

**Recommendation Report  
Detailed Planning Analysis**

**Owner: Edenshaw Queen Developments Limited**

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

Table of Contents

- 1. Community Comments..... 2
- 2. Updated Agency and City Department Comments ..... 3
- 3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)* ..... 3
- 4. Consistency with PPS ..... 3
- 5. Conformity with Growth Plan ..... 5
- 6. Region of Peel Official Plan..... 6
- 7. Mississauga Official Plan (MOP) ..... 7
- 8. Community Benefits Charge ..... 20
- 9. "H" Holding Symbol..... 21
- 10. Site Plan ..... 21
- 11. Draft Plan of Subdivision ..... 21
- 12. Conclusions ..... 22

## 1. Community Comments

Comments from the public at the community and public meetings were generally directed towards to the overall height and cumulative impact of the proposed density on the surrounding area.

The following represents an overview of the issues identified by the community summarized along key themes. A general response has been provided for each issue, with subsequent sections of this report addressing issues in more detail where appropriate.

### Comment

There was a general concern from the community regarding the proposed building heights. The Port Credit Local Area Plan should be respected.

### Response

Section 7 of this Appendix contains staff comments with respect to the appropriateness of the proposed heights of the buildings.

### Comment

Concern regarding the overall density of development that is happening in Port Credit through projects that are under construction and in the planning stage.

### Response

The Port Credit Community Node is considered an intensification area within Mississauga Official Plan. The

node also contains a regional transit station (Port Credit GO Station) and a future local LRT station (Hurontario LRT). Further, the Province's Growth Plan designates the Community Node as a Major Transit Station Area (MTSA) and provides a directive that encourages more housing choice and transit oriented development through intensification and sets minimum intensification targets. It is expected from a provincial and local policy standpoint that infill development will occur in Port Credit, due to the existing services and amenities. The Port Credit Local Area Plan and Built Form Guidelines recognize this and contain various policies that guide how the expected infill development is to occur.

Staff have reviewed the Community Node's performance with respect to the provincially mandated minimum density targets and the current policy framework is adequately addressing the targets set in the Growth Plan.

### Comment

The proposed development will further exacerbate traffic issues that are currently occurring within the Port Credit Community Node and larger area.

### Response

In support of the applications, a Traffic Impact Study was submitted and reviewed by staff. The study concludes that all the signalized and non-signalized intersections in the vicinity are currently operating within capacity and, with the inclusion of the proposal, are expected to continue to do so.

The road network within the area can accommodate the proposed development.

Based on a review by staff, an updated Transportation Impact Study that addresses staff comments is still required in order to appropriately determine the full traffic impact of the proposal.

#### **Comment**

There was a general concern over the total loss of parking that currently exists on site to serve the Port Credit GO Station.

#### **Response**

The subject proposal does not include any provisions for public parking that would service the adjacent Port Credit GO Station. With the sale of the subject lands from Metrolinx to Edenshaw Developments Limited, staff are not aware of any requirement of the property owner to replace or provide GO Station parking as a condition of the sale, nor is there a requirement within the applicable planning instruments.

The City is currently exploring opportunities within the vicinity to secure public parking.

## **2. Updated Agency and City Department Comments**

### **UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

The applications were circulated to all City departments and commenting agencies on May 11, 2022. A summary of the comments are contained in the Information Report attached as Appendix 1. The respective reviewers have indicated that these comments remain applicable.

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

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

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

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

## **4. Consistency with PPS**

The Public Meeting Report dated June 10, 2022 (Appendix 1) provides an overview of relevant policies found in the PPS.

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

- Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.
- Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock and,
- Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.
- Section 1.1.3.5 of the PPS states that planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.

- Section 1.7.1 e) of the PPS states that prosperity should be supported by encouraging a sense of place, by promoting well-designed built form and cultural planning and by conserving features that help define character.

MOP has addressed the PPS directives in the following chapters:

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

Chapter 9 – Build A Desirable Urban Form within MOP states that intensification is to be accommodated within Community Nodes to take advantage of existing services and amenities, provided that the design is appropriate and context sensitive to the surrounding area.

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

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

*The Subject Proposal*

Proposing a built form that is considered high density generally meets the PPS with respect to accommodating a market-based range of residential housing types (1.1.1), and the efficient use of land that is transit supportive (1.1.3.2). However, the proposed development at the current overall height of 42 storeys is not considered consistent with the PPS as it does not reflect appropriate development standards for intensification (as outlined in the policies of the official plan) (PPS 1.1.3.4).

Additional explanation from the MOP perspective is contained in Section 7 of this Appendix.

## 5. Conformity with Growth Plan

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

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.1.2 c) within settlement areas growth will be focused in delineated growth areas, strategic growth areas, locations with existing or planned transit

- Section 2.2.2.3 b) directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.
- Section 2.2.2.3 c) requires municipalities to encourage intensification generally throughout the delineated built-up area.
- Section 5.2.5.6 directs municipalities to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form.

Section 2.2.4 directs municipalities to plan for Major Transit Station Areas (MTSAs) on priority transit corridors identified in the Growth Plan by delineating MTSAs and creating associated policies to meet minimum density targets and encourage efficient, compact and transit oriented development. The Growth Plan generally defines these areas as being within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

### *The Port Credit Community Node – MTSA*

The subject property is located within the proposed MTSA radius of the Port Credit GO Station and currently operates as part of the GO Station's parking lot. The subject property is a short distance away from the entrance to the Port Credit

GO Station platform and is directly adjacent to the Hurontario Port Credit LRT Station, which is currently under construction. Based on the Growth Plan policies with respect to MTSA boundaries, the entire Port Credit Community Node is considered to be within the prescribed station area.

The Growth Plan establishes a minimum density target of 160 residents and jobs per hectare (PPJ/ha) for the Port Credit MTSA. The Community Node is projected to exceed the Province's minimum density target of 160 PPJ/ha and the Region's increased minimum density target of 200 PPJ/ha for the MTSA as infill development continues to occur in accordance with the Local Area Plan, including adherence of the Port Credit Local Area Plan Height Schedule.

#### *The Subject Proposal*

The proposed development generally conforms to the Growth Plan direction pertaining to accommodating intensification within the built-up area and sites in proximity to transit as well as increasing the housing supply in these areas. The degree of proposed intensification; however, is not commensurate with the local planning framework applicable to the site and the City's strategy to achieve intensification targets, as discussed in subsequent sections of this report. The Growth Plan explicitly states that development must be governed by appropriate standards, including scale of development. This requires municipalities to create appropriate development standards (height

schedule and associated policies), which have been adopted by City Council through the Port Credit Local Area Plan and associated Built Form Guidelines. The subject proposal does not conform to the development standards in the Local Area Plan, in particular, the prescribed heights. Increasing the permitted height prescribed in the Port Credit Local Area Plan at this particular site in the manner proposed by the applicant is not required to facilitate the node's achievement of appropriate density targets mandated by the Growth Plan. As such, the proposed development does not conform to the Growth Plan.

Section 7 of this Appendix provides an analysis of the importance of respecting the prescribed heights in relation to the Community Node's location in the City Structure and the overall development intention of the Central Residential Precinct.

## **6. Region of Peel Official Plan**

On April 28, 2022 Regional Council passed By-law 20-2022 to adopt a new official plan, which was approved with modifications by the Province on November 4, 2022. The new Regional Official Plan (ROP) includes policies related to MTSA's, including directing municipalities to delineate boundaries in their local official plans.

As indicated in the public meeting report dated June 10, 2022 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan.

The proposed development is located within the Urban System and achieves many of the objectives and policies of the ROP, including: directing redevelopment to the urban system, efficient use of existing services and infrastructure, encouraging a pattern of compact forms, providing an appropriate range of housing, support pedestrian-friendly and transit-supportive opportunities for intensification and mixed land uses (Section 5.3).

In addition, the ROP includes references to respecting, recognizing, and taking into account the characteristics of existing communities (e.g. policies 5.3.1.3, 5.3.1.4, 5.3.1.7, and 5.3.2.6). This general policy direction remains in the new ROP and is followed through in MOP and the Local Area Plan, which is the primary instrument used to assess the appropriateness of a new development.

While the applications propose a general use and built form that contributes to housing choices in the Port Credit Community Node in close proximity to higher order transit, the issue of overall height fails to address the fundamental built form requirement in the Local Area Plan policy framework, which is the primary instrument used to assess the proposal's overall built form compatibility. This assessment is provided in Section 7 of this Appendix.

## **7. Mississauga Official Plan (MOP)**

The proposal requires an amendment to the Mississauga Official Plan Policies for the Port Credit Community Node Character Area, to permit 42 and 40 storey apartment

buildings with ground and second floor commercial and office space. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

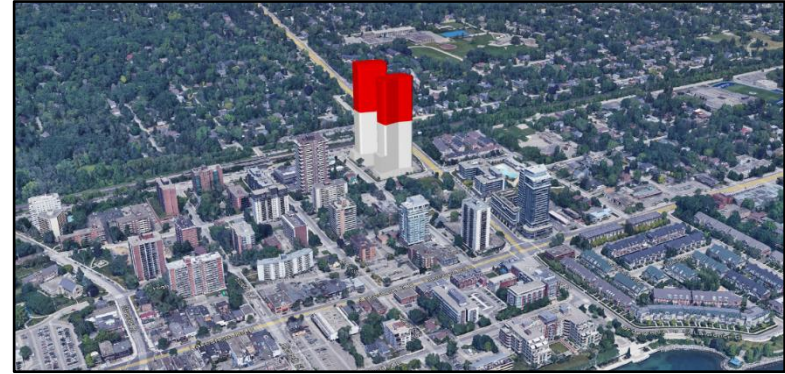
- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed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

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

The subject site is located within the Port Credit Community Node Character Area and the Central Residential Precinct

of the Port Credit Local Area Plan. The site has frontage on Park Street East and Anne Street. The precinct contains a collection of older and newer apartments, built at various heights, with the tallest buildings located around the area of the Port Credit GO Station parking lot and the future Hurontario LRT Station.

The subject site is designated **Mixed Use**, which permits residential in combination with a mix of commercial and employment uses. The site is subject to the Port Credit Local Area Plan policies and guidelines which speak to general land use, overall built form and site design, amongst other items. The property is subject to the Special Site 12 policies which were passed by Council as a result of a previous study done by the City and Metrolinx that anticipated the redevelopment of this particular site. Policies include building separation distances, floor plate size maximums, appropriate ground floor building articulation and animation, a requirement for a proportionate mix of employment and commercial uses and a proper interface with the transit infrastructure that surrounds the site. The site is also subject to Height Schedule 2B of the Port Credit Local Area Plan, which allows a maximum height of 22 storeys on this property. The applicant is proposing a maximum height of 42 storeys and therefore, requires an Official Plan Amendment.



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

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

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

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

- a. The achievement of the overall intent, goals, objectives of this Plan;
- b. Appropriate site size and configuration;
- c. Appropriate built form that is compatible with the



- 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. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.

The below section provides an analysis of the proposal's performance with respect to the above criteria.

### ***The Appropriateness of the Overall Building Height***

#### *Will the proposed maximum height of 42 storeys impact the Port Credit Community Node's position in the City Structure?*

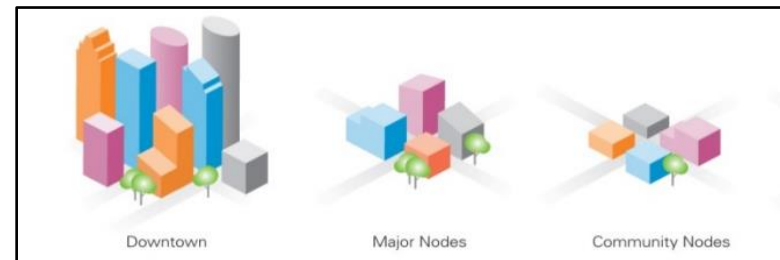
MOP City Structure policies recognize and guide the different functions that various areas of the City perform. Land use, density and built form differ dependent on the type of City Structure element.

The following is an excerpt from MOP:

- The Downtown will contain the highest densities, tallest buildings and greatest mix of uses;
- Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the City;

- Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights;

These policies direct the greatest density and building heights to the City's Downtown Character Areas, with density and heights lowering from Major Node Character Areas down to Community Node Character Areas. The applications seek to amend MOP and the Local Area Plan to allow a building height that is excessive, presents a height not envisioned for Community Nodes and proposes an overall built form and density akin to that found in the Downtown Character Area.



Excerpt of the City Structure element diagram from Chapter 5  
– Direct Growth of Mississauga Official Plan

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

Nodes and 15 storeys for Community Nodes being the overarching height expectation in each element.

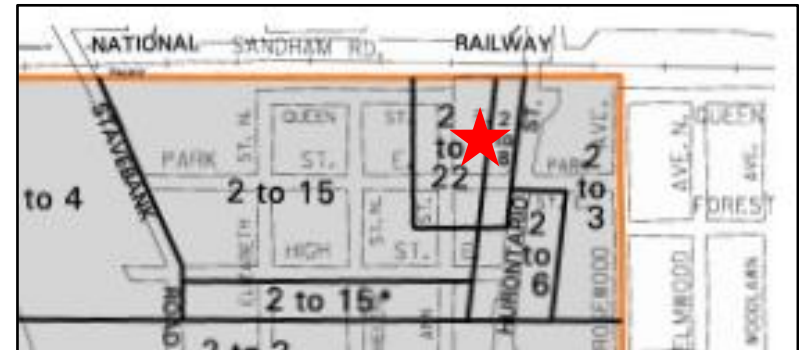
This direction is also incorporated into the Port Credit Local Area Plan in the following policies:

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

6.0 Direct Growth – Intensification is to be consistent with the planned function as reflected by the city structure and urban hierarchy,

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

The Port Credit Local Area Plan generally reinforces a 15 storey height limit within the Central Residential Precinct. A 15 storey building height represents what is envisioned by MOP in Community Nodes and represents a material difference between the 25 storey height permission of Major Nodes. It is intended that the overall prevailing character of the Node fits within the area's position in the Urban Structure and the LAP seeks to ensure this direction is protected through the permissions in the Height Schedule.



Excerpt of the Height Schedule from the Port Credit Local Area Plan

Notwithstanding the above, the LAP allows additional height at a very strategic and unique location, with the maximum height being 22 storeys. However, staff note that the additional height permission within the subject area still follows the urban hierarchy elements regarding expected building heights, as 22 storeys is below the 25 storey height accepted in Major Nodes.

A building height of 42 storeys, which represents almost double the permitted height at 22 storeys currently, is reflective of a height that is found in the City's Downtown Character Areas. It is an overall building height that is excessively out of line with the City's urban hierarchy and does not maintain the overall intent of the Port Credit Local Area Plan, which is to ensure that the overall prevailing heights maintain what is envisioned, but also balances the existing scale.

Will the proposal destabilize the intended building heights as prescribed in the Height Schedule?

While the Port Credit Community Node is to intensify over time, care must be taken to manage change and to ensure an appropriate balance is maintained between growth and preservation of what makes Port Credit a unique place where people want to live, work, play and visit.

The Port Credit Local Area Plan in the form of the policies, guidelines and the height schedule, looks to achieve the above, while maintaining the overall goals and objectives of MOP. The following is a policy from the MOP directive of accommodating intensification within the Community Node:

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

Approval of the proposed building height will destabilize the envisioned height regime of the Central Residential Precinct and could be seen as signaling support for taller buildings in the area, especially within the areas that are meant to be developed up to a maximum of 15 storeys. The LAP and the associated height schedule is predicated upon the intent that the highest heights in the Node are to be within the subject area, while the lands outside of the subject area in the Central Residential Precinct are to be 2-15 storeys in height, transitioning down from the 22 storey height permission, with 15 storeys being the desirable prevailing height intended in Community Nodes.

This approach has resulted in the following Local Area Plan policies:

10.2 Community Node Character Area – to ensure development will be sensitive to the existing context, heritage resources and planned character of the area.

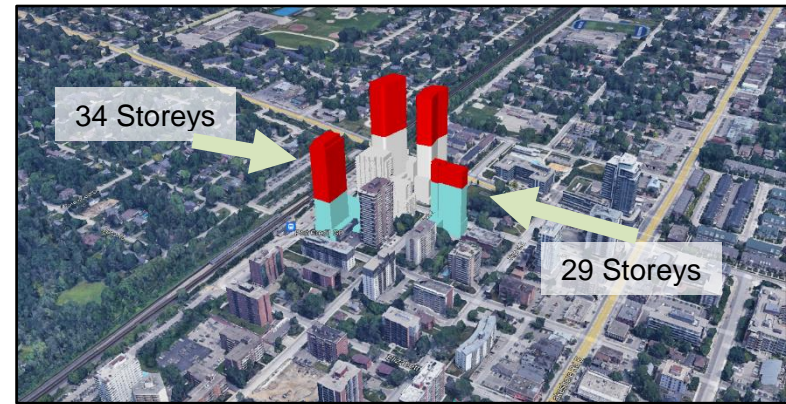
10.2.2 – Central Residential Precinct - This precinct contains a significant concentration of apartment buildings with potential for intensification, primarily in the immediate vicinity of the GO station and will have the highest building heights in Port Credit. The existing character of the area will generally be maintained, particularly the mature trees and the well landscaped front yards.

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

If approval to this application is granted, it will lend rationale for building heights to exceed the height schedule outside of the subject area, mainly within the section of the precinct slated for heights in the 2-15 storeys range. The LAP provides strong policy direction that heights within the Central Residential Precinct shall be lower and transition down from the subject area. This informs the current permissions in the height schedule, which is in addition to the intent of maintaining the urban hierarchy.

Currently, 22 storeys is the maximum in the height schedule for the subject area and 15 storeys is the maximum within the balance of the area. This differential achieves the overall intent of an appropriate transition from the area that is to maintain the greatest heights. Approval of a 42 storey height maximum on the subject property will likely result in future applications to exceed existing 15 storey building height permissions in the surrounding vicinity as these heights may be considered as providing a "lower transition" from the subject property. This scenario would then alter the intended prevailing character of 15 storeys for the node.

This has, in fact, proven to be the case, as staff have received several preliminary meeting requests for sites within the Central Residential Precinct that are proposing developments with heights well in excess of Height Schedule permissions. In these instances, part of the rationale for additional height is attributed to the fact that the proposals will still be subordinate in height to the subject proposal. Thereby satisfying the policy direction to ensure that heights transition down from the subject property. This may result in a collection of buildings with heights exceeding what is anticipated by the height schedule and the urban hierarchy, thereby compromising the prevailing area character. The image below depicts the potential impact that approval of the subject proposal may have on the area height regime and begin to shift the prevailing heights and area character.



Rendering showing in blue the preliminary proposals that have been presented to staff to date, with the red portion of the proposed buildings depicting the additional height being sought.

The proposed height will set an undesirable precedent that will facilitate pattern of development within the Central Residential Precinct that does not conform with the City Structure and conflicts with the policies envisioned in the Local Area Plan.

*Does the proposal fit within the existing and planned context by providing appropriate transition to the adjacent properties?*

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

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

The Port Credit Local Area Plan further develops the guidance of accommodating intensification within Community Nodes by providing the following policies:

5.1.5 ...Intensification and development will respect the experience, identity and character of the surrounding context and Vision.

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

MOP policies allow for intensification within the Community Node and, in particular, on the subject property. However, the intensity of the development should fit within the surrounding context. In developing the Local Area Plan, building heights were considered in the context of the existing stock while balancing future development needs.

The proposed building heights do not reflect appropriate intensification within the Community Node. The proposed buildings are not proportionate with the existing building stock, almost doubles the 22 storey height permission on and surrounding the site and does not respect or relate to the existing and planned building height context.

The predominant character of the Community Node reflects buildings in the realm of 2 to 15 storeys in height, with one existing 27 storey apartment building that is closer to 22 storeys in today's typical construction standards. While there are a few existing apartment buildings that exceed the 15 storey height limit, they too of an older era and contain lower floor to ceiling heights. Directly adjacent to the subject site is a 22 storey apartment building currently under construction.

The Port Credit Local Area Plan provides a strong direction for new development within the Node to respect and relate to existing context. The way in which this is to be achieved is to ensure proposals apply the minimum standards with respect to building separation distances, floor plate size, property line setbacks and maximum building heights, amongst other directives. Overall height is part of the suite of features that is mandated by the local policy framework for high density redevelopment to appropriately fit within the Community Node.

*How is The Port Credit GO Station Southeast Area Master Plan taken into consideration?*

The subject property is designated as Special Site 12 in the Port Credit Local Area Plan and provides site specific policies to be considered when reviewing redevelopment of the subject area. These policies were derived from the Port Credit GO Station Southeast Area Master Plan Study that

was conducted by Metrolinx in partnership with the City and sets the land use and built form expectations for the area.

Metrolinx being the land owner of the parking lot, expected to redevelop the property through a public-private partnership arrangement. This approach would maintain parking for the GO station and ensure the site's proper integration into the surrounding context with potential infrastructure upgrades. Since that time, Metrolinx has sold the property to the applicant without conditions including the provision for retaining GO station parking.

The study acknowledged the City Structure in MOP by stating: "...the planned urban hierarchy established by MOP is to be respected. New development should be sensitive to the existing and planned character of the area" and in acknowledging some special sites in the node, the "land located south of the Port Credit GO Station and west of the future HMLRT stop is considered to be one of these special sites." Further, the study touches on how the subject area is to contain a mix of uses, including employment, and is to capitalize on the place making opportunity present by ensuring development fosters a vibrant and pedestrian oriented interface between the two transit stations. All of these directives are found in the current Special Site 12 policies that apply to the site, in addition to general Local Area Plan policies that have been referenced. This application has been reviewed and considered with these considerations in mind.

*Is additional height on the subject site appropriate?*

This property is located in an area that is recognized to be different than the balance of the Central Residential Precinct. Its placement between two proximate and significant transit stations creates an expectation that this site can and should support additional height and density, more so than other properties in the Precinct. It also represents a significant place making opportunity. Staff are of the opinion that the subject site is further distinguished from the rest of the 22 storey height maximum area and, as such, additional height can be considered.

The subject site is immediately adjacent to the Port Credit GO Station entrance and the under construction Port Credit Hurontario LRT Station. Due to the property's location, the site expected to contribute to the place making opportunity with the rest of the 22 storey area while providing an appropriate interface between the two higher order transit stations. This is the only site in the node that is to function as such and the Port Credit Local Area Plan acknowledges this fact in the policies noted below:

8.4.4 Opportunities to further Port Credit's identity and character through improvements to the public realm will be considered through the planning and design of:

- Redevelopment of the GO Station parking lot

This is further acknowledged in the built form guidelines:

2.3.2 Central Residential Precinct - The vicinity between the GO Station and the future LRT stop (on Hurontario Street) has the potential to accommodate the greatest heights in the area and may have a more urban built form in order to provide a more conducive environment for pedestrians walking between the LRT stop and the GO Station. The specific heights, built form and land uses in this area are subject to further study and consideration.

With such strong emphasis on the role the site plays, a built form that is distinct from all other sites in the node is appropriate and will acknowledge this unique opportunity.

Much of the Port Credit Local Area Plan and associated Built Form Guidelines are intended to influence building heights and skyline of the Port Credit Community Node Area. The LAP recognizes that aligning tall buildings in key locations can create a strong reference point, which enriches urban legibility and aids in navigation. It further acknowledges that "...buildings with the greatest heights should be limited to sites that can be used for way-finding and/or landmark location." Given the subject site's unique attribute as being the direct interface between the LRT and GO station, staff are of the opinion that the site is further distinguished from not only the rest of the precinct but also the immediate area. Introducing a building that is taller than the surrounding 22 storey permission would provide that distinction. A signature building would function as a wayfinding landmark to highlight the convergence of transit in the node. This notion is further reinforced when recognizing the site's prominence along the Hurontario Street corridor, lending further

credence to the site acting as the northern gateway reference into Port Credit.



Aerial from Google Maps showing the subject site's proximity in between the LRT and GO stations with the purple arrow depicting the anticipated movement of pedestrians between the two stations.

Consideration for additional height should:

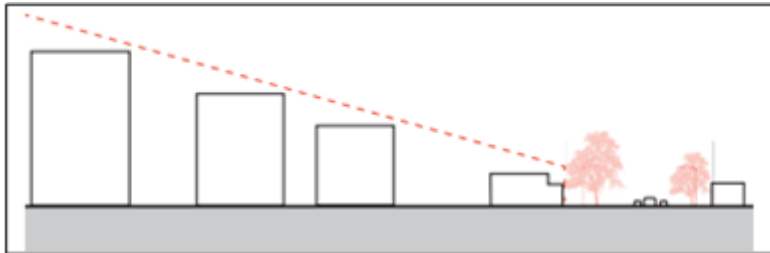
- maintain the Community Node's position in the City Structure
- maintain the overall goals and objectives of the LAP and the Height Schedule
- respect and relate to the existing and planned building heights

The LAP's building height policies enforce the notion that building heights are to be the tallest within the vicinity of the LRT and GO station (the 22 storey area) and all other building heights are to transition down towards the Lakeshore Road corridor and Credit River.

The subject property is located at the north east corner of the area which slated for the tallest buildings in the precinct. Due to this location, there is no potential for any sites

immediately to the east or west that can be redeveloped for a taller building. As such, introducing a taller building on this site will act as an anchor for the rest of the precinct to redevelop at heights that are lower and provide the same degree of transition down to the corridor and Credit River that is mandated by the LAP. This will ensure that providing a building height that is greater than what is anticipated in the Community Node and within the City Structure is restricted to one site.

In order to achieve a building height on the subject site that respects and relates to the existing and planned building heights, the same degree of transition should be provided. Below is an excerpt from the built form guidelines that demonstrate how transition in buildings are to be achieved from the areas identified for the tallest buildings to the Lakeshore corridor and the Credit River:

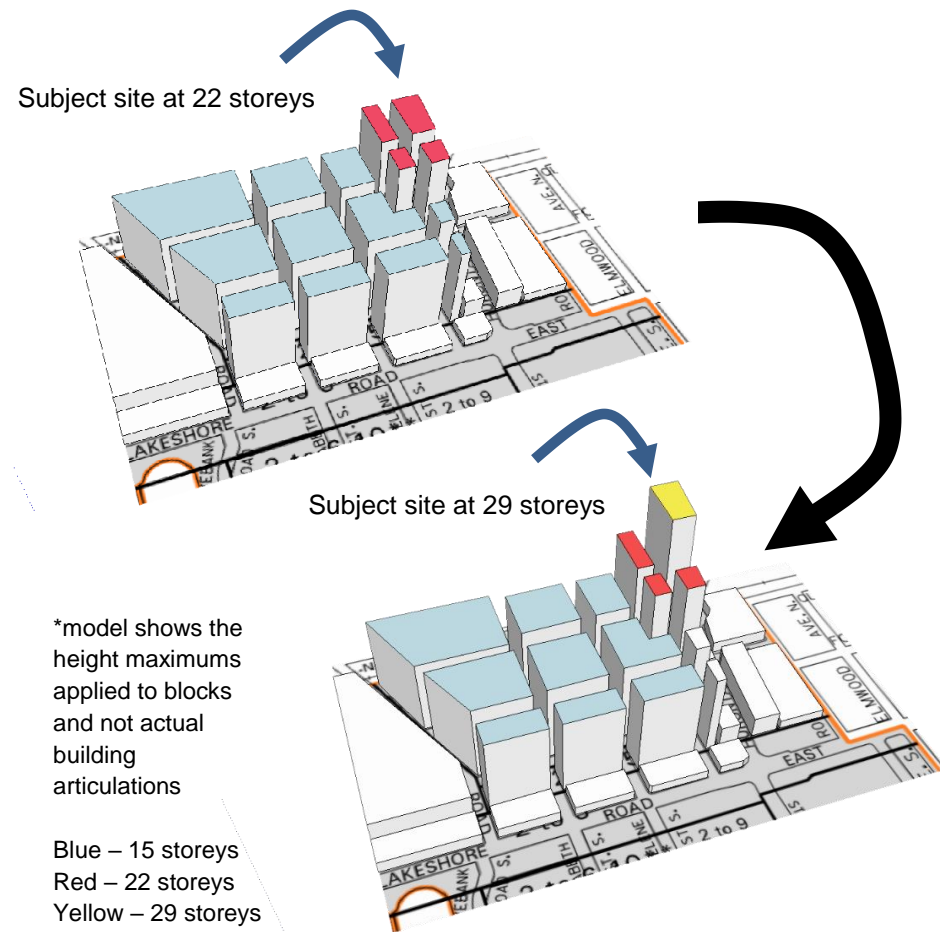


Excerpt from the Port Credit Built Form Guidelines regarding the transition of building heights from the highest heights to lower heights closer to the corridor and river

The Height Schedule has already established a 7 storey difference between the maximum 15 storey areas of the precinct to the 22 storey subject area. To create further

distinction, a building height of 29 storeys would be reasonable for the subject site. This will in turn allow a wayfinding, signature type building to be constructed that is distinguishable in height from a skyline perspective, but at a height that still relates to the adjacent context.

The below massing diagram shows the maximum building height per the Height Schedule. A height of 29 storeys on the subject site would maintain the same degree of transition that already exists, while ensuring that all heights cascade down towards the Credit River and the Hurontario Corridor. This maintains the overall intent of the Height Schedule





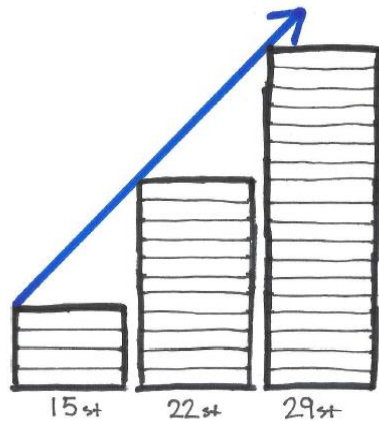


Diagram showing that a maximum height of 29 storeys on the subject property exhibits the same degree of transition that is established between 15 storeys and 22 storeys

As the graphics demonstrate, a maximum building height of 29 storeys would maintain the criteria required in policy 10.1.2 of the LAP which outlines where additional height may be considered. In this scenario, the suggested height maintains an appropriate transition to what is existing and planned, while acknowledging this site's unique locational attributes from the rest of the 22 storey area and the balance of the precinct.

### Conclusion

The proposed maximum 42 storey height on the subject site represents a built form that does not maintain the goals and objectives of MOP and the Port Credit Local Area Plan. Approval of an apartment building at that height would undermine the intent of the local policy framework that aims to ensure that the prevailing building heights respect and relate to the existing building stock, while maintaining an overall height that is reflective of the node's place in the City Structure. The proposal fails to meet all of the applicable

criteria required for excess building heights in the Port Credit Community Node Character Area.

As such, staff have suggested an alternate height maximum that recognizes the site's uniqueness but also maintains the required criteria for additional height. This will allow more housing units to be constructed in close proximity to higher order transit but is consistent with the Port Credit Community Node context.

### ***Other Development Issues***

This section outlines additional development issues that are required to be addressed.

#### *The proposed amount of non residential space is insufficient*

The property is subject to the Special Site 12 policies which speak to different aspects of redevelopment, including building height, floor plate sizes, building separation distance, building articulation, etc. Particular attention is paid to the amount of non-residential space that should be provided.

The Port Credit Local Area Plan recognizes that in order to create a vibrant and attractive public realm that is sufficiently animated and compliments the convergence of transit, an appropriate amount of commercial and employment space needs to be provided. The current policy regime requires developments to provide a minimum area 2,800 m<sup>2</sup> of space utilized for employment and commercial uses. This figure is

based upon the assumption of a 22 storey building. The intent for this site is to be truly mixed use, therefore, larger developments should be increasing the amount of non-residential space commensurately.

The applicant is proposing a total of 1 765 m<sup>2</sup> that combines retail and office type floor space across the 40 and 42 storey buildings. This amount of non-residential floor space is simply not sufficient and fails to meet the intent of creating a mixed use development. When comparing to the required floor space for a 22 storey building and in staff's opinion, is even further exacerbated in the context of the proposed 42 and 40 storey apartment buildings. In this scenario, the amount of non residential floor place should be proportionate to the overall height of the building, in which the current proposal is grossly insufficient.

*The proposed ground floor residential use is inappropriate for the subject site*

The site is designated **Mixed Use**, which does not allow residential uses on the ground floor, thereby ensuring that the site contributes to the animation and vibrancy of the area. The Port Credit Local Area Plan contains the following policies and built form guidelines:

8.4.4 Opportunities to further Port Credit's identity and character through improvements to the public realm will be considered through the planning and design of: redevelopment of the GO Station parking lot.

13.1.12.1 - ...These lands are in an important location that has the potential to support further development of the Port Credit Mobility Hub.

These policies are supported by the following excerpt from the built form guidelines:

2.6 Place Making Opportunities - ...the following represent areas which have the opportunity to make a substantial contribution to Port Credit - Transportation hub: the vicinity of the GO station, parking lot, and future LRT.



Figure 53 of Port Credit Built Form Guidelines – diagram showing the areas identified for place making opportunities. PC GO Station lands identified as Area 1.

The LAP and associated guidelines support the unique opportunity at this location by maintaining the **Mixed Use** designation on the subject site and immediate vicinity. In addition, the frontage of Ann Street and Park Street is designated as “**Mixed Use Streets**” in the built form guidelines, where uses are to be non-residential in order to enhance the public street and create a street edge that is

vibrant and pedestrian oriented experience within the streetscape. The applicant is proposing two storey residential units on the ground floor facing Park Street. This will not achieve the desired streetscape, does not align with the above requirement and is inconsistent with the intentions of the Local Area Plan.

*The proposed parking rates have not been justified*

The applicant is proposing a residential parking rate of 0.31 spaces per unit, with a visitor rate of 0.1 spaces per unit. In addition, a Zoning By-law rate of 5.4 spaces per 100 m<sup>2</sup> of retail use is proposed, which maintains the general Zoning By-law rate. Based on a review of the information submitted, parking section staff advise that the proposed rates are not justified and that further information related to proxy site data is to be provided. Staff acknowledge that reduced rates for other developments in the vicinity have been approved and are willing to consider lower rates on for this development. The applicant is to provide satisfactory information to justify any reduced rates.

*The City's Housing Strategy has not been addressed*

The applicant has yet to engage in discussions with City staff on the provision of providing any affordable units within the proposed development. The City's requires the submission of additional information within a revised housing report. Approximately 10% of the proposed units should meet the affordable threshold.

*The proposal creates undesirable, negative and unsafe wind conditions within the proposed pedestrian connection and amenity spaces*

Staff have reviewed the Pedestrian Comfort Wind Study that was submitted and note that the proposed impacts provide wind conditions that are unacceptable and unsafe in many locations. The study indicates that, in some locations, wind conditions could measure up to be 114 km/h. Wind conditions measured over 90 km/h are considered unsafe as per the City's Pedestrian Wind Comfort and Safety Studies Terms of Reference. The applicant is to address the staff comments provided on the Wind Study. Staff have serious concerns with respect to the predicted wind conditions on the ground floor, mainly in the proposed pedestrian surface easement area between towers, and within the terraced outdoor amenity space on the 11<sup>th</sup> floor roof of Tower A.

*Additional Information or Modifications Required*

In addition to the issues described above, additional information and/or modifications to address the following issues also remain to be addressed by the applicant:

- The applicant's noise study requires an excessive sound barrier where the 3<sup>rd</sup> floor amenity space is located in order to meet provincial and city noise requirements. The applicant should consider alternate designs that avoid the necessity for excessive sound

barriers.

- Changes to several of the proposed amenity spaces throughout the site is required in order to adhere to the City's terms of reference for amenity spaces.
- The applicant is proposing a ground floor plaza between the two apartment buildings that is intended to facilitate patrons transferring between the Hurontario LRT Station to the Port Credit GO Station. Further details on the overall landscape design is required to ensure an appropriate interface and proper design.
- Streetscape plans for the Park and Ann Street frontages are required that detail upgraded details and existing and relocated utilities.
- Revisions to the submitted Sun/Shadow Study are required as the study does not comply with the City's terms of reference.

#### Services and Infrastructure

The Region of Peel has advised that an upgrade to the existing sewer infrastructure is required and that information related to the Functional Servicing Report is required in order to determine the capacity of existing water infrastructure and if any upgrades are required.

The Transportation and Works Department has advised that that the following additional information is required to confirm the appropriateness of the development including:

- An updated Transportation Impact Study that addresses staff comments in order to determine the full traffic impact of the proposal.
- Environmental compliance information as outlined in Appendix 1 of the Information Report.
- Revised drawings and engineering plans in accordance with City Standards.
- An updated Noise Attenuation Study is required to analyze the stationary noise from the nearby railway tracks and any other noise sources.

## **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. 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 is administered by the Corporate Services Department, Finance Division. The by-law specifies 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 five storeys and contains 10 or more residential units in total, the CBC will be applicable and will be payable at the time of first building permit.

## **9. "H" Holding Symbol**

Should this application be approved by the Ontario Land Tribunal (OLT), staff will request an "H" Holding Symbol which can be lifted upon resolution of outstanding technical matters.

## **10. Site Plan**

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

## **11. Draft Plan of Subdivision**

The applicant has applied for a Draft Plan of Subdivision in order to facilitate the redevelopment of the subject lands.

The rationale that has been provided within the submitted Planning Justification Report for the Draft Plan of Subdivision application, is to delineate a sight triangle requirement at the Park Street and Ann Street intersection, as well as facilitate the creation of blocks to accommodate the development proposal. While staff cannot prevent landowners from submitting Draft Plan of Subdivision applications, this type of application to facilitate a high density proposal, a draft plan of subdivision application is unnecessary since the mechanisms to fulfill these obligations are already available through the Official Plan Amendment, Rezoning, Site Plan and/or Draft Plan of Condominium application processes. On this basis, the justification for the appropriateness and necessity of the submitted Draft Plan of Subdivision is insufficient.

Ontario Regulation 232/18 indicates that Inclusionary Zoning is not applicable to redevelopment proposals in instances where a Draft Plan of Subdivision application is made prior to Council enacting Official Plan policies that require Inclusionary Zoning to be incorporated where applicable. The subject applications, including the Draft Plan of Subdivision, were submitted to the City on April 24, 2022 and Council approved the City initiated Official Plan Amendment for Inclusionary Zoning on August 10, 2022.

## 12. Conclusions

In conclusion, City staff have evaluated the applications to permit 42 and 40 storey condominium apartment buildings containing 1,139 units and ground and second floor commercial space against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

Provincial, Regional, and Local planning policies support intensification on the site. The sites unique locational attributes present an opportunity for a significant development. However, the proposed maximum 42 storey height does not represent an overall built form that is supported by the local policy framework.

The development as currently configured is not considered acceptable from a planning stand point and should not be approved as:

- it represents a building height and overall density that does not appropriately reflect the Port Credit Community Node's position in the City's urban structure;
- the proposed 42 storey maximum height is a significant departure from the existing and planned height context and will destabilize the intent of the prevailing building heights anticipated in the Port Credit Local Area Plan.

In addition, there are additional development matters that are required to be addressed through the submission of a number of technical studies that have not been properly addressed.