

Recommendation Report Detailed Planning Analysis

Owner: Edenshaw Elizabeth Developments Limited

42-46 Park Street East and 23 Elizabeth Street North

Table of Contents

1.	Community Comments.....	2
2.	Updated Agency and City Department Comments	3
3.	<i>Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)</i>	3
4.	Consistency with PPS	3
5.	Conformity with Growth Plan	5
6.	Region of Peel Official Plan.....	6
7.	Mississauga Official Plan (MOP)	6
8.	Bonus Zoning.....	16
9.	"H" Holding Symbol.....	16
10.	Site Plan	16
11.	Conclusions	16

1. Community Comments

Comments from the public at the community and public meetings were generally directed towards built form, traffic, affordable housing and parking. Below is a summary and response to the specific comments heard.

Comment

Both negative and positive comments were received by staff with respect to the overall building height proposed.

Response

Section 7 of this Appendix contains staff comments with respect to the appropriateness of the proposed building height.

Comment

Additional traffic impacts will be created if the proposal is approved.

Response

In support of the applications, a Traffic Impact Study was submitted and reviewed by staff. The study concludes that all the signalized and unsignalized intersections in the vicinity are operating within capacity currently and with the inclusion of the proposal, they will continue to do so. The road network within the area can accommodate the proposed development. Traffic Section staff have not raised any concerns.

Comment

Questions were raised about the proposal's contribution to the City's Housing Strategy.

Response

A Housing Report was submitted and reviewed by staff. The report did not adequately address the City's Terms of Reference for Housing Reports. The final mix of unit types remains unclear and currently there has been no determination on the number of affordable or middle income units that would be made available.

On other recently approved development projects within the Port Credit Community Node, the applicant has provided units to address the City's Housing Strategy.

Comment

Concerns were raised with the overall density increases that are occurring in the Port Credit Community Node.

Response

The Port Credit Community Node is considered an intensification area within Mississauga Official Plan. The node also contains a regional transit station (Port Credit GO Station) and a future local LRT station (Huron LRT). Furthermore, the Province's Growth Plan designates the Community Node as a Major Transit Station Area (MTSA) and provides a directive that encourages more housing choice and transit oriented development through intensification and sets minimum intensification targets.

It is expected from a provincial and local policy standpoint that infill development will occur in Port Credit, due to the existing services and amenities. The Port Credit Local Area Plan and Built Form Guidelines recognize this and contain various

policies that guide how the expected infill development is to occur.

Staff have reviewed the Community Node's performance with respect to the provincially mandated minimum density targets. The Community Node is adequately addressing the provincial requirement.

Comment

Concerns were raised with respect to the provided number of parking spaces.

Response

The application proposes a reduction from the City's minimum zoning by-law parking rates. The proposed parking supply is not acceptable and cannot be supported by staff. Staff are prepared to consider parking rates that are similar to recently approved development projects in the vicinity, however, a response to staff comments has not been received.

2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies on June 25, 2020. The applicant has not submitted revised information so the summary of the comments in the Information Report (Appendix 1) are still applicable.

3. Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)

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

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

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

4. Consistency with PPS

The Public Meeting Report dated November 13, 2020 (Appendix 1) provides an overview of relevant policies found in the PPS.

The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

- Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.
- Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock and,
- Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.
- Section 1.7.1 e) of the PPS states that prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character.

MOP has addressed the PPS directives in the following chapters:

Chapter 5 – Direct Growth of Mississauga Official Plan (MOP) states that where higher density is proposed, it should be located on sites along Corridors or in conjunction with existing commercial centres, and in close proximity to Major Transit Station Areas,

Chapter 9 – Build A Desirable Urban Form within MOP states that intensification is to be accommodated within Community Nodes to take advantage of existing services and amenities,

provided that the design is appropriate and context sensitive to the surrounding area.

Chapter 7 – Complete Communities contains policies that require developments to be compact in nature to support public health and be designed in a manner that is conducive to overall health and safety. Developments shall provide a range of housing choices in terms of type, tenure and price.

The Port Credit Local Area Plan further refines this direction from MOP by providing policies and design guidelines that balances intensification, infill development and character retention.

While the redevelopment of the subject properties to a density and height that is more than what exists is consistent with the PPS directive of an efficient and more compact development given the proximity of transit, the proposal calls for a building that is too tall for a relatively small site, as demonstrated by the proposal's non-compliance with the local policy framework. Further, the drastic reduction in tower separation distance would introduce a development pattern within the node that would seriously undermine the planned intent. The PPS recognizes that municipal official plans are the most important vehicle to achieving comprehensive and integrated long-term plans; this application undermines and potentially destabilizes the Local Area Plan's intent by introducing a building that has insufficient regard for the appropriate development standards that are to be deployed within the Community Node.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

With respect to transit-oriented development, Section 2.2.1 states that within settlement areas, growth will be focused in locations within existing or planned transit, with a priority on higher order transit. Section 2.2.4 directs municipalities to plan for Major Transit Station Areas (MTSAs) on priority transit corridors identified in the Growth Plan by delineating MTSAs and creating associated policies to meet minimum density targets and encourage efficient, compact and transit oriented

development. The Growth Plan generally defines these areas as being within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

The Port Credit Community Node - MTSA

The subject property is located within the proposed MTSA radius of the Port Credit GO Station and is within walking distance to the entrance to the GO station platform. Based on the Growth Plan policies with respect to MTSA boundaries, the entire Port Credit Community Node is considered to be within the prescribed station area.

The Growth Plan establishes a minimum density target of 160 residents and jobs per hectare (PPJ) for those MTSAs that are served by the GO Transit rail network and this is applicable to this particular MTSA. Currently, the node is achieving a PPJ of 174, which includes existing density, approved projects and projects already in the pipeline that conform to the Official Plan. In addition, staff have looked at the developable land within the Port Credit Community Node and project that if infill development were to continue at the Official Plan permissions, the PPJ number will rise over and above 200 PPJ for the node.

Increasing the permitted height prescribed in the Port Credit Local Area Plan is not required to facilitate the node's achievement of appropriate density targets mandated by the Growth Plan. Furthermore, the Mississauga Official Plan section of this report will describe why it is important to maintain the prescribed heights and tower separation distances as it relates to character and appropriate development standards.

The Subject Proposal

The Growth Plan explicitly states that development must be governed by appropriate standards, which includes transition and scale of development. This requires municipalities to create appropriate development standards, which have been adopted by City Council through the Port Credit Local Area Plan and associated Built Form Guidelines.

The subject proposal does not conform to the development standards in the Local Area Plan. These standards ensure that the Growth Plan directive is met but does not lead to inappropriate intensification without regard for local context and the City's vision for the Community Node. This analysis is provided in Section 7 of this report.

As such, the proposed development does not conform to the Growth Plan.

6. Region of Peel Official Plan

Conformity with Region of Peel Official Plan

The subject property is located within the Urban System in the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development to the Urban System to achieve healthy, complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. A future objective is to

achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.

MOP generally contains policies that fulfill this directive in Chapter 4 – Direct Growth, Chapter 7 – Complete Communities and Chapter 9 – Build a Desirable Urban Form.

In particular, the Region of Peel Official Plan states that development is “to achieve intensified and compact form and a mix of land uses in appropriate areas....taking into account the characteristic of existing communities and services.” Further, the Region of Peel Official Plan also includes reference to respecting and maintaining characteristics of existing communities (5.3.1.3, 5.3.1.4, 5.3.1.7, and 5.3.2.6).

In view of the above, while the proposal achieves a high level planning direction of more efficient redevelopment next to transit, issues of building height, maintaining character and achieving necessary developments standards are to be addressed through MOP, which is the primary instrument used to evaluate development applications.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Port Credit Community Node Character Area, to permit a 22 storey apartment building. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

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

The subject site is located within the Port Credit Community Node Character Area and the Central Residential Precinct of the Port Credit Local Area Plan. The site is a corner lot that fronts Elizabeth Street North on the west side and Park Street East on the south side. The Precinct contains a collection of older and newer apartments, built at various heights, with the tallest buildings located around the area of the Port Credit GO Station and future Hurontario LRT stop.

The subject site is designated **Residential High Density**, which permits apartments and is subject to the Port Credit Local Area Plan policies and guidelines which speak to in general built form, massing and site design, among other items. The property is also subject to Height Schedule 2B, which allows a maximum height of 15 storeys. The applicant is proposing 22 storeys and therefore, requires an Official Plan Amendment.



Google Earth image and rendering showing the proposed apartment building massing in grey, with the red portion depicting the additional height being requested over and above the height permissions.

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

The Port Credit Local Area Plan contains criteria that is required to be met for additional height over and above what is permitted in the Port Credit Local Area Plan Height Schedule. The excerpt is detailed below:

Section 10.1.2 – Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node ...may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following:

- a. The achievement of the overall intent, goals, objectives of this Plan;
- b. Appropriate site size and configuration;
- c. Appropriate built form that is compatible with the immediate context and planned character of the area;
- d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;

Criteria A and C are fundamental considerations in the overall make up of MOP and Local Area Plan policies that guide development in the Community Node, in particular the Height Schedule. Criteria B and D are rooted in appropriate design principles that are reflected in the applicable Local Area Plan design policies and Built Form Guidelines.

Does the proposed building height meet the overall intention of Official Plan and Local Area Plan policy with respect to building heights? Is it compatible to the existing and planned character? (Criteria A and C)

Urban Structure and the Port Credit Community Node

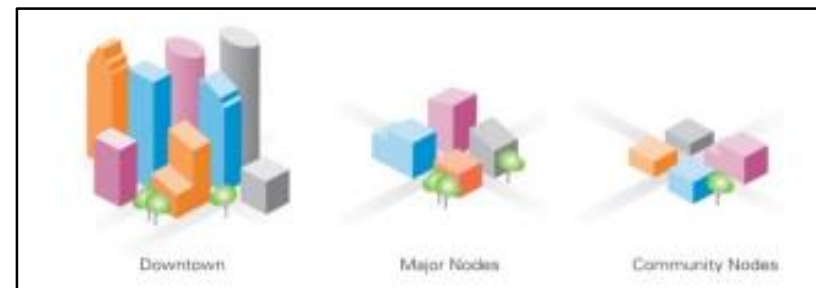
MOP City Structure policies recognize the different functions that various areas of the City perform. Land use, density and built form differ dependent on the type of City Structure element. The intent of the City Structure is to acknowledge the unique

contexts of each Character Area and ensure that development is guided in a manner that is supportive and reflective of this.

The following is an excerpt from MOP:

- The Downtown will contain the highest densities, tallest buildings and greatest mix of uses;
- 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;
- Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights;

These policies direct the greatest density and building heights to the City's Downtown Character Areas, with density and heights lowering from Major Node Character Areas down to Community Node Character Areas. The applications seek to amend MOP and the Local Area Plan to allow a building height that is in excess of what is envisioned for Community Nodes.



Excerpt from MOP that shows the intentions behind the City Structure – Urban Hierarchy.

MOP prescribes a maximum height of 25 storeys for Major Nodes and subsequently acknowledges that “Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights”. Heights within Community Nodes should be lower than heights allowed in Major Nodes and the alteration in height should be a material difference in order for there to be a distinction between the character areas.

This direction is also incorporated into the Port Credit Local Area Plan in the following policies:

5.2 Community Concept - This Area Plan respects the planned function and position within the City’s hierarchy, while also reflecting the existing and planned character of Port Credit.

10.2.1.1 The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.

The Port Credit Local Area Plan generally reinforces a 15 storey height limit within the Central Residential Precinct. A fifteen storey building represents a material difference between Community Nodes and Major Nodes that acknowledges the surrounding context of the site, including its proximity to transit infrastructure. The height schedule does allow buildings up to 22 storeys in one deliberate and strategic area – on Ann Street, between Park Street and the GO station.

Approval of the proposed building height could destabilize the envisioned height regime of the Central Residential Precinct. If approved, the applicant’s proposal could be seen as signaling support for taller buildings in the area. The property to the immediate east of the subject lands at 52 Park Street has also

submitted a proposal for a 22 storey building for their lands, incorporating similarly reduced development standards proposed by the subject application. Continuing this pattern would transition the character area into a built environment akin to a Major Node, undermining the City Structure hierarchy. A Character Area’s location in the City Structure hierarchy is the fundamental principle upon which policy in each Character Area is based, and a height regime that reflects this structure should be maintained.

Community Nodes are Intensification Areas and development is to fit within the existing and planned context

MOP includes general policies on how intensification is to be accommodated in character areas with respect to built form, building heights and overall design. The following policies speak to the considerations of intensification within Community Nodes:

5.3.3.11 Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.

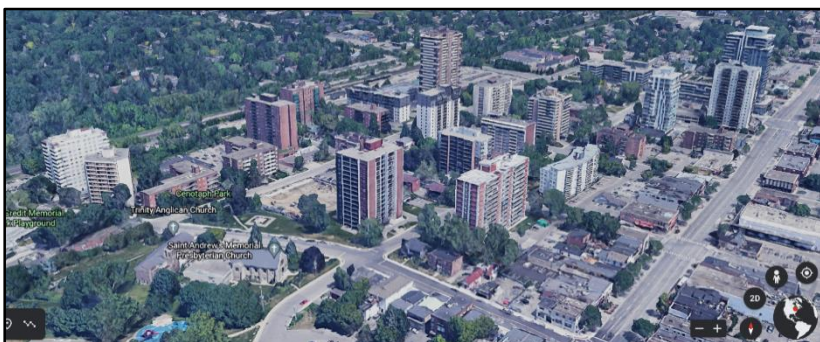
5.5.4 Intensification Areas will be planned to reflect their role in the City Structure hierarchy.

MOP policies allow for intensification within the Community Node and, in particular, at the subject property. However, the intensity of the development should reflect the City Structure hierarchy and fit within the surrounding context. In developing the local area plan, building heights were considered in the context of the existing stock while balancing future development

needs. The proposed building height does not reflect appropriate intensification within the Community Node as it fails to recognize the various built form policies with height and overall design that are vital in determining appropriate intensification in the Node.

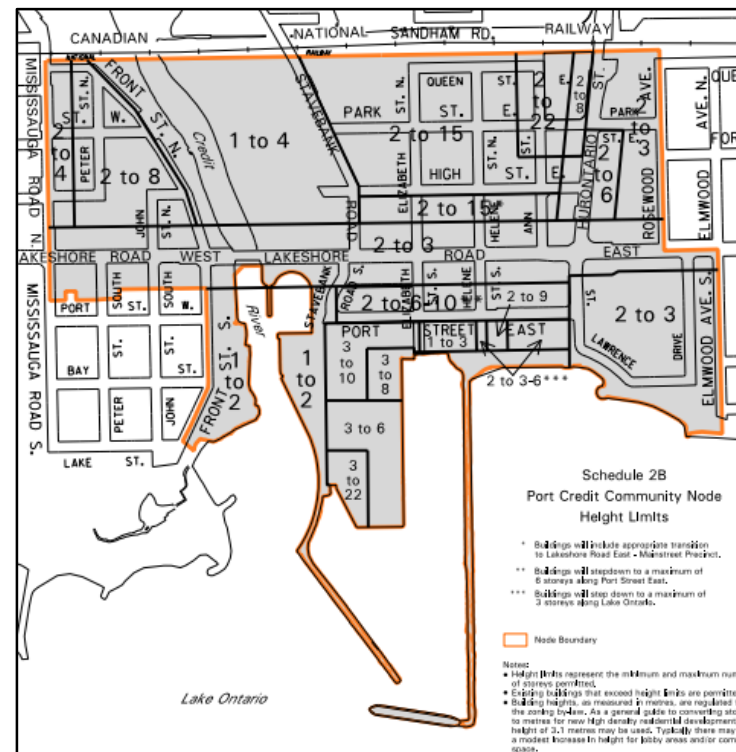
The Height Schedule ensures that new development respects and relates to the community context and accommodates intensification within the Node

The predominant character of the Community Node reflects buildings that are 2 to 16 storeys in height, with one 27 storey apartment building close to the GO Station lands. While there are a few existing apartment buildings that exceed the 15 storey height limit, they are of an older era and contain lower floor to ceiling heights.



Google Earth image showing the Central Residential Precinct and the existing building stock.

In addition to the City Structure intent of the height schedule, the height permissions identified in the local area plan take into account the existing context including the proximity of the Credit River, Lake Ontario Shoreline and the main street area. The schedule respects existing building stock by matching the general heights and ensuring transition to adjacent precincts, maintaining balance to allow new infill development. Since the adoption of the local area plan, three new apartment towers have been approved and/or constructed in the Central Residential Precinct that adhere to the height schedule.



Within the Local Area Plan, building heights of up to 22 storeys are permitted at a deliberate and strategic location in the vicinity of Ann Street, Park Street and Hurontario Street. At the time of the Local Area Plan review, the potential for investment in the Hurontario LRT was considered by the City and Metrolinx in the Port Credit Mobility Hub Master Plan (2011), which contemplated this additional building height in this particular area. The Port Credit Local Area Plan recognizes this in the following policies:

5.2 Community Concept - ...it is recognized that in the vicinity of the GO station and future Light Rail Transit station, additional height and density may be appropriate.

10.2.2 Central Residential Precinct – This precinct contains a significant concentration of apartment buildings with potential for intensification, primarily in the immediate vicinity of the GO station and will have the highest buildings height in Port Credit.

The Local Area Plan further distinguishes this area by designating the lands Mixed Use, incorporating Special Site policies, identifying this area as a place making opportunity and envisioning this area to produce landmark or signature buildings. Allowing higher heights in this particular area provides incentive and facilitates the achievement of the objective to realize the unique vision for the lands immediately at the GO station.



Excerpt from Port Credit Built Form Guidelines highlighting the lands immediately around the GO station as an area for place making opportunities

Allowing this additional height permission to expand throughout the Central Residential Precinct would undermine the planned intent of the Community Node. The 22 storey permission is only permitted in a small area and represents a tailored approach to development and place making, acknowledging the unique convergence of transit. The subject site's location and lack of distinct attributes does not warrant consideration for additional height. Maintaining the balance of the precinct at heights of 15 storeys and lower manages to deploy an overall built form in the node that meets the anticipated vision in the City Structure and achieves the intended form of height and character throughout the node.

The Height Schedule reinforces a cascading skyline in Port Credit

The Port Credit Local Area Plan and associated Built Form Guidelines views the Port Credit skyline as an important characteristic of the area's development. Local Area Plan policies state that the highest heights will be located in the vicinity of the GO station and then heights will transition down to the Credit River and Lakeshore Corridor. This approach, coupled with ensuring that skyviews and views to the lake are preserved, has resulted in the following Local Area Plan policies:

10.2.2.1 Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.

10.2.2.2 Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.



Google Sketch Up model of the Central Residential Precinct with the proposed 22 storey apartment building shown in the middle of the model

The Height Schedule is structured to achieve this cascading effect by permitting the highest heights around the GO station at 22 storeys and subsequently permits a range of heights from 15 storeys as a maximum to 4 storeys closer to the Credit River and Lakeshore Road corridor.



Skyline – 22 Storey Building

Skyline – 15 Storey Building

The above rendering depicts the Port Credit skyline with the proposed 22 storeys and the current maximum of 15 storeys for the subject property. The subject proposal will result in a puncture of the gradual plane of lowering heights that is intended.

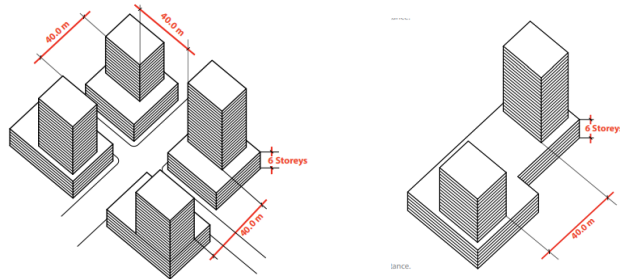
Is the site appropriate for a tall building and does it meet the applicable design policies and guidelines? (Criteria B and D)

The Port Credit Built Form Guidelines, are an appendix to the Port Credit Local Area Plan intended to be used during the review of development applications. These guidelines are to

ensure appropriate transition, massing, views and skyviews are preserved. The Built Form Guidelines demonstrate how the urban form policies can be achieved.

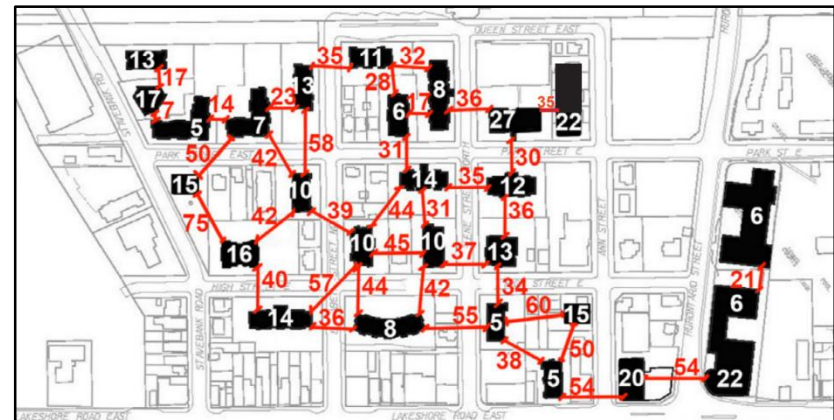
The site size is too small for a tall building, resulting in narrow tower separation distances

The relationship of site size to the size of the building and configuration should be considered in order to avoid a building overwhelming its site. The Port Credit Built Form Guidelines require tall buildings be set back a minimum of 10.0 m from side and rear property lines to ensure that appropriate separation distances can be accomplished. Sites that are too small to permit a tower with the required setbacks on all sides are not appropriate for tall buildings. The Guidelines consider small sites to be 40 m by 45 m for corner lots. The subject land assembly is 34 m by 53 m, and therefore viewed as a small site because of its narrow frontage on Park Street East.



Excerpt from Port Credit Built Form Guidelines depicting proper relationships between tall buildings.

The spacing between the faces of tall buildings enhances privacy, opens up views between buildings and permits access to sunlight and views of the sky. Building separations in the Node are on average approximately 38.0 m for any building over 5 storeys, however many of the taller buildings are over 40.0 m apart. A minimum of 35.0 m to 40.0 m from any portion of a building that is over 6 storeys to another building that is over 6 storeys is required by the Built Form Guidelines.



Excerpt from the Port Credit Built Form Guidelines that show the existing building separation distance in the Central Residential Precinct

As a result from the small nature of the site, the proposed building does not provide adequate setbacks or separation distances to its northern or easterly property lines to achieve compliance with the guidelines. The cumulative result is illustrated by a development proposal submitted to the City by the adjacent property at 52 Park Street East. This proposal seeks to mimic the same tower height and separation distance

proposed by this application. If both applications receive approval, this could result in two towers, spaced very close together, that overwhelm their sites, disrupt the skyline, and produces a result not envisioned or intended by the Official Plan, Port Credit Local Area Plan, and the Built Form Guidelines.



Rendering of subject proposal (blue) and preliminary proposal (yellow) submitted to the City by the property owners of 52 Park Street East

The proposal casts unacceptable shadow impacts on the adjacent properties

In review of the shadowing information provided by the applicant, the proposed 22 storey apartment building will have significant shadow impact on the properties to the north and east. The units on the west side of the existing 6-storey rental apartment building at 52 Park Street East will have very limited exposure to sunlight and will be in the shadow of the proposed development. As discussed above, this site is viewed as a small site for apartment development; a larger land assembly appropriate for apartment development would likely alleviate these impacts.



Renderings of the subject proposal and the sun/shadow impacts in June (left image) and December (right image)

The shape of the floor plate contributes to an undesirable mass

The Port Credit Local Area Plan contains policies that direct tall buildings over 6 storeys to deploy a small floor plate. Smaller floor plates for tall buildings are generally accepted as good urban design and allow for buildings to reduce the wall effect, decrease visual impacts, promote views between buildings, and limit shadows.

The Built Form Guidelines requires buildings over 16 storeys to be less than 30.0 m (98.4 ft.) in length including balconies. The subject proposal deploys a building length of approximately 37.0 m (121.4 ft.) exclusive of balconies. This further contributes to an overall undesirable massing impact produced by the proposed building overwhelming its small site.

Parking

The application proposes a reduction from the City's minimum zoning by-law parking rates. Given the site's proximity to transit

infrastructure, the availability of local services, the walkability of Port Credit, and observations made at proxy sites, consideration of some reduction from the City standard is appropriate. However, staff are not supportive of the parking rates proposed by the application and are not accepting of the Parking Justification Study provided by the applicant.

**Ontario Municipal Board (now Ontario Lands Tribunal)
 Decision Regarding a Proposed 22 Storey Apartment
 Building in the Port Credit Central Residential Precinct**

On January 17, 2014, the Ontario Municipal Board (now Ontario Land Tribunal) issued a decision refusing a 22 storey apartment building proposal at 6, 8 and 10 Ann Street, a site located within the Central Residential Precinct of the Port Credit Community Node.

The Official Plan permissions and policies to the Ann Street site are very similar to the subject property and is treated in the same manner by the Height Schedule in the Port Credit Local Area Plan.



The decision observed that “...approval of a 22 storey building on the subject lands would not only impact negatively City’s vision for development of this unique and special area of the City but unnecessarily undo a great deal of comprehensive and well-executed planning work in respect of directing future growth in Port Credit.”

The decision recognizes the mix of building heights and types in the Central Residential Precinct and acknowledges the efforts of the Port Credit Local Area Plan to guide future development, highlighting the importance of enhancing the existing character and preserving the village character of the area. It qualifies this notion by acknowledging that “...some level of change in these stable neighbourhoods is anticipated and new development does not have to mirror existing development, so as long the neighbourhood character is respected..” and attributes this directive to “...why the City has determined that the greatest height and density for Port Credit will be in close proximity to the GO Transit Station and future Light Rail Transit (LRT) stop at Hurontario and Park Street – locations farther north and northeast of the subject lands.”

The decision recognizes the specific intention of the height schedule and the desired built form in stating “...the Built Form Guide for the Port Credit Community Node states that the highest buildings should be in the vicinity of the GO Transit Station and future LRT Station and then transition downward to Lakeshore Road East and to lake Ontario and the Credit River.” The decision also acknowledges heights of 22 storeys are associated with landmark buildings in the Community Node and

accepts the City's determination as to where these landmark sites are to be located.

In reaching its conclusion about this proposal, the OMB found that proposing 22 storeys where the Local Area Plan calls for 15 storeys, even where demonstrated that it could work on the site, "...comes at the expense of Port Credit's established character...and in contradiction to the planned policy direction and context that the City has established."

8. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should this application be approved by OLT or a settlement opportunity arise, it is recommended that Legal Services pursue a community benefits contribution from the developer.

9. "H" Holding Symbol

Should this application be approved by the Ontario Land Tribunal, an "H" Holding Symbol may be required to capture outstanding technical matters.

10. Site Plan

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

While the applicant has worked with City departments to address some site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as setbacks, landscaping, amenity spaces, grading, servicing and loading/service area design, among others.

11. Conclusions

In conclusion, City staff has evaluated the applications to permit a 22 storey apartment building against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

Based on a review of the applicable policies from a Provincial and Municipal mandate, redeveloping the site for a use with a built form higher than what exists today supports general intensification policies, however, the proposed building height and overall design is not acceptable from a planning standpoint for the following reasons:

- allowing an apartment building over and above the permitted heights is not required to meet density targets outlined in the Growth Plan

- the proposal represents a building height that does not appropriately reflect the City Structure – Urban Hierarchy and does not maintain the Port Credit Local Area Plan Height Schedule and associated design policies and guidelines
- the proposal does not meet the required criteria for additional building height in the Port Credit Community Node Character Area
- the site size is not appropriate for a tall building in this context
- the inadequate tower separation distance promotes an undesirable development pattern

Approval of the proposed 22 storey apartment building with its accompanying deficient development standards would set an undesirable precedent for new development within the Central Residential Precinct and will undermine the planned function of the Community Node.