

OPA 24-4 W1 70 Mississauga Rd S & 181 Lakeshore Road West Port Credit West Village Partners Inc

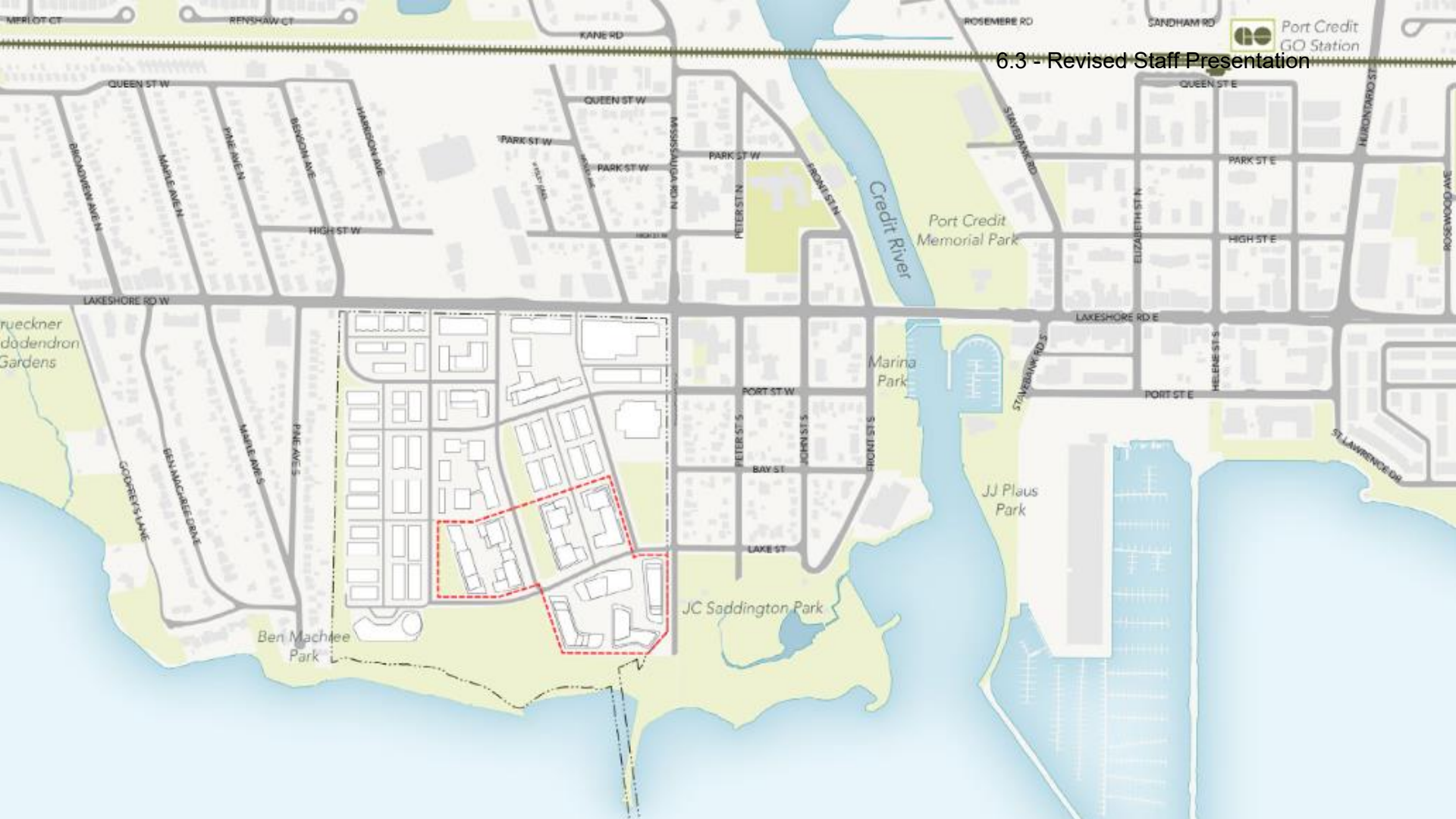
Recommendation Report
October 7, 2024

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Planning and Building



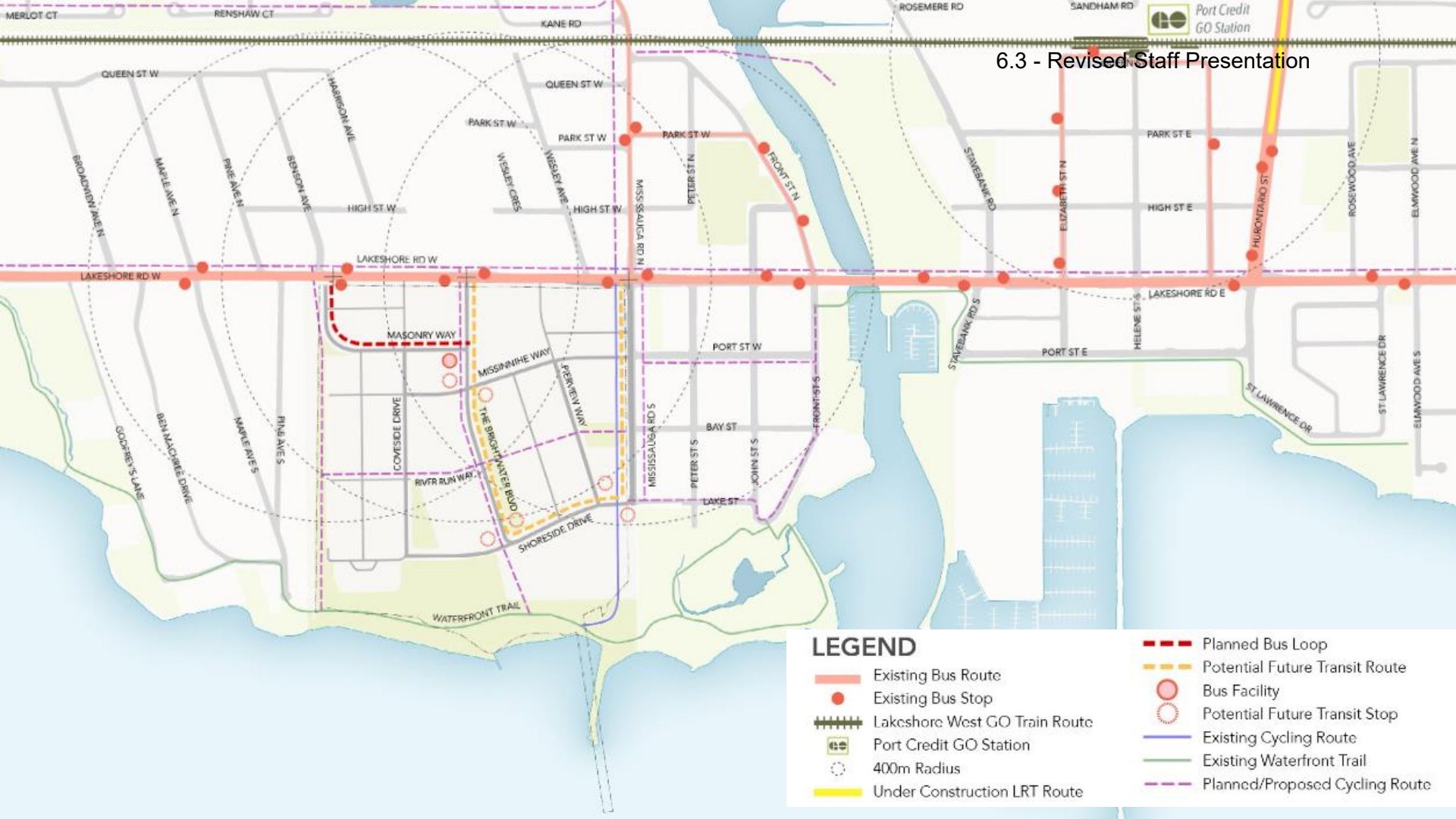


- located within the Port Credit Neighbourhood Character Area and on the Lake Ontario waterfront
- Hurontario Street is an Intensification Corridor
- Lakeshore Road is a Corridor
- approximately 900 m from GO Station






6.3 - Revised Staff Presentation

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LEGEND

-  Existing Bus Route
-  Existing Bus Stop
-  Lakeshore West GO Train Route
-  Port Credit GO Station
-  400m Radius
-  Under Construction LRT Route
-  Planned Bus Loop
-  Potential Future Transit Route
-  Bus Facility
-  Potential Future Transit Stop
-  Existing Cycling Route
-  Existing Waterfront Trail
-  Planned/Proposed Cycling Route

Site History

- **December 20, 2016** – PCWVP takes ownership of the larger 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 PCWVP deemed complete under file OZ 17/012 W1 and T-M 17/002 W1.
- **November 15, 2019** – The OLT approves a settlement agreement to implement the Official Plan Amendment, Zoning By-law Amendment, Draft Plan of Subdivision 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.
- **November 16, 2023** – Community Meeting held by Cllr Dasko and Brightwater to present the subject requests prior to application submission
- **April 15, 2024** – Official Plan Amendment application submitted by Port Credit West Village Partners Inc. deemed complete and circulated.
- **July 29, 2024** – statutory Public Meeting held a Planning and Development Committee

Previous Approvals

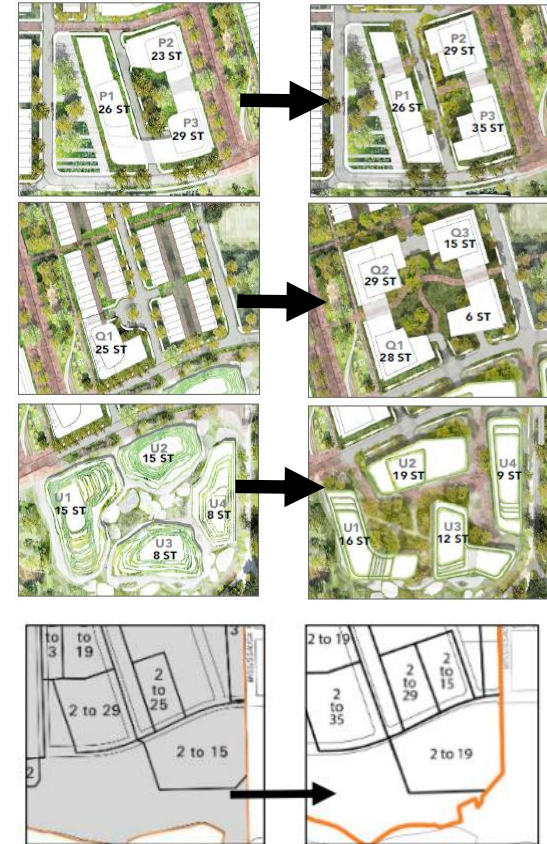
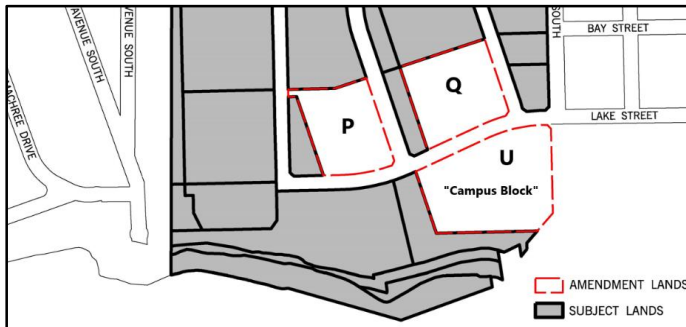
Key features of the previous approvals are still in place today:

- 18 acres of public park space and mews space
- Option to construct a school on the east side of the site for the Peel District School Board.
- 36, 937 m2 of commercial space over the entire site
- Future Miway bus loop into the site
- The Campus Block.
- Section 37 contribution:
 - 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.



Requested Official Plan Amendment

- **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.



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

6.3 - Revised Staff Presentation



Application Evaluation

The subject property remains an appropriate site for growth

- *Provincial Policy Statement* requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate, efficiently use infrastructure and public service facilities and are transit supportive.
- *Ontario Growth Plan* the principle of prioritizing intensification and higher densities in Strategic Growth Areas to make efficient use of land and infrastructure and support transit viability. Brownfields are considered Strategic Growth Areas
- *Mississauga Official Plan* and the *Port Credit Local Area Plan* focuses redevelopment along corridors and in close proximity to transit, while highlighting the waterfront as a unique area to receive appropriate growth.

Application Evaluation

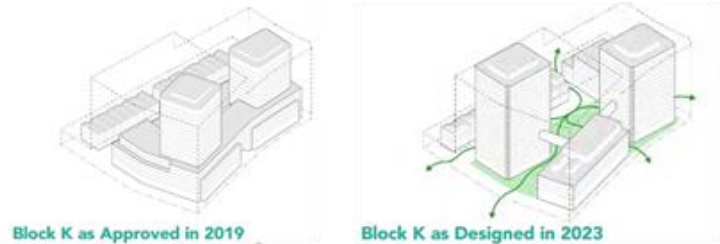
The applicant has demonstrated that there is sufficient infrastructure capacity to accommodate additional units

- Provincial planning documents (PPS and Growth Plan) direct municipalities to further intensify where there is existing capacity in order to maximize infrastructure.
- Chapter 19 of Mississauga Official Plan requires that development applications demonstrate the adequacy of engineering, community and multi-modal infrastructure to support the development
- Updated Traffic Impact Study and Functional Servicing Report submitted to the City for review and has received general acceptance.
- Further development applications will confirm required arrangements and details.

Application Evaluation

The overall floor space maximum is maintained

- FSI of 2.45 is unchanged with the increase in dwelling units
- Detailed design on blocks that have received SPA have not utilized all available gross floor space



Graphic showing the massing and built form pre and post detailed design

Application Evaluation

Additional units contribute to addressing housing supply challenges

Special Site 3 set of policies:

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.

- Housing is a Provincial Interest under Section 2 of the Planning Act
- Recent Provincial legislation
 - Bill 23 – More Homes Built Faster Act, 2022
 - Bill 109 – More Homes for Everyone Act, 2022
 - Bill 185 – Cutting Red Tape to Build More Homes Act, 2024

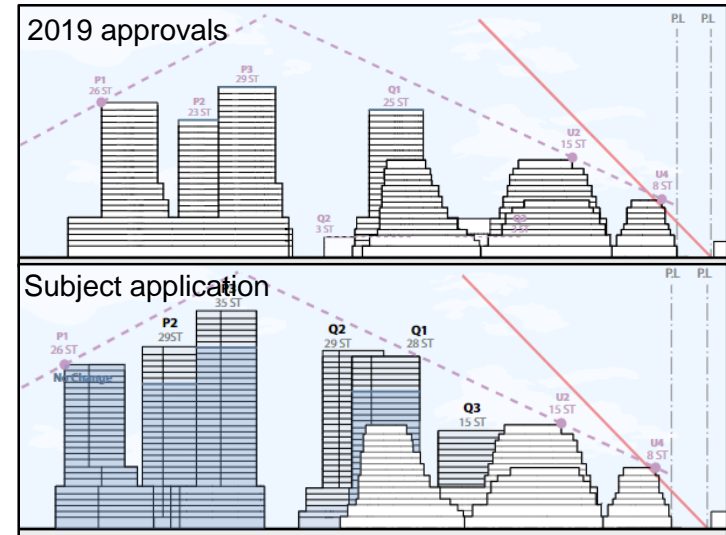
Application Evaluation

The transition interface between this development and the adjacent low rise neighbourhoods is maintained

- Maintains the already established building height envelope from previous approvals

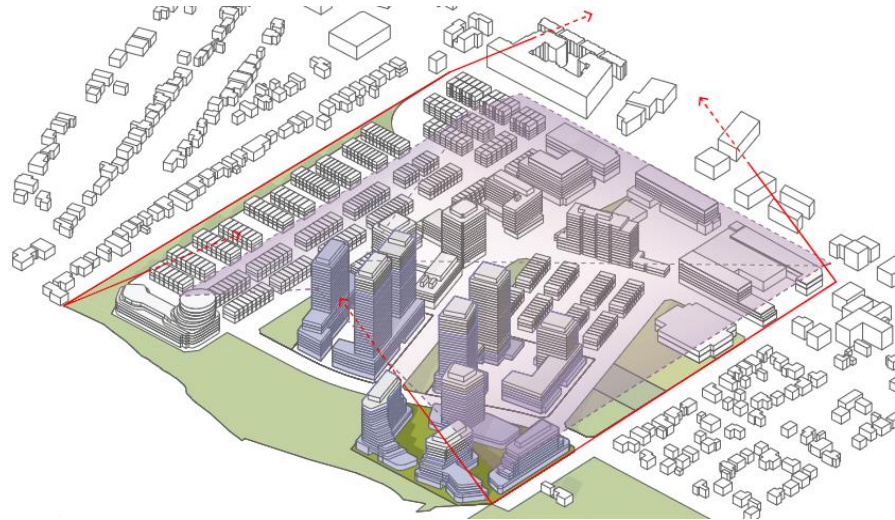


29 and 15 storey apartment buildings are proposed in place of the previously approved townhouse block. The proposed park along the eastern edge is to remain, sufficiently buffering the new apartments from the Port Credit Village Heritage Conservation District.



Application Evaluation

The proposed development maintains the originally approved design intent with respect to the location of anticipated building heights



Rendering showing the transition planes and the central location of tall buildings within the site.

Application Evaluation

The ability for the overall development to deliver an appropriate amount of commercial space is maintained

- Second floor commercial space subject to additional residential permission is a small percentage of commercial space for the entire site
- The strategy to deliver non-residential space on the site is as follows and is not impacted with the request:
 - The requirement of delivering mainstreet commercial and built form along the southern edge of Lakeshore Road East
 - The inclusion of a mixed use block that incorporates a grocery store, restaurants and retail at grade has been completed
 - Incorporating ground floor commercial space within the bottom of apartment buildings throughout the site

The original function of Block U to the overall development will continue

- Requirement for community use is unchanged and still a component of the block
- Permitting second floor residential will enable flexibility in ever changing non-residential space landscape

Conclusion

The proposed official plan amendment is consistent with Provincial legislation and conforms to Mississauga Official Plan and the Port Credit Local Area Plan for the following reasons:

- The site continues to be an appropriate site for intensification and represents a further optimization of a brownfield site.
- There is infrastructure and servicing capacity available to accommodate the additional dwelling units.
- The additional dwelling units will contribute to housing choice in the Port Credit area.
- The built form changes maintain the original design intent of the previous approvals and maintain appropriate transition to the adjacent neighbourhoods.

Staff recommend that the proposed MOPA should be approved.

Next Steps

- Zoning By-law Amendment and Site Plan Applications required to be submitted. Additional Section 37 Contribution exercise to be completed as part of processing forthcoming Zoning By-law application.
- If approved, subject Official Plan Amendment will be brought forward at a later date for Council approval and will be worked into the new Official Plan.

Thank You

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