

Detailed Information and Preliminary Planning Analysis

Owner: 10 West GO GP Inc.

17 & 19 Ann Street, 84 & 90 High Street and 91 Park Street

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1. Proposed Development

The applicant proposes to develop the property with a 23 storey (22 storey plus 1 storey mezzanine), 359 unit, residential condominium and approximately 300 m² (3,230 ft²) of ground floor commercial space. Two heritage buildings will be retained in their original locations. The building at 84 High Street East will continue as a residential building with six rental units and 90 High Street East is proposed for office uses. A public park will also be incorporated into the site.

The two heritage buildings will be privately owned and will not form a part of the apartment condominium. The public park will be owned by the City and will undergo its own separate design process. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal ¹	
Applications submitted:	Received: January 17, 2022 Deemed complete: February 11, 2022
Developer/ Owner:	10 West GO GP Inc. (partnership between FRAM Slokker and The Kilmer Group) City of Mississauga (owner of former lawn bowling property and future park)
Applicant:	10 West GO GP Inc.
Number of units:	359 units
Proposed Gross Floor Area:	25 062 m ² (269,764 ft ²)
Height ² :	23 storeys / 74.9 m (246 ft.)
Floor Space Index:	7.65

Development Proposal ¹		
Landscaped Area:	32.9 %	
Anticipated Population:	786* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required ³	Provided
<u>Proposed Condo:</u> residential spaces residential visitor spaces commercial	472 72 17	233 36 Shared with visitor parking
Heritage Buildings ⁴ :	20	14
Total	581	283
Green Initiatives:	<ul style="list-style-type: none"> Green Community Features (e.g. rainwater harvesting, permeable pavers, soft landscaping) Green Interior Common Features (e.g. energy efficient lighting) Green Suite Features (e.g. individual hydro/water metering, thermal insulated windows) 	
<p>(1) Unless otherwise noted, development statistics reflect the proposed 23 storey condominium and associated parcel of land.</p> <p>(2) The applicant has described the building as 22 storeys; however, their description did not include the mezzanine level. As per the City's Zoning By-law the mezzanine is considered a floor, resulting in an extra storey (i.e. proposed height of 23 storeys).</p> <p>(3) Required parking reflects current by-law rates as of the date of this report. Council has recently approved new rates which are not yet in effect that could reduce the required parking from 581 spaces to 372 spaces.</p> <p>(4) Parking for the heritage buildings (84 & 90 High Street) will be provided within the 23 storey condominium. If the development is approved an agreement will be required to ensure uses in the heritage buildings have access to required parking spaces in the condominium.</p>		

Supporting Studies and Plans

The applicant has submitted information in support of the applications, including the following which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Building Elevations and Perspectives
- Floor Plans, Parking Plans and Cross Sections
- Grading, Landscape, Streetscape and Site Plans
- Sun Shadow, Wind & Noise Feasibility Studies
- Arborist Report & Green Development Features
- Waste Management Plan
- Geotechnical Report
- Phase I & II Environmental Site Assessments
- Functional Servicing & Stormwater Management Study
- Heritage Impact Study
- Housing Issues Report
- Planning Justification Report
- Urban Transportation and Parking Study

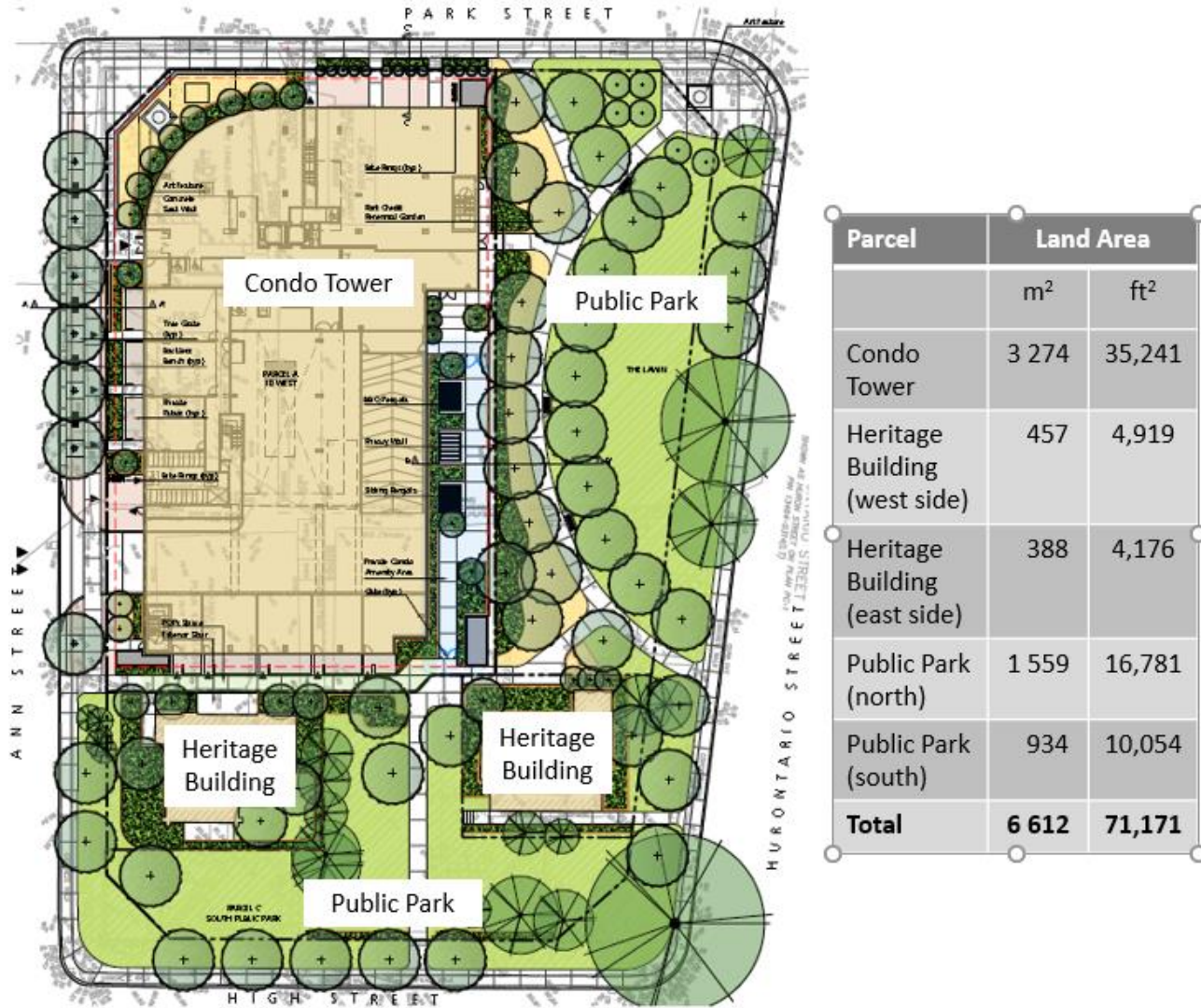
The application was reviewed by the Urban Design Advisory Panel on November 30, 2021. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.

Application Status

Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A pre-application community meeting was held by Ward 1 Councillor, Stephen Dasko, on December 1, 2021. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

Concept Plan, Rendering, Elevations



Concept Plan

(Public park layout is for illustrative purposes and will be subject to a separate design exercise)



Rendering of the proposed 23 storey condominium tower (facing north from High Street East)



Building Perspective
(facing southwest)



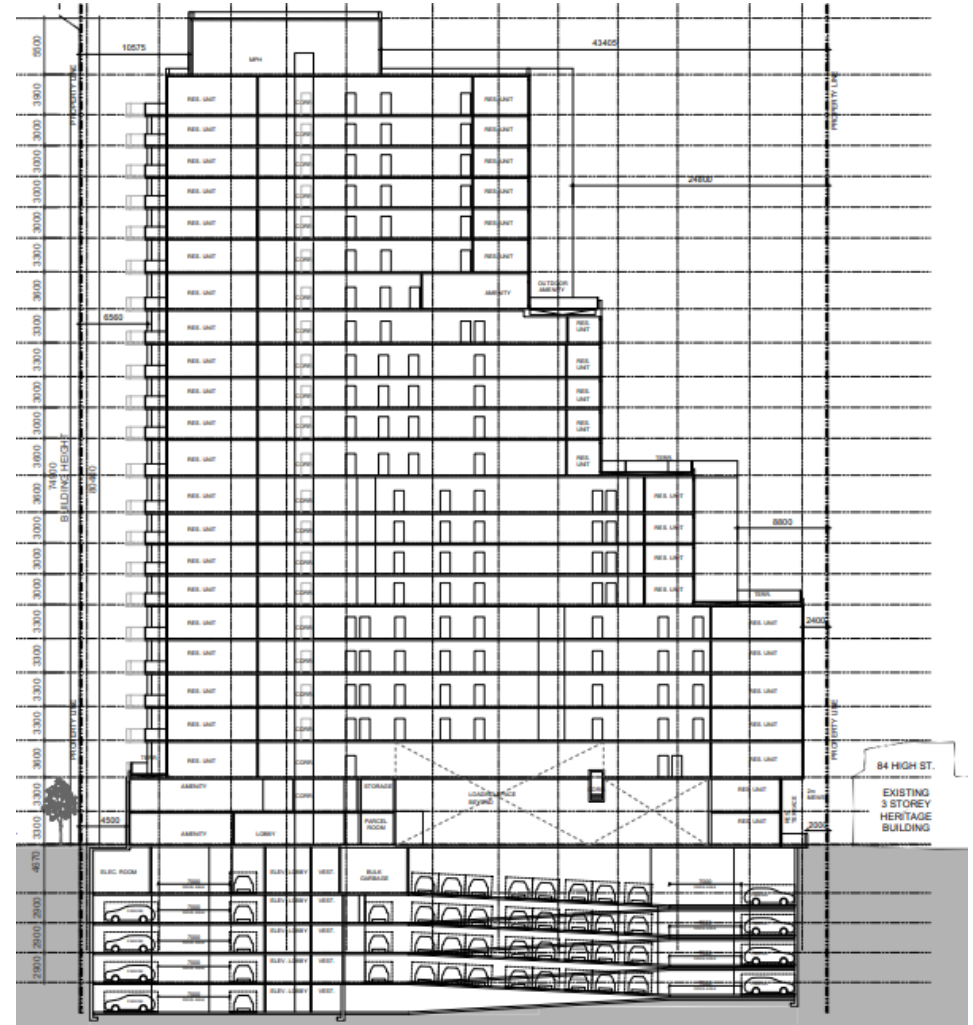
Interface between proposed condo tower
and heritage building
(facing east from Ann Street)



Corner of Ann Street and Park Street
(facing southeast)



North Building Elevation



Building Cross Section

2. Site Description

Site Information

The property is located within the Port Credit Community Node and represents an entire city block, bound by Hurontario Street, Park Street East, Ann Street and High Street East. The subject site consists of the following five properties:

Address	Ownership	Existing Conditions
19 Ann Street	10 West GO GP Inc.	Detached dwelling converted to office uses
17 Ann Street	10 West GO GP Inc.	Residential detached dwelling
84 High Street East	10 West GO GP Inc.	Heritage designated building with six residential units
90 High Street East	10 West GO GP Inc.	Heritage designated building for office uses / commercial uses
91 Park Street East	City of Mississauga	Vacant (former lawn bowling site)



Aerial image of subject site



Looking southwest
(former lawn bowling site)



Looking southeast
(building to be redeveloped)



Looking northeast at heritage
designated building to be retained
(contains 6 apartment units)



Looking northwest at heritage
designated building to be retained for
office uses

The site contains four low-rise buildings along with associated driveways and surface parking. Two of the buildings have heritage designations (84 and 90 High Street) while 17 Ann Street is listed on the heritage registry (i.e. subject to further review to determine if it should be designated). The property is relatively flat, with trees located along the boulevard or fence lines.

The City owns one of the five parcels of land that comprise the subject site (91 Park Street East). These vacant lands were previously used by the Port Credit Lawn Bowling Club.

The City of Mississauga and 10 West GO GP Inc. are in negotiations to adjust property boundaries that could reconfigure the developable area and/or location of public parkland (see concept plan). These real estate discussions are occurring separately from this planning process.

Property Size and Use (Combined Properties)	
<u>Frontages:</u>	
Ann Street	100 m (328 ft.)
Park Street East	77 m (253 ft.)
Hurontario Street	103 m (338 ft.)
High Street East	65 m (213 ft.)
Gross Lot Area:	0.66 ha (1.6 ac.)
Existing Uses:	Two residential buildings, two commercial buildings and one vacant parcel of land
Note: All measurements are approximate.	

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **RA1-24** (Apartments – Exception Zone), **H-RA2-48** (Apartments – Exception Zone - Hold), and **D** (Development). Each zone only permits the existing buildings, structures and uses on the property (see Section 4 for additional zoning information).
- November 14, 2012 – Mississauga Official Plan (MOP) came into force which designates the subject site **Mixed Use** (north half) and **Residential High Density** (south half) within the Port Credit Community Node Character Area.
- December 21, 2015 – Port Credit Local Area Plan (LAP) came into force and replaced the previous LAP with updated policies. The LAP included new policies and guidelines applicable to the site pertaining to height, built form. It also indicated the need for further study on lands in the vicinity of the GO station and future LRT stop.
- October 26, 2016 – Official Plan Amendment No. 55 came into force which updated LAP policies to reflect the recommendations of the Port Credit GO Station Southeast Area Master Plan. The amendment revised Special Site 12 policies, that are applicable to the northern portion of the subject site. They pertain to issues such as size of floorplates, building heights, reduced parking requirements, minimum amount of non-residential space and removed the requirement for further study prior to development application processing.

3. Site Context

Surrounding Land Uses

The subject property is located within a planned high density residential area, containing a mix of apartment buildings ranging from 5 to 27 storeys with some low-rise buildings located throughout. The immediate vicinity is characterized as follows:

North: Port Credit GO Station parking lot, which is subject to a development application for two condominium towers of 40 and 42 storeys. A planned Light Rail Transit stop is located adjacent to the application on Hurontario Street. Under construction at the northwest corner of Ann Street and Park Street East is a 22 storey condominium. Adjacent to this site is a 27 storey apartment building.

East: A townhouse development is located at the northeast corner of Hurontario Street and Park Street East. A six storey retirement residence is located immediately across from the subject site on the east side of Hurontario Street. At the northeast corner of Hurontario Street and Lakeshore Road East is a 22 storey condominium with a six storey podium and ground floor retail. Further east is the Harold E. Kennedy Park which has an outdoor pool.

South: Two detached dwellings have been converted into office uses. Further south is a 20 storey apartment building with an associated parking structure and commercial uses along Lakeshore Road East. A recently

constructed 15 storey condominium tower and two semi-detached dwellings are located at the southwest corner of High Street East and Ann Street. There is a development application for an 11 storey condominium with ground floor commercial uses further south on Lakeshore Road East.

West: A low-rise Bell utility building and associated parking lot are located immediately across from the subject property. Further west, are a 12 storey apartment building and a 13 storey condominium building.

Neighbourhood Context

The subject property is located within the Port Credit Community Node as identified in MOP. The node contains a variety of building types and land uses, including mainstreet commercial uses along Lakeshore Road, recreational uses along the Lake Ontario shoreline and Credit River and a variety of high and medium density residential uses.

In general, the greatest heights in the Community Node are located in the immediate vicinity of the existing GO station and future LRT stop, with heights transitioning downwards towards the Lake Ontario waterfront, Credit River and residential neighbourhoods. Lakeshore Road East provides a mainstreet commercial area for the community. Within the Port Credit LAP, the subject site is located in the Central Residential Precinct, which contains a concentration of apartment buildings and has been identified as having potential for intensification, primarily in the vicinity of the GO station.



Aerial of subject site and surrounding neighbourhood

Demographics

Based on the 2016 census, the existing population of the Port Credit Community Node area is 5,420 with a median age of this area being 50 (compared to the City's median age of 40). 66% of the neighbourhood population are of working age (15 to 64 years of age), with 8% children (0-14 years) and 26% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 7,700 and 9,600 respectively.

The average household size is 2 persons with 83% of people living in apartments and in buildings that are five storeys or more. The mix of housing tenure for the area is 755 units (26%) owned and 2,155 units (74%) rented with a vacancy rate of approximately 0.8% (source: CMHC). In addition, the number of jobs within this Character Area is 2,107.

Other Development Applications

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

- OZ 22/010 – Lands bound by Hurontario Street, Park Street, Ann Street and the railway. Official plan amendment and rezoning applications are being processed to permit two residential towers of 40 and 42 storeys with ground floor commercial uses.
- OZ 19/008 – 78 Park Street, 22-48 Ann Street. Official plan amendment and rezoning applications were approved in

2020 to permit a 22 storey condominium with ground floor commercial uses. Building is currently under construction.

- OZ 20/006 – 42 to 46 Park Street East and 23 Elizabeth Street. Official plan amendment and rezoning applications for a 22 storey apartment building were appealed to the Ontario Land Tribunal in 2021. A hearing has not yet been held.
- OZ 22/005 – 128 Lakeshore Road East. Official plan amendment and rezoning applications are being processed to permit an 11 storey residential building with ground floor commercial uses.
- OZ 21/006 – 170 Lakeshore Road East. Official plan amendment and rezoning applications are being processed to permit a 17 storey apartment building with ground floor commercial uses.

Community Services

A number of community facilities are within walking distance of the subject site including the Port Credit Arena, Port Credit Memorial Park, and Harold Kennedy Park. The area would still benefit from an unencumbered park on the site as supported by the Community Services 2019 Future Directions Plan. Community Services received an expression of interest from 10 West GO GP Inc. to use a portion of city land at 91 Park Street East to facilitate their proposed development, in exchange for a portion of the lands currently owned by 10 West GO GP Inc. which could then be used for public park purposes. Discussions

between the applicant and the City are continuing with respect to the land exchange.

Transportation Services

The subject site benefits from excellent access to existing and future public transit as it is located within approximately 70 m (230 ft.) of the future Port Credit Hurontario LRT stop and approximately 200 m (565 ft.) from the Port Credit GO Station. The Lakeshore GO Train line and Hurontario LRT line are considered priority transit corridors by the Province and the area around these stops are considered to be Major Transit Station Areas (MTSAs).

The subject property is within the draft boundary of the Port Credit GO Station MTSA as defined by the Region of Peel. The boundary was delineated through the preparation of the new Region of Peel Official Plan, however, the boundary is not in effect as it has not been approved by the Province.

The area is also well served by the following bus routes:

- Route 2 – Hurontario Street
- Route 8 – Cawthra
- Route 23 – Lakeshore Road
- Route 14/14A – Lorne Park



4. Summary of Applicable Policies, Regulations and Proposed Amendments

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

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

Policy Document	Legislative Authority/Applicability	Key Policies
<i>Planning Act</i>	<p>The Planning Act is provincial legislation that sets out the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them.</p> <p>The purpose of the Act is to: provide for planning processes that are fair by making them open, accessible, timely and efficient.</p>	<p>The Minister, the council of a municipality, a local board, a planning board and the Tribunal, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as:</p> <ul style="list-style-type: none"> (j) the adequate provision of a full range of housing, including affordable housing; (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, <ul style="list-style-type: none"> (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;
<i>Provincial Policy Statement (PPS)</i>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p>	<p>The majority of relevant policies are found in Section 1. Building Strong Healthy Communities, including but not limited to the following:</p> <p>Healthy communities are sustained by:</p> <ul style="list-style-type: none"> • promoting efficient development and land use patterns (PPS1.1.1a) • accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons (PPS 1.1.1b); • promoting the integration of land use planning, growth management, transit-supportive

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investment (PPS 1.1.1e)</p> <p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas shall be based on densities and a mix of uses which efficiently use land, resources, infrastructure, public service facilities, support active transportation and are transit-supportive. (PPS 1.1.3.2.a, b, e, and f)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for transit supportive development, intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (PPS 1.1.3.4)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Planning authorities shall facilitate all types of residential intensification by directing it to locations and promoting densities which efficiently use infrastructure as well as support active transportation and transit along corridors and at stations with compact form. (PPS 1.4.3 b, c, d, e, f)</p> <p>Healthy, active communities should be promoted 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. Plan for a full range and equitable distribution of publicly accessible built and natural settings for recreation (PPS 1.5.1 a, b)</p> <p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (PPS 1.6.7.4)</p> <p>Long-term economic prosperity should be supported by providing necessary housing supply and range of housing options, optimizing the use of land, infrastructure, encouraging a sense of place by promoting well-designed built-form, promoting energy conservation. (PPS 1.7.1)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
<p><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>The majority of relevant policies are found in Sections 2 Where and How to Grow, including but not limited to the following:</p> <p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 a and c)</p> <p>Applying the policies of this Plan will support the achievement of complete communities that: a) feature a diverse mix of land uses; b) improve social equity and overall quality of life, for people of all ages, abilities, and incomes; c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes; d) expand convenient access to transportation options (including active transportation), public service facilities, open spaces / recreational facilities; e) provide for a more compact built form and a vibrant public realm; f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and g) integrate green infrastructure and appropriate low impact development (Growth Plan 2.2.1.4)</p> <p>Municipalities will develop a strategy to achieve minimum intensification targets which will identify the appropriate type and scale of development in strategic growth areas and encourage intensification generally throughout the delineated built-up area (Growth Plan 2.2.2.3 a, b, c)</p> <p>Priority transit corridors will be identified in official plans and the associated major transit station area (MTSA) boundaries will be identified by upper and single tier municipalities. All MTSA will be planned to be transit supportive. (Growth Plan 2.2.4)</p> <p>Major transit station areas 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 and 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network (Growth Plan 2.2.4.3 b, c)</p> <p>Within all major transit station areas, development will be supported where appropriate by a diverse mix of uses, reduced parking standards (Growth Plan 2.2.4.9 a, c)</p> <p>Lands adjacent or near existing and planned frequent transit should be planned to be transit-supportive (Growth Plan 2.2.4.10)</p> <p>Municipalities will support the achievement of complete communities by considering the range and mix of housing options and densities of the existing housing stock; and planning to diversify their overall housing stock across the municipality to direct growth and development (Growth Plan 2.2.6.2).</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<p>Region of Peel Official Plan (ROP)</p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval.</p> <p>Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p> <p>The Region of Peel is in the process of updating the Regional Official Plan; however, the policies are not yet in effect. The policies identified in this table reflect the September 2021 office consolidation.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System. The majority of relevant policies are found in Section 5 The Urban System including but not limited to the following:</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, to recognize the integrity and physical characteristics of existing communities, provide for the needs of Peel's changing age structure and allow opportunities to live in their own communities as they age, and achieving an urban form and densities that are pedestrian-friendly and transit supportive. (ROP 5.3.1)</p> <p>Direct urban development to the urban system and encourage a compact urban form so as to efficiently use existing services and infrastructure (ROP 5.3.2.2 and 5.3.2.3)</p> <p>Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plan that: support the Urban System objectives and policies, support pedestrian-friendly and transit supportive urban development, provide transit-supportive opportunities for redevelopment, intensification and mixed land use, and support Crime Prevention Through Environmental Design Principles (ROP 5.3.2.6)</p> <p>Direct a significant portion of growth to the built-up areas through intensification in appropriate areas (ROP 5.5.2.1 to 5.5.2.3)</p> <p>Encourage municipalities to require development around MTSAs to achieve a minimum density of 100 persons plus jobs (5.5.4.2.5)</p> <p>General intensification objectives include optimizing existing land supply, support complete communities, achieving compact and efficient forms, optimize existing infrastructure, intensify underutilized lands, reduce dependence on the automobile, achieve a diverse and compatible mix of land uses (ROP 5.5.1.1, 5.5.1.5, 5.5.1.6, 5.5.3.1.1 to 5.5.3.1.8)</p> <p>Intensification is to be facilitated and accommodated within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (ROP 5.5.3.2.2, 5.5.3.2.3)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Housing objectives are intended to provide an appropriate range and mix of housing and foster availability for all groups (ROP 5.8.1.1 and 5.8.1.2)</p> <p>Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of affordable housing affordable to all households, including low and moderate income household (ROP 5.8.2.3)</p> <p>Support the initiatives of the area municipalities in the construction and retention of rental housing (ROP 5.8.2.5)</p> <p>Encourage community agencies and landowners of suitably sized sites to develop affordable housing (ROP 5.8.3.2.12)</p> <p>Transportation objectives include support and encourage transit supportive development (ROP 5.9.5.1.4)</p> <p>Support the implementation and protection of rapid transit corridors as shown on Schedule G (i.e. Hurontario and Lakeshore Road) (ROP 5.9.5.2.1)</p> <p>Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit services (ROP 5.9.5.2.10)</p> <p>Encourage area municipalities to promote land uses which foster and support the use of active transportation (ROP 5.9.10.2.4)</p>

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conforms to changes resulting from the Growth Plan, 2019 and Amendment No. 1 (2020).

Existing Designation

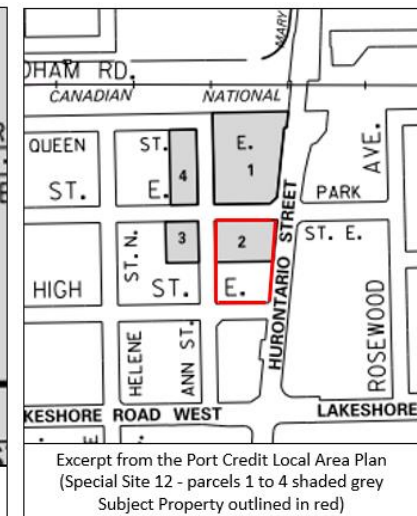
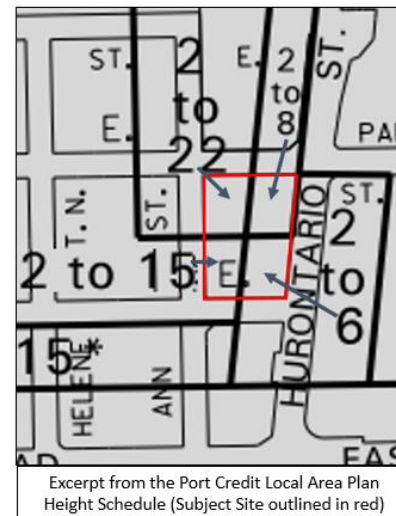
The lands are located within the Port Credit Community Node. The northern portion of the property is designated **Mixed Use** and the southern portion of the property is designated **Residential High Density**. The **Mixed Use** designation permits a range of commercial, service and recreational uses as well as residential uses if they are combined with other permitted uses. The **Residential High Density** designation permits apartment dwellings as well as convenience commercial uses at grade.

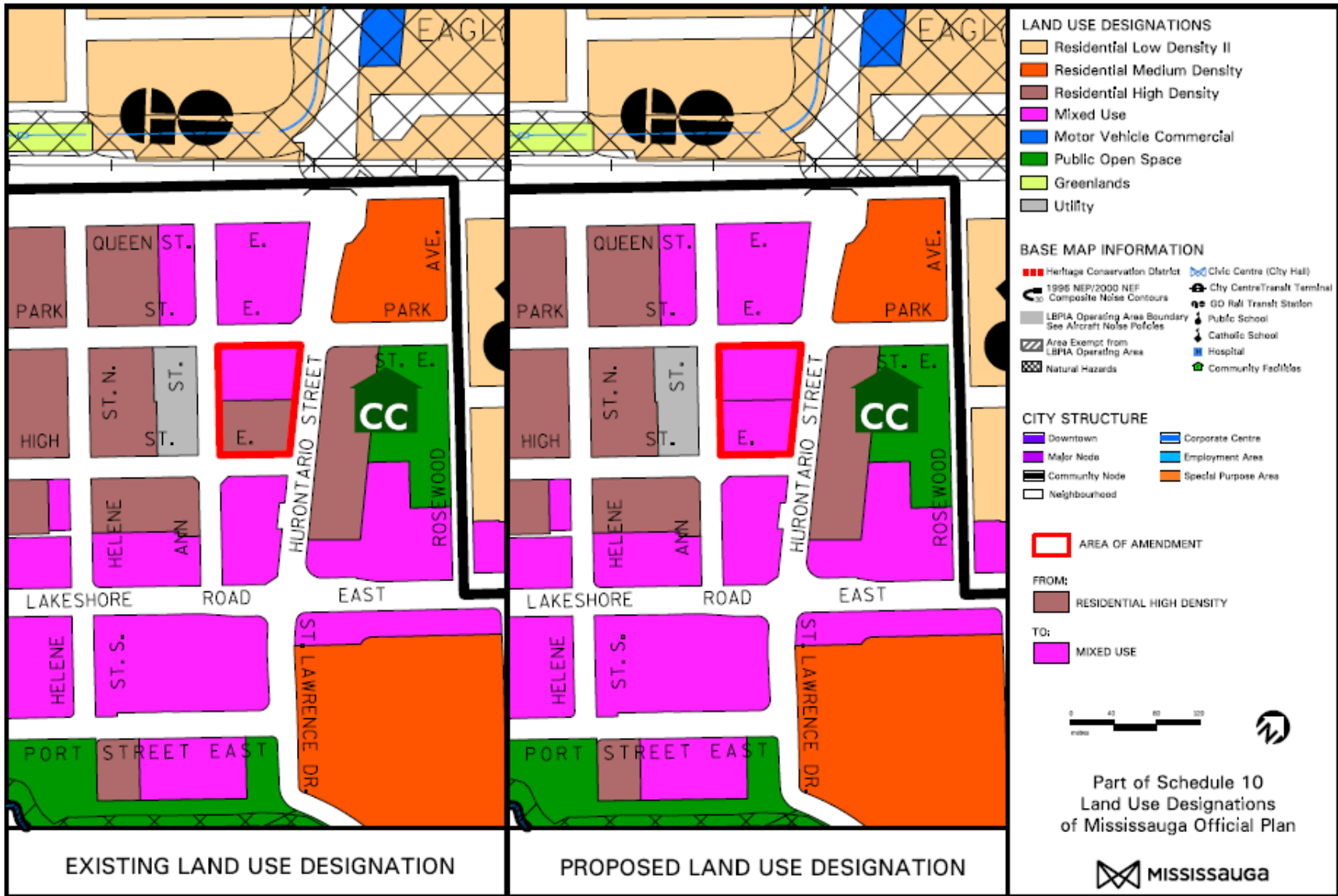
Proposed Designation

The applicant is proposing to change the designation on the southern portion of the subject site to **Mixed Use** in order to permit development of the proposed condominium tower, use the two heritage buildings for residential/commercial purposes and allow a public park. In addition, the applicant is proposing to amend the site specific Official Plan policies that require the subject site to provide a minimum of 1,400 m² (15,069 ft²) of employment generating uses, whereas 300 m² (3,229 ft²) are proposed.

The Port Credit Local Area Plan (LAP), which forms part of MOP, permits maximum heights on the subject site ranging between six and 22 storeys depending on location. If the proposed mezzanine is included in the calculation of height, the building is 23 storeys and the LAP would require an amendment. A portion of the lands are also subject to Special Site 12 policies which address built form and land uses for development in close proximity to the GO station and LRT stop.

The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area. Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.





Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 4 Vision	Mississauga Official Plan subscribes to key guiding principles, including planning for a wide range of housing, jobs, and community infrastructure resources so that they are available to meet the daily needs of the community, and supporting the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments (Section 4.4.6 and 4.4.7)
Chapter 5 Direct Growth	<p>Mississauga will ensure there is adequate land capacity to accommodate growth that will be directed to appropriate locations with most of the growth directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Sections: 5.1.2, 5.1.3, 5.1.4, 5.1.6)</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure. (Section: 5.1.9)</p> <p>Community Nodes are Intensification Areas and will achieve a gross density of between 100 and 200 residents and jobs combined per hectare. (Section 5.3.3.3 and 5.3.3.4)</p> <p>Development applications within a Community Node proposing a change to the designated land which results in a significant reduction in the number of residents or jobs that could be accommodated on the site, will not be permitted unless considered through a municipal comprehensive review. (Section 5.3.3.5)</p> <p>Redevelopment of Mixed Use sites in Community Nodes that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the commercial component will be maintained after redevelopment. (Section 5.3.3.8)</p> <p>Investments in community infrastructure, as well as commercial, recreational, educational, cultural and entertainment uses, will be encouraged in Community Nodes. (Section 5.3.3.9)</p> <p>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. (Section 5.3.3.11)</p> <p>Low density residential development will be discouraged from locating within Intensification Corridors. (Section 5.4.13)</p> <p>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 or until such time as alternative building heights are determined through planning studies. (Section 5.5.13)</p>

	General Intent
Chapter 6 Value The Environment	<p>As intensification occurs, road noise will increasingly be of concern. Careful attention must be paid to site planning and building design techniques to mitigate noise levels. A detailed noise impact will be required. (Section 6.10.3)</p> <p>Where residential uses are proposed in close proximity to rail lines, it may be necessary to mitigate noise impact, (6.10.4)</p>
Chapter 7 Complete Communities	<p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; (Section 7.2.2) <p>Conversion of residential rental properties to a purpose other than the purpose of a residential rental property, or the demolition of residential rental properties exceeding six dwelling units will not be permitted if it adversely affects the supply of affordable rental housing as determined by affordable housing targets and rental vacancy rates (Section 7.2.12)</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p> <p>Applications for development involving cultural heritage resources will be required to include a Heritage Impact Assessment prepared to the satisfaction of the City and other appropriate authorities having jurisdiction. (Section 7.4.1.10)</p> <p>Cultural heritage resources designated under the Ontario Heritage Act, will be required to preserve the heritage attributes and not detract or destroy any of the heritage attributes in keeping with the Ontario Heritage Tool Kit, the Ontario Ministry of Culture, and the Standards and Guidelines for the Conservation of Historic Places in Canada, Parks Canada. (Section 7.4.1.11)</p> <p>The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact Assessment, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction. (Section 7.4.1.12)</p>
Chapter 8 Create a Multi-Modal City	<p>Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate. (Section 8.4.2)</p> <p>Consideration will be given to reducing offstreet parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters: a. access to transit; b. level of transit service; c. traffic generation; and d. impact on the surrounding area. (Section 8.4.3)</p> <p>Mississauga will encourage Transportation Demand Management strategies (Section 8.5)</p>
Chapter 9 Build A Desirable Urban Form	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required. (Section 9.1.2)</p> <p>The city vision will be supported by site development that: a. respects the urban hierarchy; b. utilizes best sustainable practices; c. demonstrates context sensitivity, including the public realm; d. promotes universal accessibility and public safety; and e. employs design excellence.(Section 9.1.10)</p>

	<p>General Intent</p> <p>Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition. (Section 9.2.1.3)</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas. Appropriate height and built form transitions will be required between sites and their surrounding areas. Tall buildings will address pedestrian scale through building articulation, massing and materials. Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas. (Section 9.2.1.8, 9.2.1.10, 9.2.1.15, 9.2.1.16)</p> <p>Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping. (Section 9.2.1.27)</p> <p>Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed. Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage (Sections 9.2.1.36 and 9.3.1.7)</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resources and makes them focal points for the community. Development and open spaces adjacent to significant cultural heritage resources will: a. contribute to the conservation of the heritage attributes of the resource and the heritage character of the area; b. emphasize the visual prominence of cultural heritage resources; and c. provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources (Section 9.2.4.1, 9.2.4.2)</p> <p>Development will support transit and active transportation by addressing a number of issues including ensuring buildings respect the scale of the street, ensuring appropriate massing for the context, providing bicycle parking (Section 9.4.1.3)</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: natural and cultural heritage features; continuity and enhancement of streetscapes; the size and distribution of building mass and height; front, side and rear yards; the orientation of buildings, structures and landscapes on a property; views, sunlight and wind conditions; the local vernacular and architectural character as represented by the rhythm, textures and building materials; privacy and overlook; and the function and use of buildings, structures and landscapes. (Section 9.5.1.2)</p> <p>Developments adjacent to public parkland will complement the open space and minimize negative impacts. Proposed development should encourage public open space connections that link public parks and community facilities through the use of walkways, bikeways and bridges. Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks. Development proponents may be required to upgrade the public boulevard and contribute to the quality and character of streets and open spaces. (Section 9.5.1.7, 9.5.1.8, 9.5.1.14, 9.5.2.5)</p> <p>Buildings should be designed to incorporate sustainable technologies (Section 9.5.3)</p>
<p>Chapter 11 General Land Use Designations</p>	<p>The development application proposes to redesignate the southern portion of the property to Mixed Use. In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses: a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental; f. motor vehicle sales; g. overnight accommodation; h.</p>

	General Intent
	<p>personal service establishment; Mississauga Official Plan –Part 3 November 22, 2019 General Land Use Designations 11-6 i. post-secondary educational facility; j. residential, in conjunction with other permitted uses; k. restaurant; l. retail store; and m. secondary office.</p> <p>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. Developments that consist primarily of residential uses, with non-residential uses at grade only will be required to submit an Official Plan Amendment for the appropriate residential designation. ((Section 11.2.6.2) and 11.2.6.3)</p> <p>On Mixed Use sites, residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor. Residential uses will not include detached, semi-detached or duplex dwellings. ((Section 11.2.6.4 and 11.2.6.5)</p> <p>The southern portion of the subject site is currently designated Residential High Density which permits the following uses: apartment dwelling. b. uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and c. uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.</p>
Chapter 14 Community Nodes	Proposals for heights less than two storeys, more than four storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan. (Section 14.1.1.3)
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Relevant Port Credit Local Area Plan Policies

	General Intent
Chapter 1.0 How to Read the Plan	The policies of this Area Plan must be read in conjunction with the environmental, multi-modal, urban form and land use policies of parts two and three of the principal document. In the event of a conflict, the policies of this Area Plan take precedence. Included in the

	General Intent
	appendices is the Lakeview Built Form Standards (Appendix I) which will be used during the review of development applications. This document demonstrates how the urban form policies can be achieved. The Built Form Standards document is not considered part of this Area Plan. (Section 1.0)
Chapter 5.0 Vision	<p>The Vision for Port Credit is based on:</p> <ul style="list-style-type: none"> • Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks (Section 5.1.1) • Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and balanced parks and open spaces and reinforcing high quality built form. (Section 5.1.3) • Balance growth with existing character by directing intensification to the Community node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision.(Section 5.1.5)
Chapter 6.0 Direct Growth	<p>Development applications will be required to address, to the City's satisfaction, the appropriate range and amount of employment uses on the GO Station Parking Lot and vicinity (land at the four corners of Ann Street and Park Street East (Section 6.1.3)</p> <p>Intensification will address matters such as: a. contribution to a complete community; b. providing employment opportunities; c. sensitivity to existing and planned context and contribution to the village mainstreet character; d. respecting heritage; and e. protecting views and access to the waterfront (Section 6.1.6)</p>
Chapter 7.0 Value The Environment	Opportunities to enhance the tree canopy and health of the urban forest in the public right-of-ways and adjacent privately owned land will be considered in conjunction with new development and also when considering improvements in the streetscape. (Section 7.2.2 and 7.2.3)
Chapter 8 Complete Communities	The Community Node and Lakeshore Road Corridor are encouraged to develop with a range of housing choices in terms of type, tenure and price. The provision of additional affordable housing, with a focus on rental housing units, is encouraged in the Community Node and Lakeshore Road Corridor (Section 8.1.1 and 8.1.2)
Chapter 9 Multi-Modal City	<p>Development applications will be accompanied by transportation and traffic studies. Studies will address, amongst other matters, strategies for limiting impacts on the transportation network, where appropriate, including measures such as: reduced parking standards; transportation demand management; transit oriented design of the development; pedestrian/cycling connections; and access management plan. (Section 9.1.14)</p> <p>Due to capacity constraints on the Port Credit transportation network, development applications requesting increases in density and height, over and above what is currently permitted in the Port Credit Local Area Plan will be discouraged unless it can be demonstrated, to the City's satisfaction, that the proposed development has included measures to limit the amount of additional vehicular demand (Section 9.1.15)</p> <p>Reduced parking requirements and maximum parking standards may be considered within: a. the Community Node, particularly in proximity to the GO Station and future LRT stops; (Section 9.2.1)</p> <p>The City will encourage Transportation Demand Management measures, where appropriate, within the Community Node (Section 9.2.3)</p>

	General Intent
<p>Chapter 10 Desirable Urban From</p>	<p>The desirable urban form policies reflect the planned function and local context. Development will be in accordance with the minimum and maximum height limits as shown on Schedule 2A, 2B and 2C. The appropriate height within this range will be determined by the other policies of this Area Plan. (Section 10.0) (Section 10.1.1)</p> <p>Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct 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; e. Particular design sensitivity in relation to adjacent heritage buildings; and f. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.(Section 10.1.2)</p> <p>The policies of the Community Node Character Area are intended to achieve a number of objectives, including among other things: to ensure that the greatest height and density will be in close proximity to the GO station and future LRT transit stop at Hurontario Street and Park Street; to provide for a variety of building heights and massing that are well spaced to provide skyviews and an articulated skyline; to recognize key locations in the vicinity of the GO station and waterfront that require additional study prior to redevelopment; and to ensure development will be sensitive to the existing context, heritage resources and planned character of the area.(Section 10.2)</p> <p>The overall development of the Node will be at a scale that reflects its role in the urban hierarchy. (Section 10.2.1.1)</p> <p>Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters: a. overall massing (reduce “wall effect”); b. visual impact of buildings; c. protect skyviews; and d. limit shadow impact. (Section 10.2.1.2)</p> <p>Buildings over six storeys will maintain distance separations that, amongst other matters, address the following: a. existing distance separations between buildings; b. overcrowding of skyviews and skyline; c. protection of view corridors; and d. privacy and overlook of occupants. (Section 10.2.1.3)</p> <p>New development will provide for landscape areas that, amongst other matters, address the following: a. landscaped character of existing properties and the planned function of the precinct; b. provide buffer between uses; c. incorporate stormwater best management practices; d. enhance the aesthetic quality of the area; and e. provide opportunities to enhance the tree canopy. (Section 10.2.1.4)</p> <p>Streetscape will address, among other matters, the following: a. setbacks and side yards to reflect the planned function; b. minimize vehicular access points; and c. creating an attractive public realm.(Section 10.2.1.5)</p> <p>The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station. (Section 10.2.2.3)</p>
<p>Special Site Policy 12</p>	<p>Notwithstanding the, policies of this Plan, the following provisions shall apply, with the Port Credit GO Station Southeast Area Master Plan, also to be used in the review of development applications: (Section 13.1.12.2)</p> <p>a) Maximum building heights of 22 storeys are permitted throughout the special site area where the tower component of a building</p>

	<p>General Intent</p> <p>is primarily residential, with the exception of lands fronting Hurontario Street. Residential and non-residential buildings fronting Hurontario Street shall have building heights not exceeding eight storeys, with a setback consistent with a 45 degree angular plane generally required after six storeys. The maximum permitted height of buildings fronting Hurontario Street may be exceeded by one storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a maximum of two storeys. The ability to achieve up to ten storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City;</p> <ul style="list-style-type: none"> d) The maximum size of residential floor plates beyond the 15th storey shall generally be 800 m² (8,611 ft²) or less; e) Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation); g) All future developments over 1 000 m² (10,764 ft²) shall provide an appropriate mix of non-residential, employment generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. Where land parcels are too small to accommodate large mixed use development, nonresidential land uses are encouraged but not required; h) The following minimum gross floor areas (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments: Block 2: 1 400 m² (15,069 ft²); k) Reduced, transit supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants shall be required to provide a parking study to justify the appropriateness of the specific parking standards being proposed; m) Development applications shall demonstrate how both the City of Mississauga and Region of Peel Affordable Housing initiatives are being addressed; and n) Development applications shall demonstrate how proposed built forms and landscaping adjacent to heritage designated properties will respect heritage attributes and mitigate negative impacts on the heritage resources.
<p>SCHEDULES</p>	<p>Subject Property is located within the Central Residential Precinct. Permitted heights on the subject site range between 6 and 22 storeys depending on the portion of the property.</p>
<p>BUILT FORM GUIDE</p>	<p>The Built Form Guide (the Guide) is to be read in conjunction with the policies in the Mississauga Official Plan (the Plan) and the Port Credit Local Area Plan (Area Plan). The Guide is to be used during the design and review of development applications. This Guide demonstrates how the urban form policies in the Plan can be achieved. The Guide is not considered a part of the Area Plan; however, selected content from the Guide has been incorporated into the Area Plan and represents policy (Section 1.1)</p>

Mississauga Zoning By-law

Existing Zoning

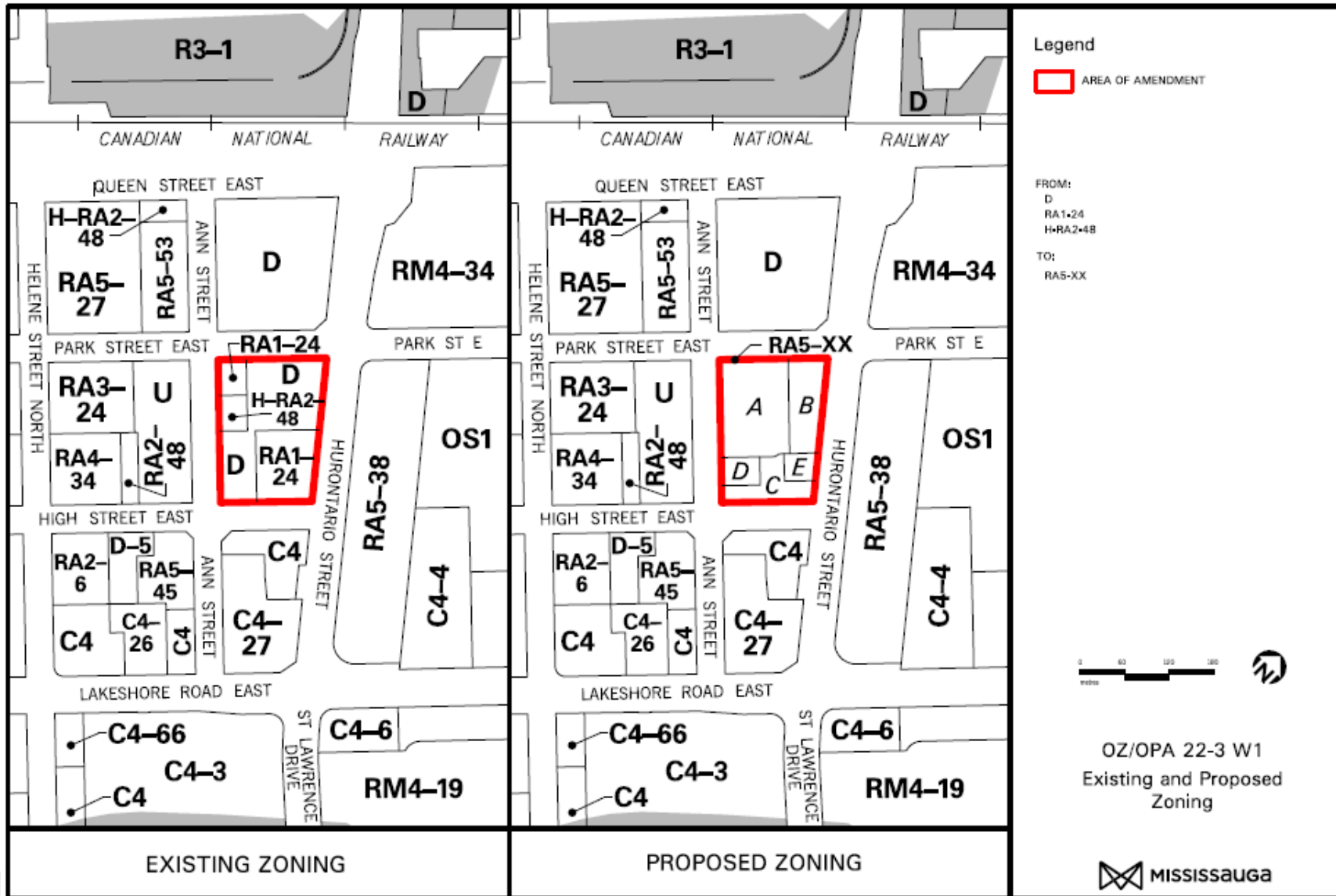
The subject site currently contains the following zones:

- **RA1-24** (Apartments – Exception Zone) which only permits the legally existing detached dwelling on the property. The zoning exception also permits an office within the legally existing detached dwelling. This zoning is applicable to 19 Ann Street and 90 High Street East.
- **H-RA2-48** (Apartments – Exception Zone – with holding provision) which permits the legally existing detached dwelling. In addition, the **RA2** base zone also permits apartment buildings up to 8 storeys with an FSI range between 0.5 to 1.0. The "H" holding provision requires notice of Council's intention to remove the holding provision. This zoning is applicable to 17 Ann Street.
- **D** (Development) which permits any building or structure that legally existed on the date of the passing of this By-law, as well as the existing legal use of any such building or structure. This zoning is applicable to 84 High Street and 91 Park Street.
- **Parcel A:** would permit the proposed 23 storey, 360 unit, apartment building and 300 m² (3,230 ft²) of ground floor commercial space
- **Parcel B & C:** identified as a proposed public park
- **Parcel D:** would permit the continuation of the existing heritage building (84 High Street East) for apartment uses
- **Parcel E:** would permit the use of the existing heritage building (90 High Street East) for commercial uses including: retail store, restaurant, take-out restaurant, personal service establishment, medical office, financial institution, and office

Through the processing of the applications staff may recommend a more appropriate zone category for the development in the Recommendation Report.

Proposed Zoning

The applicant is proposing to zone the entire property **RA5 – Exception** (Apartments – Exception) with five different areas that would reflect different components of the proposed development; specifically:



Proposed Zoning Regulations

Zone Regulations	RA5 - Base Zone Regulations	Proposed RA5 – Exception Zone Regulations
PARCEL A – Proposed Condominium		
Permitted Uses	Apartment Long-Term Care Building Retirement Building	Apartment Long-Term Care Building Retirement Building Additional Permitted Uses: - Townhouse - Retail store less than or equal to 600 m ² - Restaurant - Take out restaurant - Personal Service Establishment - Medical Office – Restricted - Financial Institution - Office
Maximum number of dwelling units	n/a	360
Maximum Floor Space Index (FSI) – Apartment Zone	2.9	7.7
Maximum gross floor area – apartment zone	n/a	25,200 m ² (271,251 ft ²)
Minimum gross floor area non-residential	n/a	300 m ² (3,229 ft ²)
Minimum Front Yard ¹	Depending on building height setbacks range from 7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	Minimum Setback to Park Street East Lot Line - 4.0 m (13.1 ft.) for Floor 1 - 6.0 m (19.7 ft.) for Floors 2-23
Minimum Exterior Side Yard ¹	Depending on building height setbacks range from 7.5 m (24.6 ft.) to 10.5 m (34.4 ft.)	Minimum Setback to Ann Street - 4.0 m (13.1 ft.) for Floor 1 - 6.0 m (19.7 ft.) for Floors 2-23

Zone Regulations	RA5 - Base Zone Regulations	Proposed RA5 – Exception Zone Regulations
Minimum Interior Side Yard ¹	Depending on building height setbacks range from 4.5 m (14.8 ft.) to 9.0 m (29.5 ft.)	Minimum Setback to proposed park lot line: <ul style="list-style-type: none"> - 2.0 m (6.6 ft.) for floors 1 to 10 - 12 m (39.3 ft.) for floors 11 to 23
Minimum Rear Yard ¹ abutting a zone that permits an apartment	4.5 m (14.8 ft.)	Minimum Setback to 84 High Street (heritage building with 6 apartment units): <ul style="list-style-type: none"> - 2.0 m (6.6 ft.) for floors 1 to 6 - 9.0 m (29.5 ft.) for floors 7 to 10 - 20.0 m (65.6 ft.) for floors 11 to 15 - 27.0 m (88.6 ft.) for floors 16 to 23
Maximum encroachment of a balcony located above the first storey , sunroom, window, chimney , pilaster, cornice, balustrade or roof eaves into a required yard ² .	1.0 m (3.3 ft.)	2.1 m (6.9 ft.)
Maximum encroachment into a required yard of a porch , balcony or patio located on the first storey, staircase landing or awning, provided each shall have a 2maximum width of 6.0 m ⁽²⁾	1.8 m (5.9 ft.)	2.8 m (9.2 ft.) With no provision for a maximum width of 6.0 m
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 m (3.3 ft.)	2.1 m (6.9 ft.)

Zone Regulations	RA5 - Base Zone Regulations	Proposed RA5 – Exception Zone Regulations
Uses permitted to encroach into a required yard and landscape buffer	Generally not permitted	Ventilation shafts, gas meters, transformers, stairs, ramps, canopies and outdoor amenity areas
Required Parking Spaces Condominium Apartment	1.25 spaces per one-bedroom unit ³ 1.40 spaces per two-bedroom unit ³ 0.2 visitor spaces per unit ³	0.57 spaces per one-bedroom unit 0.73 spaces per two-bedroom unit 0.10 visitor spaces per unit
Required Parking Spaces Non-Residential Uses	Ranges depending on the use from 5.4 spaces per 100 m ² (1,076 ft ²) for retail space to 16.0 spaces per 100 m ² (1,076 ft ²) of restaurant space ³	Parking spaces for residential visitors are to be shared with non-residential uses
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
Minimum landscaped area	40% of lot area	to be determined
Minimum amenity area Greater of 5.6 m ² per dwelling unit or 10% of the site area	2 016 m ² (21,700 ft ²)	1 430 m ² (15,392 ft ²)
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	Request that regulation to be deleted

Zone Regulations	RA5 - Base Zone Regulations	Proposed RA5 – Exception Zone Regulations
PARCELS B & C – Proposed Park: Applicant has not provided any permitted uses and regulations. The Community Services Division will be consulted for input into zoning in preparation of a recommendation report.		
PARCEL D – Heritage Building With 6 Apartment Units		
Required Parking Spaces Rental Apartment	1.18 spaces per one-bedroom unit ³ 0.2 visitor spaces per unit ³	1.0 spaces per one-bedroom unit ^{4 & 5} 0.2 visitor spaces per unit ^{4 & 5}
Other zoning regulations	Applicant has not identified any additional regulations. Once land exchange with applicant is finalized specific zoning regulations for Heritage buildings will be confirmed. Limits of existing building area identified on exception schedule	
PARCEL E – Heritage Building Office Uses		
Permitted Uses	Apartment Long-Term Care Building Retirement Building	Apartment Long-Term Care Building Retirement Building Additional Permitted Uses: - Retail store less than or equal to 600 m ² - Restaurant - Take out restaurant - Personal Service Establishment - Medical Office – Restricted - Financial Institution - Office
Required Parking Spaces Non-Residential uses	Ranges depending on the use from 5.4 spaces per 100 m ² (1,076 ft ²) for retail space to 16.0 spaces per 100 m ² (1,076 ft ²) of restaurant space ³	2.0 spaces per 100 m ² GFA non-residential use

Zone Regulations	RA5 - Base Zone Regulations	Proposed RA5 – Exception Zone Regulations
<p>The applicant has submitted the following exception schedule:</p> <p style="text-align: center;">PARK STREET EAST</p> <p style="text-align: center;">ANN STREET</p> <p style="text-align: center;">HURONTARIO STREET</p> <p style="text-align: center;">HIGH STREET EAST</p> <p style="text-align: right;">Note: A mezzanine level shall not be considered a storey</p>		

Zone Regulations	RA5 - Base Zone Regulations	Proposed RA5 – Exception Zone Regulations
<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.</p> <ol style="list-style-type: none"> 1) Additional measurements required to fully reflect changes in setbacks resulting from the twisting of the building. Some measurements were estimated based on drawings. 2) Additional information required to confirm, encroachments and projections. 3) Council endorsed on May 4, 2022 new parking rates which are not yet in effect as of the date of this report. The subject site is within Precinct 1 which has the following rates: Apartment Condo 0.8 spaces per unit; Apartment Condo Visitor Parking 0.2 spaces per unit; shared parking is permitted between residential visitors and non-residential uses for mixed use developments; 4) Applicant's draft zoning by-law identified the absolute number of parking spaces to be provided. Parking rates identified in table were calculated based on information provided. 5) Parking for the heritage buildings (84 & 90 High Street) will be provided within the 23 storey condominium. If the development is approved an agreement will be required to ensure uses in the heritage buildings have access to required parking spaces in the condominium. 		

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement (2020)*, Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

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

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

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city. For this proposal the City is requesting 31 units be middle income affordable units in order to ensure housing options are provided for a range of households.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
37 Kindergarten to Grade 6	Forest Avenue Public School	Riverside Public School	Port Credit Secondary School
7 Grade 7 to Grade 8	Enrolment: 180	Enrolment: 273	Enrolment: 1,333
6 Grade 9 to Grade 12	Capacity: 199 Portables: 0	Capacity: 438 Portables: 0	Capacity: 1,203 Portables: 1

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
6 Kindergarten to Grade 8	St. Luke Catholic Elementary	Iona Catholic Secondary
5 Grade 9 to Grade 12	Enrolment: 376 Capacity: 602 Portables: 0	Enrolment: 627 Capacity: 723 Portables: 5

6. Community Questions and Comments

The applicant indicated that preparation of the proposal included discussions with members of the Town of Port Credit Association (TOPCA) and the Port Credit Business Improvement Area. Over the course of three different meetings, concept plans for redevelopment were discussed and evaluated.

In advance of the application being submitted, a virtual

community meeting was held by Ward 1 Councillor, Stephen Dasko, on December 1, 2021. The virtual meeting had approximately 60 people in attendance. In addition staff have received phone calls and emails regarding the proposed development. The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- The proposed development does not fit the character of the area. The community will lose the natural beauty and local

atmosphere provided by the current uses on the site.

- The proposed building is too tall and is more appropriate in the downtown. The proposal will obstruct views from surrounding buildings.
- The proposed development in conjunction with other proposed development will increase traffic problems in the area.
- There is a need for additional commercial space like a supermarket in the area.
- The proposed development should respect the planning permissions in the Port Credit Local Area Plan.
- The proposed building floorplates are too bulky and anything that is over six storeys should be as square as possible with dimensions that minimize shadow and visual impacts.
- The development should provide more affordable housing.
- There are a too many proposed developments in Port Credit and more needs to be done than just reviewing each individual application on its own.
- More attention should be given to planning the proposed park. It requires a central focal point.

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (March 2022)	<p>The proposed amendment is exempt from approval under the Planning Act by the Region of Peel and a Regional Official Plan Amendment is not required.</p> <p>An existing 300 mm (11.8 in.) diameter water main is located on Park St East. An existing 200 mm diameter (7.87 in.) water main is located on Ann Street. An existing 250 mm (9.84 in) diameter sanitary sewer is located on Ann Street. All unutilized water and sanitary services shall be disconnected and/or abandoned. The Region has received the Functional Servicing Report and found the report to be satisfactory, with no issues identified. The applicant shall verify the location of the existing service connections to the subject site.</p> <p>The Region of Peel will provide front-end collection of garbage and recyclable materials subject to a number of conditions being met which require additional information.</p>

Agency / Comment Date	Comments
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 2022)	<p>The Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding adequate provision and distribution of educational facilities need not be applied to this development application.</p> <p>The Peel District School Board has advised that prior to final approval, the City shall be advised that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the applicant and the School Board. In addition, if approved the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to applicable Development Agreement and sales agreements.</p>
City Community Services Department – Park Planning Section (March 2022)	<p>Community Services received an expression of interest from 10 West GO GP to use a portion of city land at 91 Park Street East to facilitate this proposed development at 17 and 19 Ann Street - 84 and 90 High Street East in exchange for a portion of 10 West lands which could be used for public park purposes. The land exchange negotiations are on-going, but may result in transferring 0.13 ha (0.32 ac) of City lands to 10 West GP in exchange of City acquiring 0.13 ha (0.32 ac) of lands from 10 West GP resulting in a total of 0.247 ha (0.61 ac) as future public park. The need for an unencumbered public parkland on this site is supported by the 2019 Future Directions Plans as there is an identified need for a playground facility within 400 m (1,312 ft.) walking distance of residential areas.</p> <p>The closest park with a playground facility is Port Credit Memorial Park which is 435 m (1427 ft.) away. The City will require a public easement for a pedestrian connection between the North Public Park and the South Public Park. Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with City's Policies and By-laws. Warning clauses are required in the Development Agreement, Offers of Purchase and Sale and registered on title that the adjacent parkland will have active uses.</p> <p>Additional information / clarification is required regarding environmental condition of lands to be exchanged with the City, revised wind and sun/shadow studies POP design and associated easement, interface between condo and heritage building, underground setbacks from condo garage and open space, servicing and parking for the heritage buildings. The applicant should optimize the area between the Condo amenity area and heritage building to allow for public access without an easement.</p>
City Community Services Department – Arborist (Public & Private Lands), Streetscape & Public Art, Landscape Architect (March 2022)	<p>Conditions for tree preservation and protection will be made during the site plan applications. An application for tree removal is required on privately owned lands. Streetscape plans for frontages on Ann Street and Park Street are required. Public art should be considered for inclusion in the development. Additional information between park interface and proposed condominium is required.</p>
City Community Services Department – Heritage (March 2022)	<p>The property has archaeological potential and an assessment is required. Additional information is required to complete the Heritage Impact Assessment and a Conservation Plan is required. Greater setback from the heritage building is encouraged.</p>

Agency / Comment Date	Comments
City Planning Strategies – Housing (May 2022)	The Housing Issues Report requires additional information to determine if the proposal will provide a range of housing options for residents. Existing rental units may be subject to the Rental Housing Protection by-law.
Parking Group (March 2022)	Additional information is required to support the proposed reduction in parking rates and the transportation demand management measures that will be implemented. An off-site parking agreement is required between the owner of the retained heritage buildings and the proposed condominium.
City Transportation and Works Department (May 2022)	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements. Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u> A Functional Servicing and Stormwater Management Report dated December, 2021, and prepared by Urbantech Consulting was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is proposing to construct a new internal storm sewer to service the development lands, with an outlet to the City’s storm sewer infrastructure on Ann Street, as well as on-site stormwater management controls for the post-development discharge. Approval of the proposal will also be required from the Hurontario LRT office as the site is within close proximity of their ongoing works.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the proposed storm sewer; and • demonstrate that the 5 mm water balance through Low Impact Development (LID) will be achieved; and • demonstrate that there will be no impact on the City’s existing drainage system including how groundwater will be managed on-site. <p><u>Traffic</u> A traffic impact study (TIS), prepared by BA Consulting Group Ltd. and dated December 2021, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • an updated TIS addressing all staff comments; • a review of the driveway access to ensure the adjacent municipal roads and the internal driveway can operate efficiently;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • update drawings to reflect the future property lines due to the required daylight triangles and road allowance widening towards the ultimate 30 m Hurontario Street right-of-way as identified in the Official Plan; and • address any traffic concerns from the Community related to the proposed development. <p><u>Environmental Compliance</u> A Phase One Environmental Site Assessment (ESA) report, dated January 12, 2021, and a Phase Two ESA report, dated August 24, 2021, both prepared by EXP Services Inc., were submitted in support of the proposed development. The Phase Two ESA report indicates no further subsurface investigation is recommended; however, the following documents are to be submitted for further review:</p> <ul style="list-style-type: none"> • a letter of reliance for the Phase One and Two ESA reports; • a written document, prepared by a Qualified Person that includes a statement regarding the fill material located on-site is geotechnically and environmentally suitable, or will otherwise be or has been removed; • a written document, prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning; • a Temporary Discharge to Storm Sewer Commitment Letter; • a Soil Management Plan, if applicable; and • a letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use. <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p><u>Noise</u> A Noise Feasibility Study prepared by Valcoustics Canada Ltd., dated December 14, 2021, was received for review. The study evaluates the potential impact of environmental noise to and from the development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic on Hurontario Street, Lakeshore Road as well as rail traffic on the CNR Railway. Noise mitigation will be required in the form of upgraded building components. A revised noise study is required as part of the next submission to address staff comments.</p> <p><u>Engineering Plans/Drawings</u> The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Alectra - Canada Post

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - CS Viamonde - Community Services - Fire Prevention - Economic Development - Enbridge - GO Transit / Metrolinx - Greater Toronto Airport Authority - Light Rail Transit Office - Rodgers Cable - Mississauga Transit Review and Infrastructure - Trillium Health Partners

Development Requirements

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

8. Community Benefits Charge

Schedule 17 of Bill 197, COVID-19 *Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific

projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the subject proposal is more than 5 storeys and contains more than 10 residential units in total, the CBC is applicable and will be payable at the time of first building permit.

9. Next Steps

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

- Are the policies and principles of Mississauga Official Plan maintained by this proposal?
- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, setbacks, building height, and uses?
- Have the supporting technical studies (e.g. traffic, parking, heritage, servicing) adequately addressed all concerns?
- Are the proposed official plan designation and zoning by-law exception standards appropriate?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.