

## Detailed Information and Preliminary Planning Analysis

**Owner: Edenshaw Queen Developments Limited**

**88 Park Street East, formerly 0 Park Street East (Port Credit GO Station Parking Lot)**

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## 1. Proposed Development

The applicant proposes to develop the property with 40 and 42 storey condominium apartment buildings containing 1,139 units with ground and second floor commercial space. An Official Plan Amendment and rezoning are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments). A draft plan of subdivision application has also been submitted to create two blocks.

- Planning Justification Report
- Concept Plan and Elevations
- Acoustic Study
- Sun/shadow Study
- Archaeological Assessment
- Draft Official Plan and Zoning By-law Amendments
- Functional Servicing Report
- Phase I & II Environmental Report
- Grading/Servicing Plans
- Rail Safety and Vibration Report
- Shadow Study
- Tree Inventory and Preservation Plan
- Waste Management Analysis
- Urban Design Study
- Housing Report
- Wind Study

Development Proposal		
Applications submitted:	Received: April 24, 2022 Deemed complete: May 11, 2022	
Developer/Owner:	Edenshaw Queen Developments Limited	
Applicant:	Sajecki Planning	
Number of units:	1,139 units	
Proposed Gross Floor Area:	Residential: 71 775 m <sup>2</sup> (772,580 ft <sup>2</sup> ) Commercial: 1 765 m <sup>2</sup> (19,000 ft <sup>2</sup> )	
Height:	Building A: 42 storeys / 138.6 m (454.7 ft.) Building B: 40 storeys / 131.8 m (432.4 ft.)	
Floor Space Index:	12.38	
Anticipated Population:	2,520* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	1,700	360
commercial spaces	95	114*
visitor spaces	228	commercial & visitor shared
total	2,023	474

### Supporting Studies and Plans

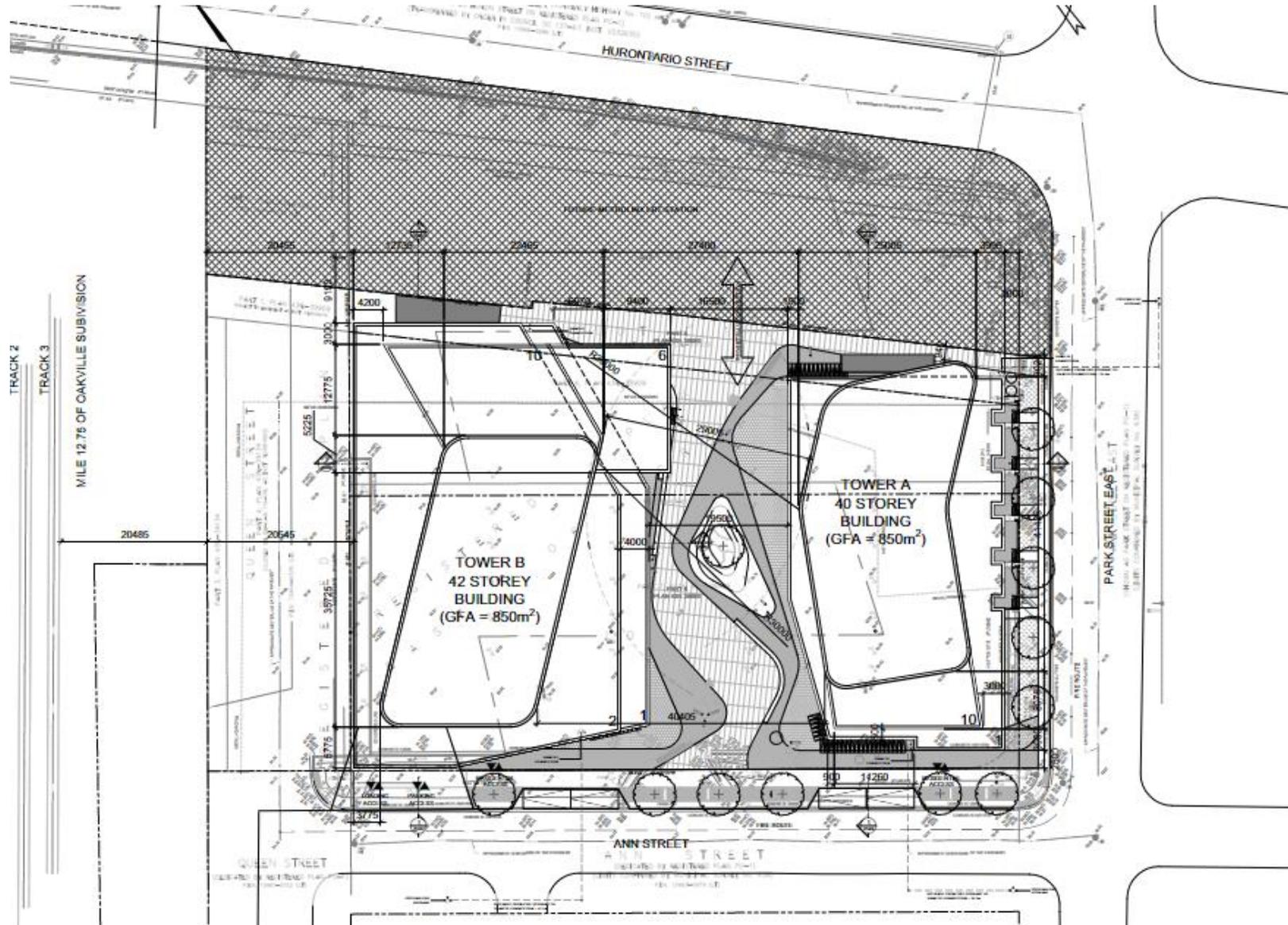
The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

### Application Status

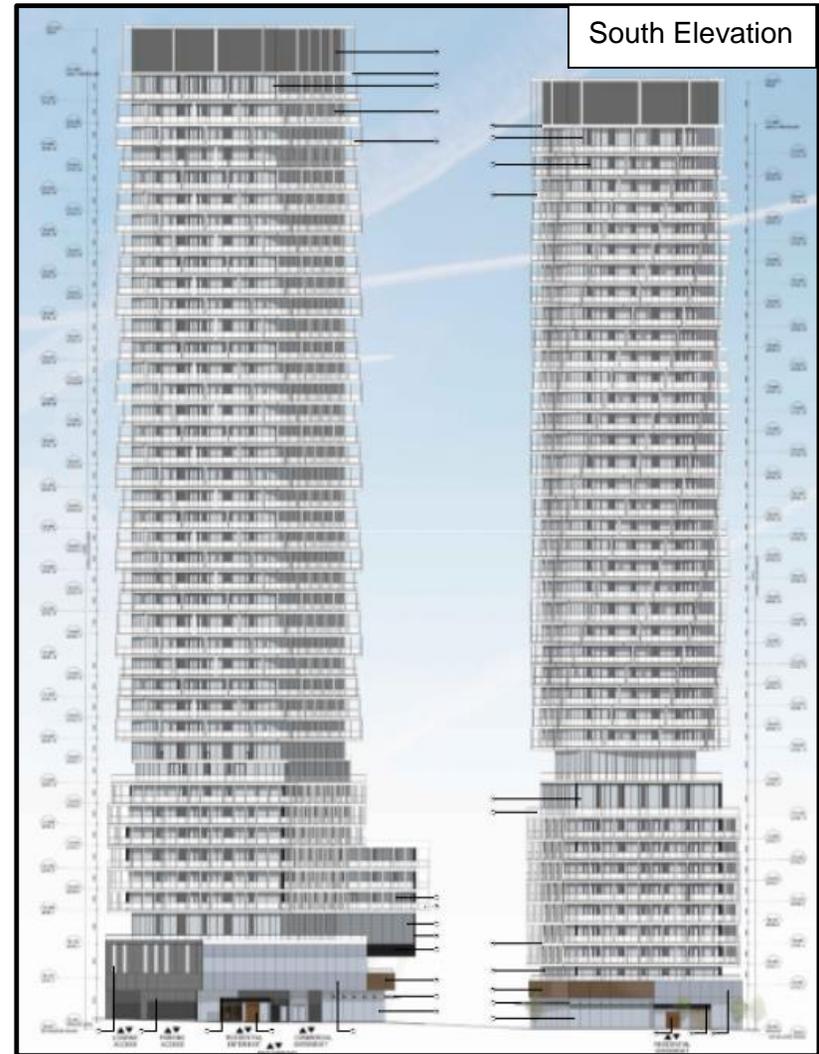
Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on May 24, 2022. 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



### Elevations



**Applicant's Renderings**



Massing Models



Ground Level Renderings



## 2. Site Description

### Site Information

The property is located at north-east corner of Park Street East and Ann Street in the Port Credit Community Node Character Area. The site is currently operating as a parking lot for the Port Credit GO Station.

The subject site has two public street frontages along Ann Street and Park Street East; the west and south property lines. The site shares the easterly property line with the future Port Credit Hurontario LRT Station that is currently under construction and it is anticipated that any redevelopment of the subject site will incorporate an appropriate interface with the future station. The site also shares the northerly property line with the City owned, Queen Street right-of-way that currently includes parking spaces for the GO Station, up to the limits of the railway corridor.

Northwest of the site and within approximately 125 m (410.1 ft.) is the entrance to the Port Credit GO Station. The property is considered to be within a *Major Transit Station Area* as identified in the Provincial Growth Plan.



Aerial image of subject property

Property Size and Use	
Combined Frontages:	
Ann St	86.5 m (283.8 ft.)
Park St	50.3 m (165.1 ft.)
Gross Lot Area:	1.47 ha (0.59 ac.)
Existing Uses:	Port Credit GO Station Parking Lot



Image of existing conditions facing north  
 (Source: Google Maps)

### Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **D** (Development) only permits the existing buildings, structures and uses on the property.
- November 14, 2012 – Mississauga Official Plan (MOP) came into force which designates the subject site **Mixed Use** within the Port Credit Community Node Character Area.
- February 12, 2014 – the City adopted the Port Credit Local Area Plan which establishes the height permissions for the Community Node in the Height Schedule.
- 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 applicable to the site

pertaining to height, urban form, and included a built form guide. It also indicated the need for further study on lands in the vicinity of the GO station and future LRT stop.

- October 26, 2016 – Council adopts Official Plan Amendment 55 which updated the Port Credit Local Area Plan to reflect the recommendations of the Port Credit GO Station Southeast Area Master Plan. The amendment revised Special Site 12 applicable to the site, pertaining to issues such as size of floor plates, 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 property is located at the most north-east section of the Central Residential Precinct of the Port Credit Local Area Plan. The surrounding area is characterized by a mix of apartment buildings ranging from 5 to 27 storeys, with smaller buildings found throughout the precinct.

The property immediately east of the subject site is currently undergoing construction for the future Port Credit Hurontario LRT Station fronting directly onto Hurontario Street. To the north of the subject site is the Queen Street right-of-way that is owned by the City of Mississauga and operates as an extension of the GO station parking lot. Further north are the GO Port Credit

station lands and railway tracks. Immediately west of the site on the opposite side of Ann Street is the site of a recently approved and under construction 22 storey apartment building with ground floor related commercial space, an older 27 storey apartment building (contains lower floor to ceiling heights than heights contained in more modern developments) and a 3 storey parking garage. The block to the south is currently subject to a development application to permit a 23 storey condominium apartment building, retaining two heritage buildings, and a public park. Park Street is an east-west local road that services the Community Node and facilitates residential traffic movement throughout the precinct. Ann Street is a north-south local road that provides a direct connection between the Port Credit GO Station and the Lakeshore Corridor and contains some non-residential uses.

The surrounding land uses are:

North: Station Parking, Railway Corridor  
 East: Planned LRT Station, Hurontario Street  
 South: Mixed Use, Public Open Space  
 West: Mixed Use

### **Neighbourhood Context**

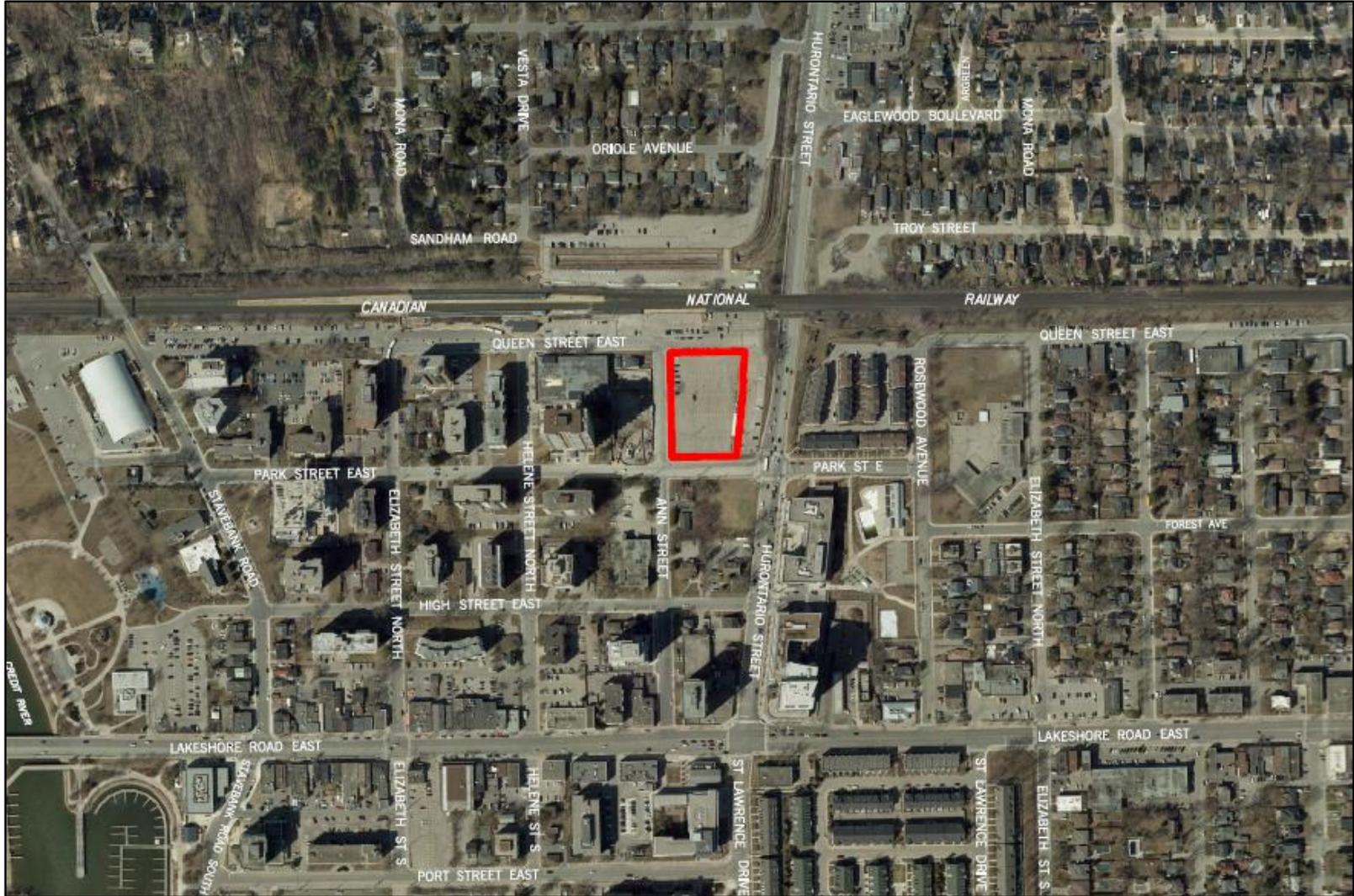
Historically, the property was part of the Port Credit Township, but is now considered part of the Port Credit Community Node as identified in MOP. The surrounding neighbourhood contains a mix of residential and commercial uses with retail stores and restaurants located on Lakeshore Road East. The node contains a variety of residential building types, including a

number of apartment buildings developed in the 1950s and 1960s.

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. The Central Residential Precinct contains a significant concentration of apartment buildings. Lots within the precinct can be characterized as well maintained with mature trees and landscaped front yards.

Immediately west of the site is the recently approved, 22 storey apartment building (Westport) by Edenshaw Ann Developments Limited, which is under construction. Further west of the site is the 15 storey apartment building (Tanu) project by Edenshaw Park Developments Limited at 21-29 Park Street which is near completion. These projects, in addition to the 15 storey apartment building recently constructed at 6, 8 and 10 Ann Street by FRAM Building Group characterizes recent developments that have been occurring within the Central Residential Precinct.



Aerial Photo of 0 Park Street East

## 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 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%\*. In addition, the number of jobs within this Character Area is 2,107.

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

## Other Development Applications

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

- OZ 17/013 W1 – 21-29 Park Street East – application approved for a 15 storey apartment building (204 units) in June 2018. OZ 19/008 W1 – 22- 28 Ann Street – approval

was obtained for a 22 storey apartment building (313 units) in February 2020.

- OZ 20/006 W1 – 23 Elizabeth, 42-46 Park Street East – official plan amendment and rezoning application to permit a 22 storey apartment building (258 units). On February 14, 2022, Planning and Development Committee refused this application. The matter has been appealed by the applicant and a hearing date at the Ontario Land Tribunal has not been scheduled.

OZ 22/003 W1 – 17 and 19 Ann Street, 84 and 90 High Street and 91 Park Street East – rezoning application currently in process for a 22 storey apartment building (359 units).

- 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 (147 units).
- 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 (42 units).

It is also noted that beyond the Port Credit Community Node and to the west of the Credit River, the Ontario Land Tribunal has approved an application on the former Imperial Oil lands (Brightwater) that will accommodate approximately 7,000 people.

## Community and Transportation Services

This area is well served by major City of Mississauga facilities such as the Port Credit Library, Port Credit Memorial Park, Port Credit Arena, the Lions Club of Credit Valley Outdoor Pool, all within a half kilometer radius of the site. At a larger distance, J.C. Saddington Park and J.J. Plaus Park provide additional park options within the Port Credit Community Node.

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 site is within close proximity to the Port Credit GO station, which provides two-way, all day service, every 30 minutes. In addition, the site is directly adjacent to the proposed Port Credit Hurontario LRT Station that is currently under construction.

The following major MiWay bus routes currently service the site:

- Route 23 – Lakeshore Road East
- Route 19 – Hurontario Street
- Route 23 – Lakeshore Road East
- Route 14/14A – Lorne Park



Map of Miway Route Schedule

#### 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
<b><i>Planning Act</i></b>	<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"> <li>(j) the adequate provision of a full range of housing, including affordable housing;</li> <li>(p) the appropriate location of growth and development;</li> <li>(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;</li> <li>(r) the promotion of built form that,             <ul style="list-style-type: none"> <li>(i) is well-designed,</li> <li>(ii) encourages a sense of place, and</li> <li>(iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;</li> </ul> </li> </ul>
<b><i>Provincial Policy Statement (PPS)</i></b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p>

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>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
<p><b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></b></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 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>Municipalities will 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>

Policy Document	Legislative Authority/Applicability	Key Policies
		<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> <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><b>Region of Peel Official Plan (ROP)</b></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 has adopted a new 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>

Policy Document	Legislative Authority/Applicability	Key Policies
		<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> <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, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the Growth Plan, 2019 and Amendment No. 1 (2020).

The subject property is located within a Major Transit Station Area (MTSA). The subject property is within 125 m (410.1 ft.) of the Port Credit GO Station. The boundaries for the Port Credit GO Station MTSA will be delineated through a future municipal comprehensive review process, to be undertaken by the Region of Peel, however, it is anticipated that the MTSA boundaries will match that of the Port Credit Community node. Current Mississauga Official Plan draft MTSA policies for the Port Credit Community Node maintains the building height of 22 storeys.

The below link contains current MTSA information:

<https://mississauga.maps.arcgis.com/apps/dashboards/dc8aa0db74ef49949e76a3330fe77016>

### Existing Designation

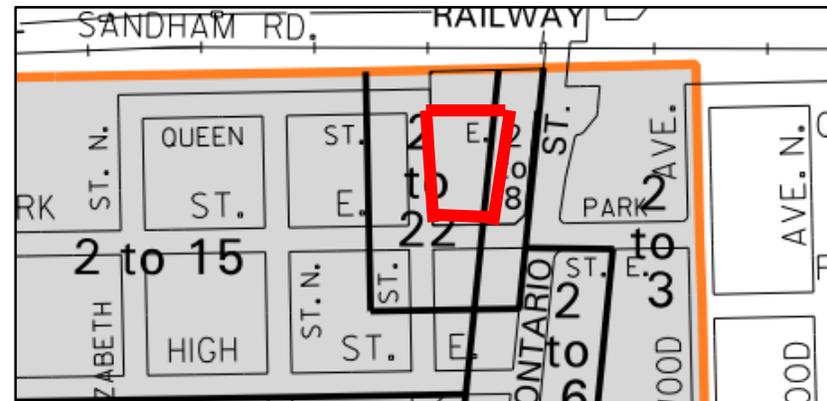
The lands are located within the Port Credit Community Node Character Area and are designated **Mixed Use**. The **Mixed Use** designation permits residential and various commercial and employment type uses.

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.

### Proposed Official Plan Amendment

The applicant is proposing to change the permitted height for the subject property that is prescribed in the Port Credit Local Area Plan Height Schedule. The permitted height is 22 storeys and the applicant seeks to permit a maximum height of 42 storeys on the site.



PCLAP – Excerpt of Height Schedule

The applicant is proposing changes to the designation to allow ground floor residential. In addition, changes to the Special Site 12 policies relating to land use and built form policies is required to accommodate the proposal.

As the applications are processed, staff may suggest changes to the Official Plan Amendment that could more accurately reflect the proposal.

**Excerpt of the Port Credit Community Node Character Area**

**Relevant Mississauga Official Plan Policies**

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

	<b>General Intent</b>
<b>Chapter 4 Vision</b>	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)
<b>Chapter 5 Direct Growth</b>	<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 <b>PROPOSED LAND USE DESIGNATION</b> character of historical Nodes or that achieves a high quality urban environment within more recently developed nodes. (Section 5.3.3.11)</p>

	<p><b>General Intent</b></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>
<p><b>Chapter 6 Value The Environment</b></p>	<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>
<p><b>Chapter 7 Complete Communities</b></p>	<p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; (Section 7.2.2)</li> </ol> <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>
<p><b>Chapter 8 Create a Multi-Modal City</b></p>	<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>

	<b>General Intent</b>
<p><b>Chapter 9</b>  <b>Build A Desirable</b>  <b>Urban Form</b></p>	<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>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>

	<b>General Intent</b>
	Buildings should be designed to incorporate sustainable technologies (Section 9.5.3)
<b>Chapter 11 General Land use Designations</b>	<p>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. personal service establishment; 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>
<b>Chapter 14 Community Node</b>	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)
<b>Chapter 19 Implementation</b>	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• that a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• 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)</li> </ul>

### Relevant Port Credit Local Area Plan Policies

	<b>General Intent</b>
<b>Chapter 5.0 Vision</b>	<p>It is recognized that in the vicinity of the GO station and future Light Rail Transit station, additional height and density may be appropriate, however, the extent will be determined through further study. (Section 5.2)</p> <p>The Vision for Port Credit is based on:</p>

	<p><b>General Intent</b></p>
	<ul style="list-style-type: none"> <li>• 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)</li> <li>• 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)</li> </ul>
<p><b>Chapter 6.0 Direct Growth</b></p>	<p>Intensification is to be consistent with the planned function as reflected by the city structure and urban hierarchy. (Section 6.1)</p> <p>With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities. (Section 6.1.1)</p> <p>Increasing the gross density towards the upper limit of 200 residents and jobs combined per hectare is not sufficient planning justification on its own for approving amendments that permit additional height and density. (Section 6.1.2)</p> <p>The City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process. (Section 6.1.6)</p> <p>Increases in employment opportunities are to be accommodated on lands designated mixed use, which can accommodate a range of establishments including: retail, restaurants, and offices.</p> <p>Intensification will address matters such as:</p> <ol style="list-style-type: none"> <li>a. contribution to a complete community;</li> <li>b. providing employment opportunities;</li> <li>c. sensitivity to existing and planned context and contribution to the village mainstreet character;</li> <li>d. respecting heritage; and</li> <li>e. protecting views and access to the waterfront.</li> </ol> <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>
<p><b>Chapter 8 Complete Communities</b></p>	<p>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)</p>

	<b>General Intent</b>
<b>Chapter 9 Multi-Modal City</b>	<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>
<b>Chapter 10 Desirable Urban Form</b>	<p>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; (Section 10.2.1.1)</p> <p>The overall development of the Node will be at a scale that reflects its role in the urban hierarchy. (Section 10.2.1.2)</p> <p>Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:</p> <ul style="list-style-type: none"> <li>a. overall massing (reduce “wall effect”);</li> <li>b. visual impact of buildings;</li> <li>c. protect skyviews; and</li> <li>d. limit shadow impact.</li> </ul> <p>Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:</p> <ul style="list-style-type: none"> <li>a. existing distance separations between buildings;</li> <li>b. overcrowding of skyviews and skyline;</li> <li>c. protection of view corridors; and</li> <li>d. privacy and overlook of occupants.</li> </ul> <p>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.</p> <p>Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.</p> <p>Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters: a. overall</p>

	<p><b>General Intent</b></p> <p>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.</p>
<p><b>Special Site Policy 12</b></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> <ul style="list-style-type: none"> <li>a) Maximum building heights of 22 storeys are permitted throughout the special site area where the tower component of a building 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;</li> <li>d) The maximum size of residential floor plates beyond the 15th storey shall generally be 800 square metres or less;</li> <li>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);</li> <li>g) All future developments over 1 000 m<sup>2</sup> 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;</li> <li>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 m<sup>2</sup></li> <li>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</li> </ul>

	<b>General Intent</b>
	<p>appropriateness of the specific parking standards being proposed;</p> <p>m) Development applications shall demonstrate how both the City of Mississauga and Region of Peel Affordable Housing initiatives are being addressed; and</p> <p>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>
<b>SCHEDULE</b>	Subject Property is located within the Central Residential Precinct. Permitted heights on the subject site range from 2 to 22 storeys.
<b>BUILT FORM GUIDE</b>	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)

## Mississauga Zoning By-law

### Existing Zoning

The subject property is currently zoned **D** – (Development) which permits only what is legally existing on site to date. The intent of the **D** – (Development) zone is to encourage a future rezoning application that fulfills the applicable official plan policies.

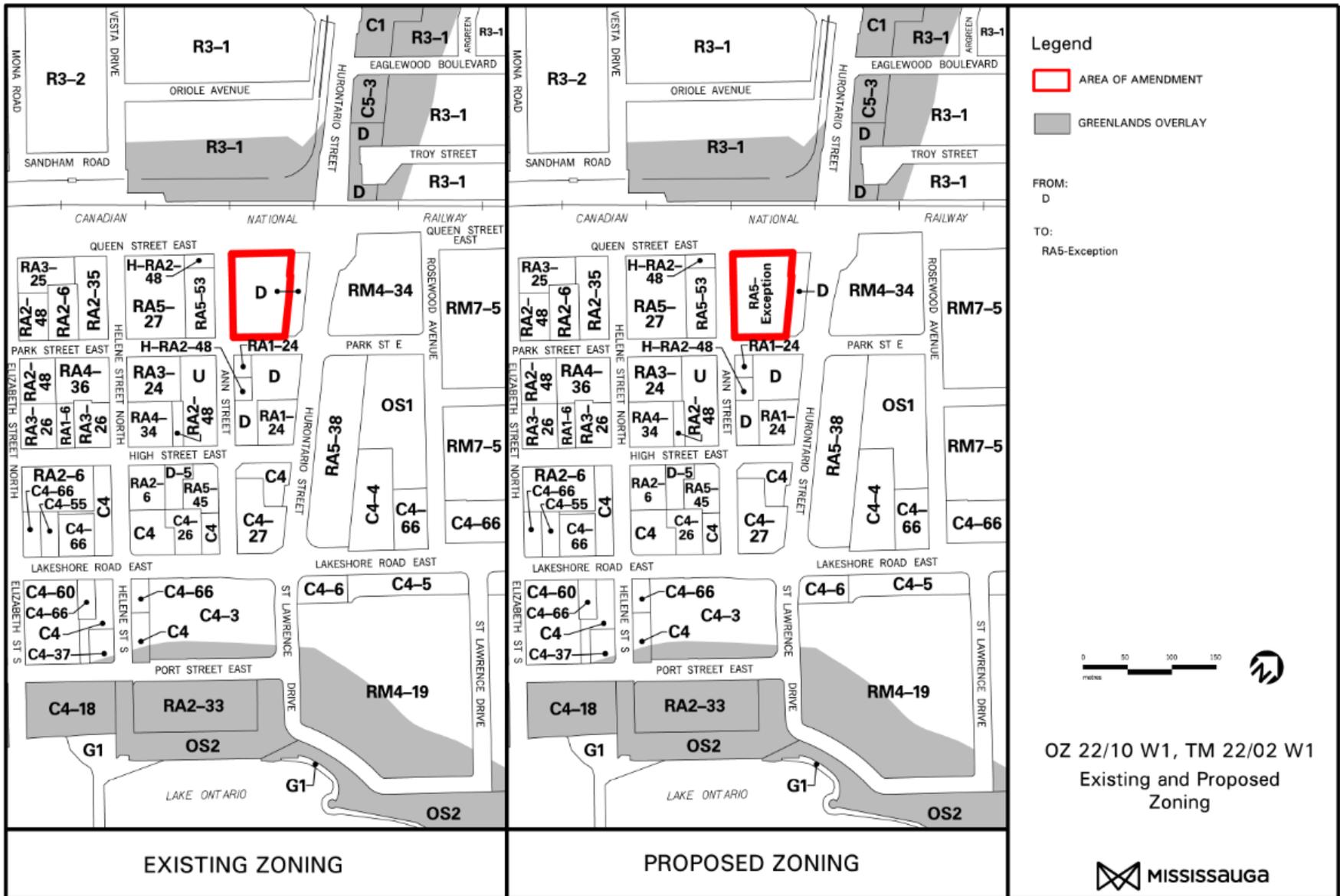
Through the processing of the applications, staff may recommend a more appropriate zone category for the development in the Recommendation Report.

### Proposed Zoning

The applicant is proposing to zone the property **RA5 - Exception** (Apartments) to permit a 40 and 42 storey condominium apartment buildings with ground and second floor commercial space.

Staff note that the proposed 40 storey apartment building contains ground floor related, loft type residential units that, under the Zoning By-law definition of storeys, is considered two storeys. By this interpretation, the apartment building is 41 storeys and not 40 storeys as applied to by the applicant. Additional information is required from the applicant in order to confirm. This will be addressed at the Recommendation Report stage.

Excerpt of Zoning Map



### Proposed Zoning Regulations

<b>Zone Regulations</b>	<b>RA5 Base Zone Regulations</b>	<b>Proposed RA5-Exception Zone Regulations</b>
Permitted Uses	<b>Apartments, Long Term Care Building, Retirement Building</b>	<b>Apartments, Long Term Care Building, Retirement Building</b>  Additional Permitted Uses: C4 – Mainstreet Commercial Uses
Maximum <b>Floor Space Index (FSI)</b>	2.9	12.36
Minimum <b>Lot Frontage</b>	30.0 m (98.4 ft.)	n/a
Maximum <b>Gross Floor Area – Apartment Zone per Storey</b> for each <b>Storey</b> above 12 <b>storeys</b>	1 000 m <sup>2</sup> (10,763.9 ft <sup>2</sup> )	n/a
Maximum <b>Height</b>	77.0 m (252.6 ft.) and 25 storeys	Bldg A: 139.0 m (456.0 ft.) and 42 storeys Bldg B: 132.0 m (433.1 ft.) and 40 storeys
Minimum <b>Front and Exterior Side Yards:</b>  for a portion of the dwelling with a <b>height</b> less than or equal to 13.0 m  for a portion of the dwelling with a <b>height</b> less than or equal to 13.0 m but less than or equal to 20.0  for a portion of the dwelling with a <b>height</b> less than or equal to 20.0 m but less than or equal to 26.0 m	7.5 m (24.6 ft.)  8.5 m (27.9 ft.)  9.5 m (31.2 ft.)	0.0 m (0 ft.)  0.0 m (0 ft.)  0.0 m (0 ft.)

Zone Regulations	RA5 Base Zone Regulations	Proposed RA5-Exception Zone Regulations
for a portion of the dwelling with a <b>height</b> greater than 26.0 m	10.5 m (34.5 ft.)	0.0 m (0 ft.)
<b>Minimum Interior Side Yard:</b>  for a portion of the dwelling with a <b>height</b> less than or equal to 13.0 m  for a portion of the dwelling with a <b>height</b> less than or equal to 13.0 m but less than or equal to 20.0  for a portion of the dwelling with a <b>height</b> less than or equal to 20.0 m but less than or equal to 26.0 m  for a portion of the dwelling with a <b>height</b> greater than 26.0 m	4.5 m (14.8 ft.)  6.0 m (14.8 ft.)  7.5 m (24.6 ft.)  9.0 m (29.5 ft.)	0.0 m (0 ft.)  0.0 m (0 ft.)  0.0 m (0 ft.)  0.0 m (0 ft.)
<b>Minimum Rear Yard:</b>  for a portion of the dwelling with a <b>height</b> less than or equal to 13.0 m  for a portion of the dwelling with a <b>height</b> less than or equal to 13.0 m but less than or equal to 20.0	7.5 m (24.6 ft.)  10.0 m (32.8 ft.)	0.0 m (0 ft.)  0.0 m (0 ft.)

Zone Regulations	RA5 Base Zone Regulations	Proposed RA5-Exception Zone Regulations
for a portion of the dwelling with a <b>height</b> less than or equal to 20.0 m but less than or equal to 26.0 m	12.5 m (41.0 ft.)	3.0 m (9.8 ft.)
for a portion of the dwelling with a <b>height</b> greater than 26.0 m	15.0 m (49.2 ft.)	3.0 m (9.8 ft.)
Maximum encroachment of a <b>balcony</b> located above the <b>first storey</b> , sunroom, window, Chimney, pilaster, cornice, balustrade or roof eaves into a required <b>yard</b>	1.0 m (3.3 ft.)	2.0 m (6.6 ft.)
Maximum projection of a <b>balcony</b> (terrace) located on the <b>second storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects	n/a	12.8 m (41.9 ft.) and 16.4 m (53.8 ft.)
Maximum projection of a <b>balcony</b> (terrace) located on the <b>tenth storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects	n/a	12.8 m (41.9 ft.)
Required parking spaces <b>Condominium Apartment</b>	1 parking space per studio unit 1.25 parking spaces per one bedroom unit 1.40 parking spaces per two bedroom unit 1.75 parking spaces per three bedroom unit 0.20 visitor parking spaces per unit	0.31 resident spaces per unit

<b>Zone Regulations</b>	<b>RA5 Base Zone Regulations</b>	<b>Proposed RA5-Exception Zone Regulations</b>
Required parking spaces <b>non-residential uses</b>	Ranges depending on the use from 5.4 spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) of retail space to 16.0 parking spaces per 100 m <sup>2</sup> (1,076 ft <sup>2</sup> ) of restaurant space	Parking spaces for residential visitors are to be shared with non-residential uses
Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.84 ft.)	0.0 m (0.0 ft.)
Minimum <b>landscaped area</b>	40% of lot area	25% of lot area
Minimum depth of a <b>landscaped buffer</b> along any other <b>lot line</b>	3.0 m (9.8 ft.)	0.0 m (0.0 ft.)
Minimum <b>amenity area</b>	The greater of 5.6 m <sup>2</sup> (60.3 ft <sup>2</sup> ) per <b>dwelling unit</b> or 10% of the site area	3.0 m <sup>2</sup> (32.3 ft <sup>2</sup> ) per <b>dwelling unit</b>
<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> <p>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 0.2 spaces per unit, shared parking is permitted between residential visitors and non-residential uses for mixed use developments.</p>		

## 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.

The provision of affordable housing through these applications is currently under review.

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation		
102 Kindergarten to Grade 6 17 Grade 7 to Grade 8 14 Grade 9 to Grade 12	Forest Avenue P.S.	Riverside P.S.	Port Credit S.S.
	Enrolment: 180 Capacity: 199 Portables: 1	Enrolment: 273 Capacity: 438 Portables: 0	Enrolment: 1333 Capacity: 1203 Portables: 7

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
20 Kindergarten to Grade 8 17 Grade 9 to Grade 12	St. Luke Elementary	Iona Catholic Secondary School
	Enrolment: 376 Capacity: 602 Portables: 4	Enrolment: 627 Capacity: 723 Portables: 5

## 6. Community Questions and Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko, on May 24, 2022. 50 people were in attendance.

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.

- Concerns raised by residents in relation to the overall height of the proposal and it's fit into the Port Credit Community Node Character Area.
- The height limit of 22 storeys for the site should be followed.
- Recent development activity within the Port Credit Community Node is contributing negatively to overall vehicular traffic in the area and this development will further contribute.
- Concerns were expressed both with the removal of parking for GO Train patrons and the significantly reduced parking rates proposed.
- The proposed pedestrian connection from the Hurontario LRT, through the site onto Ann Street is desirable.
- The proposal should adequately address affordable housing.
- The amount of non-residential space should be increased in order to add employment opportunities.

## 7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (May 30, 2022)	<p>Peel Region By-Law 1-2000 states that local Official Plans amendments are exempt from Regional approval where they do not require an amendment to the Regional Official Plan; where they have regard to the Provincial Policy Statement and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the Planning Act and where the Region has advised that no Regional Official Plan amendment is required to accommodate the local Official Plan amendment. We are pleased to advise that this proposed amendment is exempt from approval under the Planning Act by the Region of Peel.</p> <p>The lands are located within Water Pressure Zone 1. Existing infrastructure consist of a 300mm watermain on Hurontario Street, 300 mm watermain on Park Street East, and 200 mm watermain on Ann Street. A revised Functional Servicing Report (FSR) showing proposed watermain servicing plans for the development and provision for the neighbouring lands, if any, will be required for review and approval by the Region prior to the engineering submission. External easements and construction may be required.</p> <p>Municipal sanitary sewer facilities consist of a 250 mm sewer on Ann Street, 250mm sewer on Park Street East, and 250mm sewer on Helene Street North. The 250 mm sanitary sewer on Park Street East and Helene Street North, located downstream of the proposed development, will need to be upgraded by the developer to a 300 mm diameter sewer, with total length of approximately 250 meters. A revised Functional Servicing Report (FSR) showing proposed sanitary sewer servicing plans for the development and provision for the neighbouring lands, if any, will be required for review and approval by the Region prior to the engineering submission. External easements and construction may be required.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (March 2022) (April 28, 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 (April 21, 2022)	<p>Future residents from this development will be serviced by Port Credit Memorial Park (P-106) which is located approximately 428 m (1,404 ft.) away. This park contains an all inclusive play site, washrooms, 2 basketball courts and multi-pad with half basketball courts. The park is zoned OS2 (Open Space - City Park). The site is also located within 366 m (1,200 ft.) of Vimy Park (P-111) which is zoned OS1 (Open Space - Community Park). Furthermore, a future City park is planned for on lands south of the development site. Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P.</p>

Agency / Comment Date	Comments
	<p>13, as amended) and in accordance with City's Policies and By-laws.</p> <p>The City of Mississauga strongly encourages the inclusion of public art in developments that are greater than 10,000 m<sup>2</sup> (100,000 sq. ft.) in gross floor area, with the exception of non-profit organizations and social housing. Developers are encouraged to include public art as part of their development and/or contribute an agreed upon amount of their gross construction costs to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. Consider including public art within the pedestrian easement area. Public Art staff can provide guidance at the appropriate stage</p>
<p>City Transportation and Works Department (May 30, 2022)</p>	<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.</p> <p>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></p> <p>A Functional Servicing Report and a Stormwater Management Report both dated January 28, 2022, and prepared by WSP were submitted in support of the proposed development. The purpose of the reports 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. 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"> <li>• demonstrate the feasibility of the proposed storm sewer;</li> <li>• demonstrate that the 5mm water balance through Low Impact Development (LID) will be achieved; and</li> <li>• demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.</li> </ul> <p><u>Traffic</u></p> <p>A traffic impact study (TIS), prepared by GHD and dated March 2022, 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, to the satisfaction of the Transportation and Works Department:</p>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>• Provide an updated Traffic Impact Study addressing all staff comments;</li> <li>• Provide turning movement diagrams to evaluate the internal site circulation and access points;</li> <li>• Review the driveway access to ensure the adjacent municipal roads and the internal driveway can operate efficiently;</li> <li>• Provide the future property line due to the required land dedication for a daylight triangle;</li> <li>• Address any traffic concerns from the Community related to the proposed development.</li> </ul> <p><u>Environmental Compliance</u></p> <p>A Phase One Environmental Site Assessment (ESA) report, dated August 2020, and a Phase Two ESA report, dated October 2020, both prepared by Englobe Corp., 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"> <li>• a letter of reliance for the Phase One and Two ESA reports;</li> <li>• 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;</li> <li>• a written document, prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning;</li> <li>• a Temporary Discharge to Storm Sewer Commitment Letter;</li> <li>• a letter certified by a Qualified Person, stating that land to be dedicated to the City is environmentally suitable for the proposed use.</li> </ul> <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></p> <p>A Noise and Vibration Feasibility Study prepared by J. E. Coulter Associates Limited, dated February 4, 2022, 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 and rail traffic. Noise mitigation will be required in the form upgraded building components. A revised noise study is required as part of the next submission to address some technical matters/clarifications that still need addressed.</p> <p><u>Engineering Plans/Drawings</u></p> <p>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>

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	<p><u>Parking</u></p> <p>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.</p> <p>The following Precinct 1 parking rates are recommended:</p> <ul style="list-style-type: none"> <li>• 0.8 spaces/residential apartment unit</li> <li>• 0.20 spaces/residential unit for visitors with a shared parking arrangement between the retail uses of the subject site</li> <li>• 3.0 spaces/100 m<sup>2</sup> non-residential GFA for retail use.</li> </ul> <p>For the visitor component, a shared parking arrangement is applicable for the calculation of required visitor/non-residential parking in accordance with the following: the greater of 0.20 visitor spaces/unit or parking required for all non-residential uses, except restaurant and take-out restaurant.</p> <p>If the applicant wishes to achieve lower rates, sufficient parking justification is to be provided. Please contact the Municipal parking Team for more information regarding appropriate proxy site data etc.</p>
<p>Hurontario LRT Office (May 10, 2022)</p>	<p>This development is located directly adjacent to the Port Credit Station Stop and will act as the fourth wall/backdrop of the Port Credit Stop Plaza. Therefore complimentary uses to this Mobility Hub such as public outdoor patios, pedestrian connections and active frontages are encouraged along the east elevations of these buildings. Co-ordination of development plans (site, servicing, grading and architectural plans) between the two properties is imperative. The Port Credit Station Stop is currently at the 100% design stage and so should inform the design along the shared property line with this development. Ensure the development plans reflect the adjacent urban plaza condition including grading, ramp to LRT tracks, location of trees at grade in soil cells and above/below grade utilities.</p>
<p>Other City Departments and External Agencies</p>	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- City of Mississauga – Fire</li> <li>- City of Mississauga - Forestry</li> <li>- Enbridge</li> <li>- GTAA</li> <li>- City of Mississauga - Heritage Planning</li> <li>- Canada Post</li> <li>- Peel Regional Police</li> <li>- Alectra</li> <li>- CS Viamonde</li> <li>- Metrolinx</li> </ul>

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	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Trillium Health Partners</li> <li>- Rogers Cable</li> <li>- Bell Canada</li> </ul>

### Development Requirements

There are engineering matters including: grading, environmental, servicing, boulevard treatment 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 collected 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 and 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 does contain more than 10 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, the following matters will have to be addressed:

- Does the proposal maintain the overall intent and goals of Mississauga Official Plan and the Port Credit Local Area Plan?

- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height and overall design?
- Does the building design align with the Port Credit Built Form Guidelines?
- Are the proposed changes to the official plan and zoning by-law exception standards appropriate?
- Have the supporting technical studies (e.g. traffic, parking, servicing) adequately address all concerns?

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.