixed-use areas at densities that are sufficiently high to support frequent transit service and a variety of services and amenities. Policies 5.5.7 and 5.5.8 state that a mix of medium and high-density housing, community infrastructure, employment and commercial/mixed uses will be encouraged in these areas, and that densities should be sufficiently high to support transit usage.

Intensification Areas will be planned to maximize the use of existing and planned infrastructure, which would include the planned Lakeshore BRT (Policy 5.5.9). Policy 5.5.13 provides that Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located unless Character Area policies specify alternative building height requirements. Building heights are established in the Lakeview Village Major Node Character Area policies in Section 13.3 of the Mississauga Official Plan.

## Complete Communities

The complete community policies of the MOP are set out in Chapter 7. These policies address elements of urban living particularly important to establishing complete communities and include policies to meet the housing needs of people of all ages, abilities and income groups and provide opportunities for a full range of education, jobs, and activities.

To that end, Policy 7.1.3 states that the City will do the following to create a complete community and develop a built environment supportive of public health:

- encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community and recreational land uses;
- design streets that facilitate alternative modes of transportation such as public transit, cycling and walking;
- encourage environments that foster incidental and recreational activity; and
- encourage land use planning practices conducive to good public health.

Furthermore, Policy 7.1.6 states that the City will ensure that the housing mix can accommodate people with diverse housing preferences and socio-economic characteristics and needs.

## Housing

Section 7.2 addresses the City's housing policies. It is expected that most future additions to the housing stock will be higher density forms, particularly apartments. Policy 7.2.1 provides that Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. According to Policy 7.2.5, the onus is placed on proponents of development to ensure that Provincial and Regional housing requirements are met. Policy 7.2.9 speaks to the diversification of housing options and provides that the provision of housing that meets the needs of young adults, older adults and families will be encouraged within Major Nodes, Community Nodes and the Downtown.











# Multi-Modal Transportation Policies

Chapter 8 of the MOP ("Create a Multi-Modal City") provides policy directions on transit, connectivity and promoting active transportation to reduce auto dependency. The Rangeview Lands are bound to the north by Lakeshore Road East, which is identified as an Arterial Road. Within both the Rangeview Lands and the Lakeview Village development site, Future Major Collector and Future Minor Collector roads are shown (see **Figure 14**).

**Figure 14 -** Schedule 5 – Long Term Road Network

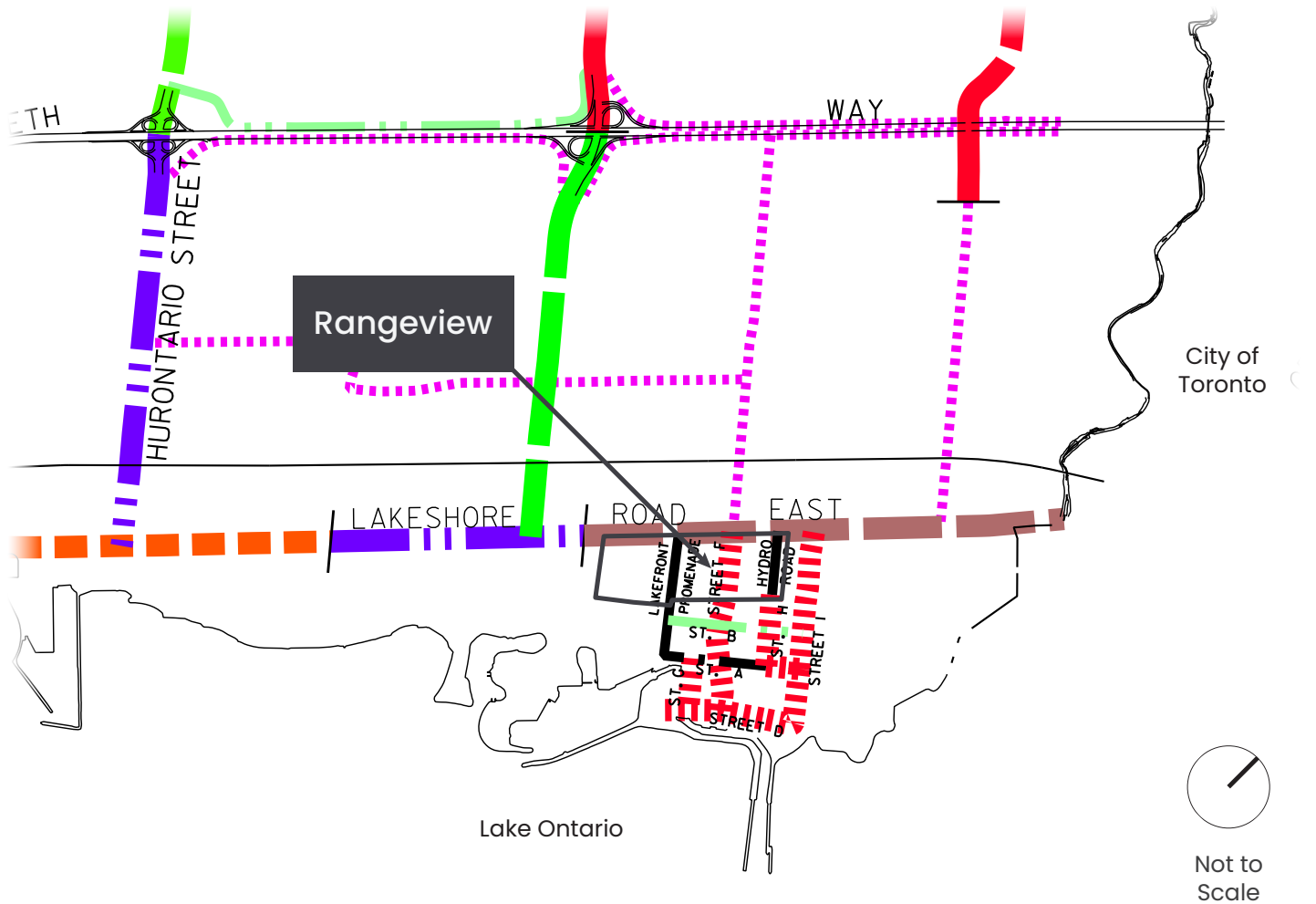


## Legend

-  Provincial Highway & Interchange
-  Regional Arterial
-  Major Collector
-  Arterial
-  Minor Collector
-  Future Major Collector (conceptual)
-  Regional Major Collector (Scenic Route)
-  Future Minor Collector

As established by Schedule 8 – Designated Right-of-Way Widths, Lakeshore Road has a planned right of way width of 44.5 metres; Lakeview Promenade has a planned right of way width of 27.5 metres, and the Future Minor Collector roads within the Rangeview Lands have planned right of way widths of 20 to 26 metres (**Figure 15**).

**Figure 15 - Schedule 8 – Designated Right-of-way Widths**

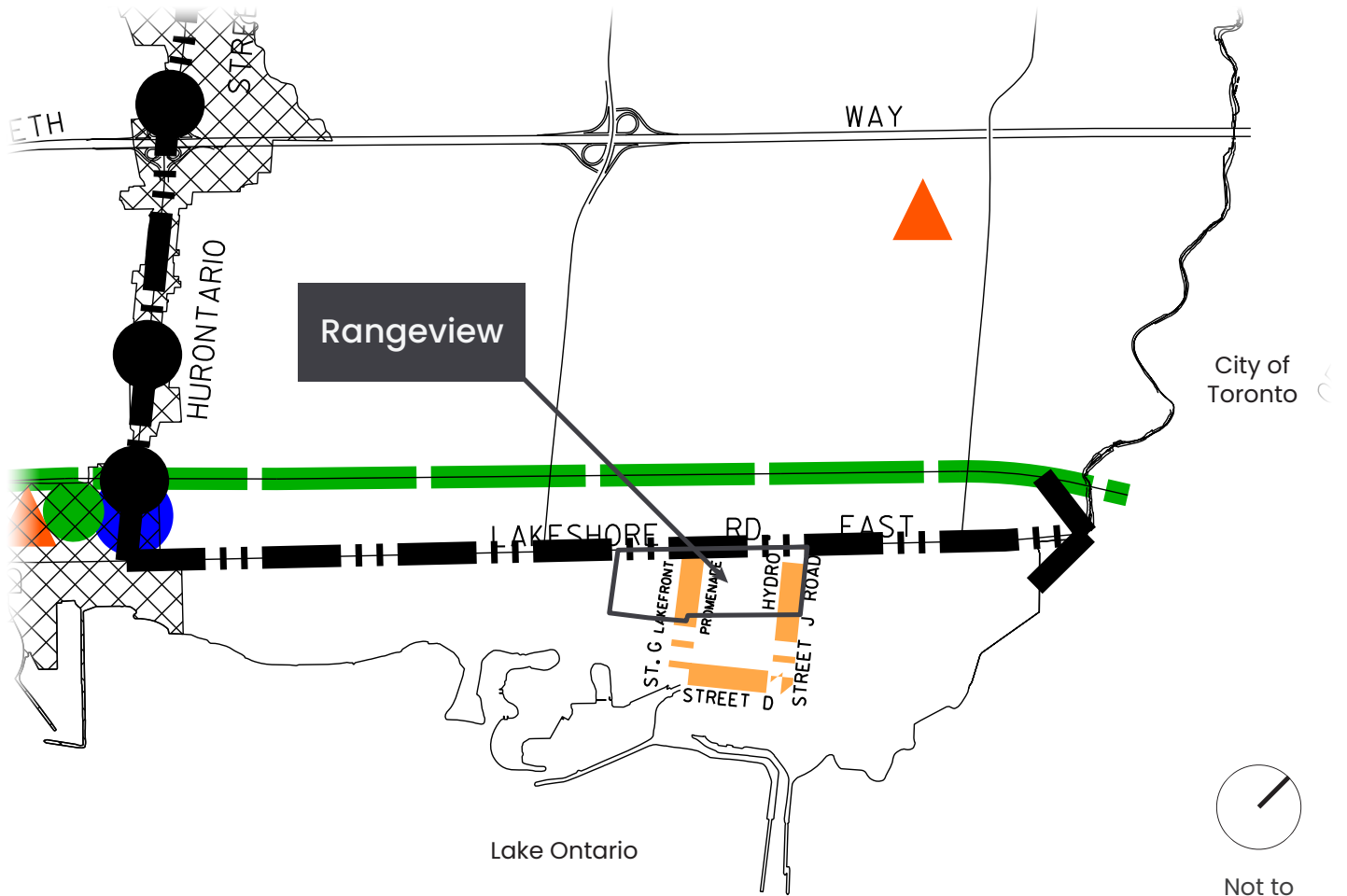


**Legend**

- 67m
- 45m
- 44.5m
- 35 m
- 30m
- 26m
- 22m
- 20m-26m
- 20m

In terms of the transit network, Schedule 6 – Long Term Transit Network, identifies Lakeshore Road East as a Higher Order Transit Corridor, and Lakeview Promenade and Hydro Road as 'Future Enhanced Transit Routes' (**Figure 16**). The City of Mississauga has advised the Rangeview LOG that through the Lakeshore Connecting Communities Master Plan work, the 'Future Enhanced Transit Route' is no longer proposed along Hydro Road and instead will be along Haig Boulevard. Schedule 6 of the MOP has yet to be revised to reflect this change.

**Figure 16 -** Schedule 6 – Long Term Transit Network



Notes:

Not to Scale

**Legend**

- Provincial Highway & Interchange
- Higher Order Transit Corridor
- Existing Commuter Rail
- Light Rail Transit Station
- Existing Commuter Rail Station
- Mobility Hub
- Existing Mississauga Transit Terminal
- Intensification Corridor
- Future Enhanced Transit Route

The MOP provides that within Intensification Areas, where the needs of transit, pedestrians and cyclists are at the forefront, transportation decisions will support the creation of a fine-grain street pattern, a mix of travel modes and attention to the design of the public realm. Policy 8.2.3.8 states that transit infrastructure, such as the planned Lakeshore BRT, will be used to shape growth and planning for high residential and employment densities that contribute to the vitality of existing and planned transit. Policy 8.3.3.3 provides that pedestrian movement and access from major transit routes will be a priority in Intensification Areas.

## Built Form Policies

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

With respect to Intensification Areas, Policy 9.1.2 requires that the urban form promotes a diverse range and mix of uses and supports transit and active modes of transportation. With respect to Corridors, Policy 9.1.5 states that development will be consistent with the existing or planned character area, seek opportunities to enhance the Corridor, and provide appropriate transitions to neighbouring land uses.

Policy 9.1.10 states that the City vision will be supported by site development that:

- respects the urban hierarchy;
- utilizes best sustainable practices;
- demonstrates context sensitivity, including the public realm;
- promotes university accessibility and public safety; and,
- employs design excellence.

According to Section 9.2.1, Intensification Areas are the principle location for future growth and consist of: the Downtown, Major nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. As it relates to built form within Intensification Areas, the MOP provides that the City will encourage high-quality, compact built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, compliment adjacent uses and distinguish the significance of Intensification Areas from surrounding areas (Policy 9.2.1.4). The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas (Policy 9.2.1.8).

Furthermore, on wider streets (identified in the MOP as more than 20 metres in width), greater building heights may be required to achieve appropriate street enclosure in relation to the right-of-way width of the street. As shown on Schedule 8 (Designated Right Of Way Widths), Lakeshore Road has a planned right of way of 44.5 metres.

The following policies address the provision and design of tall buildings:

- appropriate height and built form transitions will be required between sites and their surrounding areas (Policy 9.2.1.10);
- tall buildings will be sited and designed to enhance the City's skyline (Policy 9.2.1.11);
- tall buildings will be sited to preserve, reinforce and define view corridors (Policy 9.2.1.12); and,
- tall buildings will be appropriately separated to provide privacy and permit light and sky views (Policy 9.2.1.13);

## Green System

Schedule 1 of the MOP identifies areas of Green System located on the Rangeview Lands. Per Section 9.2.3, the Green System provides vital relief from the built environment and satisfies human need for rest, quiet and escape from the built environment. The Green System is generally characterized by vegetated open areas with buildings sited to ensure sensitivity to natural areas.

Within the Green System, development will be sensitive to the site and ensure that Natural Heritage systems are protected, enhanced and restored, and will utilize sustainable design practices (Policy 9.2.3.1 and 9.2.3.2). According to Policy 9.2.3.4, open spaces areas will be high quality, usable and physically and visually linked to streets, parks and pedestrian routes.

## Public Realm

Section 9.3 provides policies regarding the public realm. Policy 9.3.1.4 requires that development be designed to, among other things, be pedestrian oriented and scaled and support transit use, be attractive, safe and walkable, and accommodate a multi-modal transportation system while respecting natural heritage features.

Policy 9.3.1.5 highlights the importance of existing streets and the design of new streets and states that they should enhance connectivity by:

- Developing a fine-grained system of roads;
- Using short streets and small blocks as much as possible, to encourage pedestrian movement;
- Avoiding street closures; and,
- Minimizing cul-de-sac and dead end streets.

Section 9.3.3 provides policies for Gateways, Routes, Landmarks and Views within the City and its policies encourage gateway treatment at entry points to Intensification Areas, a high quality of architecture for tall buildings, and significance and prominence to civic buildings, community infrastructure and other uses that serve the community (Policies 9.3.3.1 – 9.3.3.4). Furthermore, new streets may be introduced to create prominent view corridors, and views of natural and man-made features, including Lake Ontario, should be created, maintained and enhanced (Policies 9.3.3.7 – 9.3.3.9).

Section 9.3.5 provides policies for Open Spaces and Amenity Areas and notes that they are the most significant contributor to an area's character and quality of life. Policy 9.3.5.5 requires private open space and/or amenity areas for all development, and Policy 9.3.5.6 provides that significant residential development, except for freehold developments, be required to provide common outdoor on-site amenity areas that are suitable for the intended users.

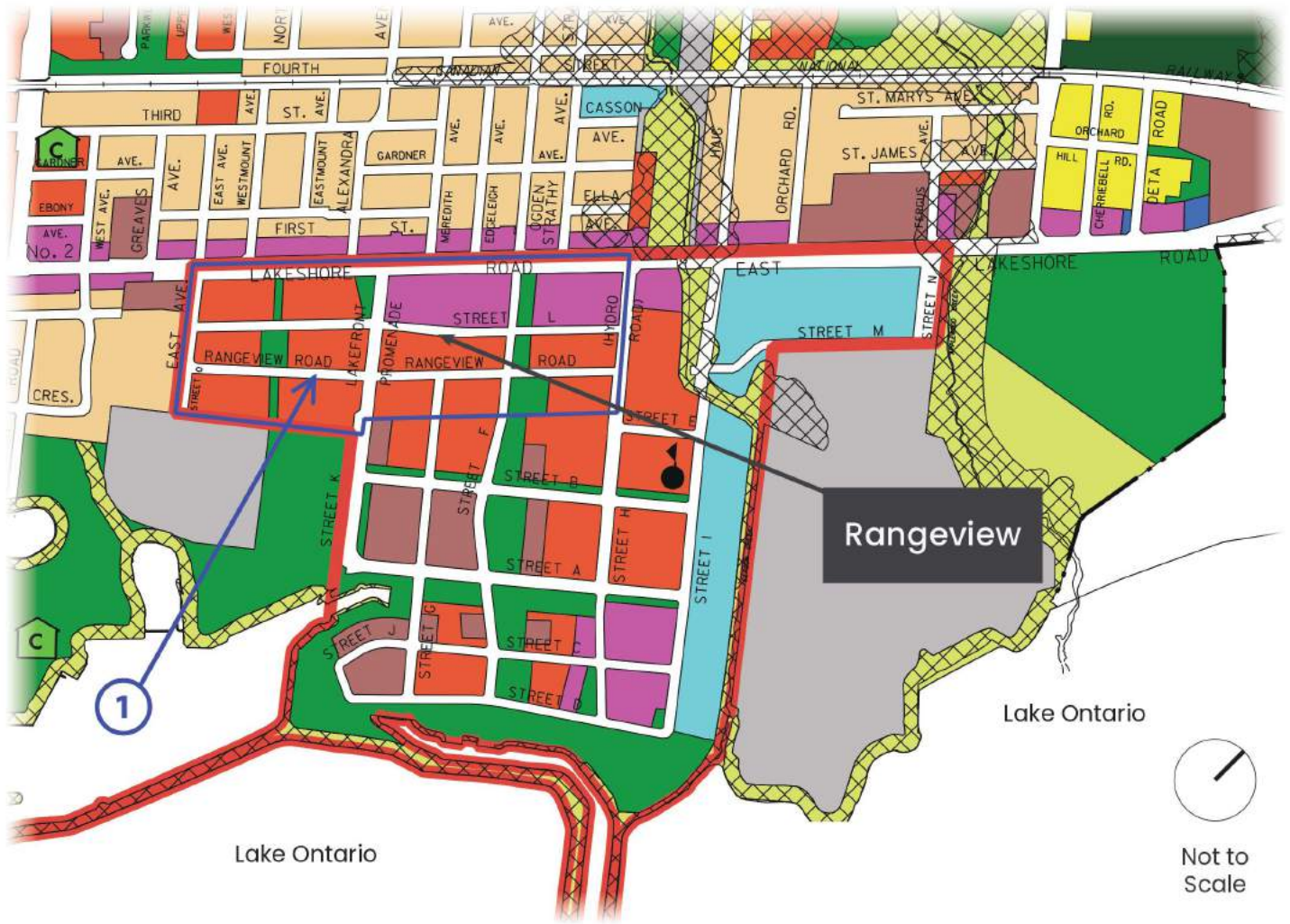
## Land Use Policies

The MOP sets out general policies for all land use designations in Chapter 11, and the policies for Major Nodes are set out in Chapter 13. The subject site forms part of the Lakeview Waterfront Major Node, within the Lakeview Waterfront Major Node Character Area, according to Schedule 9 (see **Figure 13**). Schedule 10 – Land Use Designations, designates the Rangeview Lands as *Mixed Use*, *Residential Medium Density* and *Public Open Space* (see **Figure 17**).

Section 11.2.4 outlines policies for lands designated *Public Open Space*. Policy 11.2.4.2 establishes the permitted uses on Public Open Space designated lands as: agricultural demonstration sites, cemeteries, conservation uses, golf courses, nursery gardening, recreational facilities, stormwater retention and stormwater quality ponds, and accessory uses.

Section 11.2.5 outlines policies for lands designated Residential. According to Policy 11.2.5.2, residential designations permit residential dwellings, accessory office for physicians, dentists, health professionals and drugless practitioners, home occupations, special needs housing, and urban gardening, and lands designated *Residential Medium Density* also permit all forms of townhouse dwellings (Policy 11.2.5.5).

Figure 17 - Schedule 10 – Land Use Designations



**Legend**

- |                            |                       |  |
|----------------------------|-----------------------|--|
| Residential Low Density I  | Airport               | Area of Amendment: Land Use Designations   |
| Residential Low Density II | Institutional         | Lands subject to Employment Conversion through Peel's Municipal Comprehensive Review |
| Residential Medium Density | Public Open Space     | Public School  |
| Residential High Density   | Private Open Space    | Catholic School  |
| Mixed Use                  | Greenlands            |  |
| Convenience Commercial     | Parkway Belt West     |  |
| Motor Vehicle Commercial   | Utility               |  |
| Office                     | Special Waterfront    |  |
| Business Employment        | Natural Hazards       |  |
| Industrial                 | Partial Approval Area |  |

Section 11.2.6 outlines policies for lands designated *Mixed Use*. According to Policy 11.2.6.1, the following uses are permitted in the *Mixed Use* designation:

- Commercial parking facilities;
- Financial institutions;
- Funeral establishments;
- Makerspaces;
- Motor vehicle rentals and sales;
- Overnight accommodations;
- Personal service establishments;
- Post secondary educational facilities;
- Residential, in conjunction with other permitted uses;
- Restaurants;
- Retail stores; and,
- Secondary office.

The planned function of lands designated *Mixed Use* is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on *Mixed Use* sites that includes residential uses will be required to contain a mixture of permitted uses (Policy 11.2.6.2).

## Major Nodes

For lands within a Major Node, a minimum building height of two storeys to a maximum building height of 25 storeys will apply, unless Character Area policies specify alternative building height requirements (Policy 13.1.1.2).

Proposals for heights outside of this specified range may be considered, where it can be demonstrated to the City's satisfaction that:

- An appropriate transition in heights that respects the surrounding context will be achieved;
- The development proposal enhances the existing or planned development;
- The City Structure hierarchy is maintained, and
- The development proposal is consistent with the policies of the Mississauga Official Plan (Policy 13.1.1.3).

Chapter 13 amends the permitted uses within the Residential Medium Density land use designation to permit low-rise apartment dwellings (Policy 13.1.2.2.a).

## Lakeview Waterfront

The March 4, 2024 consolidation of the MOP has largely incorporated the approved policies of OPA 89 and OPA 125.

The Vision for the Lakeview Waterfront Area is to be a model green, sustainable, mixed-use community on the waterfront with a vibrant public and private realm that includes generous open spaces, cultural and recreational amenities, and employment opportunities (Section 13.3.3).

According to Section 13.3.4 with respect to Directing Growth, the Lakeview Waterfront is intended to accommodate a variety of housing, employment, cultural activities and an extensive open space network. The Major Node itself is intended to:

- Be an area of intensification including a mix of uses;
- Provide opportunities to draw people from a broader area to take advantage of unique uses in the area;
- Achieve targeted gross density between 200 and 300 resident and jobs combined per hectare, and a population and employment ratio of 2:1 across the Major Node;
- Provide a range of building typologies primarily mid-rise in height;
- Provide a pedestrian oriented environment and promote active transportation;
- Provide a variety of housing choices including affordable, assisted and special needs; and,
- Strive to be a sustainable community.

The entire Lakeview Waterfront area is targeted for 15,000 to 22,000 people and 7,000 to 9,000 jobs through the horizon of the Plan. These planned population and employment targets, and housing unit distribution, will be confirmed by development master plans (Policy 13.3.4.1). Development may be phased to ensure that growth is managed responsibly, and new planned infrastructure is in place (Policy 13.3.4.2).

The Lakeview Waterfront Major Node Character Area policies guide development to achieve a sustainable community (Policies 13.3.5.1.1 – 13.3.5.1.5) and incorporate a network of open spaces to provide linkage within and to surrounding areas (Policies 13.3.5.2.1 – 13.3.5.2.2).

Respecting complete communities, the Lakeview Waterfront Major Node Character Area policies require affordable housing in accordance with the City's housing strategy (Policy 13.3.6.1), and encourage the provision of necessary education facilities and their locations (Policy 13.3.6.3), provision of cultural amenities (Policy 13.3.6.4) and the provision of public parks and publicly accessible private open spaces (Policies 13.3.6.8 and 13.3.6.8.9).

With respect to the Road, Transit and Active Transportation Network, it is intended that the Lakeview Waterfront area will develop with a fine-grain network of roads and connections that support active-transportation and create a well-connected and healthy community (Policy 13.3.7.1.1). Development master plans, such as that associated with the proposed development, will demonstrate how the findings of an area-wide transportation study have been incorporated into site specific development proposals (Policy 13.3.7.1.3).

Within the Lakeview Waterfront area, roads are to be designed to provide connectivity within and between precincts and ensure that adequate right-of-way widths are maintained (Policy 13.3.7.1.4). Streets will be designed to incorporate active transportation and provide views to the waterfront (Policy 13.3.7.1.5).

With respect to traffic circulation, the City will eliminate and/or consolidate vehicular ingress and egress locations and turning movements to and from Lakeshore Road East through development applications, and direct traffic towards signalized intersections where appropriate (Policy 13.3.7.1.7).

Built form policies are provided in Section 13.3.8 and the distribution of height and density will achieve:

- Gradual transition to existing adjacent residential neighbourhoods;
- Reinforce a pedestrian scale along Lakeshore Road East;
- Protect and enhance view corridors along Lakefront Promenade and other key streets;
- A pedestrian scale with appropriate step backs;
- Appropriate transition between private development and public open space;
- Permeability and views towards the waterfront; and,
- A variety of built forms to create a varied skyline that promoted views to Lake Ontario (Policy 13.3.8.1.1).

Section 13.3.8.2 establishes the requirement for the preparation of a Development Master Plan that is a non-statutory policy document that articulates the policies of the Mississauga Official Plan at a precinct level. The DMP v3.0 and the manner in which it addresses these policies, is discussed in Section 3.2 of this Report.

Lakeview Waterfront is split into precincts, one of which is the Rangeview Estates precinct. In general, permitted building heights range as follows (Policy 13.3.8.3.1):

- Townhouses from 2 – 4 storeys
- Low-rise apartment buildings up to 4-storeys
- Mid-rise apartment buildings from 5 to 8 storeys
- Taller buildings from 9 to 15 storeys

According to Policy 13.3.8.3.2, a limited number of buildings from 16 to 25 storeys may be permitted in the Rangeview Estates precinct subject to a height study that addresses appropriate height, floor plate size, number and location of buildings, appropriate separation distances, and transition to adjacent development (Policy 13.3.8.3.5).

Policy 13.3.8.3.10 provides that development master plans will identify key locations where taller buildings may be considered, including in proximity to Major Transit Station Areas on Lakeshore Road East where taller buildings will be located beyond a mid-rise building, at Ogden Avenue and Lakeshore Road East provided the taller building is located beyond a mid-rise building fronting Lakeshore Road East, and, along the future enhanced transit route.

Table 1 establishes the Distribution of Housing and Unit Targets by precinct. The Rangeview Estates precinct, which will be primarily a residential neighbourhood with a mix of townhouses and mid-rise buildings, will accommodate 3,700 residential units, of which:

- 25 % (925 units) will be townhouses;
- 50% (1,850 units) will be in mid-rise buildings; and,
- 25% (925 units) will be within taller buildings.



Policy 13.3.8.3.9 provides that to increase the amount of public and private amenity space, heights in excess of the limits identified in Table 1 and the policies of this plan may be considered subject to the demonstration of the following:

- The total maximum units will not exceed 11,750 and will be distributed to each precinct per Table 1;
- Taller buildings will be combined with mid-rise and/or low-rise buildings on the same block and will generally be built at the same time; and,
- An urban design control document and agreement that is registered on title may be required and will include among other things, phasing, height and distribution of buildings.

As per Policy 13.3.8.3.11, mid-rise buildings will be required to front Lakeshore Road East and encouraged along future enhanced transit route and along the Ogden Avenue extension. Policy 13.3.8.3.12 provides that commercial uses are permitted along Lakeshore Road East and will be required between Lakefront Promenade and Hydro Road.

Within the Residential Medium Density designation, apartment dwellings of a low, mid-rise and taller built form will be permitted up to 12 storeys (Policy 13.3.10.2.1). For lands fronting Lakeshore Road East, Street 'D' or Street 'F', commercial uses will be permitted on the ground level of buildings (Policy 13.3.10.2.2). Further, commercial uses will be required on the ground level of buildings fronting Lakeshore Road East and Street 'H' (Policy 13.3.10.3.1(a)).

With respect to Implementation, Policy 13.3.11.1 states that development applications will be considered premature and not "complete" under the *Planning Act* until the area wide studies have been completed and development master plan(s) have been endorsed by Council. Notwithstanding, development applications may be submitted in conjunction with development master plans and area wide studies, all of which may be reviewed by staff, however in such case, the development applications shall not be considered "complete" under the *Planning Act* until the Council endorsement referred to in Section 13.3.11.1 has been obtained. Should modifications be required by the City to development master plans, development applications shall be revised prior to Council approval (Policy 13.3.11.2).

In regards to planning and financing tools, Policy 13.3.11.15 provides that in the event that there are multiple landowners the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement.

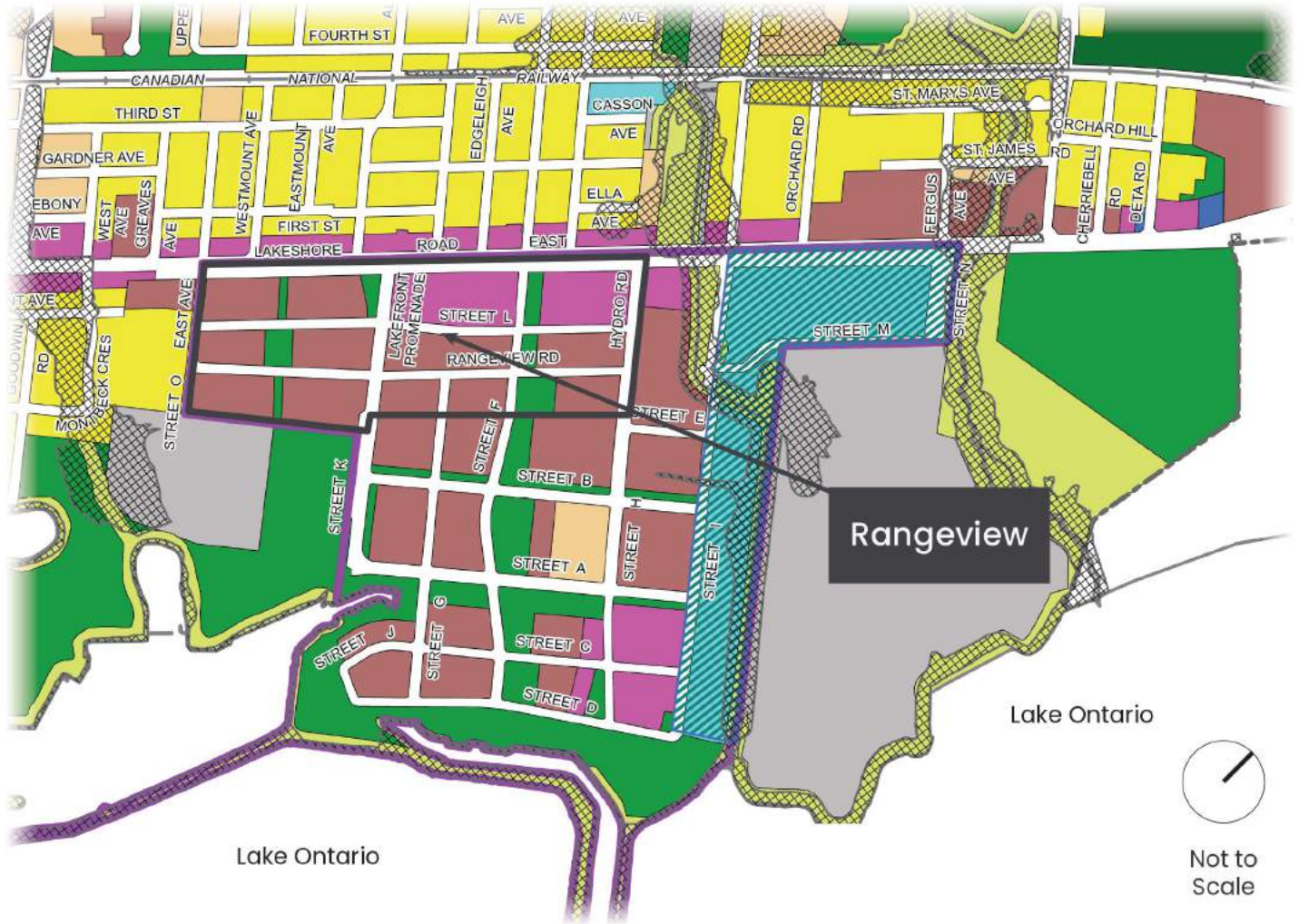
As per Policy 13.3.11.17, in order to ensure the proper and orderly development in accordance with this Plan, development may occur by way of one or more plans of subdivision which will determine the final alignment of public roads, the location and size of development lots and blocks, and parkland.

#### 4.6.1 Mississauga Official Plan Review - Mississauga Official Plan 2051

The City of Mississauga is currently undertaking an update to the City's Official Plan and released a draft of the proposed Mississauga Official Plan 2051 ("MOP 2051") on March 18, 2024. The proposed MOP 2051 intends to bring the City's Official Plan into conformity with provincial plans and will provide direction on the City's growth and vision to the year 2051. The proposed MOP 2051 is currently open for comments until June 28, 2024. The City intends to bring forward the final draft of the MOP 2051 for Council adoption in the fall of 2024.

While the Lakeview Waterfront Major Node policies have largely remained unchanged, the proposed land use designations in the MOP 2051 (MOP 2051, Schedule 7) designate the majority of the Rangeview lands as 'Residential High-Rise', whereas the current MOP designates these lands as 'Residential Medium Density' (MOP, Schedule 10) (see **Figure 18**). The two Mixed Use blocks fronting Lakeshore Road East remain unchanged between the two Official Plans.

Figure 18 - MOP 2051: Schedule 7 – Land Use Designations



**Legend**

- |                            |                       |  |
|----------------------------|-----------------------|--|
| Residential Low Density I  | Airport               | Urban Growth Centre                          |
| Residential Low Density II | Institutional         | Major Node                                   |
| Residential Medium Density | Public Open Space     | Community Node                               |
| Residential High Density   | Private Open Space    | Employment Area                              |
| Mixed Use                  | Greenlands            | Lakeview Innovation Corridor Employment Area |
| Convenience Commercial     | Parkway Belt West     | Dixie EA Special                             |
| Motor Vehicle Commercial   | Utility               | Special Purpose                              |
| Office                     | Special Waterfront    | Public School                                |
| Business Employment        | Natural Hazards       | Catholic School                              |
| Industrial                 | Partial Approval Area |  |

## 4.7 Official Plan Amendment 89

Official Plan Amendment 89 (OPA 89) was enacted by Mississauga City Council in August 2018 through By-law 169-2018. OPA 89 implemented the direction of the Inspiration Lakeview Master Plan; a project that began in 2010 and was presented to Planning and Development Committee in June 2014.

OPA 89 introduced a new Major Node Character Area for the Inspiration Lakeview lands identified as the Lakeview Waterfront Major Node on Schedule 9, Character Areas, of the MOP, as well as an associated section of node-specific policies in Chapter 13. In addition, OPA 89 implemented a series of changes to other schedules within the MOP including the following:

- land use designation changes for the entire node from Utility and Business Employment to Residential Medium Density, Mixed Use, Public Open Space, Institutional, Business Employment and Greenlands;
- the reorganization of the green system on Schedule 1a and the public and private open spaces on Schedule 4;
- the identification of a future public street network and associated right-of-way widths on Schedule 5 and Schedule 8 respectively; and
- the identification of a transit priority corridor along Lakefront Promenade a new east-west public street and Hydro Road on Schedule 6.

As set out above in Section 4.6 of this Report, through OPA 89 the land use designations for the Rangeview Lands were amended from the previous Business Employment designation. As a result, most of the land within Rangeview is now designated Residential Medium Density, with the exception of the properties fronting onto Lakeshore Road East between Lakefront Promenade and Hydro Road which are now designated Mixed Use and the identified parkland which is designated Public Open Space.

As identified in Section 4.6 of this Report, the majority of the policies within OPA 89 have been incorporated into the MOP and discussed above. However, the following approved policy within OPA 89 was not included in the March 4, 2024 MOP consolidation.

Schools will be combined with another permitted use in the same building to create compact urban form (Policy 13.4.10.1.4, OPA 89).

## 4.8 Official Plan Amendment 125

The Development Master Plan ("DMP") for Lakeview Village was developed through an iterative process that was initiated in October 2018 following adoption of the aforementioned OPA 89. The Lakeview Village DMP provides a more detailed urban design direction for three of the four precincts of the Lakeview Waterfront Major Node: Ogden Green, Cultural Waterfront and Innovation Corridor.

Following Council's endorsement of the Lakeview Village DMP, an implementing Official Plan Amendment application was submitted in December 2019 and was subsequently approved by Council on November 10, 2021 in the form of OPA 125.

Among other matters, OPA 125 revised policies within Section 13.3 of the Lakeview Waterfront Major Node generally in alignment with the Lakeview Village DMP. In particular, the following amendments through OPA 125 are noted and are of relevance to the Application:

- Revisions to the future road network;
- The introduction of a height map indicating minimum and maximum heights for the Ogden Green and Cultural Waterfront Precincts;
- An increase in the total maximum number of units from 10,500 to 11,750;
- Revisions to the distribution of housing and unit targets in Table 1 for the Ogden Green and cultural Waterfront Precincts, including an increase in the number of units from 8,050 (from 6,800) with 6% being townhouses (was previously 15%); 40% mid-rise buildings (was previously 50%) and 54% in taller buildings (was previously 35%);
- Additional criteria for taller building locations including along the central north-south park and at the eastern terminus of the east-west park adjacent to Street A (now Street L); and,
- A revision to Policy 13.3.10.2.2 for the Residential Medium Density designation specifying that apartment dwellings will be limited to a height of 12-stories.

## 4.9 Official Plan Amendment 140

Mississauga Official Plan Amendment No. 140 ("OPA 140"), and implementing By-law 0212-2022, and Inclusionary Zoning By-law 0213-2022 were passed by Mississauga City Council on August 10, 2022.

OPA 140 and By-law 0213-2022 introduce policies that permit the City of Mississauga to require affordable housing units in new developments in certain protected Major Transit Station Areas, one of which is the Haig MTSA where the Rangeview Lands are located.

Within By-law 0213-2022, the Rangeview Lands are zoned IZ Area 3B. Until December 21, 2023, the inclusionary zoning requirement is 3% Affordable Ownership Housing Units or 1.5% Affordable Rental Housing Units.

## 4.10 Official Plan Amendments 143 and 144

Mississauga Official Plan Amendments No. 143 and 144 ("OPA 143" and "OPA 144"), which were adopted by Mississauga City Council in August 2022 and approved by the Region in April 2024, address policies for major transit station areas, among other matters. OPA 143 and OPA 144 identify the Rangeview Lands as within the HAIG Protected Major Transit Station Area ("PMTSA").

OPAs 143 and 144 work together to provide specific policies and land use designations for lands within Protected Major Transit Station Areas (PMTSA) and Major Transit Station Areas (MTSA) and notes that, in the policies relating to PMTSAs and MTSA, they take precedence over other policies of in the MOP (Section 1.1.4).

A new Section 5.7 is introduced ("Major Transit Station Areas") and its preamble text identifies that MTSA's are to be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment and amenities that support existing and planned transportation infrastructure. Major Transit Station Areas are generally areas within 500 to 800 metre radius of a transit station or stop, primarily along existing or planned transit corridors, representing about a 10-minute walk.

Further, Section 5.7 specifies that each MTSA will be planned based on its local context, growth potential and limitations to determine appropriate densities and transit-supportive development. MTSA's may contain multiple City Structure elements, and policies for MTSA's will be provided in addition to established Character Area policies. As it relates to the Rangeview Lands, the MTSA policies are to be considered in conjunction with the Lakeview Village Major Node Character Area policies addressed above.

Policy 5.7.1.6 provides that Inclusionary Zoning will apply to specific PMTSAs to increase housing affordability.

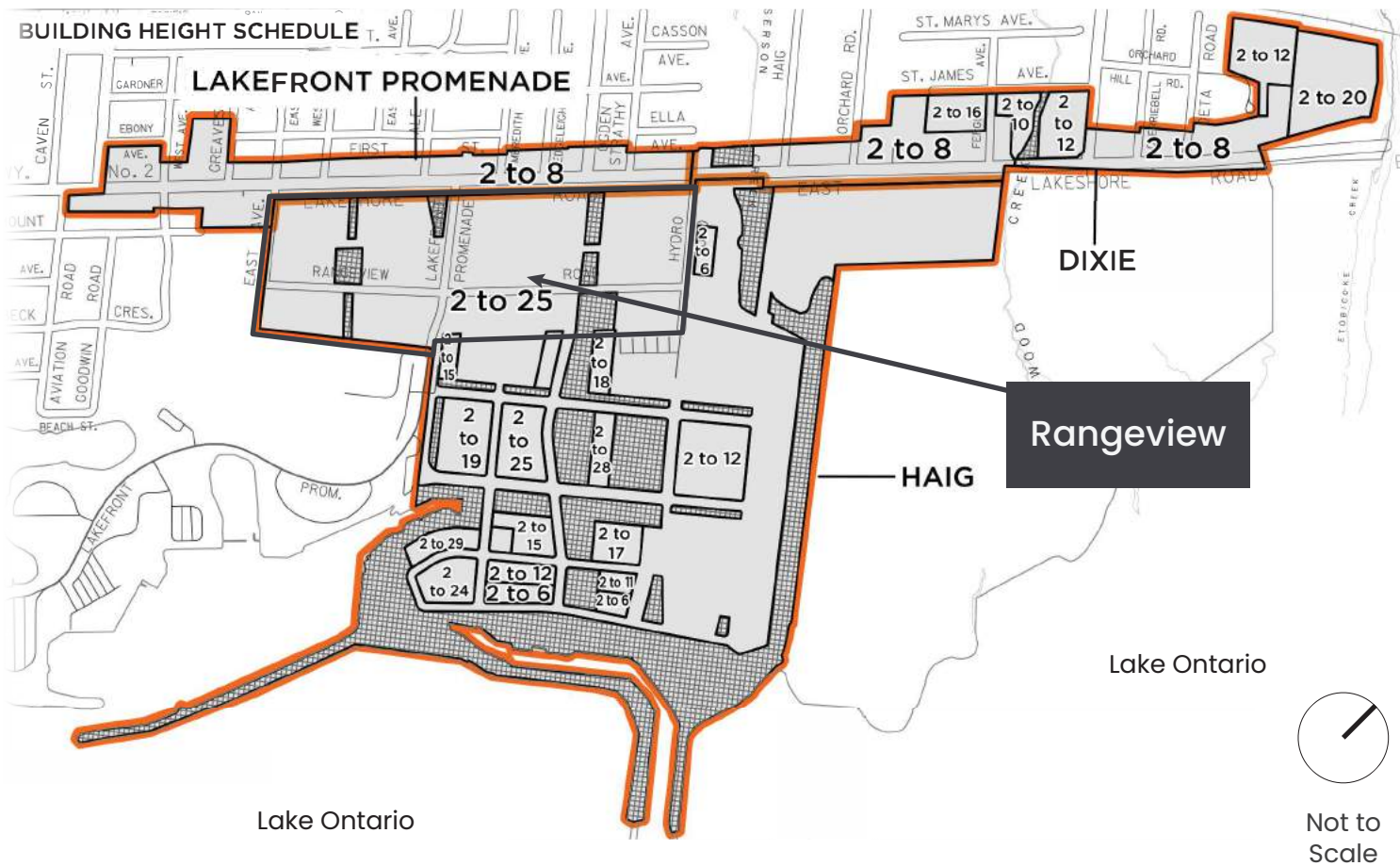
Schedule 11q – Protected Major Transit Station Areas, identifies the location of PMTAs in the City of Mississauga. The Rangeview Lands are located in the 'Haig' PMTSA and are designated 'Mixed Use', 'Residential Medium Density' and 'Public Open Space' – the same as the land use designations in the MOP. According to the Building Height Schedule, building heights ranging from 2 to 25 storeys apply to the Rangeview Lands (see **Figure 19** and **20**).

Furthermore, Table 5-2 outlines minimum residents and jobs combined per hectare and minimum floor space index for each PMTSA. According to Table 5-2, the Haig PMTSA has a minimum residents and jobs combined per hectare of 300 and a minimum floor space index of 1.0.

Generally, the Policies in Section 5.7 address:

- Achieving a minimum density (Section 5.7.3)
- Compatibility with surrounding land uses (Section 5.7.5)
- Urban design and urban form to ensure minimized surface parking and a high standard of public and private realm streetscape design (Section 5.7.6)
- Connectivity of the transportation, transit, pedestrian and cycling network (Section 5.7.7)
- Protection and enhancement of the City's network of community infrastructure, parks and open space network (Section 5.7.8)
- Development servicing to ensure appropriate transportation and municipal servicing infrastructure, along with community services and facilities, are provided (Section 5.7.9).

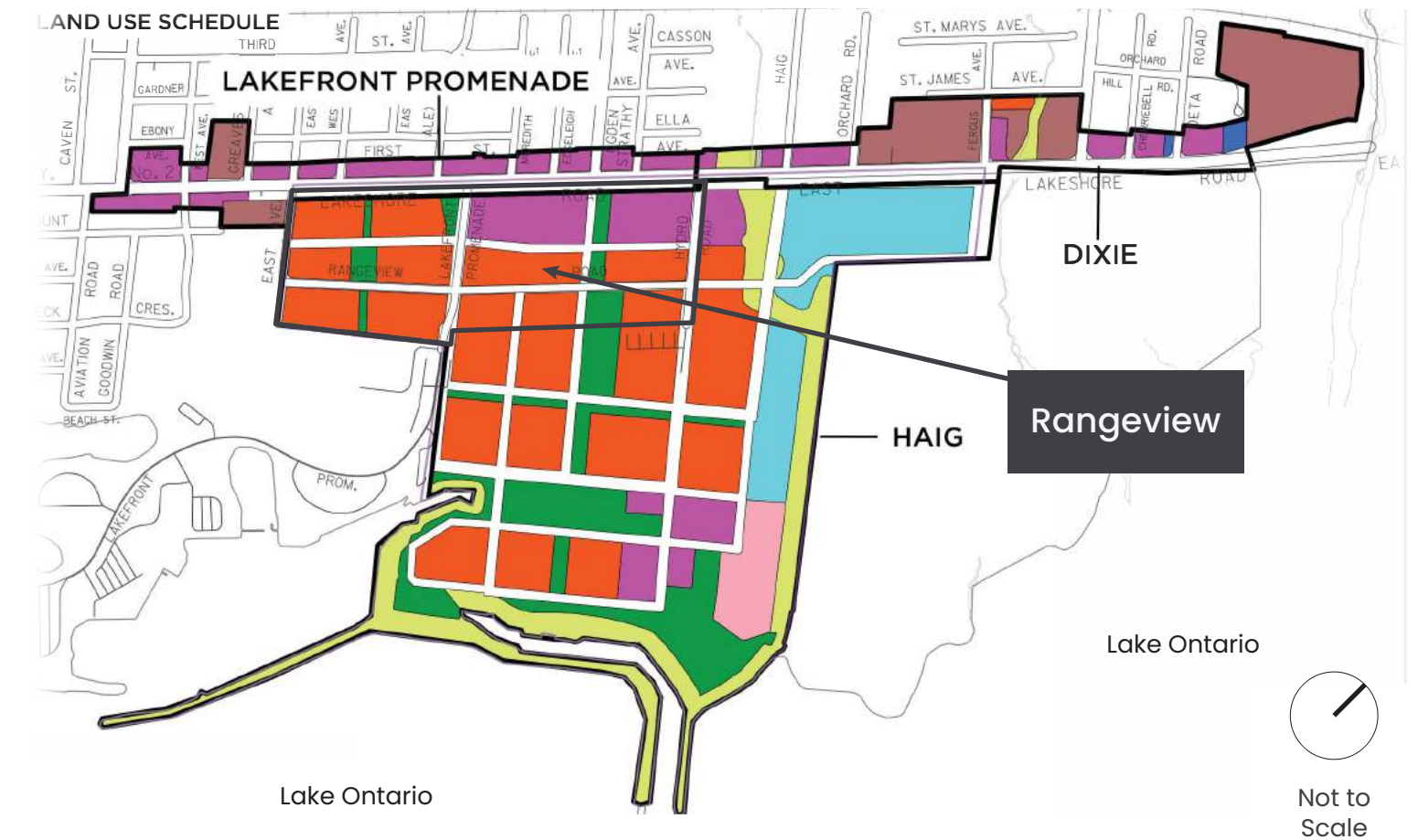
Figure 19 - Schedule 11q - Building Height Schedule



**Legend**

- PMTSA Boundary (Height Map)
- Min # to Max # (In Storeys)
- Height Not Applicable

Figure 20 - Schedule 11q - Land Use Schedule



**Legend**

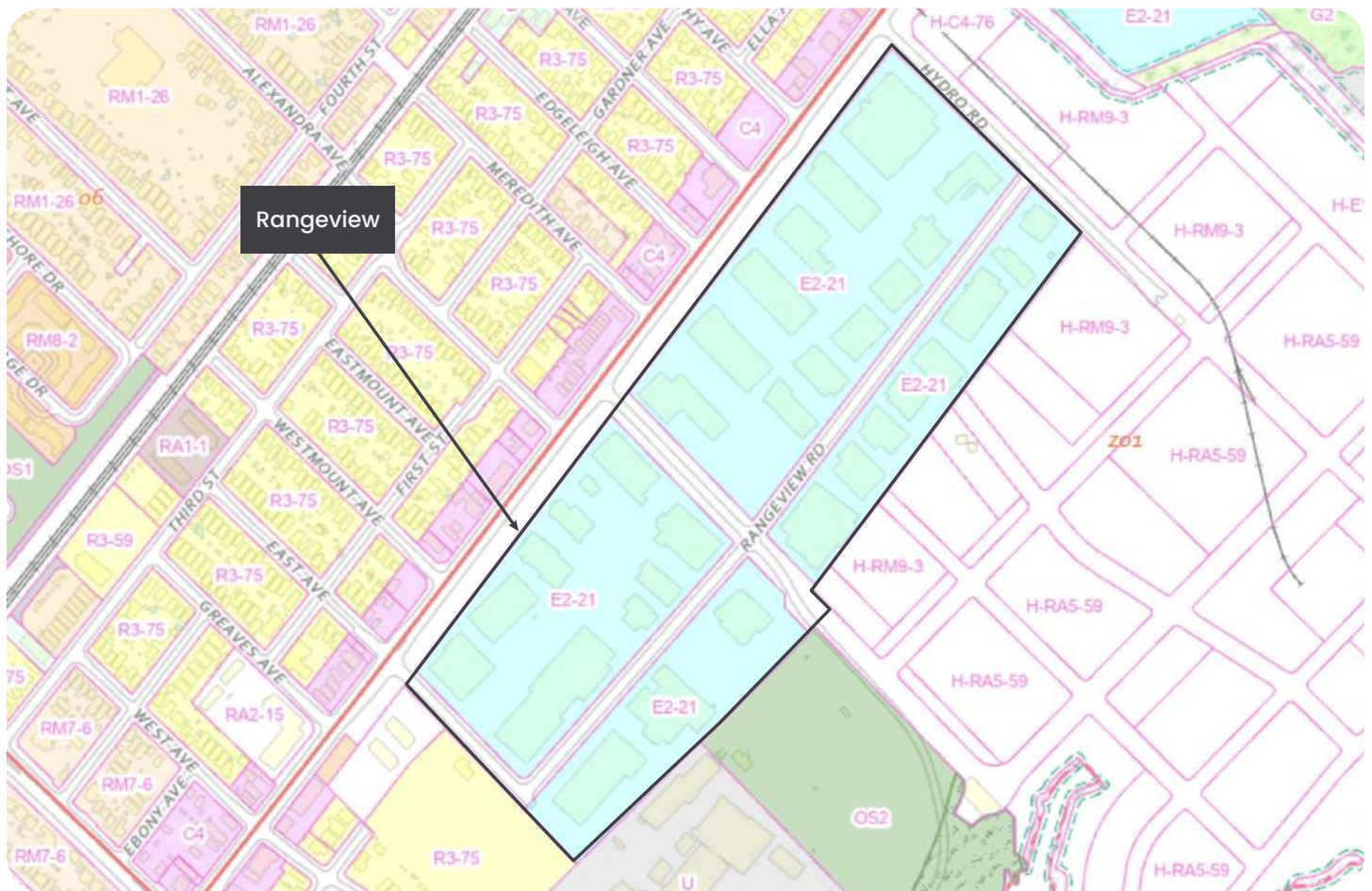
- PMTSA Boundary (Land Use Map)
- PMTSA Boundary (Land Use Map) City Structure - Major Node
- Business Employment
- Greenlands
- Utility
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Public Open Space

## 4.11 Zoning By-law 0225-2007

Zoning By-law 0225-2007 was enacted and passed by City Council on June 20, 2007. The entirety of the Rangeview Lands are zoned Employment and subject to Exception 21 (E2-21) (see **Figure 21**). The E2 zoning permits a wide range of non-residential uses including a medical office, a manufacturing facility, a self-storage facility, a restaurant, a financial institutional, among other non-residential uses. Regulations with respect to minimum setbacks, minimum lot frontage and minimum landscaped buffers, among other matters, are provided within the E2 zone.

Exception 21 provides a list of uses that are not permitted on the Rangeview Lands. Some of these uses include a truck terminal, a waste processing station, a night club and a gas bar, among other uses.

As discussed in Section 4.9 of this Report, through By-law 0213-2022, the Rangeview Lands have an IZ-3B overlay which requires 3% Affordable Ownership Housing Units or 1.5% Affordable Rental Housing Units to be provided in a redevelopment of the Lands (until December 31, 2023).



**Figure 21** - Zoning By-law 0225-2007

A photograph of two women in an office setting, looking at a model. The woman on the left is wearing a striped shirt and the woman on the right is wearing a light blue button-down shirt. They are both looking down at a model that is partially visible in the foreground. The background shows office shelves and a window with blinds. The image has a dark blue overlay.

5

# Planning & Urban Design Analysis

## 5.1 Focus for Growth – Intensification

Mixed-use intensification on the Rangeview Lands is supportive of the policy directions articulated in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which promote intensification on sites well served by municipal infrastructure, especially higher-order transit such as bus rapid transit. The proposed redevelopment of the Rangeview Lands has regard for the general intent of OPA 89 and provides for the transformation of the Rangeview Lands from an industrial business enclave to a residential and mixed-use community.

The Application proposes to redevelop the underutilized Lands, which form a key element of the new master planned waterfront community originally envisioned in the Inspiration Lakeview Master Plan. The planned Lakeshore BRT service will introduce higher-order transit stations along Lakeshore Road East. Two BRT stops will serve the Rangeview Lands: one at the intersection of Lakeshore Road East and Lakefront Promenade and a second at the Haig Boulevard intersection, located approximately 200 metres east of the easterly limit of the Rangeview Lands. Accordingly, the Rangeview Lands are within 500 metres of both of these BRT stops. In this regard, the subject site is considered a Strategic Growth Area and meets the definition of a Major Transit Station Area within the Growth Plan.

Strategic Growth Areas are areas identified as being a focus for accommodating intensification and higher density mixed uses in a more compact built form. The Rangeview Lands are very well suited for intensification given the approved provincial, regional and local policy context and the location of the planned BRT route along Lakeshore Road East.

The redevelopment of the Rangeview Lands with mixed-use density will support future transit ridership at the adjacent and nearby Lakeshore BRT stations, in accordance with the direction of the Growth Plan to increase densities so as to support the viability of transit service. Although not identified along a priority transit corridor in the Growth Plan, the Proposal will meet the minimum density targets set out in Growth Plan Policy 2.2.4(3)(b) of 160 residents and jobs per hectare for those major transit station areas that are well served by bus rapid transit.

A key direction in Chapter 5 of the RPOP is integrating land use and transportation. Section 5.2 sets out a goal of providing complete healthy communities that are well served and connected by a multi-modal transportation system. Policy 5.4.1 (under Growth Management) directs a significant portion of growth to the Delineated Built-Up Areas through intensification, particularly Strategic Growth Areas such as Major Transit Station Areas. Further, Policy 5.4.8 supports planning for complete communities that are compact, well-designed, transit-supportive, and offer transportation choices, among other matters. The Proposal conforms to the objectives and policies of the Growth Management direction within the RPOP as it provides a mix of land uses and densities in a compact built form that is supportive of the planned higher order transit (the BRT) along Lakeshore Road East.

With respect to Strategic Growth Areas in the Urban System, Policy 5.6.17.4 of the RPOP supports increased residential and employment densities to ensure the viability of transit and a mix of residential, office, institutional and commercial development, while Policy 5.6.17.5 seeks to provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods. In this regard, the Proposal provides for a truly mixed-use development as in addition to the residential, institutional and public park blocks proposed, retail commercial uses are proposed along Lakeshore Road East and the northern blocks of both Destination Parks (Lakefront Greenway and Ogden Park). As part of the non-residential space proposed, a large format anchor retail space (such as a grocery store) is proposed at the southwest corner of Lakeshore Road East and Hydro Road. Accordingly, a truly transit-supportive mixed-use community is proposed in accordance with the relevant policies of the Urban System in the RPOP.

Section 5.6.19 of the RPOP sets out policies for lands identified as within Major Transit Station Areas. Table 5 sets out the minimum densities for MTSAs. Within Table 5, the Haig BRT station (LBRT-2) has been identified as a Primary Major Transit Station Area ("MTSA") with a minimum density target of 300 persons and jobs per hectare. The Lakefront Promenade station (LBRT-3) has also been identified as a Primary Major Transit Station



Area ("MTSA") with a minimum density target of 160 persons and jobs per hectare. Based on the 5,300 unit count, the DMP v3.0 demonstrates approximately 506 persons per hectare, with an approximate residential population of 13,027 persons. This assumption is based on Peel Region's 2022 Land Needs Assessment where townhouses are assumed to include 3.25 people per unit and apartments consist of 2.37 people per unit. The total non-residential floor area proposed in the Application is provided in Section 5.2 of this report.

Through the approval of OPA 89 in 2018, the Mississauga Official Plan anticipates mixed-use intensification on the Rangeview Lands, recognizes the strategic location of the Lands at a future BRT station stop, and supports the redevelopment of the Lands with a mix of uses including tall buildings up to 15 storeys in height. The proposed residential and institutional uses, along with the proposed parkland and new public streets, generally conforms with the policy permissions of OPA 89.

Section 13.3.4 (Direct Growth) of the MOP provides that the Lakeview Waterfront Major Node is intended to be an area of intensification and achieve a targeted gross density between 200 and 300 residents plus jobs combined per hectare, representing a targeted population of approximately 15,000 to 22,000 people and targeted jobs of 7,000 to 9,000 jobs (as per Figure 2 in Section 13.3.4). The Proposal for the Rangeview Lands appropriately contributes to meeting the residential target for the Lakeview Waterfront Major Node.

With respect to the Rangeview Estates Precinct, Table 1 in Section 13.3.8.3 of the MOP permits a total of 3,700 units for the Rangeview Estates Precinct in the form of 25% townhouses, 50% mid-rise buildings and 25% taller buildings. The Official Plan Amendment is seeking approval for 5,300 units and a built form of 13% townhouses, 31% mid-rise buildings and 56% taller buildings.

In our opinion, the proposed unit count of 5,300 units is appropriate and desirable. Firstly, it is important and appropriate from a land use perspective to optimize the use of land and infrastructure on the Rangeview Lands given its location within a Major Transit Station Area; its location with the Lakeview Waterfront Major Node; and, its immediate proximity and direct relationship

to the Lakeview Village development which recently received a MZO approval for 16,000 units. Second, it is noted that while the proposed unit count is greater than the unit count prescribed in Table 1 in Section 13.3.8.3 of the MOP, the Proposal is in general keeping with the applicable built form policies and it is our opinion that the approach to unit count should be design-based rather than unit-based. With such an approach, the total unit count is the outcome of the design review process and is not the determinant.

An important consideration in any proposed development is the capacity of a site or an area to accommodate additional growth. With respect to the transportation and servicing infrastructure, the reports prepared and submitted with the Application by BA Group and Schaeffers provide the technical analysis from transportation and servicing perspectives and demonstrate that the site and surrounding area can accommodate the 5,300 units proposed (see Section 5.6 of this report).

With respect to the proposed built form, the number and proportion of taller buildings on the Rangeview Lands (56%) are appropriate. The DMP v3.0 strategically locates tall buildings along higher order transit and planned enhanced transit corridors, as well at key intersections and adjacent to parks and open spaces. They are strategically placed to emphasize the primary gateways and corridors into this new neighbourhood. The variety of building types will support a wide range of sizes and age groups. Based on this design direction, it is our opinion that the location of the tall buildings is appropriate and a desirable mix of built forms is provided on the Rangeview Lands.

Overall, the proposed intensification of the Rangeview Lands will allow future residents and employees to take advantage of not only the future higher order transit along Lakeshore Road East, but also the wide range of existing and proposed shops, services, restaurants and public parks within the Lakeview neighbourhood in accordance with the policies of the RPOP and the MOP. The Proposal will make a positive contribution to the creation of a new mixed-use, complete community that is connected, prosperous and complimentary to the approved Lakeview Village development.

## 5.2 Built Form and Public Realm and Open Space Network

The proposed Road Network is described in Section 2.5.2 of this Report.

### 5.2.1 Built Form

From a built form perspective, the subject site is contextually appropriate for a mix of built forms including a number of tall buildings with mid-rise podia given its proximity to the future BRT station stop(s) and its direct relationship to the approved Lakeview Village development. As noted above, Rangeview forms part of the larger Inspiration Lakeview Master Plan area and its development represents the second and final piece of this new master planned waterfront community, with the other three precincts having been advanced through the combined Lakeview Village DMP process.

The DMP v3.0 generally conforms to the built form policies of the MOP and OPA 89, including policies 13.4.8.1(a)(b)(c)(f)(i), 13.4.8.2.1(a)(b)(c), 13.4.8.3, 13.4.8.3.8, 13.4.8.3.9 and 13.4.8.3.10 (from OPA 89).

The organization and proposed building forms contemplated within Rangeview Estates will serve as the most distinct elements with the neighbourhood fabric. They will create a sense of enclosure along the public realm, frame important views and corridors towards Lake Ontario and contribute to the residential neighbourhood character envisioned for the entire community. The DMP v3.0 proposes a mix of building typologies throughout the neighbourhood. The variety of building types will support a wide range of economic levels, sizes and ages of households. Not only will these building typologies contribute to and complement the emerging built form pattern approved within the Lakeview Village development, but it will also respond to the broader surrounding built form context given the transitional location of Rangeview Estates between existing low-rise neighbourhoods to the north and west and the planned waterfront community.

### Building Typology

The building typologies and associated heights proposed by the DMP v3.0 generally align with the policies and guidelines outlined in the MOP. These typologies include: (1) Low-rise buildings up to 4-storeys; (2) Mid-rise buildings between 5- and 8-storeys; and (3) Tall Buildings between 9- and 15-storeys. The DMP v3.0 demonstrates conceptual massing, height and scale for each of these building typologies. The exact design and architectural details of these buildings will be further developed at a later stage in the development approvals process.

### Low-Rise Buildings

The Rangeview DMP contemplates several forms of low-rise buildings, including:

- 3-storey Townhouses;
- 3-storey Back-to-Back Townhouses;
- 4-storey Stacked Townhouses;
- 4-storey Stacked Back-to-Back Townhouses; and
- 4-storey Apartment Buildings.

Three-storey townhouse structures share a sidewall with an adjacent unit and typically consist of a front and rear yard (or rear lane vehicular access). Three-storey back-to-back townhouse structures share a side and rear wall with adjoining units. They comprise of two primary frontages with each unit having their own entrance at ground level. Four-storey stacked townhouse structures have similar qualities to 3-storey townhouses, but also include units stacked vertically atop one another. Four-storey stacked back-to-back townhouse structures have similar qualities with 3-storey back-to-back townhouses, but also feature units stacked vertically atop one another. Four-storey apartment buildings are comprised of units that are stacked vertically atop one another and share a primary entrance and internal corridor with units on either side.

These low-rise buildings will assist in reinforcing the residential neighbourhood character of Rangeview Estates. They are designed to be at a human-scale and maintain compatibility with the existing and planned adjacent low-rise neighbourhoods. Low-rise buildings will generally be organized within the interior of each character area and will frame the proposed public parks to maintain an intimate scale for residents and ensure ample access to sunlight. Primary entrances and potential porches of low-rise buildings will generally front directly onto the adjacent public realm to provide activation and animation.

### Mid-rise Buildings

The DMP v3.0 proposes mid-rise buildings predominantly fronting onto Lakeshore Road East and serving as transitional structures between tall and low-rise buildings. Mid-rise building heights will respond to the width of the adjacent street right-of-way and/or the immediate context to maintain a human-scale presence along the public realm and to complement nearby building forms. Specifically, mid-rise buildings along Lakeshore Road East will incorporate a defined 4-storey streetwall to reinforce the 'main street' character envisioned along this corridor. A 4- to 6-storey streetwall should generally be applied for mid-rise buildings fronting other streets within Rangeview Estates. Overall, mid-rise buildings will generally exhibit a maximum height up to 8-storeys. The ground floor for mid-rise buildings will incorporate active uses such as retail space (primarily along Lakeshore Road East and the northern blocks of both Destination Parks) or residential units (with their associated primary entrances, front porches and landscaping) to animate the adjacent public realm.

### Tall Buildings

Tall buildings are comprised of a tower element atop a base building (podium). Where applicable, the tower element will be appropriately stepped back from the top floor of the podium to create a discernable break between the two building components. This will ensure a human-scaled relationship between the podium – which should generally maintain a height of 6-storeys – and the adjacent public realm is maintained. The floorplate size of the tower element should generally be 750 square metres and be designed with appropriate dimensions to minimize the perception of mass and mitigate shadow and wind impacts onto the public realm.

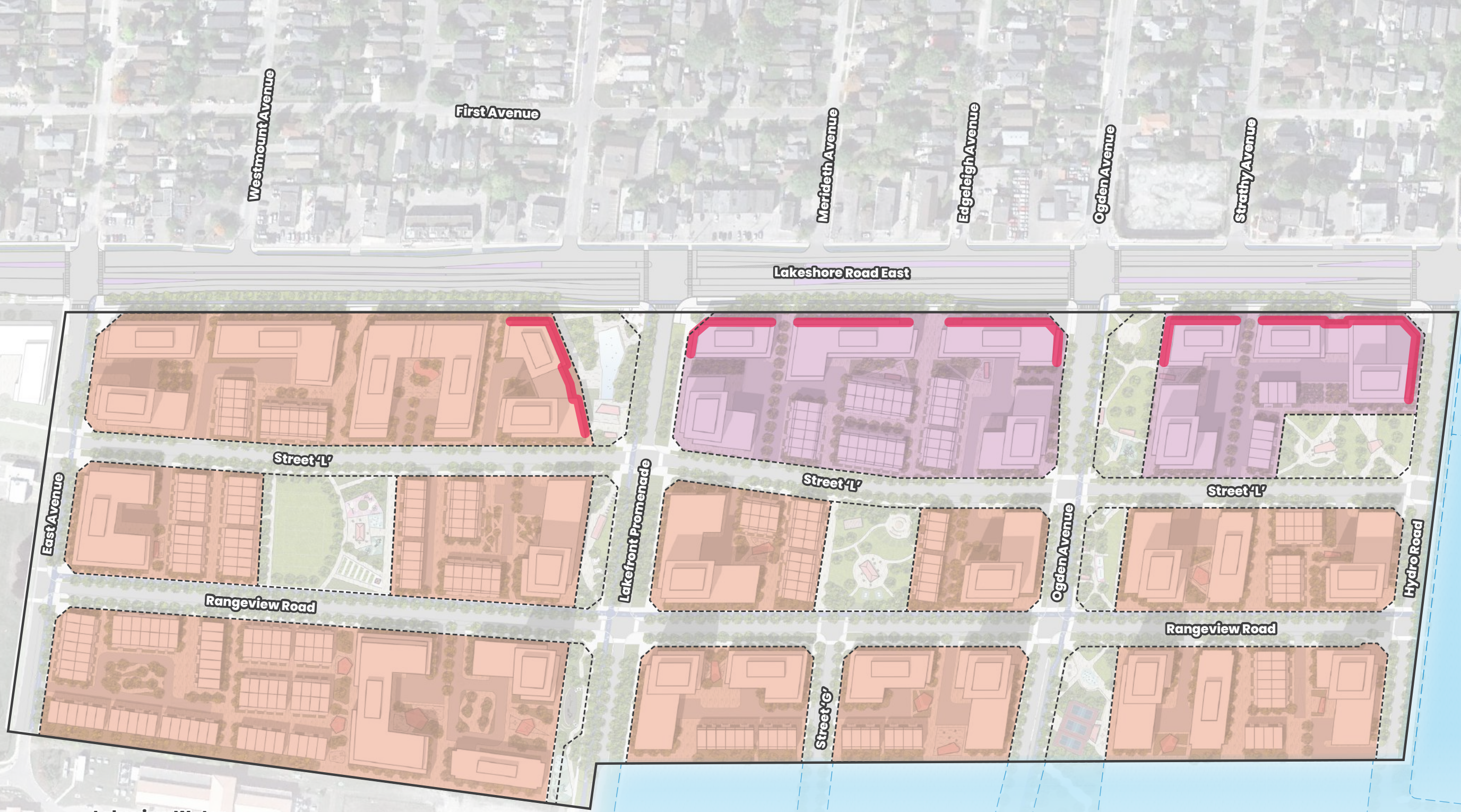
The DMP v3.0 contemplates tall buildings beyond the mid-rise streetwall along Lakeshore Road East (specially, the tower element in this condition); along planned higher order and priority transit corridors to support the use of these future transportation routes; adjacent to Destination Parks to provide prominence and animation; and fronting onto Hydro Road to emphasize its importance as a primary entrance and gateway for the Lakeview Waterfront Major Node. Tall buildings proposed within Rangeview Estates will serve as a transition in height between existing buildings adjacent to the Rangeview neighbourhood, and the taller buildings contemplated within the Lakeview Village development.

## Non-Residential Uses

In accordance with the mixed-use land use designation in the Mississauga Official Plan, the DMP v3.0 envisions non-residential uses along Lakeshore Road East between Lakefront Promenade and Hydro Road to activate and animate the public realm. This will reinforce the main street character envisioned for this section of Lakeshore Road East and support the visitors and residents of Rangeview Estates (see **Figure 22**).

In this regard, the current demonstration of the DMP v3.0 is able to generate approximately ~4,000 to ~8,000 square metres of non-residential uses on the ground floor of buildings fronting Lakeshore Road East between Lakefront Promenade and Hydro Road. The exact area and location of these non-residential uses will be determined at a later stage in the development approvals process.

If required, the location of a potential school site within the Rangeview Estates Precinct will be determined at the time of future development applications (plan of subdivision and/or site plan). As per OPA 89, a school use will be combined with another permitted use within the same building to establish a compact urban form (Policy 13.4.10.1.4). Policies with respect to this approach have been included in the submitted implementing Official Plan Amendment.



**Legend**

- Rangeview Estates Precinct
- Development Block Boundaries
- Active Non-Residential Frontage
- Mixed Use
- Residential Medium Density

**Lakeview Water Treatment Plant**

**Parks and Open Space (OPA 89)**

**Ogden Park**

**Lakeview Village Development**



Not to Scale

**Figure 22 - Non-Residential Uses**

## 5.2.2 Public Realm and Open Space Network

The DMP v3.0 provides a series of public and private open spaces that contribute to the overall parks and open space network planned throughout the entire Lakeview Waterfront Major Node community. The proposed parks and open spaces are critical components to the public realm network, offering year-round active and passive recreational opportunities that promote multi-generational design and are within walking distance of each other. The interconnected street system will serve as arteries that link these parks and open spaces together and provide additional opportunities for animated frontages, active transportation routes and sustainable landscaping. Together, these elements will form part of the neighbourhood character and identity of Rangeview Estates.

### Public Parks

The DMP v3.0 provides a total of 2.62 hectares of public parkland distributed between five new parks. They are strategically located throughout the neighbourhood and set out a framework for the development of a robust, vibrant and connected public realm network for residents, visitors, workers and the broader community. The approach to public parkland for Rangeview is based on an extensive review of the proposed park and conceptual programming being considered within the Lakeview Village development in order to ensure a complementary system of public open space that knits together the two neighbourhoods.

The Rangeview DMP establishes a hierarchy of different park typologies that offer a variety of seasonal active and passive recreational opportunities based on their setting, function and configuration. This will ensure that a series of distinct and diverse recreational experiences are provided throughout the community. These typologies include: (1) Destination Park; (2) Community Park; and (3) Neighbourhood Parkette.

- The Destination Park is designed to serve the wider Lakeview Waterfront Major Node area. This park typology will function as a public realm anchor for the entire community, attracting both local residents and visitors from other areas of Mississauga and beyond. The Destination Park will be designed as a central focal point and is sized to incorporate many active and passive recreational opportunities at various scales.

- The Community Park is designed to be a focal point for the immediate neighbourhood. It is intended to primarily serve the residents of Rangeview Estates. In comparison with the Destination Park, the Community Park provides a mix of active and passive recreational opportunities at a more local, neighbourhood scale.
- The Neighbourhood Parkette is a small scale, intimate park that provides residents immediate access to open space. This typology predominantly offers passive and minor active recreational opportunities. The Neighbourhood Parkette is intended to enhance connectivity within the neighbourhood and complement the Destination and Community Parks.

The park designs illustrated in the DMP v3.0 are conceptual and are intended to demonstrate how specific passive and active recreational opportunities can potentially be organized within each park typology. The exact designs and details for each park will be determined in consultation with City of Mississauga staff at a later stage in the development approvals process.

In this respect, the park elements of the DMP v3.0 represent what 'could be', and not necessarily what 'will be' constructed as time unfolds. It is our understanding that the City of Mississauga will be responsible for future park design and construction and that the proposed park designs may not be implemented as described in this master plan. The parkland concepts for Rangeview were prepared to demonstrate how the proposed placement, organization, programming and dimensioning of the various park blocks within Rangeview could result in a vibrant and accessible recreational amenity that would appropriately service the needs of the future population of this area.

## Ogden Park

Ogden Park – through both Rangeview and the Lakeview Village development – will function as the primary Destination Park for the entire Lakeview Waterfront Major Node and will complete a key pedestrian link between Lakeshore Road East and the waterfront. It is envisioned to include a variety of community and city-wide level of recreational programming, with pedestrian priority pathways and cycling facilities. The section of Ogden Park through Rangeview Estates is comprised of three blocks and completes the overall vision originally contemplated by the Lakeview Village DMP, being a central “river of green”.

Located alongside the proposed Ogden Avenue extension, Ogden Park will provide an extended, unobstructed view corridor towards Lake Ontario from Lakeshore Road East. The northern portion of Ogden Park, adjacent to Lakeshore Road East, will incorporate a gateway space with public art to announce the primary entrance to the park and the overall community. A network of pathways and planting areas throughout all three blocks of Ogden Park will define specific spaces for active and passive recreational opportunities. Potential recreational opportunities contemplated for Ogden Park may include play zones, fitness pods, games tables, water play areas, pickle ball courts, open and sheltered seating areas, gardens and open lawn areas. Overall, Ogden Park will be a major destination for the residents of the City of Mississauga and will serve as an important addition to the City’s network of parks and open spaces.

## Lakefront Greenway

The Lakefront Greenway will serve as a secondary Destination Park within Rangeview Estates, functioning as an additional gateway entrance to both Rangeview and the Lakeview Village development. Oriented parallel to Lakefront Promenade, it is envisioned as a linear park that connects to Douglas Kennedy Park, Lakefront Promenade Park and to Lake Ontario. It complements Ogden Park by providing residents and visitors additional views and access to the waterfront.

Comprised of three blocks, the Lakefront Greenway will serve as an extension of the Lakefront Promenade public realm. Although its primary purpose is to serve as multi-use pathway for active transportation modes – such as walking, cycling, running, etc. – and minor passive programming, the northern block of the Lakefront Greenway (Block 2) is proposed as an active urban plaza. This plaza will serve as a community gathering space that is linked to the planned Lakeshore BRT stop at the intersection of Lakefront Promenade and Lakeshore Road East.

Programming opportunities contemplated for this plaza area of the Lakefront Greenway may include open and sheltered seating areas, performance area, open lawn area and a flexible market space. Public art and a large water feature – which could be converted to an ice rink in the winter months – will reinforce this corner as a community gateway and promote a sense of arrival for BRT passengers.

## Rangeview Park

Rangeview Park will be a vibrant Community Park that is planned to serve the residents of Rangeview Estates. It will function as an important focal point and gathering space for the immediate neighbourhood. Rangeview Park will be anchored by a large open field area which is sized to accommodate a five versus five soccer pitch, but can also accommodate other flexible unstructured active recreational uses. The open field area will be bordered by walkways, sustainable landscaping and other amenities such as play zones, a water play area, a sheltered gathering space and community gardens. To reinforce the neighbourhood scale of Rangeview Park, the space will be framed by low-rise development to enclose the park at a human-scale and provide excellent sun exposure.

## Central Square

Central Square will serve as one of two Neighbourhood Parkettes within Rangeview Estates. It functions as a centrally located terminus and gathering area – providing an open space connection between Lakeshore Road East and the proposed Street 'G' that connects to Lakeview Village. Central Square serves as an important anchor and extended mid-block connection that bisects Rangeview Estates, providing pedestrians an alternative route towards the Lakeview Village development and the waterfront. This Neighbourhood Parkette primarily contemplates passive and minor active recreational opportunities, such as community gardens, a gathering area, an outdoor yoga space, open and sheltered seating, an open lawn area and games tables.

## Hydro Common

Located at the corner of Hydro Road and the new Street 'L', Hydro Common is the second of two Neighbourhood Parkettes within Rangeview Estates. It provides a visual break along the continuous tall building podium streetwall which defines the Rangeview Estates boundary along Hydro Road. Hydro Common will assist in emphasizing Hydro Road as a gateway corridor for the Lakeview Waterfront Major Node, and towards Lakeview Square at the waterfront. Similar to Central Square, Hydro Common will be primarily comprised of passive and minor active recreational opportunities, which could include open and sheltered seating areas, games tables, gardens and an off-leash pet area.

## Private Open Space

Private open spaces will be strategically distributed throughout the Rangeview Estates neighbourhood to complement the public realm network. These open spaces will provide additional opportunities for intermittent, sustainable landscaped areas for passive recreation and connections between the defined public parks. The Rangeview DMP proposes two types of private open space: (1) Privately Owned Public Spaces; and (2) Outdoor Amenity Areas. The location and design of the private open spaces demonstrated in this DMP are conceptual, with the exact details to be addressed at a later planning application process when each property is advanced for redevelopment.

### Privately Owned Public Spaces (“POPS”)

Privately Owned Public Spaces (“POPS”) are privately owned and managed outdoor spaces that are accessible to non-residents and open to the public. The Rangeview DMP proposes several POPS which will provide mid-block connections to facilitate additional linkages and access through the planned development parcels between Lakeshore Road East and Street 'L'. These POPS connections (pedestrian mews) will provide view termini towards the internal public park spaces within the Rangeview neighbourhood and visual breaks along the streetwall on Lakeshore Road East. Overall, these POPS connections should generally maintain a width of 10-metres.

### Outdoor Amenity Areas

Outdoor Amenity Areas are communal use spaces that incorporate active and passive recreational opportunities and are to be available for exclusive use by the residents of an associated development. The Rangeview DMP proposes Outdoor Amenity Areas to be centrally located within each the development parcel, as appropriate, with high visibility from the adjacent public realm. The exact design and placement for each Outdoor Amenity Area will be determined at a later stage in the development approvals process.



### 5.3 Connectivity and Integration

Within the Rangeview Lands, a new pattern of streets will define the development blocks and provide enhanced permeability and access throughout the site and to the Lakeview Village development and Lake Ontario. This network will help to connect and integrate this large industrial site into the planned urban fabric of the Lakeview Waterfront Major Node. In our opinion, the development blocks are of an appropriate configuration and size based on the proposed uses.

The design of the new streets will occur as the plans develop and future development applications are submitted. New sidewalks and the potential for bike lanes will encourage active transportation both within the Rangeview Lands and beyond within the Lakeview area. Pedestrian pathways will provide better linkages to Lakeshore Road East and provide access, which does not currently exist, to Lake Ontario, as well as provide greater pedestrian access across the Lands to the future BRT station stops. Comfortably designed streets, sidewalks, parks and open spaces will meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

Policy 2.2.4(8) of the Growth Plan provides that all major transit station areas will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate: connections to local and regional transit services, infrastructure to support active transportation, and commuter pick-up/drop off areas. In our opinion, the Proposal meets the intent of this policy.

### 5.4 Proposed Official Plan Amendment

An Official Plan Amendment has been drafted and has been submitted with this Application. The Official Plan Amendment sets out the policies intended to guide the redevelopment of the Rangeview Lands in accordance with the Proposal. The Amendment sets out policies that will permit a built form that is reflective of the Land's transition from a solely employment use to a mixed-use development that can accommodate up to 5,300 residential dwelling units while optimizing the Land's intensification given the future higher order transit along Lakeshore Road East and the overall planned function of the Lakeview Waterfront Major Node.

The Official Plan Amendment includes, but is not limited to the following:

- Amend Schedule 10 and other Schedules of the MOP to reflect the proposed residential and parks and open space network;
- Permit up to 5,300 dwelling units;
- Provide for the distribution of units by built form; and
- Include policies that will implement the layout, built form and principles outlined in the DMP v3.0

## 5.5 Supporting Studies

### 5.5.1 Air Quality, Odour, Dust and Vibration

SLR Consulting (Canada) Ltd. has prepared a Preliminary Review of Air Quality, Odour, Dust, and Vibration (the 'Review'), dated May 2024, in support of the subject application.

The Review has considered:

- Industrial air quality, odour, and dust emissions;
- Industrial and commercial noise and vibration; and,
- Transportation-related noise and vibration.

The Review has also included an assessment of air quality and noise emissions from industrial facilities in the area.

The potential for air quality impacts on the proposed development, including dust and odour, have been reviewed. There is potential for air emissions from surrounding industries to be detected at the subject site. A more detailed assessment of air emissions may need to be conducted at a later stage in the planning process once the plans for the entirety of the subject site are further advanced and developed. Receptor-based mitigation measures may need to be implemented to improve land use compatibility with surrounding employment facilities.

The Review has evaluated the potential for noise emission exposure at the subject site. Noise emissions from two industries have the potential to exceed NPC-300 Class 1 guideline limits at sections of the subject site. Receptor-based mitigation measures and / or source-based mitigation measures may need to be implemented to meet applicable noise guideline limits.

The potential for transportation-related noise emissions at the subject site have been evaluated. Receptor-based mitigation measures and/or source-based mitigation measures may need to be implemented to meet applicable noise guideline limits.

The potential for vibration impacts on the subject site have also been assessed. Based on the setback distances to industry and transportation sources:

- Adverse vibration impacts from industrial facilities are not anticipated at the subject site; and,
- Adverse vibration impacts from freight and GO Train sources are not anticipated.

### 5.5.2 Pedestrian Wind Assessment

SLR Consulting (Canada) Ltd. has prepared a Pedestrian Wind Assessment, dated August 2023 (and an addendum in May 2024) in support of the subject application. The Pedestrian Wind Assessment completed a review of the pedestrian wind conditions predicted for the subject site through qualitative CFD techniques.

The Pedestrian Wind Assessment concluded that:

- The wind safety criterion is predicted to be met at all areas of the subject site in its currently proposed configuration;
- Wind conditions throughout the subject site, including walkways and park spaces, are expected to be suitable for the intended use year-round;
- On the sidewalks and transit stops surrounding the subject site, wind conditions are expected to be suitable for their intended use; and,

The Pedestrian Wind Assessment further concluded that, as the applications moved forward and the subject site design is further advanced, more detailed block-specific analyses should be undertaken to confirm wind comfort conditions.

### 5.5.3 Heritage

A Heritage Impact Assessment (HIA) has been prepared by ERA Architects Inc., dated JMay 2024. The HIA assesses the impact of the Rangeview development on adjacent and nearby heritage resources.

The HIA confirms that the subject site is not designated under Part IV or Part V of the Ontario Heritage Act, nor is it listed on the City of Mississauga's Heritage Register. Adjacent heritage resources include Lakefront Promenade Park (800 Lakefront Promenade), which is listed on the City of Mississauga's Heritage Register, and 1300 Lakeshore Road East, which contains two resources (Long Branch Indoor Rifle Range and Long Branch Outdoor Firing Range) individually designated under Part IV of the Ontario Heritage Act by By-laws 170-2012 and By-law 144-2017, respectively.

The HIA concludes that the proposed development will not have heritage impacts on the adjacent and nearby heritage resources. The cultural heritage attributes of Lakefront Promenade Park are located within the southern portion of the park, at a substantial distance from the proposed development. The nearby heritage resources situated at 1300 Lakeshore Road East are also located a substantial distance from the proposed development and are separated from the subject site by a new mixed-use subdivision (the Innovation Corridor precinct of the Lakeview Waterfront Major Node).

Accordingly, the HIA concludes that no conservation treatments are required.

### 5.5.4 Community Engagement Strategy

Bousfields Inc. has prepared a Community Engagement Strategy, dated May 2024, in support of the subject application.

The purpose of the Community Engagement Strategy is to:

- share information with the public and interested stakeholders;
- consult with interested persons and groups through various methods of engagement;
- determine overarching themes and key perspective about the proposed development;
- communicate with the public in a transparent and open manner about the proposed development and engagement process; and,
- understand community dynamics to ensure a well-informed consultation process is implemented.

The desired outcome of the Community Engagement Strategy is to ensure that the public and interested stakeholders feel sufficiently informed and consulted through various engagement methods, and to ensure that the feedback received during consultation informs the proponents' understanding of the communities' sentiments related to the proposed development. Ultimately, it is imperative that all stakeholders in the process feel adequately engaged.

The Community Engagement Strategy has outlined the target audience for the strategy itself and identifies the most appropriate public consultation methods. These methods include the preparation of a project website and email for project feedback; direct communication (in the form of letters or other print materials) with the target audience, community open houses and meetings that may be either broad (any interested party may attend) and focused (specific to certain groups), and the installation of a public notice and notification sign.

In addition to the above, the Community Engagement Strategy has provided a summary of all of the stakeholder consultation that has taken place since 2021. This stakeholder consultation has included meetings with the Councillor and Residents' Association, non-participating landowners within Rangeview Estates, and the larger Lakeview community.

### 5.5.5 Servicing

Schaeffers Consulting Engineers has been retained to determine the comprehensive servicing strategy for Rangeview Estates. The municipal servicing strategy has been proposed to satisfy the City of Mississauga and Credit Valley Conservation Authority (CVC) guidelines. The proposed servicing scheme is aligned with the neighbouring Lakeview Village development.

The water supply servicing will include connections to existing watermains along Lakeshore Road East, Rangeview Road and East Avenue. Moreover, 600 and 400-millimetre diameter watermains along Lakefront Promenade and Hydro Road, respectively, are proposed as part of the Lakeview Community development. As part of the Rangeview development, proposed watermains include a 300-millimetre diameter watermain along Street 'L' that extends from East Avenue to Hydro Road, connecting to the existing 400-millimetre watermain along Hydro Road, a 300-millimetre diameter watermain along Ogden Avenue that connects to the existing 600-millimetre diameter watermain along Lakeshore Road East and a proposed 300-millimetre diameter watermain along the entire length of Rangeview Road. An interim condition has been proposed to provide servicing to participating landowners in the absence of non-participating lands, while also providing flexibility for phasing.

The sanitary servicing will connect to the future sub-trunk sewer extension proposed along Lakeshore Road East and extending south along East Ave, which is currently being designed by Peel Region. A high-level downstream sanitary capacity analysis has been completed to analyze the proposed local sewers network in the Ultimate Servicing Plan. Upgrades will be required for the existing sewers along Rangeview Road, as well as other existing Roads within the subdivision boundaries. The proposed interim sanitary solution will provide flexibility for phasing and reduce the "throwaway" cost related to the extension of the sewer network to service blocks within the subdivision which are currently non-participating and which would be developed in the ultimate scenario.

Stormwater quantity control is proposed for the development parcels where sites are to be controlled to the 100-year event. The right-of-way minor system is designed to convey the 10-year event, while full capture locations are proposed at grading low-points, capturing up to and including the 100-year event. Quality controls will be provided within each development parcel to meet the enhanced level of treatment (80% TSS removal). For the public right-of-way, a tree pit filtration/infiltration strategy will be proposed with an end-of-pipe oil/grit separator (OGS) to achieve 80% total suspended solids (TSS) removal through a treatment train approach. The proposed interim storm solution, which considers the non-participating lands, has been designed such that it functions for the final development of all parcels, via an extension of the storm sewers and with no revision to the sewers to be constructed in the interim scenario. The 5-millimetre volumetric control requirement for the development will be provided through the proposed tree pits, via filtration, as it pertains to the proposed public ROWs, and through rainwater harvesting and re-use, as it pertains to the proposed site plan blocks.

The proposed servicing solution for storm, sanitary and water supply incorporates a core servicing approach, which provides complete flexibility for phased development of individual blocks within the Rangeview Estates lands. This is achieved by proposing the construction of core services within existing ROWs (Rangeview, East Ave, Lakefront Promenade and Hydro Road), as well as limited reliance on local sewers and watermain on Lakeshore Road East for the servicing of blocks fronting Lakeshore. This allows for all participating development blocks to be redeveloped in any order while obtaining service in the interim scenario, with non-participating blocks also able to redevelop at any time in the future. The construction and servicing of the future ROWs (Street L, Ogden, Street G) can thus be postponed until the pre-requisite lands become available, without hindering the development of any particular participating or non-participating block, from a servicing standpoint.

## 5.5.6 Urban Transportation Considerations

An updated Urban Transportation Considerations Report has been prepared by BA Group, dated May 2024. The Urban Transportation Considerations Report ("Report") builds on the Transportation Considerations Report dated November 2022 and September 2023 that was submitted to the City of Mississauga in support of the associated Development Master Plan for Rangeview, and addresses comments provided by the City in that respect.

The Report generally summarizes the following:

### Area Street Network

Rangeview is adjacent to Lakeshore Road East with convenient road connections across the City, Peel Region and the Greater Toronto Area (GTA). The public street network surrounding Rangeview includes a hierarchy of road connections ranging from local to arterial roads, and it is approximately 2km from the Queen Elizabeth Way.

The approval of the Lakeview Village development has resulted in planned changes to the local street network that align with the future road network within OPA 125. As part of Rangeview, additional components of the OPA 125 road network are being proposed. The proposed Rangeview road network considers active transportation, ease of access & connectivity for all travel modes, "Complete Streets" and conformity with the planned Lakeview Village road network. The Rangeview proposal includes functional plans and crosssections for the planned road network, inclusive of East Avenue, Lakefront Promenade, Street F (extension of Ogden Avenue from Lakeshore Road East to the property line, just south of Rangeview Road), Hydro Road, Street L, Rangeview Road and Street G.

### Area Transit Network

The Site's northern boundary is adjacent to the two MiWay surface transit routes, which provide direct connections to area destinations including Dixie Outlet Mall, Port Credit and Long Branch GO stations. With a transfer at the Long Branch GO Station, the Site is connected to GO Transit (Lakeshore West Line) and TTC bus / streetcar service in the east. The plans for a dedicated Bus Rapid Transit (BRT) service along Lakeshore Road East (adjacent to Rangeview), from East Avenue to Etobicoke Creek, are well underway with a current completion date of 2027.

### Area Cycling Network

The existing cycling network within 500 metres of the Site area consists of multi-use trails, park trails, and signed bike routes along all sides of the Site perimeter. These cycling connections provide convenient travel opportunities for residents, employees and visitors of the surrounding area, specifically to travel using nonautomobile means. The Lakeshore Connecting Communities Transportation Master Plan (TMP), proposes to incorporate uni-directional cycle tracks, separated from vehicle lanes, in each boulevard along the Lakeshore Road East corridor. Within OPA 125, as part of the planned street network, a series of "Primary Off-Road Routes" and "Primary On-Road / Boulevard Routes" are included primarily within Lakeview Village.

The proposed Rangeview street network will provide connectivity to the Lakeview Village cycling facilities, as well as to Lakeshore Road East, for travel beyond the Site. The proposed Rangeview cycling network includes two-way in-boulevard cycle tracks, where cyclists are separated from vehicles by a curb and buffer, on one side of the road along East Avenue, Lakefront Promenade, Ogden Avenue, Hydro Road and Rangeview Road. Cyclists would be expected to share the road on lower volume streets such as Street L and Street G, where there are no planned designated cycling facilities.

## Area Pedestrian Network

The Site is within 500 metres of numerous parks, various restaurants and services, along the Lakeshore Road corridor that can be reached by walking as Lakeshore Road East includes sidewalks on both sides of the road. The Rangeview proposal includes a planned street network with a high quality urban pedestrian environment with wide sidewalks on most of the proposed streets and pedestrian mews areas to generate pedestrian activity. The proposal for a new traffic signal on Lakeshore Road East at Hydro Road, will provide additional protected crossing opportunities for pedestrians. The pedestrian network proposed for Rangeview will connect to the Lakeview Village pedestrian network, with connectivity to Lake Ontario and beyond.

## Transportation Demand Management (TDM)

The TDM strategies incorporated into Rangeview will encourage residents to take fewer and shorter vehicle trips to support transit and active transportation, as well as enhance public health and reduce harmful environmental impacts. TDM measures have been incorporated into the design and future operations of Rangeview and include strategies such as developing a community with a range of land uses and connectivity provided for active modes of travel, convenient connections to transit, cycling facilities and bike repair stations, on-site car / bicycle / scooter sharing facilities and a reduced parking supply for residents and visitors.

## Potential for a New GO Station

As a result of the advancement of GO Transit in the Greater Toronto & Hamilton Area, there is potential to improve GO Transit in the vicinity of Rangeview with the addition of a new GO Station. Based on the proximity to local multi-modal connections and distance to nearby existing GO Stations on the Lakeshore West Line (approximately 2.5 km from Port Credit GO Station and approximately 2.5 km from Long Branch GO Station), a potential location for a new station would be east of Cawthra Road and north of Lakeshore Road East.

A Cawthra GO Station would greatly enhance the multi-modal transportation options available to future residents and visitors to both Rangeview and Lakeview Village.

## Travel Demand & Traffic Analysis

To develop the traffic analysis scenarios for this study, a number of development thresholds were tested for Rangeview to better understand the traffic-related impacts on the overall area road network. Each scenario considered the total number of residential units for both Rangeview and Lakeview Village, the total nonresidential GFA for Rangeview and Lakeview Village, and the road network and intersection improvements that would be in place at the time of development.

The traffic analysis for the September 2023 BA Group Report (Scenarios 1, 2, 3A, and 3B) considered two long-term horizons (2031 and 2041) and generally aligned with the methodology of TYLin's April 2021 Traffic Considerations Report Addendum ("the 2021 April TYLin report") completed for Lakeview Village. To determine the background traffic volumes for this study, traffic volume layers, inclusive of Site traffic volumes and background traffic volumes, were taken from the April 2021 TYLin Report.

In order to focus on the updated analysis required to consider Lakeview with 16,000 residential units, this report does not include analysis updates for existing conditions and Scenarios 1, 2, 3A, and 3B at this time.

For completeness, these scenarios continue to be included in the updated report and will be updated in the future as required when updated traffic data becomes available.

The updated BA Group traffic analysis includes a modified approach for new analysis scenarios (Scenarios 4, 5, 6, 7A, and 7B).

A summary of the updated traffic analysis undertaken for Scenarios 4, 5, 6, 7A, and 7B is as follows:

- Scenario 4: Rangeview with 5,300 Residential Units and Lakeview with 10,000 Residential Units
- Scenario 5: Rangeview with 5,300 Residential Units and Lakeview with 12,000 Residential Units
- Scenario 6: Rangeview with 5,300 Residential Units and Lakeview with 14,000 Residential Units
- Scenario 7A: Rangeview with 5,300 Residential Units and 16,000 Lakeview Residential Units
- Scenario 7B: Rangeview with 5,300 Residential Units and 16,000 Lakeview Residential Units

## Summary of VISSIM Analysis

A VISSIM analysis was completed for this report for Scenario 7B only (auto driver mode share of 35%) in order to confirm the results of the traffic analysis undertaken with Synchro by both TYLin and BA Group that considers Rangeview with 5,300 units and Lakeview with 16,000 units. The VISSIM microsimulation analysis included 7 intersections along the Lakeshore Road East corridor.

## Conclusions

The traffic analysis confirms that the future transportation network can acceptably accommodate the travel demands of the 21,300 residential units (Rangeview with 5,300 units Lakeview with 16,000 units) and 100% build-out of the non-residential GFA.

The above-noted intersection performance is deemed to be acceptable as in busy urban environments, it is typical that some movements will operate at, or slightly over capacity, during the peak periods of the day. It is also expected that some traffic will divert from the area as traffic patterns evolve.

The ability of the transportation network to accommodate both Rangeview and Lakeview anticipates auto driver share decreasing to approximately 35 to 40%, based on the evolving transportation context of the area and in consideration of auto driver mode share proxy studies in areas with a similar context.

Through the development of the community, it is recommended that continued efforts be made to secure a transit station on the Lakeshore West GO line north of the development. Complementary to this and in line with the goal of minimizing automobile travel would be continued reductions in the provision of vehicular parking.

In order to confirm the ability of the area transportation network to acceptably accommodate the proposed development, it is recommended that a comprehensive traffic analysis update be undertaken for the Lakeview site to develop beyond 8,050 units. An updated traffic study would ideally be completed for increments of 2,000 units, up to 16,000 units on Lakeview.

## 5.5.7 Shadow Study

Bousfields Inc. has prepared a Shadow Study, dated April 2024, to demonstrate the general shadow impacts cast by the proposed building forms envisioned in the Rangeview Estates Development Master Plan area. Rangeview will primarily be composed of mid-rise and taller element built forms, interspersed by a mix of low-rise buildings. The Shadow Study has been prepared in accordance with the terms of reference as established with the associated Development Master Plan, and in accordance with the requirements set out in Mississauga's Urban Design Terms of Reference – Standards for Shadow Studies, June 2014.

In our opinion, the shadows cast by the proposed buildings on proposed parks, and the immediate surrounding context, are relatively limited and appropriate given the existing and planned surrounding context. The shadows cast are typical of an intensified urban environment that includes mid-rise and taller buildings. The proposed parks experience minimal to no shadow impacts within hourly intervals before and after solar noon. Shadow impacts on the proposed parks generally occur during the mornings and late afternoons. Overall, it is important to note that this shadow study demonstrates general massing envelopes that are conceptual, and subject to change in a later development approvals process.

For the reasons set out in this PUD Rationale, it is our opinion that the Proposal for the Rangeview Lands is appropriate and desirable as it will provide for the transformation of an underutilized employment area into a vibrant mixed-use, transit-oriented neighbourhood comprised of residential and non-residential uses, parkland and new public streets as contemplated in OPA 89. This transformation will provide for over 5,300 much need residential units which will assist the City in meeting its provincial housing targets for 2031.



# Conclusion



From a land use perspective, the Official Plan Amendment will promote the achievement of many policy directions supporting intensification through the revitalization and intensification of underutilized parcels of land located within a Major Node (Lakeview Waterfront) and adjacent to a future BRT station stop. The redevelopment of the Rangeview Lands will connect and integrate seamlessly with the approved Lakeview Village development by creating a desirable mixed-use development comprised of new residential dwelling units in a variety of built forms, employment opportunities offered by the retail and service commercial spaces proposed within the podiums of the mixed-use buildings, and supporting community infrastructure (parks and public streets). The Official Plan Amendment help to achieve the complementary goals of more efficiently using planned infrastructure investments by providing additional transit ridership; providing alternative transportation options for residents and workers; and increasing mobility and reducing auto dependency.

From a built form perspective, the Proposal will create new public streets and public parks and active transportation linkages which will allow pedestrians and cyclists to connect from Lakeshore Road East south to Lake Ontario. The proposed buildings will frame the public streets and the public park blocks with good proportion, as strong mid-rise bases in the order of 6-8 storeys are proposed. Along Lakeshore Road East it is proposed that the base buildings contain ground related retail and other active uses, thereby creating a lively public realm along this arterial road. Taller buildings, with heights of up to 15 storeys, have been sited in a manner that will adequately limit shadow and privacy impacts, particularly on the proposed public parks.

Accordingly, it is our opinion that the Proposal represents good planning and urban design, and it reflects an exciting opportunity to contribute to the Lakeview Waterfront Major Node developing as a transit-oriented complete community.

Respectfully submitted,

**Bousfields Inc.**



**Stephanie Kwast**, MCIP, RPP



# Appendix A



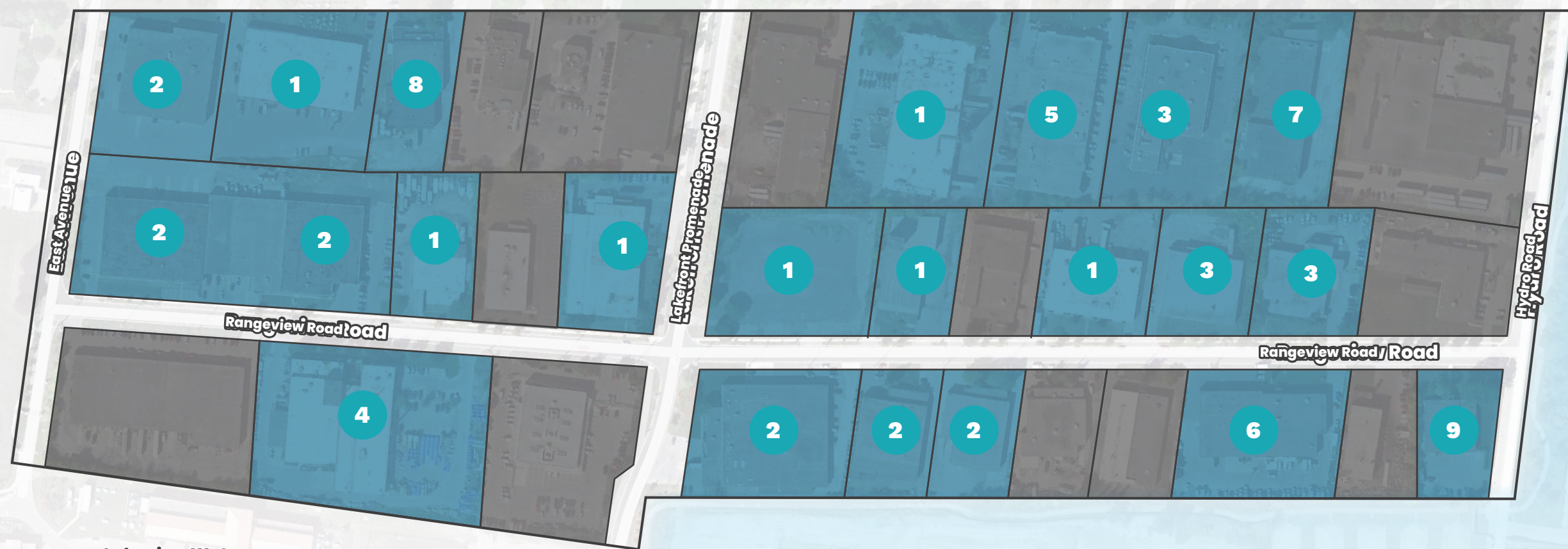
Rangeview LOG  
Landholdings

# Rangeview Landowners Group

	Landowner Name(s)	Property Address(es)	Area
1	Dorsay (Lakeshore) Inc. Dorsay (Lakefront Promenade) Inc. Dorsay (Rangeview) Inc.	<ul style="list-style-type: none"> <li>• 848-872 Lakeshore Road East</li> <li>• 974 Lakeshore Road East</li> <li>• 930 Lakefront Promenade</li> <li>• 925 Lakefront Promenade</li> <li>• 885 Rangeview Road</li> <li>• 983 Rangeview Road</li> <li>• 1025 Rangeview Road</li> </ul>	4.49 ha (11.10 ac)
2	Elgroup Holdings Inc. Elias Bros. Construction Limited	<ul style="list-style-type: none"> <li>• 830 &amp; 832 Lakeshore Road East</li> <li>• 851, 855, 859, 861, 863, 865 Rangeview Road</li> <li>• 895 Lakefront Promenade</li> <li>• 992 Rangeview Road</li> <li>• 996 Rangeview Road</li> </ul>	3.61 ha (8.92 ac)
3	Rangeview 1035 Holding Inc. Rangeview 1045 Holding Inc. 1207238 Ontario Inc.	<ul style="list-style-type: none"> <li>• 1036 Lakeshore Road East</li> <li>• 1035 Rangeview Road</li> <li>• 1045 Rangeview Road</li> </ul>	1.80 ha (4.45 ac)
4	Whiterock 880 Rangeview Inc.	<ul style="list-style-type: none"> <li>• 880 Rangeview Road</li> </ul>	1.31 ha (3.24 ac)
5	447111 Ontario Limited	<ul style="list-style-type: none"> <li>• 1000, 1002, 1004, 1006 Lakeshore Road East</li> </ul>	0.78 ha (1.93 ac)
6	2120412 Ontario Inc.	<ul style="list-style-type: none"> <li>• 1044 Rangeview Road</li> </ul>	0.72 ha (1.78 ac)
7	ILSCO of Canada Company	<ul style="list-style-type: none"> <li>• 1050 Lakeshore Road East</li> </ul>	0.70 ha (1.73 ac)
8	1127792 Ontario Limited	<ul style="list-style-type: none"> <li>• 880 Lakeshore Road East</li> </ul>	0.43 ha (1.06 ac)
9	Kotyck Investments Ltd.	<ul style="list-style-type: none"> <li>• 1076 Rangeview Road</li> </ul>	0.35 ha (0.86 ac)
<b>Total</b>			<b>~14.19 ha (~35.07 ac)</b>



Lakeshore Road East  
Lakeshore Road East



Lakeview Water Treatment Plant

Lakeview Village Development

**Legend**

- Rangeview Estates Precinct
- Lakeview Village Development
- Participating Landowners
- Non-Participating Landowners



Not to Scale

# Appendix B



Housing  
Report

# Table of Contents

1	Introduction	B1
1.1	Site and Surroundings	B2
1.2	Proposal	B2
1.3	Report Contents	B3
2	Relevant Planning Process and Other Related Applications	B4
2.1	Development Master Plan	B4
2.2	Official Plan Amendment	B5
2.3	Subsequent Approvals	B5
3	Identification of Important Considerations	B6
4	Policy and Regulatory Context	B8
4.1	Provincial Policy Statement (2020)	B8
4.2	Growth Plan for the Greater Golden Horseshoe (2019)	B9
4.3	Region of Peel Official Plan	B11
4.4	City of Mississauga Official Plan	B12
4.5	Mississauga Official Plan Amendment 89	B13
4.6	Mississauga Official Plan Amendment 140	B13
4.7	Mississauga Official Plan Amendments 143 and 144	B13
4.8	Peel Housing and Homelessness Plan 2018-2028	B14
4.9	Mississauga Housing Strategy	B14
4.10	Zoning By-law 0225-2007	B14
5	Analysis and Conclusions	B15
Attachment 1	Housing Information Form	B17

# 1 Introduction

This Housing Report has been prepared in support of an application by the Rangeview Landowners Group Inc. (the “Rangeview LOG”) to amend the City of Mississauga Official Plan with respect to the Rangeview Estates lands located in the Lakeview neighbourhood in the City of Mississauga.

The Rangeview LOG represents nine (9) landholders within Rangeview Estates. Collectively, they own 21 properties representing approximately 65% of all private landholdings. The remainder of the properties within the Rangeview Lands are currently owned by individuals or corporations who are not part of the Rangeview LOG. However, the requested Official Plan Amendment is for the entirety of the Rangeview Lands.

The Rangeview Development Master Plan (“DMP”), which was submitted to the City of Mississauga in November 2022 and has since been revised in May 2024 in order to respond to comments received from municipal departments and agencies, the local area Councillor and the community, provides for the comprehensive redevelopment of the Rangeview Lands from an industrial business enclave to a mixed-use, transit-oriented neighbourhood comprised of approximately 5,300 residential dwelling units supported by retail and service uses, on-site parkland in the order of 2.62 hectares and new public streets (the “Proposal”).

As part of the submission of the Official Plan Amendment application (the “Application”), a Housing Report has been prepared to provide information about the proposed development on the Rangeview Lands and how it responds to applicable policies related to housing priorities. As zoning by-law amendment applications are intended to be submitted to the City of Mississauga by individual landowners within the Rangeview LOG once the Application has been approved, further details with respect to matters related to housing tenure and proposed prices/ rents will be considered at that time.



## 1.1 Site and Surroundings

Rangeview Estates (also referred to herein as the "Rangeview Lands") is one of four precincts within the Lakeview Waterfront Major Node and is generally comprised of the lands located along the south side of Lakeshore Road East, between East Avenue and Hydro Road extending south to include the properties along both the north and south sides of Rangeview Road. Rangeview Estates includes 33 properties under a variety of ownerships with a combined area of 21.9 hectares, not including existing public roads. Today, the Rangeview Lands are comprised of a wide range of light industrial, warehousing, retail, commercial and service commercial uses. The existing buildings are generally one-storey in height with large footprints and many are multi-tenanted with a mix of various commercial and retail operators.

The Rangeview Lands have good access to the major road network. Lakeshore Road East, an arterial road, frames the northerly boundary of the Lands. Dixie Road, a regional major collector lies to the east and Cawthra Road, a regional arterial, to the west. Both roads provide north south connections from Lakeshore Road East to the broader City. The Queen Elizabeth Expressway ("QEW") is located approximately 2.3 kilometres north of the Rangeview Lands and is currently accessible through the QEW/Cawthra Road interchange. A new interchange at Dixie Road and the QEW is currently under construction with an anticipated completion date in July 2026.

The land uses in the areas surrounding the Rangeview Lands include a mix of low-rise residential neighbourhoods, protected environmental areas, municipal infrastructure (including the Lakeview Water Treatment Plan) and future development lands.

## 1.2 Proposal

The Proposal is designed to provide for the comprehensive redevelopment and transformation of the existing Rangeview industrial business enclave to a mixed-use, transit-oriented neighbourhood comprised of approximately 5,300 residential dwelling units supported by retail and service uses, on-site parkland in the order of 2.62 hectares and new public streets.

In summary, the Proposal provides for:

- the introduction of new public streets including an east-west public street (Street 'L') and the extension of Ogden Avenue south of Lakeshore Road East through the site and connecting into the Lakeview Village development;
- the provision of the necessary road rights of way and widenings in accordance with City standards and to align with the Lakeview Village development;
- the creation of 21 development blocks comprised of a total of 5,300 residential dwelling units in a variety of built forms (low, medium and tall buildings);
- the introduction of tall buildings (up to 15 storeys in height) atop 6 to 8 storey podiums along street frontages and park blocks;
- the introduction of mid-rise buildings (up to 8 storeys) along Lakeshore Road East;
- the inclusion of grade related retail space at the base of buildings fronting Lakeshore Road East between Lakefront Promenade and Hydro Road; and,
- the dedication of approximately 2.62 hectares of parkland in the form of five new public parks: Rangeview Park, Lakefront Greenway, Central Square, Ogden Park and Hydro Common.

## 1.3 Report Contents

This Housing Report has been prepared based on the Terms of Reference provided by the City of Mississauga. In accordance with the Terms of Reference, this Report includes the following:

- Description of the site and surroundings;
- Description of the Proposal;
- Discussion on relevant processes and applications;
- Site considerations;
- Planning rationale based on the provincial, regional and municipal housing policies and objectives; and,
- Analysis and opinion of how the proposed development incorporates applicable provincial, regional, and municipal housing policies, targets and objectives.

# 2 Relevant Planning Process and Other Related Applications

## 2.1 Development Master Plan

In November 2022, a Development Master Plan submission, in accordance with the policies of Chapter 13.3 of the City of Mississauga Official Plan (the "Mississauga OP"), was submitted to the City of Mississauga by Bousfields Inc. on behalf of the Rangeview LOG. The DMP Report prepared by Bousfields Inc., and the accompanying supporting technical studies, provided urban design direction and guidance, as well as the technical analysis, for the redevelopment of the Rangeview Lands into a new, complete mixed-use community that included a mix of low, medium, and high-density residential uses with retail and other non-residential uses provided at strategic locations. A variety of parks and open spaces were also proposed throughout the Rangeview Lands, as well as new public streets, generally in accordance with Official Plan Amendment 89 ("OPA 89").

A number of community outreach meetings have taken place as part of the DMP process, all of which have been undertaken by the Rangeview LOG:

Meeting Type	Date
Community Meeting	December 2, 2021
Lakeview Ratepayer's Association	December 20, 2021
Lakeview Ratepayer's Association	January 17, 2023
Non-participating landowners with Rangeview	February 23, 2023
Non-participating landowners with Rangeview	March 27, 2023 (in-person)
Community Meeting	April 27, 2023
Community Meeting	January 31, 2024 (in-person)
Lakeview Ratepayer's Association	March 19, 2024

## 2.2 Official Plan Amendment

The proposed residential and mixed-use components of the DMP are permitted by the applicable *Residential Medium Density* and *Mixed Use* land use designations established in OPA 89. However, in order to facilitate the development of the Proposal, an amendment to the City of Mississauga Official Plan is required.

The Official Plan Amendment seeks to revise specific policies within OPA 89. An increase in the total permitted unit count from 3,700 to 5,300 units is requested. In addition, revisions to the distribution of units by built form and the parks and open space layout is also requested, among other matters. The Official Plan Amendment also introduces new policies specific to the Rangeview Lands in order to secure important City objectives and guide the redevelopment of the Lands in accordance with the Proposal.

## 2.3 Subsequent Approvals

It is anticipated that zoning by-law amendment applications will be submitted to the City of Mississauga by individual landowners within the Rangeview LOG once the Application has been approved.

# 3 Identification of Important Considerations

The Rangeview Development Master Plan provides for the provision of new infrastructure and key community benefits, all of which will support the transformation of the Rangeview Lands into a complete, mixed-use, transit-oriented community.

## Public Parkland

The Rangeview DMP provides a total of 2.62 hectares of public parkland distributed between five new parks. This equates to a parkland dedication of 13.6% of the total site area (net public roads). The proposed parks have been strategically located throughout the Rangeview Lands and set out a framework for the development of a robust, vibrant and connected parks and public realm network for new residents, visitors, workers and the larger community. The approach to public parkland for Rangeview is based on an extensive review of the parkland and conceptual programming approved within the Lakeview Village development in order to ensure a complementary system of public open space areas are provided.

## Built Form Mix

The DMP introduces a mix of housing types at varying scales throughout the Rangeview Lands. Mid-rise buildings and tall building podiums have been organized and designed to frame primary streets and to animate the adjacent public realm. Taller building forms, up to 15-storeys in height, are strategically located at key intersections, along transit corridors and frame linear parks to emphasize gateway entrances into the neighbourhood and to provide the essential ridership to support the future transit infrastructure. The interior of each development block has been designed to accommodate townhouses and low-rise apartments, strengthening the residential neighbourhood character of Rangeview and creating a gradual transition to nearby low-rise communities.

The mix of building types proposed will support a wide range of economic levels, household sizes and age groups. These building typologies will contribute to and complement the approved built-form context of the Lakeview Village development and will also respond to the broader surrounding built-form context given the transitional location of Rangeview between existing neighbourhoods and the planned waterfront community.

## **New Public Streets**

The Rangeview DMP proposes a fine-grain network of streets that follows the structure outlined in the Mississauga OP, as amended by OPA 89 and OPA 125, and considers the right-of-way designs approved in the Lakeview Village development. This will ensure that a cohesive streetscape plan and design is ultimately built for the entire Lakeview Waterfront Major Node.

## **Public Art**

The addition of public art within the Rangeview Lands will help enhance and reinforce the vibrant character and identity of the neighbourhood. Public art elements may be located along Lakeshore Road East, as it intersects with Lakefront Promenade, the proposed Ogden Avenue extension and Hydro Road as these areas are a gateway into Rangeview and public art will enhance this function and serve as markers to celebrate the arrival to Rangeview, and subsequently, Lakeview Village. Public art elements are also contemplated throughout each of the new parks. The precise location and design of public art elements will be determined as part of the future parkland planning and design process.

# 4 Policy and Regulatory Context

The Proposal is supportive of numerous housing policy directions as set out in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Mississauga Official Plan, all of which encourage the creation of complete communities, with a range of housing options, while making efficient use of land and infrastructure within built-up areas, particularly in proximity to higher order public transit.

## 4.1 Provincial Policy Statement (2020)

The Provincial Policy Statement, 2020, came into effect on May 1, 2020 (the "2020 PPS" or "PPS"), replacing the 2014 Provincial Policy Statement. The PPS provides policy direction on matters of Provincial interest related to land use planning and development. In accordance with Section 3(5) of the *Planning Act*, all decisions that affect a planning matter are required to be consistent with the PPS.

One of the key policy directions expressed in the PPS is to build strong communities by promoting efficient development and land use patterns.

Policy 1.1.1 provides that healthy, liveable and safe communities are to be sustained by:

- promoting efficient development and land use patterns;
- accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs;
- avoiding development and land use patterns that may cause environmental or public health concerns;
- avoiding development and land use patterns that would prevent efficient expansion of settlement areas;
- promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments and standards to minimize land consumption and servicing costs; and,
- ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs.

Section 1.4 of the PPS provides direction with respect to housing. Policy 1.4.1 states that planning authorities should provide for an appropriate range and mix of housing options and densities required to meet the projected requirements of current and future residents of the regional market area. Planning authorities shall:

- a. maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and
- b. maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.

Policy 1.4.3 requires that provision be made for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents by, among other matters, permitting and facilitating all types of residential intensification and redevelopment, promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities and support the use of active transportation and transit, requiring transit-supportive development and prioritizing intensification in proximity to transit, including corridors and stations.

## **4.2 Growth Plan for the Greater Golden Horseshoe (2019)**

The 2019 Growth Plan, which is in effect today, provides a framework for implementing the Province's vision for managing growth across the region to the year 2051 and supports the achievement of complete communities.

The Guiding Principles, which are important for the successful realization of the Growth Plan, are set out in Section 1.2.1. Key principles relevant to the Proposal include:

- supporting the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- prioritizing intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- supporting a range and mix of housing options, including additional residential units and affordable housing, to serve all sizes, incomes and ages of households;
- improving the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government; and,
- integrating climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards environmentally sustainable communities by incorporating approaches to reduce greenhouse gas emissions.



As with the PPS, the Growth Plan policies emphasize the importance of integrating land use and infrastructure planning, and the need to optimize the use of the land supply and infrastructure. The Growth Plan seeks to accommodate forecasted growth in complete communities and includes objectives that promote mixed-use intensification within built-up areas and transit-supportive development with a focus on strategic growth areas.

Policy 2.2.1(2)(c) provides that, within settlement areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit where it exists or is planned), and areas with existing or planned public service facilities. Policy 2.2.1(3)(c) requires that municipalities undertake integrated planning to manage this forecasted growth in a manner which provides direction for an urban form that will optimize infrastructure, particularly along transit and transportation corridors, and to support the achievement of complete communities through a more compact built form. In this respect, the forecasted growth numbers for the Greater Holden Horseshoe are outlined in Schedule 3 of the Growth Plan. For Peel Region, the Growth Plan forecasts a population of 2,280,000 and 1,070,000 jobs by 2051.

The Rangeview Lands are located within 500 metres of the planned Lakefront Promenade and Haig Bus Rapid Transit ("BRT") stations on the planned Lakeshore BRT line, both of which are identified in the Region of Peel Official Plan as Primary Major Transit Station Areas. The Growth Plan includes a number of policies applying to *major transit station areas (MTSAs)*. Policy 2.2.4(5) allows municipalities to delineate the boundaries of MTSAs and identify the minimum density targets for MTSAs in advance of the next municipal comprehensive review, provided it is done in accordance with the requirements of the *Planning Act*.

Policy 2.2.4(9) provides that, within all MTSAs, development will be supported, where appropriate, by:

- Planning for a diverse mix of uses to support existing and planned transit service levels;
- Providing alternative development standards, such as reduced parking standards.

With respect to housing, Policy 2.2.6(1) requires municipalities to develop housing strategies that, among other matters, support the achievement of the minimum intensification and density targets in the Growth Plan by identifying a diverse range and mix of housing options and densities to meet projected needs of current and future residents that are implemented through official plan policies and designations and zoning by-law amendments.

## 4.3 Region of Peel Official Plan

The Region of Peel Official Plan ("RPOP") outlines a comprehensive land use policy framework to guide growth and development within the Region to 2051, including policies and schedules that address housing and growth management; long term planning for employment and infrastructure; protection of water resources, natural heritage, and rural/agricultural systems, and planning for climate change. The RPOP outlines that the City of Mississauga will accommodate a population increase of 995,000 persons, 345,000 households and 590,000 jobs through the 2051 planning horizon.

Schedule E5 (Major Transit Station Areas) identifies the Rangeview Lands as within a Primary Major Transit Station Area and identifies the LBRT-3 Lakefront Promenade station stop adjacent to the Rangeview Lands on Lakeshore Road East. The LBRT-2 Haig station stop is also identified and is located approximately 200 metres east of the easterly limit of the Rangeview Lands. Schedule F-1 (Rapid Transit Corridors, Long Term Concept) identifies Lakeshore Road East adjacent to the Rangeview Lands as having Light Rail Transit (LRT).

Section 5.4 of the RPOP, Growth Management, establishes the Regional objectives which includes supporting planning for complete communities in Peel that are compact, well designed, transit-supportive, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs (Policy 5.4.8).

Policies 5.6.19.7 to 5.6.19.9 direct local municipalities to delineate the boundaries of MTSA's in their official plans, achieve minimum density targets as prescribed by the RPOP, and establish official plan policies for each MTSA that identifies the minimum number of residents and jobs per hectare planned to be accommodated.

Section 5.9 outlines the Region's objectives for housing which include:

- promoting the development of compact, complete communities by supporting intensification and higher density forms of housing;
- achieving Peel-wide new housing unit targets shown in Table 4 of the ROP, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice. The housing targets from Table 4 are listed below:
- 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
- 25% of all new housing units are rental tenure,
- 50% of all new housing units are in forms other than detached and semi-detached houses; and
- ensuring an adequate supply of rental housing stock to meet local need.

In implementing these objectives, Policy 5.9.7 directs collaboration with local municipalities to plan for an appropriate range and mix of housing options and densities by implementing the above-noted Peel-wide housing targets, to update housing affordability thresholds for low and moderate-income households, and to measure new housing units annually.

Policy 5.9.13 directs the Region to collaborate with local municipalities to provide a range of unit sizes in new multi-unit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing needs as identified through regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

## 4.4 City of Mississauga Official Plan

The City of Mississauga Official Plan (the "MOP") was adopted by City Council on September 29, 2010, and was approved by the Region of Peel on September 22, 2011.

### Chapter 5

Chapter 5 ("Direct Growth") sets out the broad growth management framework and describes the Urban System that is to be used as the framework for determining where population and employment growth will be directed and encouraged and, conversely, those areas of the City that are expected to remain relatively stable. Policy 5.1.4 states that most of the City's future growth will be directed to Intensification Areas, which include Major Nodes, Intensification Corridors, and Major Transit Station Areas. Policy 5.1.6 encourages compact, mixed-use development that is transit supportive and in appropriate locations in order to provide a range of local live/work opportunities.

The Rangeview Lands are located within a Major Node and along a Corridor (Lakeshore Road East). Major Nodes are Intensification Areas that will achieve a gross density between 200 and 300 residents and jobs per hectare (Policy 5.2.3.4). Policy 5.5.13 provides that Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located unless Character Area policies specify alternative building height requirements.

### Chapter 7

The complete community policies of the MOP are set out in Chapter 7. These policies address elements of urban living particularly important to establishing complete communities and include policies to meet the housing needs of people of all ages, abilities and income groups and provide opportunities for a full range of education, jobs, and activities.

To that end, Policy 7.1.3 states that the City will do the following to create a complete community and develop a built environment supportive of public health:

- encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community and recreational land uses;
- design streets that facilitate alternative modes of transportation such as public transit, cycling and walking;
- encourage environments that foster incidental and recreational activity; and
- encourage land use planning practices conducive to good public health.

Furthermore, Policy 7.1.6 states that the City will ensure that the housing mix can accommodate people with diverse housing preferences and socio-economic characteristics and needs.

Section 7.2 addresses the City's housing policies. It is expected that most future additions to the housing stock will be higher density forms, particularly apartments. Policy 7.2.1 provides that Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. Policy 7.2.9 speaks to the diversification of housing options and provides that the provision of housing that meets the needs of young adults, older adults and families will be encouraged within Major Nodes, Community Nodes and the Downtown.

## 4.5 Mississauga Official Plan Amendment 89

Official Plan Amendment 89 (OPA 89) was enacted by Mississauga City Council in August 2018 through By-law 169-2018. OPA 89 implemented the direction of the Inspiration Lakeview Master Plan; a project that began in 2010 and was presented to Planning and Development Committee in June 2014. OPA 89 introduced a new Major Node Character Area for the Inspiration Lakeview lands identified as the Lakeview Waterfront Major Node. The Lakeview Waterfront Major Node Character Area policies guide development to achieve a sustainable community and incorporate a network of open spaces to provide linkage within and to surrounding areas. Respecting complete communities, the Lakeview Waterfront Major Node Character Area policies encourage the provision of housing in a manner that implements the City's housing strategy (Policy 13.3.6.1) and the provision of affordable housing units (Policy 13.3.6.2).

The entire Lakeview Waterfront area is targeted for 15,000 to 22,000 people and 7,000 to 9,000 jobs through the horizon of the Plan. These planned population and employment targets, and housing unit distribution, will be confirmed by development master plans (Policy 13.3.4.1).

In addition, OPA 89 implemented a series of changes to other schedules within the MOP including, but not limited to land use designation changes for the entire node from Utility and Business Employment to Residential Medium Density, Mixed Use, Public Open Space, Institutional, Business Employment and Greenlands.

## 4.6 Mississauga Official Plan Amendment 140

Mississauga Official Plan Amendment No. 140 ("OPA 140"), and implementing By-law 0212-2022, and Inclusionary Zoning By-law 0213-2022 were passed by Mississauga City Council on August 10, 2022.

OPA 140 and By-law 0213-2022 introduce policies that permit the City of Mississauga to require affordable housing units in new developments in certain protected Major Transit Station Areas, one of which is the Haig MTSA where the Rangeview Lands are located.

Within By-law 0213-2022, the Rangeview Lands are zoned IZ Area 3B. Until December 21, 2023, the inclusionary zoning requirement is 3% Affordable Ownership Housing Units or 1.5% Affordable Rental Housing Units.

## 4.7 Mississauga Official Plan Amendments 143 and 144

Mississauga Official Plan Amendments No. 143 and 144 ("OPA 143" and "OPA 144"), which were adopted by Mississauga City Council in August 2022 and approved by the Region of Peel in April 2024, address policies for major transit station areas, among other things. OPA 143 and OPA 144 identify the Rangeview Lands as within the Haig Protected Major Transit Station Area ("PMTSA"). OPAs 143 and 144 work together to provide specific policies and land use designations for lands within Protected Major Transit Station Areas (PMTSA) and Major Transit Station Areas (MTSA) and notes that, in the policies relating to PMTSAs and MTSA, they take precedence over other policies of in the MOP.

A new Section 5.7 is introduced ("Major Transit Station Areas") and its preamble text identifies that MTSA are to be developed to accommodate future growth with a balance of residents and jobs through a diverse mix of land uses, housing options, tenures and affordability, employment and amenities that support existing and planned transportation infrastructure.

## 4.8 Peel Housing and Homelessness Plan 2018-2028

Peel Region's 'Home For All – Peel Housing and Homelessness Plan 2018-2028' was adopted in April 2018 and serves to implement a 10-year plan to improve housing outcomes in the Region. While not part of the RPOP, the Housing and Homelessness Plan aims to implement the RPOP housing policies and objectives.

The Housing and Homelessness Plan identifies that of the targeted 7,500 new housing units to be created annually in Peel, 50% is encouraged to be located in medium or high-density development.

The Housing and Homelessness Plan focuses on five key strategies which revolve around short-term and long-term outcomes. These strategies include:

1. **Transforms Service:** change the delivery of programming through the creation of a new service model to prevent homelessness, diverting people from shelters and matching people with the right service.
2. **Build More Affordable Housing:** Increase capacity for affordable housing development and reduce costs of development.
3. **Provide Incentives to Build Affordable Housing:** Encourage the market to produce purpose built rental and affordable home ownership through a modest program of tools and incentives.
4. **Optimize Existing Housing Stock:** Maintaining existing social and affordable housing stock and leveraging existing private stock to create more and varied affordable housing options.
5. **Increase Supportive Housing:** Expand the supply of supportive housing and supports provided to existing tenants.

## 4.9 Mississauga Housing Strategy

Making Room for the Middle: A Mississauga Housing Strategy ("Making Room Strategy") was adopted by City Council in October 2017. The primary objective of the Making Room Strategy is to address obstacles hindering the availability of affordable housing, close the gap for middle-income housing, enhance systemic improvements, and strengthen accountability measures.

- i. The first objective ("Remove Barriers"), includes creating a supportive policy environment, making lands development ready, and improving other supporting policies and city resources.
- ii. The second objective ("Close The Missing Middle Gap") emphasizes the importance of supporting a diverse supply of second units, creating feasible projects, and supporting first time buyers.
- iii. The third objective ("Champion Systems Reform") promotes a systemic change and various levels of government intervention to improve affordable dwellings types for middle-income households.

To execute the Housing Strategy, the City is seeking the inclusion of affordable middle-income housing units, as outlined in the Housing Report Terms of Reference. A minimum allocation of 10% of such units is being requested. It's important to note that this 10% requirement doesn't apply to the initial 50 units within a building.

## 4.10 Zoning By-law 0225-2007

Zoning By-law 0225-2007 was enacted and passed by City Council on June 20, 2007. The entirety of the Rangeview Lands are zoned Employment and subject to Exception 21 (E2-21). The E2 zoning permits a wide range of non-residential uses including a medical office, a manufacturing facility, a self-storage facility, a restaurant, a financial institutional, among other non-residential uses. Regulations with respect to minimum setbacks, minimum lot frontage and minimum landscaped buffers, among other matters, are provided within the E2 zone.

Exception 21 provides a list of uses that are not permitted on the Rangeview Lands. Some of these uses include a truck terminal, a waste processing station, a night club and a gas bar, among other uses.

As discussed in Section 4.6 of this Report, the Rangeview Lands have an IZ-3B overlay which requires 3% Affordable Ownership Housing Units or 1.5% Affordable Rental Housing Units to be provided in a redevelopment of the Lands (until December 31, 2023).

# 5 Analysis and Conclusions

The Proposal is consistent with the PPS and conforms to the policies of the Growth Plan as it provides an appropriate range and mix of housing options that will assist the City of Mississauga in meeting their provincial housing targets to 2031. Further, the Proposal provides an appropriate amount of transit-supportive density on lands which are located within two major transit station areas (MTSA), as defined by the Growth Plan.

The Proposal is consistent with regional objectives related to housing as it contributes to a full range of housing that collectively exceeds the minimum density target of 160 residents and jobs per hectare for the Haig protected major transition station area (PMTSA). It is anticipated that when future zoning by-law amendment applications are submitted to the City by individual landowners, Table 4 in Section 5.9 of the Regional Official Plan will be addressed.

The Proposal conforms to policy 7.1.6 of the Mississauga Official Plan as it provides a housing mix that can support a wide range of household sizes and age groups. Along with the mix of residential unit types proposed, all of which will support a wide range of economic levels, household sizes and age groups, the Proposal also provides the key infrastructure required to support this growth.

Section 13.3.4 (Direct Growth) of the Mississauga Official Plan provides that the Lakeview Waterfront Major Node is intended to be an area of intensification and achieve a targeted gross density between 200 and 300 residents plus jobs combined per hectare, representing a targeted population of approximately 15,000 to 22,000 people and targeted jobs of 7,000 to 9,000 jobs (as per Figure 2 in Section 13.3.4). The Proposal for the Rangeview Lands appropriately contributes to meeting this target for the Lakeview Waterfront Major Node.

With respect to the Rangeview Estates Precinct, Table 1 in Section 13.3.8.3 of the Mississauga Official Plan permits a total of 3,700 units for the Rangeview Estates Precinct in the form of 25% townhouses, 50% mid-rise buildings and 25% taller buildings. The Amendment is seeking approval for 5,300 units and a built form of 13% townhouses, 31% mid-rise buildings and 56% taller buildings. The number of units requested will support the targeted population and built form mix identified in Table 1.

With respect to OPA 140 and By-law O213-2022, the potential application of the inclusionary zoning by-law will be considered as part of future zoning by-law amendment applications on the Rangeview Lands. It is anticipated that individual landowners within the Rangeview LOG will submit rezoning applications once the Application is approved, and through these applications, matters with respect to housing tenure and housing prices/rents may be provided then.

Overall, the Proposal includes the transformation of an underutilized employment area into a vibrant mixed-use, transit-oriented neighbourhood comprised of residential and non-residential uses, parkland and new public streets. The proposal meets the intent of the regional and municipal housing objectives by:

- Providing 5,300 new residential units to the housing stock, within proximity to parks, transit, schools and mixed-use areas;
- Introducing compact redevelopment and intensification of an underutilized parcel within the Lakeview Waterfront Major Node;
- Creating a complete community that includes a range of new housing options, park space, mixed-uses, new roads and road improvements, and institutional uses;
- Supporting density and transit utilization, including higher-order transit, such as the future BRT station stops;
- Connecting the broader Lakeview Waterfront Major Node area and adjacent communities to utilize municipal infrastructure more efficiently; and,
- Providing a mix of low, medium and high-density housing choices.

Accordingly, it is our opinion that the Proposal represents good planning and urban design, and it provides an opportunity to contribute to the Lakeview Waterfront Major Node in developing as a transit-oriented complete community.

# Attachment 1

A large, thick red circular graphic that is partially cut off by the right and bottom edges of the page. It contains a white circular area in the center.

Housing  
Information  
Form

**Part B – Please complete the following table.**

Include the full range of units provided, whether they are market units, or units forming part of the affordable middle income housing contribution. Where exact values / quantities are not yet known, please provide estimates. For a separate word document version of this table that can be pasted into your Housing Report, please click here: [https://www7.mississauga.ca/documents/Business/Housing\\_Report\\_Table.docx](https://www7.mississauga.ca/documents/Business/Housing_Report_Table.docx)

<b>Proposed Development – Housing Breakdown (All Units)</b>		
<b>Purpose Built Rental Units*</b>		
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
Bachelor	Less than \$922/month rent	
	Between \$922 and \$1153/month rent	
	Between \$1153 and \$1383/month rent	
	Between \$1383 and \$1614/month rent	
	More than \$1614/month rent	
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
1 bedroom	Less than \$1233/month rent	
	Between \$1233 and \$1541/month rent	
	Between \$1541 and \$1850/month rent	
	Between \$1850 and \$2158/month rent	
	More than \$2158/month rent	
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
2 bedroom	Less than \$1396/month rent	
	Between \$1396 and \$1745/month rent	
	Between \$1745 and \$2094/month rent	
	Between \$2094 and \$2443/month rent	
	More than \$2443/month rent	
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
3+ bedroom	Less than \$1590/month rent	
	Between \$1590 and \$1988/month rent	
	Between \$1988 and \$2385/month rent	
	Between \$2385 and \$2783/month rent	
	More than \$2783/month rent	
<b>Ownership Units</b>		
<b>Ownership Units to be Sold at Market Prices</b>		<b>Qty. of Units</b>
Bachelor	5,300 units total to be provided at market rate. A mix and range of unit types is anticipated.	
1 bedroom		
2 bedroom		
3+ bedroom		
<b>Ownership Units to be Sold as Affordable</b>		<b>Qty. of Units</b>
Bachelor	<b>Proposed Affordable Sale Price of Unit</b>	
1 Bedroom	\$	
2 bedroom	\$	
3+ bedroom	\$	
	\$	
<b>Unit Transfer</b>		
<b>Ownership Units to be Dedicated to City/Region</b>		<b>Qty. of Units</b>
Bachelor	<b>Market Value of Unit</b>	
1 Bedroom	\$	
2 bedroom	\$	
3+ bedroom	\$	
	\$	



Secondary Suites		
<b>Private Ownership Secondary Suites</b>		<b>Qty. of Units</b>
Bachelor		
1 bedroom		
2 bedroom		
3+ bedroom		
Land		
<b>Land Dedicated to City/Region</b>	<b>Market Value of Land Per Acre</b>	<b>Acres</b>
	\$	
Financial Contribution to Affordable Housing Offsite		
	<b>Amount</b>	
	\$	

\*Proposed rent ranges to be updated annually, following the release of CMHC's Annual Rental Market Survey every October.





