

Detailed Information and Preliminary Planning Analysis

Owner: Port Credit West Village Partners Inc.

70 Mississauga Road South and 181 Lakeshore Road West

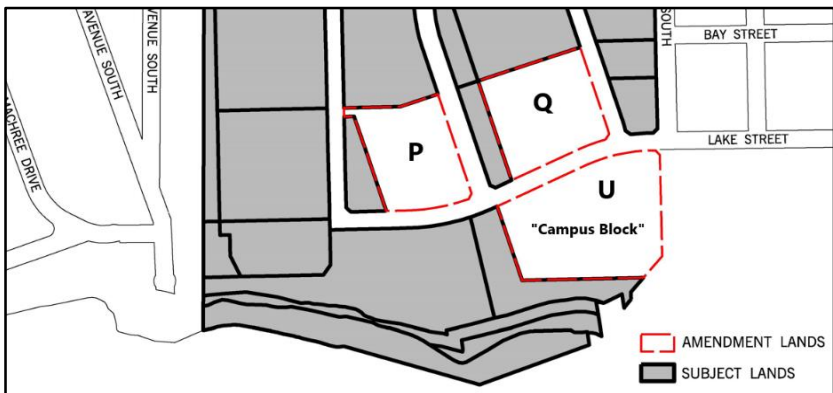
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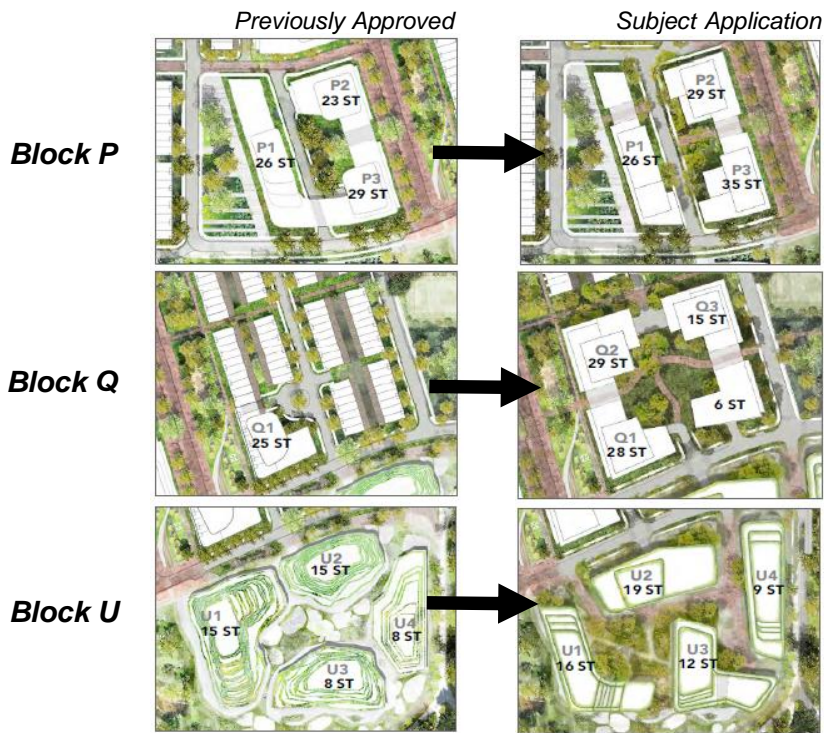
1. Proposed Development

The applicant proposes to amend the Port Credit Local Area Plan - Special Site 3 policies to permit a maximum building height of 35 storeys and add an additional 898 dwelling units, totaling 3893 dwelling units across the entire site. The amendments seek built form changes only within Blocks P, Q and U and changes to the non-residential components of Block U. The Official Plan Amendment requests can be characterized as follows:

- **Unit Count** – Proposing an increase of 898 dwelling units for a total of 3,893 dwelling units across the entire site.
- **Massing and Built Form Changes, Blocks P & Q** – Amending the highest allowable height from 29 to 35 storeys, increasing the heights of apartment buildings already permitted on Block P and changing a townhouse block on Block Q to two apartment buildings and a mid rise building.
- **Block U** – Allowing residential uses on the second floor, increasing building heights and reorienting the building locations.



Development Proposal	
Application submitted:	Received: April 12, 2024 Deemed complete: April 15, 2024
Developer/ Owner/Applicant:	Port Credit West Village Partners Inc.
Number of units:	Approved units: 2995 Requested additional units: 898 Total dwelling units: 3893
Floor Space Index:	Approved: 1.45* *Unchanged with additional unit request
Anticipated Population:	Approved: 6,559 Additional: 1,967 Total: 8,526* *Average household sizes for all units (by type) based on the 2016 Census



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>:

- Planning Justification Report
- Urban Design Brief
- Concept Plan/Renderings/Elevations
- Functional Servicing Report
- Traffic Impact Study
- Shadow Study
- Heritage Impact Assessment Addendum
- Pedestrian Wind Study
- Draft Official Plan Amendment

Application Status

Upon deeming the application 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 to the subject application.

A pre-application community meeting was held by Ward 1 Councillor, Stephen Dasko, on November 16, 2023. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the application.

Applicant's Renderings

Rendering associated with previous approvals.



Updated rendering submitted with subject application.

Concept Plan of Overall Brightwater Development



Previously approved concept plan.

Concept plan submitted with subject application.

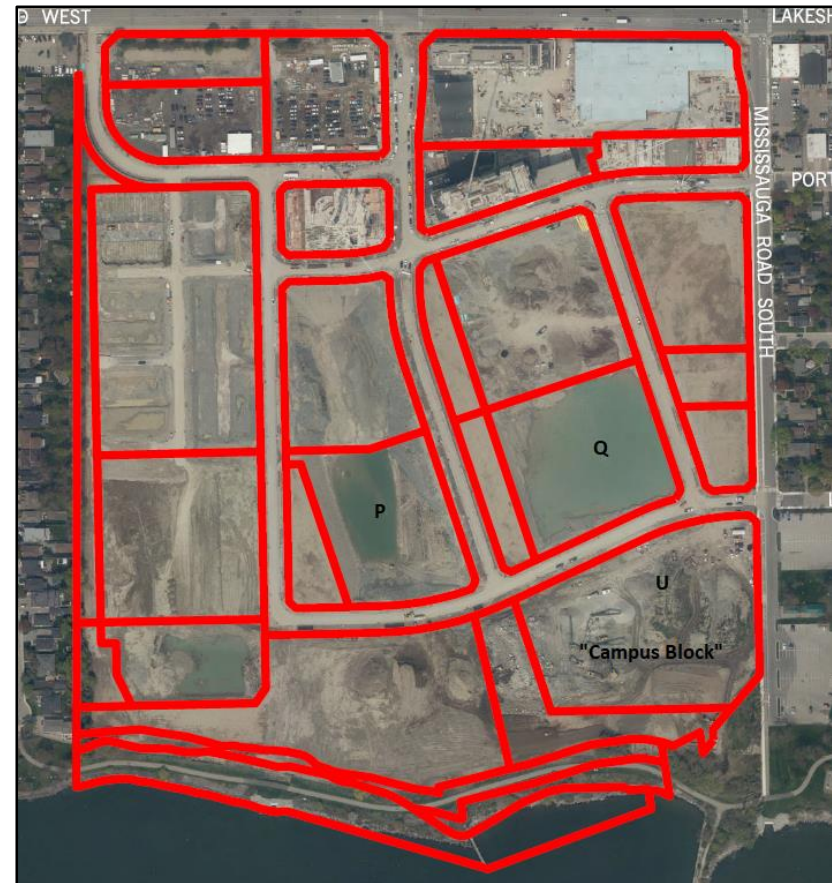
2. Site Description

Site Information

The subject application is required to allow for some additional development and changes to the form of development only on Blocks P, Q and U, which are currently vacant. The rest of the site is intended to develop as approved and currently, the proponent is in the midst of completing their first phase of construction, which includes the mixed use block at the northwest, and the townhouses on the east portion of the site. The proponent continues to carry out on site remediation works as per the previous approval requirements.

Blocks P, Q and U are located at the southwest portion of the development site, which is the area that will contain the highest building heights and density within the development. In addition, it is expected that these blocks are to be completed in the last phase of construction relative to the entire site build out.

Block P presently has permissions through the previous approval to construct three towers ranging from 22 to 29 storeys including a podium that fronts the property's limits. The block will be flanked by a public park on both the east and west sides. Block Q is planned to have a tower up to 25 storeys on the south-west corner, with townhouses filling out the balance of the block. Block U is intended to be a uniquely designed site that incorporates buildings ranging from 4 to 15 storeys in height, along with a community use and non-residential uses activating the ground floor of the site.



Aerial Image

Property Size and Use	
Frontages:	498.7 m (1, 636.1 ft.) – Lakeshore Road West 486.2 m (1, 595.1 ft.) – Mississauga Road South
Depth:	523 m (1, 715 ft.)
Gross Lot Area:	29.14 ha (72 ac.)

Overall Site History

The site has a long history of manufacturing and industrial uses. A brick manufacturing facility operated on the lands from the late 1800s to 1933. It was during this period that the excavation of shale for brickmaking occurred, leading to the creation of a large shale pit that was later used as a storm water management pond. From 1933 and on, the site was used as an oil refinery and storage facility, which included a tank farm, a refinery processing area and admin buildings. In 1985, oil refining operations ended and in 1990 the site was decommissioned.

Below is a brief synopsis of the site's more recent history with respect to land use planning matters:

- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **D** (Development), which permits uses and structures legally existing prior to the by-law passing, **C5** (Motor Vehicle Commercial), which permits motor vehicle uses such as sales, and **G1** (Greenlands – Natural Hazards) which permits flood and storm water management uses.
- November 14, 2012 – Mississauga Official Plan (MOP) came into force, which designated the lands **Special Waterfront – Special Site 3, Motor Vehicle Commercial, Public Open Space** and **Greenlands** in the Port Credit Neighbourhood Character Area.
- December 7, 2015 – Council endorsed a Master Planning Framework for the subject lands as part of a City-initiated Inspiration Port Credit visioning and master planning process. This document outlined key considerations that guide the future revitalization of the lands, including land use, remediation, transportation, open space and built form.
- December 21, 2015 – The Port Credit Local Area Plan (PCLAP) came into force and carried over the previous special site policies.
- December 20, 2016 – Imperial Oil Limited (previous site owners) announce that it has signed an Agreement of Purchase and Sale with Port Credit West Village Partners Inc. for the sale of the overall development site.
- September 1, 2017 – Plan of Subdivision, Official Plan Amendment and Rezoning Applications for a new mixed use community on the overall development site by Port Credit West Village Partners Inc. deemed complete under file OZ 17/012 W1 and T-M 17/002 W1.
- March 1, 2018 – Port Credit West Village Partners Inc. submit and appeal to the Ontario Land Tribunal for non-decision.
- August 29, 2019 – Planning and Development Committee endorse a Recommendation Report from staff that recommended approval of an overall development plan for the entire site and directed staff to proceed accordingly at the concurrent Ontario Land Tribunal matter.

- November 15, 2019 – The Ontario Land Tribunal approves a settlement agreement between Port Credit West Village Partners Inc. and the City of Mississauga that contains an implementing Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision Approval and Minutes of Settlement.
- December 9, 2021 – The Land Registry Office registers the plan of subdivision to create the individual parcels of land that reflects the ultimate layout of development parcels, roads and parkland. This includes the creation of Blocks P, Q and U.
- April 15, 2024 – Official Plan Amendment application submitted by Port Credit West Village Partners Inc. deemed complete and circulated.

3. Site Context

Surrounding Land Uses

North: Lakeshore Road West, commercial plaza, two and three storey residential and main street commercial buildings, car dealership and vacant lands

East: Mississauga Road South, Old Port Credit Heritage Conservation District (PCHCD), J.C. Saddington park

South: Lake Ontario

West: Cranberry Cove low density residential neighbourhood

Neighbourhood Context

The subject property is located within the Port Credit West Village Precinct in the Port Credit Neighbourhood Character Area of the Port Credit Local Area Plan, which is just outside the limits of the adjacent Port Credit Community Node Character Area. The adjacent neighbourhood is substantially residential, but also includes commercial uses along Lakeshore Road West and some employment uses along the rail corridor. Although the Neighbourhood Character Area is stable, change is anticipated as the City continues to accommodate growth.

The overall site is bordered to the north by Lakeshore Road West, which is considered a Corridor in Mississauga Official Plan (MOP) and contains main street commercial uses, some of which are recently constructed as part of Brightwater's Phase 1 development, that connects this site to the Lakeshore Corridor Precinct of the node to the east. Further north is an existing commercial plaza that contains a grocery store and an 8 storey apartment building fronting Lakeshore Road West. Directly east of the site is the Port Credit Heritage Conservation District (PCHCD), which received an update to the district's plan in 2020 that aims to protect the residential character, street pattern, natural features and housing stock of the village area. To the south of the site is the Lake Ontario waterfront, which is a destination feature unique to Port Credit and the south of Mississauga. To the west is the Cranberry Cove neighbourhood, which consists of predominantly low density

housing that is generally one to two storeys in height.

The Port Credit West Village Neighbourhood Precinct is located in close proximity to various City infrastructure assets, in addition to ample restaurants and commercial uses along Lakeshore Road West. The Port Credit Community Node and Neighbourhood Character Area continues to evolve to be a destination given the increasing level of commercial activity on the corridor, parks, community events and waterfront access, while also providing a high level of service and public amenity to existing and new residents.

The full build out of the overall development site will contribute significantly to the surrounding neighbourhood by delivering a new waterfront park along the southern edge that will connect to the waterfront trail both east and west and provide unique waterfront access. In addition, an interconnected north-south public park will run parallel to Brightwater Boulevard. The site will also provide various mews, smaller parks and pedestrian paths that will contribute to an upgraded public realm that will support ample commercial space located within the mixed use block, the bottom of approved apartment buildings and within Block U.

Demographics

Based on the 2016 census, the existing population of the Port Credit Neighbourhood (West) area is 3,255 with a median age of this area being 46 (compared to the City's median age of 40). 71% of the neighbourhood population are of working age (15 to 64 years of age), with 13% children (0-14 years) and 16%

seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 4,600 and 7,500 respectively. The average household size is 2 persons with 26% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 825 units (53%) owned and 740 units (47%) rented with a vacancy rate of approximately 0.8%*. In addition, the number of jobs within this Character Area is 587. Total employment combined with the population results in a PPJ for Port Credit Neighbourhood (West) of 31 persons plus jobs per ha.

*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.

Previous Approvals on Subject Site

On November 15, 2019, the Ontario Land Tribunal (OLT) issued a decision that approved minutes of settlement between the City of Mississauga and the Port Credit West Village Partners Inc. which included approval of an official plan amendment, a zoning by-law amendment and a draft plan of subdivision to permit a mixed use development over the 72 acre site. Since this approval, the applicant has been submitting site plan applications on individual blocks corresponding with their Phase 1 construction timeline and has obtained corresponding building permits.

The following highlights key features of this approval that are still in force today:

- 18 acres of public park space including a waterfront park, a linear park both in the middle of the site and on the easterly side of the site and a trail along the westerly property line.
- The provision of an option for the construction of a school on the east side of the site for the Peel District School Board.
- Inclusion of public easements over mews that will facilitate block connections while accommodating cycling infrastructure and pedestrian walking connections.
- 36, 937 m² (397, 586.56 ft²) of commercial space over the entire site that will include uses to serve the Brightwater community and the surrounding neighbourhood.
- Future Miway bus loop into the site and facilitate local service to connect new patrons to various transit options in the vicinity.
- A mix of dwelling types including apartments, townhouses, back to back townhouses and live work units that will include a mix of sizes and bedrooms.
- Block U (“The Campus Bock”) will be a uniquely designed mixed use block that will be pedestrian focused, vibrant and inviting and will facilitate a community use and non residential floor space.

- The following Section 37 contributions were secured as part of the previous approvals:
 - 150 affordable housing units that will be under the Region of Peel’s housing portfolio, which is currently constructed and started to occupy.
 - \$150,000 towards traffic calming measures within the PCHCD.
 - \$250,000 towards a pedestrian bridge across the Credit River.
 - Enter into a letter of intent with the YMCA for a proposed community facility.

The following site plan applications have been approved or are in progress for the overall subject site:

- SP 19/155 W1 – approval of a 14 storey apartment building, a 5 storey apartment building with ground floor commercial and a 1 storey commercial building with a total of 295 units and non-residential space.
- SP 19/138 W1 – approval of a two storey commercial building with retail, office and an underground parking garage.
- SP 20/048 W1 – approval of 106 townhouse units up to three storeys in height.
- SP 21/187 W1 – approval of a 7 storey rental apartment building consisting of 150 units for the Region of Peel.
- SP 21/130 W1 – processing development with 19, 15 and 6 storey apartment buildings with townhouses up to three storeys in height.

Other Development Applications in Vicinity

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

- OZ/OPA 22-3 W1 – 17 and 19 Ann Street, 84 and 90 High Street and 91 Park Street East – applications in process for a 22 storey apartment building with commercial uses at grade and the retention of two historic buildings for commercial and residential uses.
- OZ/OPA 22-10 W1 and T-M 22-002 W1 – 88 Park Street East – OLT approved 36 and 29 storey apartment buildings with ground floor commercial space in May 2024.
- OZ 21/016 W1 – 170 Lakeshore Road East – (appealed by applicant to OLT) applications in process for a 17 storey apartment building with commercial uses at grade.
- OZ 20/006 W1 – 42 to 46 Park Street East and 23 Elizabeth Street – applications for a 24 storey apartment building refused by the OLT.
- OZ 19/008 W1 – 78 to 80 Park Street East and 22 to 28 Ann Street – applications approved in March 2022 for a 22 storey apartment building with commercial at grade.
- OZ 14/007 W1 – 6 to 10 Ann Street and 77 to 81 High Street East – applications approved in July 2017 for a 15 storey

apartment building and two semi-detached dwellings.

- OZ/OPA 22-5 W1 – 128 Lakeshore Road East – (appealed by applicant to OLT) applications in process to permit an 11 storey apartment building with ground floor commercial space
- OZ 17/13 W1 – 21-29 Park Street East – applications approved in June 2018 to permit a 15 storey apartment building.

Water and Wastewater Services

There is an existing 300 mm diameter water main, located on Coveside, Shoreside Drive, Brightwater Blvd and Pierview Way and there is an existing 250 mm diameter sanitary sewer located on Pierview Way and Shoreside Dr and are connected to the Elmwood Sewage Pumping Station.

Additional information is required from the applicant to be submitted to the Region of Peel with respect to the Functional Servicing Report that has been reviewed by Regional staff.

Community Infrastructure

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 an approximate one kilometre radius of the site. In closer proximity to the site, J.C. Saddington Park, Rhodedendron Gardens and J.J. Plaus Park provide additional park options

within the Port Credit Community Node and Neighbourhood Character Areas.

Transportation Services

GO and LRT Service

Within one kilometre of the subject site is the Port Credit GO station, which is part of the Lakeshore West Line that provides transit access from Hamilton Centre to Union Station. Port Credit currently receives two-way, all day service, every 30 minutes, with the expectation of future delivery of regional express rail every 15 minutes all day service. Furthermore, the Port Credit GO station is also provided with GO bus service through route 18 that adds express service to Union Station.

Adjacent to the Port Credit GO Station is the Hazel McCallion LRT Port Credit station, which is currently under construction. This will provide a higher order transit option that will connect Port Credit north to the downtown and further to the City of Brampton and will integrate riders with the wider MiWay transit system including incoming future BRT infrastructure.

MiWay Bus Service

MiWay provides two routes that directly services the site along Lakeshore Road West through routes 23 and 14. As the build out of the site continues, it is expected that MiWay service will extend into the site and utilize bus infrastructure slated to be constructed as part of Brightwater's future development phases. In addition, these routes are expected to tie into the future

Lakeshore BRT that is slated for the eastern portion of the Lakeshore Road corridor and terminating at Long Branch GO Station. Furthermore, MiWay operates many routes that loop through the existing bus bays that are adjacent to the Port Credit GO Station main entrance.

Brightwater Shuttle

As part of the previous approvals and secured through the OLT approved settlement, the property owner is required to provide a shuttle service that will directly connect residents of the Brightwater development to the Port Credit GO Station and surrounding transit options. This will remain in place until MiWay service into the site is realized through the construction of the required bus infrastructure and a certain number of units are occupied on site. The shuttle service has already launched and operates during AM and PM peak times. This provides residents within the subject site direct access to regional and local transit options within the adjacent node.

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 this application have been reviewed and summarized in the table below. Only key policies relevant to the application 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
<p>Provincial Policy Statement (PPS)</p>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p> <p>On April 6, 2023 the Ministry of Municipal Affairs and Housing released the new Provincial Planning Statement for comment. The Provincial Planning Statement will replace both the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. At the time of writing this report, the new Provincial Planning Statement is not in force and effect.</p>	<p>Settlement areas shall be the focus of growth and development (PPS 1.1.3.1) and planning authorities identify appropriate locations to promote opportunities for transit oriented development (PPS 1.1.3.3) that takes into account existing infrastructure. In addition, brownfield sites are identified as potentially strategic growth areas.</p> <p>Appropriate development standards should be promoted which facilitate intensification. (PPS 1.1.3.4)</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> <p>New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.</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>

Policy Document	Legislative Authority/Applicability	Key Policies
<p>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</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>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p> <p>Strategic Growth Areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas. (Growth Plan Definitions)</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 are to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas (Growth Plan 2.2.2.3)</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>Region of Peel Official Plan (ROP)</p>	<p>With the approval from the Ministry of Municipal Affairs and Housing, the Region of Peel's new Official Plan came into effect on November 4, 2022 and will be used to evaluate the proposal.</p> <p>MOP 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 application meets the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable</p>	<p>General objectives of ROP, as outlined in Section 5.6, include:</p> <ul style="list-style-type: none"> • achieving sustainable development; • establishing healthy complete communities; • achieving intensified and compact built form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services; • achieving an urban form and densities that are pedestrian-friendly and transit supportive; • promoting crime prevention and improvement in the quality of life; • protecting, restoring, and enhancing the natural environment; • allowing opportunities for residents to live in their own communities as they age; • preserving and protecting lands adjacent to highways, rail corridors,

Policy Document	Legislative Authority/Applicability	Key Policies
	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.	rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate; and, <ul style="list-style-type: none">• providing for a wide range of goods and services to meet the needs of those living and working in the Urban System.

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. The City's MOP review is currently underway to ensure consistency with and conformity to changes in legislation and planning policy documents, including recent changes to the *Planning Act*, the 2020 PPS, the Growth Plan 2019 and Amendment No.1 (2020), and the Region of Peel's new Official Plan.

Port Credit Local Area Plan

Mississauga Official Plan consists of a principal document and a series of local area plans, provided under separate cover. In this instance, the property is subject to the Port Credit Local Area Plan, which contains a tailored set of policies that guide redevelopment in the specific precincts within both the Port Credit Community Node and the Port Credit Neighbourhood Character Areas. The subject property is located within the Port Credit West Village Precinct in the Port Credit Neighbourhood Character Area.

Requested Official Plan Amendments

Land Use Designation

Blocks P, Q and U of the site are designated **Residential High Density**, which generally permits apartments and **Residential Medium Density**, which generally permits townhouses.

The applicant's requested Official Plan Amendment includes a redesignation of a section of Block Q, from **Residential Medium Density** to **Residential High Density**. This redesignation will accommodate the proposed change in built form from townhouses to two apartment buildings and a mid rise building. Page 18 of this appendix demonstrates the proposed land use designation change.

Height Schedule

The previous development application approvals applied a height schedule to the subject site that is intended to guide the placement of height throughout the site. This is reflected in the Port Credit Local Area Plan through Schedule 2C – Port Credit West Village Height Limits. An amendment to this schedule is required to accommodate the request to increase the maximum building height of the tallest tower from 29 to 35 storeys, to reflect an increase in building heights for the apartments surrounding the tallest tower and to accommodate the two additional towers.

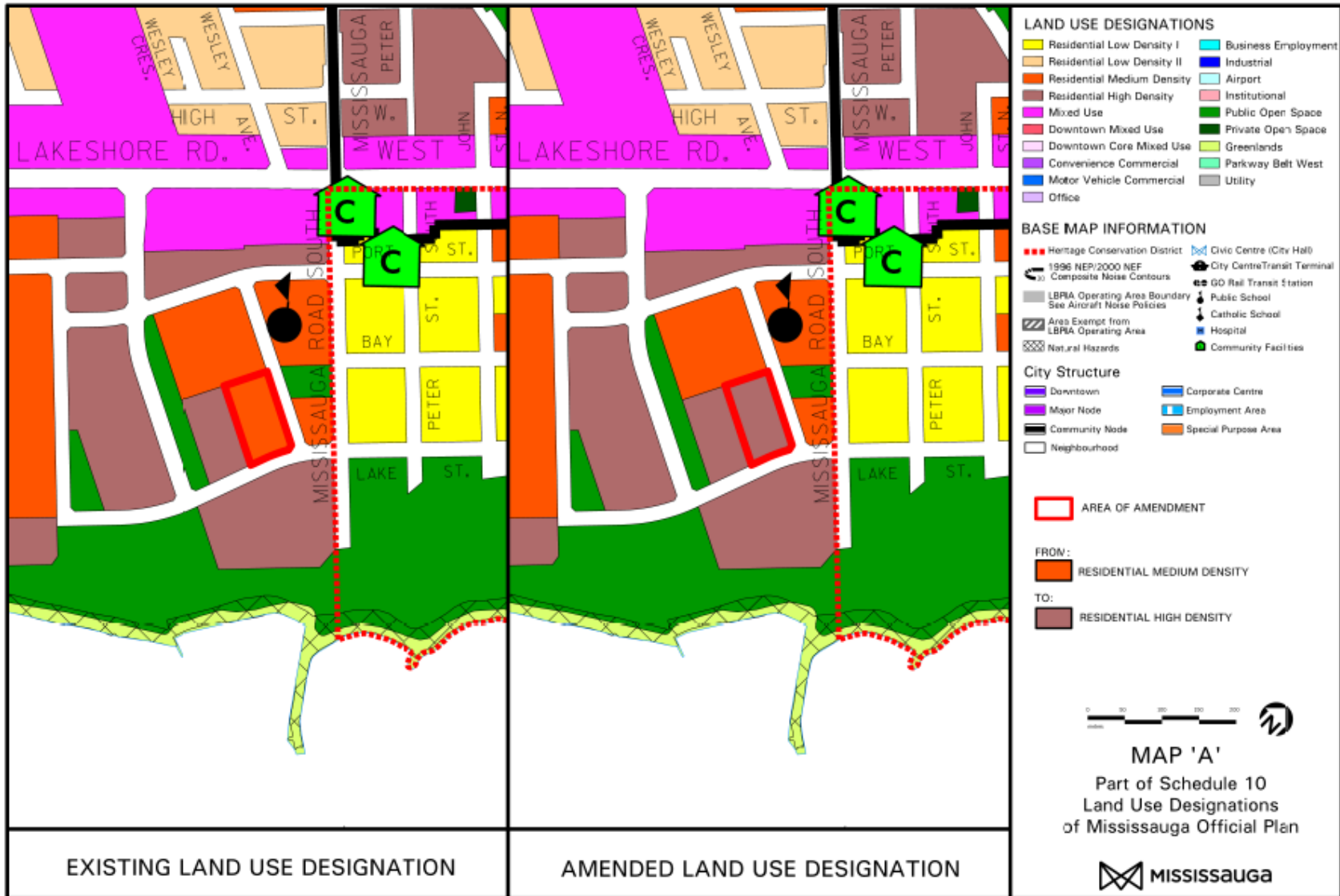


Requested amendment to Height Schedule 2C – Port Credit West Village Height Limits

Special Site 3 Policies

The previously approved Official Plan Amendment introduced the Special Site 3 policy section of the Port Credit Local Area Plan to apply to the site. The Special Site 3 set of policies provides further direction on how development is to proceed and breaks the precinct up into sub areas relevant to the unique components of the development. The following amendments to the special site policies are required to accommodate the requested changes:

- changing the maximum allowable units from 2995 units to 3893 units.
- Permitting residential uses to be located within the second floor of all buildings within Block U, which currently is only allowed for non-residential uses.
- Changing the policy that permits a maximum height of 4 storeys at the north east corner of Block U to permit a maximum height of 5 storeys.
- Changing the maximum building height of the buildings abutting the waterfront park from 8 to 16 storeys within Block U.



Excerpt of Port Credit Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

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

	General Intent
<p>Chapter 5 Direct Growth</p>	<p>Neighbourhoods – 5.3.5 - [Development within neighbourhoods]...This does not mean that they will remain static or that new development must imitate previous development patterns, but rather that when development does occur it should be sensitive to the Neighbourhood's existing and planned character....Some community infrastructure will be provided within Neighbourhoods, however, most services for day-to-day living will be provided in Major Nodes or Community Nodes in close proximity to Neighbourhoods.</p> <p>5.3.5.3 Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>5.3.5.4 Redevelopment of Mixed Use sites that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the existing non-residential component will be maintained after redevelopment.</p> <p>5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p> <p>5.4.5 Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> <p>5.4.8 Corridors will be subject to a minimum building height of two storeys and the 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. Except along Intensification Corridors and within Major Transit Station Areas, the minimum building height requirement will not apply to Employment Areas</p> <p>5.4.10 Local area reviews will consider the appropriateness of transit supportive uses at the intersection of two Corridors. Local area policies may permit additional heights and densities at these locations provided that the development reduces the dependency on cars and supports the policies of this Plan.</p>
<p>Chapter 7 Complete Communities</p>	<p>7.7 Distinct Identities - The character of Mississauga's communities is derived in part, from physical elements such as topographical and natural features, distinct buildings, streets and places, all of which provide a sense of individuality. The waterfront, the major valley features associated with the Credit and Etobicoke rivers and the former Lake Iroquois Shoreline, are highly visible and important physical elements that create a distinct identity for the city as a whole and the specific communities in which they are located.</p> <p>7.2.2 Lake Ontario Waterfront - The waterfront will continue to serve as a regional destination for public uses and mixed use development, without compromising ecological features and functions, access to the shoreline and water, water views, and its unique historic and natural character.</p>

	General Intent
	<p>7.6.2.6 The implementation of development proposals should enhance and promote the image and identity of Mississauga as a waterfront city with a unique waterfront advantage for development that will consider, among other uses, recreation, retail, cultural and tourism activities.</p> <p>7.7.2.4 The review of applications for development along the Lake Ontario waterfront and the mouth of the Credit River, will have regard for the following: form and scale appropriate to the waterfront location;</p>
<p>Chapter 9 Build A Desirable Urban Form</p>	<p>Redevelopment must also be sensitive to the existing urban context and minimize undue impacts on adjacent properties.</p> <p>9.1.3 Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>9.1.12 An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.</p> <p>9.1.15 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.</p> <p>9.2.2 Non-intensification Areas - Where increases in density and a variety of land uses are considered in Neighbourhoods and Employment Areas, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>9.2.2.1 Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.</p> <p>9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will: c. respect the scale and character of the surrounding area; d. minimize overshadowing and overlook on adjacent neighbours;</p> <p>9.3.3 Gateways, Routes, Landmarks and Views - Gateways, routes and landmarks are important building blocks of the city and contribute to city pattern and urban experience. Some sites within the city are uniquely located, given their topography, views or gateway condition</p> <p>9.3.3.2 Tall buildings have a greater presence on the skyline and are required to have the highest quality architecture.</p> <p>9.3.3.9 Development will preserve, promote and enhance public views to the Lake Ontario waterfront.</p> <p>9.5 Site Development and Buildings - Context addresses how developments demonstrate compatibility and integration with surrounding land uses and vegetation by ensuring that an effective transition in built form is provided between areas of different development densities and scale, and the protection of natural features.</p>

	General Intent
	<p>9.5.1.1 Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements: the size and distribution of building mass and height;</p> <p>9.5.1.5 Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p>
Chapter 16 Neighbourhoods	<p>16.1.1.1 For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <p>16.1.1.2 Proposals for heights 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.</p> <p>16.1.2.4 Proposals for additional development on lands with existing apartment buildings will recognize and provide appropriate transition to adjacent low density residential uses.</p>
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Relevant Port Credit Local Area Plan Policies

	General Intent
Chapter 3 Current Context	[preamble]... The waterfront is one of the unique elements of the community, and is integral to the character of the area. Port Credit is a mixed use community, which is both physically and visually accessible to the waterfront. The community's location on the waterfront helps support local businesses and provides employment opportunities in the area.
Chapter 5 Vision	<p>The Vision reinforces the importance of retaining and enhancing the built elements that provide residents with a sense of local community and social activity.</p> <p>The Vision is intended to manage change to ensure an appropriate balance is maintained between growth and preservation of what makes Port Credit a place where people want to live, learn, work and play.</p> <p>5.1.1 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.</p> <p>5.1.2 Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.</p> <p>5.1.5 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.</p> <p>5.2.3 Neighbourhoods Although stable, some change is anticipated. New development does not necessarily have to mirror existing development types and densities, however, it will respect the character of the area. The policies in this Area Plan and Built Form Guide provide direction for appropriate transitions in built form and scale of buildings.</p> <p>In addition, this Neighbourhood also includes a former refinery site which is now called the Port Credit West Village Precinct. This site presents a significant brownfield redevelopment opportunity for a new mixed use waterfront community as envisioned through the policies in this Area Plan.</p> <p>Huronario Street and Lakeshore Road (east and west) also have an important relationship to the waterfront. Port Credit is one of the few areas where people travelling along these roads, can at certain locations, have the opportunity to visually see the waterfront. As such, views along these corridors will be preserved.</p>
Chapter 6 Direct Growth	<p>The amount of intensification will vary in accordance with the policies of this Area Plan. The specific manner in which new development will be accommodated (e.g. height and density) is further explained in subsequent sections of this Area Plan.</p> <p>6.1 Community Node Character Area</p>

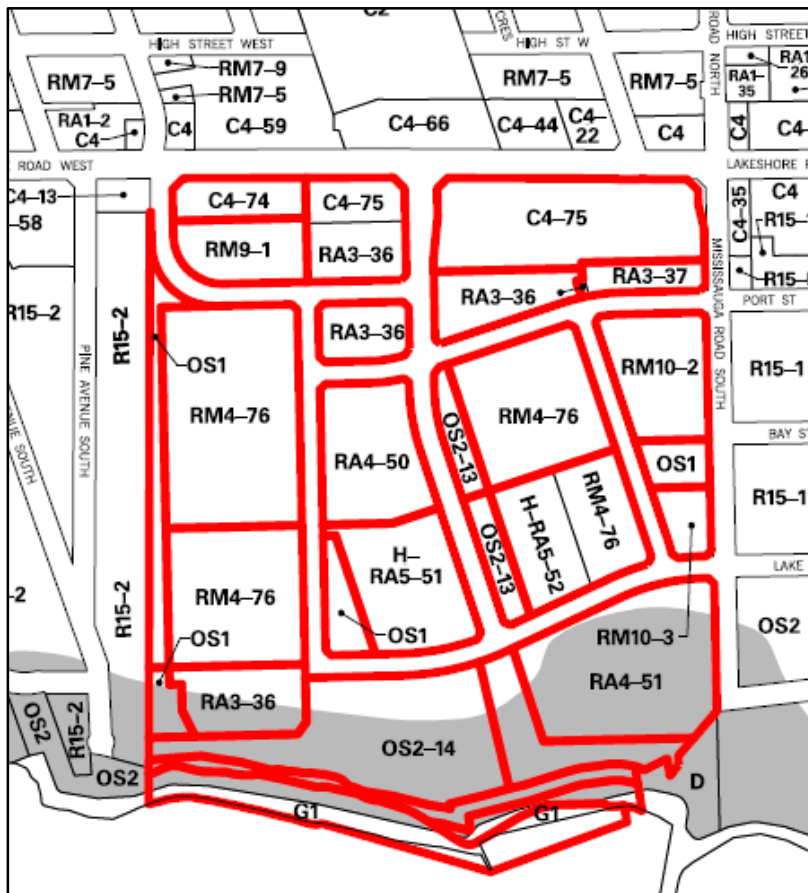
	General Intent
	<p>6.1.3 Development applications will be required to address, to the City's satisfaction, the appropriate range and amount of employment uses on the following sites:</p> <p>c. Port Credit West Village Precinct (south side of Lakeshore Road West located between Mississauga Road South and Pine Avenue South).</p> <p>6.2 Neighbourhood Character Area</p> <p>6.2.1 Intensification will occur through modest infilling or redevelopment along Lakeshore Road Corridor, commercial plazas, and the Port Credit West Village Precinct.</p> <p>6.2.2 Intensification will be sensitive to the existing character of the residential areas and the planned context of Lakeshore Road Corridor</p>
Chapter 8 Complete Communities	<p>8.5 Lake Ontario Waterfront</p> <p>Port Credit is a waterfront community with a strong identity and orientation to the Lake Ontario and Credit River. Public access to the waterfront is an important part of the Port Credit identity.</p>
Chapter 10 Build a Desirable Urban Form	<p>10.1 General Policies</p> <p>10.1.1 Development will be in accordance with the minimum and maximum height limits as shown on Schedule 2A, 2B and 2C. The appropriate height within this range will be determined by the other policies of this Area Plan.</p> <p>10.1.2 Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site specific Official Plan Amendment application, subject to demonstrating, among other matters, the following: a. The achievement of the overall intent, goals, objectives of this Plan; b. Appropriate site size and configuration; c. Appropriate built form that is compatible with the immediate context and planned character of the area; d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook; e. Particular design sensitivity in relation to adjacent heritage buildings; and f. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.</p> <p>10.3 Neighbourhood Character Area</p> <p>The Neighbourhood Character Area is not uniform and contains unique issues that are addressed through various precincts (e.g. heritage conservation district, proximity to railway and existing employment uses, redevelopment of the large brownfield site).</p> <p>Neighbourhood policies are intended to reflect a number of objectives, including among other things:</p> <ul style="list-style-type: none"> • to ensure development is sensitive to the existing low rise context and to reinforce the planned character of the area; to recognize the former refinery site as an important location along the waterfront that requires special attention; and <p>10.3.3 Port Credit West Village Precinct</p> <p>The precinct consists of a property formerly used as a refinery that is undergoing a significant revitalization through remediation and redevelopment. It will be transformed into a complete community supporting a mix of residential, commercial, institutional and open space uses. A range of housing types and building heights will be developed across the site in a way that is compatible with and enhances the character of the surrounding area.</p>

	<p>General Intent</p> <p>A new sizable Waterfront Park is among the public realm amenities that will benefit new residents as well as the larger Port Credit community. The precinct policies and Special Site policies provide additional direction regarding the future development of these lands.</p> <p>10.3.3.1 This mixed use community will consist of: a. new parks, including those that will contribute to a vibrant, animated waterfront that will be a regional destination; b. connections with existing parks and open space; c. a fine grain street network that is integrated into the broader community; d. multi-modal mobility options, including active transportation; e. a diversity of built form and housing types for all ages and incomes; f. design and architectural excellence; g. sustainable development including innovative infrastructure where feasible; h. a high quality public realm and other community gathering spaces; i. place making and cultural vibrancy; and j. a legacy for future generations</p> <p>10.3.3.2 Land uses, built form and public open spaces will provide appropriate transitions to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.</p> <p>10.3.3.3 Development will provide view corridors to Lake Ontario, where appropriate.</p> <p>10.3.3.4 Extensive remediation will be completed prior to development.</p>
<p>Chapter 13 Special Sites</p>	<p>Special Site 3</p> <p>13.1.3.2.1 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.</p> <p>13.1.3.2.2 A maximum of 2,995 residential units and a maximum gross floor space index of 1.45 will be permitted for the entire site, excluding the 0.3 ha parcel of land at the northwest quadrant of Mississauga Road South and Port Street West that will be developed for affordable housing. Roads, parks and hazard lands will be included for gross floor space index calculation purposes.</p> <p>Area B (The Promenade)</p> <p>13.1.3.2.9 The Promenade is located in the centre of the site. A linear park leading from West Village Square to the Waterfront Park and the Campus will form the central spine of this precinct and will be the dominant public realm feature. A public street will be located along the western edge of the linear park. Together, the linear park and public street will create views and connections south to Lake Ontario and the Waterfront Park.</p> <p>13.1.3.2.10 This precinct will contain a variety of housing forms and will contain the highest densities and tallest buildings on the site.</p>

Mississauga Zoning By-law

Existing Zoning

The overall site contains a mix of mainstreet commercial, townhouse, open space and high density zones that apply to each individual parcel as a result of the previous Zoning By-law Amendment approval. The below image shows the zoning categories applied to each parcel.



The lands subject to the current Official Plan Amendment are zoned as follows:

- **Block P – H-RA5-51** (Apartments with a Holding Provision) which permits apartment buildings with ground floor commercial space.
- **Block Q – H-RA5-52** (Apartments with a Holding Provision), which permits an apartment building with ground floor commercial space and **RM4-76** (Townhouses) which permits townhouses.
- **Block U – RA4-51** (Apartments) which permits apartment buildings with first and second floor commercial space.

Future Zoning By-law Amendment Application

Amendments to the above-noted exception zones will be required to realize the changes initially being sought through this Official Plan Amendment application. The applicant has not yet submitted a Zoning By-law Amendment application, preferring to receive approval of this application. A Zoning By-law Amendment will be required from the property owner and will be subject to the full planning process under the *Planning Act*, which includes public notice and consultation. The Zoning By-law Amendment application will be reviewed and evaluated with respect to conformity to applicable official plan policy in effect at the time of submission.

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>.

While the proposed Official Plan Amendment seeks to increase the total amount of units on the site overall, the proponent and staff have not held discussions with respect to an affordable housing contribution, as details pertinent to any contribution, such as unit size and type, are typically considered at Zoning By-law Amendment stage. As such, it was determined that a Housing Report can be deferred to the future Zoning By-law Amendment application and consideration for a potential affordable housing contribution will be had at that time.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation	
110 Kindergarten to Grade 8	Riverside P.S.	Port Credit S.S.
15 Grade 9 to Grade 12	Enrolment: 284 Capacity: 438 Portables: 0	Enrolment: 1300 Capacity: 1203 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
36 Kindergarten to Grade 8	St. Luke's Catholic Elementary	Iona Catholic Secondary School
18 Grade 9 to Grade 12	Enrolment: 354 Capacity: 602 Portables: 0	Enrolment: 616 Capacity: 723 Portables: 5

*yields based on additional unit request and are subject to change upon the confirmation of unit type details in future application submissions

6. Community Questions and Comments

A pre-application community meeting was held by Port Credit West Village Partners Inc. and Ward 1 Councillor, Stephen Dasko, on November 16, 2023. About 200 people attended this meeting.

The following incorporates comments heard at the community meeting indicated above, in addition to any comments that have been provided to the City in response to the circulation of the Official Plan Amendment complete application notice. These comments will be addressed as part of a future Recommendation Report from staff.

Comments from the community are summarized as follows:

- Concerns were raised with respect to the impact of the additional units on the surrounding traffic network. Particular comments arose regarding the traffic flow on Lakeshore Road West during peak hours.
- Will the proposed density be accommodated by existing servicing infrastructure? Will servicing upgrades be required?
- Comments were received regarding the traffic impacts related to the PCHCD and potential measures to mitigate infiltration into the neighbourhood outside of what was originally approved.
- Concerns were raised with respect to the requested height increase and the impacts the massing changes may have on views to Lake Ontario and access to sunlight, in addition to potential shadowing impacts.
- Will the increase in height create negative impacts on the adjacent neighbourhoods, including the Cranberry Cove and the PCHCD?
- What is the impact of the additional units on local community infrastructure such as parks, schools and other services?
- Will there be an additional affordable housing contribution?

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (May 15, 2024)	<p>Waste Collection Comments:</p> <ul style="list-style-type: none"> • Detailed waste comments have been provided to the applicant via the City's eplans commenting portal. • Private waste collection will be required for the retail and commercial areas and Region of Peel pick up will be required for residential areas. <p>Public Health Comments:</p> <ul style="list-style-type: none"> • A growing body of evidence links neighbourhood design, transportation patterns, physical activity and obesity. Characteristics of conventional suburban design and urban sprawl are collectively associated with reduced physical activity, obesity and a wide range of chronic diseases including diabetes. In an effort to create walkable and health promoting built environments, the Region implemented the Healthy Development Framework, a collection of Regional and local, context specific tools that assess the health promoting potential of development applications. The HDA incorporates evidence-based health standards to assess the interconnected Core Elements of healthy design: density, service proximity, land use mix, street connectivity, streetscape characteristics and efficient parking. • In reviewing this OPA, we have no objections to increase in density in Block U. • Some design considerations for the site plan include: <ul style="list-style-type: none"> ○ There is an association between mental health and natural environments and the exposure to natural environments can have a positive impact on the overall mental health and wellbeing of residents. <ul style="list-style-type: none"> ▪ Include visible green areas that allow for public access. ▪ Please also ensure that amenity and outdoor spaces are designed to support multi-generational use. Considerations can include design elements which support physical activity, such as an array of visual and sensory experiences and landscaping along the sidewalks and or walking paths. ▪ Have thoughtful consideration for the orientation of the buildings to ensure there is optimal sunshine for the surrounding public realm and buildings. <p>Housing Comments:</p> <ul style="list-style-type: none"> • It is appreciated that the applicant is contributing to the Peel-wide affordable housing target and responding to Mississauga Official Plan policies 7.1.6 and 7.2.2, as well as Port Credit Local Area Plan policies 8.1.1, 8.1.2, 8.1.3, and 8.1.4 through a land contribution to the Region of Peel for the provision of affordable housing, already secured through the previous approvals. The applicant is encouraged to provide units at prices that are affordable to low- or moderate-income households. The definition of affordable housing can be found in the Glossary section

Agency / Comment Date	Comments
	<p>of the Peel Region Official Plan. Information on pricing (sale price, average rent) and affordability period (i.e., 25 years or more) of units can be provided.</p> <ul style="list-style-type: none"> • Density: It is appreciated that the applicant has demonstrated a strong contribution towards the density target by proposing high density residential apartment buildings and townhouses in a mixed-use area. In a future submission, the applicant is requested to provide a summary of units by bedroom size and unit size (square footage). While it is appreciated that the anticipated unit mix includes one bedroom, two bedroom, and three bedroom units, the applicant is encouraged to provide an appropriate number and proportion of family-sized units (two bedroom, and three-bedroom units) that responds to community need. The applicant is encouraged to include units of all sizes that are affordable to moderate-income households. • Rental: It is greatly appreciated that the proposed development is demonstrating a strong contribution towards the rental housing target through the provision of much needed purpose-built rental units. The applicant should explore all available funding sources to support affordable rental housing, such as the Canadian Mortgage and Housing Corporation Rental Construction Financing Initiative and Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund and a future round of the Peel Affordable Rental Incentives Program. <p>Water and Waste Water Servicing Comments:</p> <ul style="list-style-type: none"> • There's an existing 300 mm diameter water main, located on Coveside, Shoreside Drive, Brightwater Blvd and Pierview Way. • There's an existing 250 mm diameter sanitary sewer located on Pierview Way and Shoreside Dr. • This proposal requires connection to a minimum municipal watermain size of 300 mm. (Watermain Design Criteria 2.1). • Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal All works associated with the servicing of this site will be at the applicant's expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site. • This proposal will require a secondary fire line in compliance with the Ontario Building Code, which is administered by the Local We require confirmation that this has been addressed with the Local Municipality. We recommend a system looped to municipal water including a secondary domestic water supply, where possible.
City Community Services Department – Park Planning Section (May 29, 2024)	Through future rezoning and site plan applications, appropriate setbacks to the park blocks and interface of the development blocks (Blocks Q and P) to the park blocks as previously agreed through the subdivision process will need to be maintained. All private walkways, access to the buildings should be accommodated within the development block. Furthermore, all additional densities will be subject to cash-in-lieu of parkland dedication in keeping with the Planning Act.
City Community Services Department – Heritage Planning (May 10, 2024)	The property is listed on the City's Heritage Register and adjacent to the Old Port Credit Village Heritage Conservation District. A Heritage Impact Assessment addendum has been submitted. A further one, addressing the detailed elevations, will be required at the site plan stage.
Credit Valley Conservation (May 15, 2024)	The proposed OPA/ZBA has no impact on the storm drainage and stormwater management requirements. CVC staff previously issued a permit for the construction of the east and west storm outfalls to Lake Ontario, and it is our

Agency / Comment Date	Comments
	<p>understanding that the works have been undertaken in accordance with the approved plans. Further, no plans are provided showing further development proposed within the CVC Regulated Area at this time. As such, we have no review requirements and no comments on this application. Should future development be proposed in the CVC Regulated Area, the owner should contact CVC to confirm any requirements.</p>
<p>Transportation and Works Department (June 26, 2024)</p>	<p>Technical documents and drawings have been submitted and are under review to ensure that engineering matters associated with any proposed amendment to the Official Plan are feasible and supportable.</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> A Functional Servicing Report Addendum prepared by Urbantech Consulting Inc., dated March 18th, 2024, was submitted in support of the proposed Official Plan Amendment.</p> <p>The previously approved works for this development included the construction a private storm sewer to service the development lands, with a connection to the City of Mississauga's stormwater infrastructure, as well as on-site stormwater management controls for the post-development discharge and water quality treatment.</p> <p>The applicant has demonstrated through the report addendum that the proposed changes only affect sanitary and water services, and that there will be no impact to the previously approved stormwater servicing concept. No further information is required, and there are no further comments or concerns with regards to stormwater.</p> <p><u>Traffic</u> An Urban Transportation Considerations Report, prepared by BA Consulting Group Ltd. and dated March 2024, was reviewed and audited by 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 an updated Transportation Impact Study as part of subsequent submissions, including addressing any traffic-related concerns from the Community.</p> <p><u>Environmental Compliance</u> A Preliminary Review of the Air Quality, Odour, Dust, Noise & Vibration report, dated September 27, 2023 and prepared by SLR Consulting (Canada) Inc., has been submitted in support of the proposed development. While it is not required at the OPA stage, the detailed air quality and odour studies will be required once individual properties/blocks move forward through the development process. At this time, there is no further investigation required.</p> <p><u>Engineering Plans/Drawings</u> The applicant has submitted several technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards.</p>

Agency / Comment Date	Comments
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> • Transit Infrastructure • Economic Development
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> • CS Viamonde

Development Requirements

There are engineering matters including: grading, environmental, servicing and stormwater management that will require the applicant to enter into agreements with the City and will form part of a future Zoning By-law Amendment application. In addition, prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval on the blocks subject to this Official Plan Amendment application.

8. Community Benefits Charge

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

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

Notwithstanding the above, in accordance with section 37.1 of the *Planning Act*, an area or site specific Zoning By-law amendment previously enacted by Council that describes required Section 37 contributions under the previous height/density bonus provisions in effect before the Bill 197 amendments, is to remain applicable to sites.

For this particular site, the OLT approved settlement contains negotiated provisions for a Section 37 contribution, which is

highlighted in Section 3 of this Appendix and is included as part of the applicable site specific Zoning By-law Amendment. The exercise of revisiting the Section 37 contribution to reflect the additional density will occur once a future Zoning By-law Amendment application is submitted by the property owner.

9. Next Steps

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

- Is the proposed density appropriate from a traffic and servicing perspective?
- Does the increase in overall building height for the already approved apartment buildings appropriate for the subject site?
- Do the overall massing changes impact the adjacent neighbourhoods?
- Is the original function and vision of Block U maintained with the addition of residential uses on the second floor?

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 later meeting that the members of the Committee will make a decision on this application.