

Recommendation Report Detailed Planning Analysis

Owner: Port Credit West Village Partners Inc.

70 Mississauga Road South and 181 Lakeshore Road West

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1. Community Comments

Comments from the public were generally directed towards traffic, built form, servicing and community benefits. Below is a summary and response to the specific comments heard.

Comment

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.

Response

A Transportation Impact Study (TIS) was submitted as part of the official plan amendment application and provided an update to the originally approved TIS. Updated traffic analyses were undertaken to determine the impact of changes to the area context since 2019. The study applied the following updates to the analyses of the traffic demands from the site:

- Updated existing traffic volume counts undertaken in 2022 and 2023 post-COVID restrictions.
- Vehicle trip generation rates include new proxy data collected and the latest edition of the Institute of Transportation Engineers Trip Generation Manual (11th Edition).

The updated study indicates that the number of new trips is forecast to be similar or lower than the trips previously

estimated and the transportation impacts of the changes in land use are expected to be nominal. Some traffic capacity constraints along the Lakeshore Road corridor were identified within the TIS, particularly at the intersection of Lakeshore Road and Mississauga Road. However, these conditions are considered within acceptable limits for a dense urban context.

In addition, the following transportation demand management measures were put in place and remain unchanged as apart of the application:

- Unbundling of parking spaces
- Port Credit GO Station shuttle service
- Future Miway integration on site
- Car and bike share services
- Bike infrastructure

Based on the above and upon review, staff are satisfied with the updated TIS as it meets the City's Terms of Reference and TIS Guidelines.

Comment

Will the proposed density be accommodated by existing servicing infrastructure? Will servicing upgrades be required?

Response

A Functional Servicing Report (FSR) was submitted as part of the complete application requirements to accompany the proposed official plan amendment. The purpose of the submitted FSR was to determine if the increase in dwelling units can be accommodated by the existing infrastructure and

provides updates to the previously approved FSR that was reviewed, updated and accepted through the prior approvals process.

The overall site has existing sanitary sewers within the public rights-of-way that were reviewed and approved upon the registration of previous subdivision process. The individual development blocks will connect to the existing infrastructure that ultimately drains to the existing Front Street Sewage Pumping Station.

It has been determined that there is sufficient capacity to service the subject lands. The additional units, in conjunction with the previously approved units, generates approximately 130.8 L/s of peak flow. This is an increase of 22.5 L/s from the previously approved Functional Servicing Report (108.3 L/s). The maximum percentage flow of existing infrastructure is 77%. There remains additional capacity in the system even after the additional units are factored in.

The additional units do not require any changes or improvements to the constructed infrastructure as capacity exists within the sanitary and water systems.

Comment

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.

Response

The previous approvals for the subject site included a neighbourhood engagement process which fostered the creation of the "Neighbourhood Transportation Working Group". Based on work with that group, the following conditions were approved:

- The continued monitoring of traffic infiltration into the PCHCD.
- The opening of Shoreside Drive pending a future traffic study at time of Phase 2 construction.
- The Section 37 contribution of \$50,000 to be used toward traffic calming in the PCHCD.

These conditions as stipulated in the previous approvals remain unchanged and are still in effect as a result of the subject official plan amendment.

With respect to the TIS, the updated analysis was done on the conservative assumption of no traffic volumes infiltrating into the PCHCD. Even with this assumption, the study indicates generally acceptable levels of service of the study area intersections for an urban context. As such, staff agree with the findings that the conditions previously approved and still in effect will sufficiently address the potential issue of traffic infiltration, should it arise.

Comment

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 and wind impacts.

Response

The applicant has submitted an Urban Design Brief, a Shadow Study and a Wind Study to support the requested increase in building heights and built form changes.

The Special Site 3 policies applicable to the site require view corridors to Lake Ontario. This official plan amendment does not seek to change this requirement, nor does it impact the overall deployment of the development's ability to achieve the original intent with respect to views.

The previous approvals established a street and block system that created open views of Lake Ontario. Specifically, three direct views from Lakeshore Road will be opened. Park E and Coveside Drive form direct vertical connections to the Lake. Additionally, the wide right-of-way combined with building setbacks maintain an open view corridor of the lake for pedestrians standing on the west side of the intersection of Lakeshore Road and The Brightwater Boulevard.

The increased heights on the already established tall buildings will not impede the established vistas. In addition, the two new

apartment buildings are located in a staggered manner as to not impede on the existing established views.

Upon review of the shadow and wind study, staff can advise that the changes in built form results in updated studies that meet the City's terms of reference for both sun access, shadowing and wind and are acceptable.

Comment

Will the increase in height create negative impacts on the adjacent neighbourhoods, including the Cranberry Cove and the PCHCD?

Response

The increase in height has been centralized and still allows for a transition in scale to the edges of the site. Section 7 of this appendix contains more information in this regard.

Comment

What is the impact of the additional units on local community infrastructure such as parks, schools and other services?

Response

The Port Credit area is already well served by schools, parks, community infrastructure and services, which are described in Appendix 1 of this report.

This development will be providing a significant contribution to the existing collection of parks, community infrastructure and services within the larger context to accommodate existing and new residents of the area. In addition, there are arrangements for the construction of a primary school on site were secured through the previous approvals and remain unchanged as part of this application.

While the full build out of the site will result in approximately 8,526 additional residents to the area, the amenities and services delivered on the site are suitable to accommodate the incoming residents and therefore, will negate any perceived strain on existing community infrastructure and services. Furthermore, these components are not exclusive to the new residents and will be available to the wider Port Credit area.

As such, staff are of the opinion that the requested increases will optimize existing and forthcoming infrastructure and services.

Comment

Will there be an additional affordable housing contribution?

Response

The previous approvals required a land contribution for the Region of Peel (Peel Living) to develop a 150 unit purpose built rental building. These units are almost completed and being occupied at the time of writing this report.

As part of the required future Zoning By-law amendment application, the applicant will be required to provide a housing report to articulate the provision of addressing the City's housing strategy. At that time, staff will evaluate the housing component of the additional units and make appropriate recommendations upon receiving and reviewing the application materials.

In addition, the additional dwelling units as part of the current application, should they be approved, will be subject to an additional Section 37 review and appraisal for potential contributions over and above what has already been approved. Staff note that the subject site is not subject to Inclusionary Zoning.

2. Updated Agency and City Department Comments

The application was circulated to all City departments and commenting agencies on April 15, 2024. A summary of the comments are contained in the Information Report attached as Appendix 1. Since the previous Information Report meeting, revised material including an updated Functional Servicing Report and Traffic Impact Study was resubmitted and circulated on August 15, 2024. The following are revised comments:

The Region of Peel

In comments dated September 6, 2024, the Region has reviewed an updated Functional Servicing Report. Based on

a review of this information, staff confirm the adequate provision of water and waste water servicing for the requested additional units. Technical details will be addressed in forthcoming applications.

Transportation and Works Department

In comments dated September 4, 2024 and in addition to comments provided to the application on June 26, 2024 and contained within Appendix 1, staff can confirm receipt of the updated Traffic Impact Study information and upon review are accepting of the information as it relates to the City's Guidelines and Terms of Reference for traffic studies.

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

Provincial Policy Statement, 2020

The Public Meeting Report dated July 10, 2024 (Appendix 1) provides an overview of relevant policies found in the PPS applicable upon the date of application submission. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

- Section 1.1.1 of the PPS contains policies to ensure healthy, liveable and safe communities by requiring redevelopment to maintain a set of principles focused on a mix of unit types and land uses, amongst other growth management principles.
- 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 in a manner that can take advantage of existing servicing infrastructure. The

policy also identifies brownfield sites as opportunity sites for redevelopment and intensification. The subject property is a brownfield site under the definition included within the PPS.

- 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 1.7 of the PPS contains various policies aimed at sustaining long term economic growth of the Province. Within this set of policies, the redevelopment of brownfield sites are identified as a key contributor to economic viability, especially in instances where they are in key locations.

With respect to the PPS policies on development within settlement areas, the subject property continues to be a site that is appropriate for intensification, as established through previous approvals. The additional dwelling units and associated built form changes represent a further optimization of a brownfield site along the City's waterfront, as it takes advantage of infrastructure capacity available to the site and exiting and forthcoming transit options within the larger Port Credit area. While the proposal seeks to reduce potential for commercial space within Block U, the larger overall development will continue to supply sufficient commercial space to meet the needs of existing and future residents. The continued viability of the subject site is especially important as the PPS has identified brownfield sites key in achieving sustained economic prosperity and the amendments sought

will contribute towards the overall success of this development. As such, staff are of the opinion that the requested official plan amendment is consistent with the PPS.

Provincial Planning Statement, 2024

On April 6, 2023 the Ministry of Municipal Affairs and Housing released the new Provincial Planning Statement (new PPS) for comment. The Provincial Planning Statement will replace both the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. On August 20, 2024, the Ministry released the new Provincial Planning Statement, 2024, which will come into effect on October 20, 2024.

While the new PPS was not in effect at the time of writing this report, the below offers an analysis of the new PPS as it relates to the subject application.

The new PPS, 2024 combines policies from the PPS, 2020 and the Growth Plan to support the achievement of housing objectives, while balancing the need to protect the environment and agricultural lands.

Within the definitions section of the new PPS, Strategic Growth Areas are to be the focus for intensification and includes lands within MTSAs, corridors and brownfield sites, among other categories.

- Section 2.2 of the new PPS includes policies that promote densities that efficiently use infrastructure, public service facilities and support active transportation.

- Section 2.4 of the new PPS requires municipalities to focus growth within Strategic Growth Areas in a manner that accommodates “significant population” growth, permit development and intensification that supports complete communities, while deploying a built form that is appropriate in scale and executes appropriate development standards. The same policies also highlight the importance of commercial space towards the principle of complete communities.

This official plan amendment proposes to add additional dwelling units within a Strategic Growth Area and the requested changes in built form to accommodate the units reflect appropriate development standards and provides compatible scale to the adjacent low density neighbourhoods. In addition, the flexible commercial and residential space within Block U will not detract from the site’s ability to achieve the principles of a complete community. As such, although it is currently not in effect for consideration of the subject application, staff are of the opinion that the proposed amendments are consistent with the new PPS, 2024.

5. Conformity with Growth Plan

The Growth Plan was updated August 28, 2020, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region’s growing population. With the Province implementing the new PPS on October 20, 2024, the in effect Growth Plan will be repealed and select policies incorporated into the new PPS. At the time of writing this report, the Growth Plan is in effect and

applicable. As such, the below offers an analysis in relation to the subject application.

- The Growth Plan includes a definition for Strategic Growth Areas including brownfields amongst other areas such as MTSA’s and corridors. In addition, the Growth Plan identifies the specific redevelopment of brownfield sites within the definition of intensification.
- Section 1.2.1 provides the principle of prioritizing intensification and higher densities in Strategic Growth Areas to make efficient use of land and infrastructure and support transit viability.
- Section 2.2.1.2 indicates that growth within settlement areas are to be directed to strategic growth areas.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area and directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

The applicable policies identify the priority to intensify in Strategic Growth Areas, in a manner that takes advantage of existing amenities, servicing and transit. The continued intensification of the subject site is supported due to the site being a brownfield, its location in close proximity to a corridor and an MTSA and the existing infrastructure available to support the additional density.

The proposed official plan amendment seeks to permit additional dwelling units in an efficient and compact form, while maintaining the anticipated scale of built form on the site as

previously approved. Submitted technical reports identify the capacity available to accommodate the additional units. As such, the proposal conforms to the Growth Plan.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

6. Region of Peel Official Plan

As summarized in the public meeting report dated July 10, 2024 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan (ROP). The subject property is located within the Urban System of the Region of Peel.

The definition of Strategic Growth Areas is similar to the PPS and Growth Plan, in that it includes brownfield sites as areas to receive growth, in addition to corridors and major transit station areas amongst other categories. Policies in the ROP encourage and facilitate intensification within Strategic Growth Areas that is transit supportive and compact in design. The following policies are applicable:

5.3.1 Direct the vast majority of new population and employment growth to the Urban System, being lands within the Delineated Built-up Area with a focus on Strategic Growth Areas and other areas that leverage existing and planned infrastructure investments.

5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.

5.4.18.17 Direct the local municipalities to identify in their official plans the appropriate type and scale of development in Strategic Growth Areas.

5.10.13 Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities, and complete streets

The previous approvals have already deemed the site appropriate to receive residential growth. The additional dwelling unit request, built form changes and Block U commercial space flexibility facilitate an optimization of land and available capacity in an area of the City that is intended, through the above ROP policies, to perform in this manner. The requested changes represent a built form that is within the anticipated and established scale for this particular Strategic Growth Area. The subject official plan amendment conforms to the ROP as it represents proper intensification that will further add housing to the Port Credit area.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Port Credit Neighbourhood Character Area. 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. Staff are of the opinion that the proposed official plan amendment conforms to MOP and the Port Credit Local Area Plan.

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

Are the requested additional dwelling units appropriate for the subject site?

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

Within Chapter 4: Direct Growth of MOP, intensification is encouraged “in areas with existing and proposed servicing capacity” and supplements this direction with the following policies that ensures that intensification is appropriated through available infrastructure:

5.1.9 New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure...

5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.

Chapter 19: Criteria for Site Specific Official Plan Amendments requires that any application for additional density should address the below policy:

e. the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.

The previous approvals included the design and implementation of servicing and roads for the overall development that was secured through the previous subdivision registration process.

As part of the complete application requirements for the subject official plan amendment, the applicant has submitted various updated technical studies including addendums to the already approved Functional Servicing Report (FSR) and Traffic Impact Study (TIS) to justify the increase in overall unit count.

The FSR determines the impact of a land development proposal on the existing water and wastewater servicing capacities, in addition to storm water management. It also determines the required improvements to the municipal servicing infrastructure, and any mitigation measures to minimize negative impacts. Based on a review of the updated study, staff advise that the increased unit count can be accommodated with the existing infrastructure both outside and within the overall development site. It also confirmed that no change to the site's already approved stormwater management is required. These comments are further detailed in section 2 of this Appendix.

The Traffic Impact Study contains a review and assessment of the existing road network, anticipated traffic growth and planned transportation improvements in relation to the future traffic generated from the subject site. Based on a review of the updated study, staff can confirm that the existing traffic network can accommodate the additional dwelling units. The study highlights the change in traffic patterns post 2019 approval, the updated proxy site data, the proposed commercial space flexibility and the proximity of transit options as main rationale for the result in a net decrease in trip generation. The public transit options are detailed in Appendix 1.

With respect to community infrastructure, the Port Credit Neighbourhood and Community Node area already contains a number of public parks and amenities to service the existing community, which are detailed in Appendix 1. The previous approval for the subject site will add considerable community infrastructure in the form of public parks, waterfront access, pedestrian mews, a school and neighbourhood commercial space. The City's Community Services Department has reviewed the application and has not identified a concern with respect to the additional density on existing and future public park capacity. Staff do note that additional dwelling units will be subject to the City's Cash-in-lieu of Parkland Fees and Charges By-law.

Based on the required technical studies and given the level of existing and forthcoming community infrastructure servicing the site, it is staff's opinion that there is sufficient servicing and infrastructure capacity to accommodate the proposed additional dwelling units. This development will be adding to the amenities and infrastructure both in the immediate vicinity and to the larger Port Credit area.

The subject property remains an appropriate site for growth

Section 3-6 of this Appendix demonstrates that the subject property, from a Provincial and Regional policy perspective, remains a target to accommodate growth. This direction is filtered through MOP and the PCLAP through the combination of policy considered at time of the original approval and with the addition of resultant policy that acknowledges the site's

uniqueness and importance to growth within the Port Credit area.

The site already has a permitted density at or above the range intended for Community Nodes. The original approval considered intensification on the site to conform to applicable Provincial, MOP and PCLAP policies. Approval was recommended by staff based on the below principles, among others:

- The site is a large and unique waterfront parcel that will be a destination for residents and contribute significantly to the overall Port Credit area
- The rehabilitation of a brownfield site
- The large nature of the site allows the ability to provide overall built form that is sensitive to the low density context surrounding the site
- The site is immediately adjacent to the Port Credit Community Node, which will contribute to the vibrant and walkable street life that currently exists

Currently, the Port Credit Local Area Plan includes general policies that facilitate intensification at the subject property and acknowledge the sites unique locational attributes. The following are applicable policies:

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.

6.2.1 Intensification (in Neighbourhoods) will occur through modest infilling or redevelopment along Lakeshore Road Corridor, commercial plazas, and the Port Credit West Village Precinct.

6.2.2 Intensification will be sensitive to the existing character of the residential areas and the planned context of Lakeshore Road Corridor.

Based on the principles identified above, the original approvals incorporated an amendment to the PCLAP that introduced the following general policy:

10.3.3 Port Credit West Village Precinct - 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.

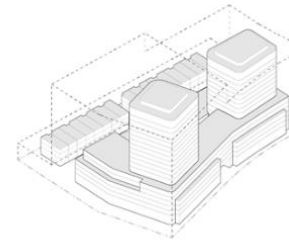
Furthermore, the original amendment to PCLAP also included the Special Site 3 policies which set out the above vision in a more detailed manner.

The previous approvals for the site have already demonstrated that the subject property is suitable for residential intensification and the resultant PCLAP policies identify and set the parameters for the ability to receive further growth. Since the adoption of these policies, the site has been reconsidered given the available capacity and the ability to add additional units in a manner that maintains the intent of the original approval, while demonstrating compatibility with the surrounding context, which is examined further on in this section of Appendix 2. As such, the site continues to be a site appropriate for residential growth.

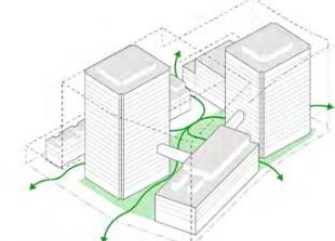
The overall floor space maximum is maintained with the additional units

The additional dwelling units require an amendment to policy 13.1.3.2.2 of Special Site 3 to recognize the increase in overall dwelling units from 2,995 units to 3,893 units. However, the required FSI of 1.45 will remain unchanged even with the unit increase. This is due to the reallocation of unutilized gross floor area through detailed design that has progressed within the blocks that have already received Site Plan Approval.

The below demonstrates the unrealized gross floor area in showing the difference between built form contemplated at the time of the original approvals and the approved Site Plan for the same block, Block K:



Block K as Approved in 2019



Block K as Designed in 2023



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

The additional units do not require any increases to the permitted gross floor area and because of this, it has been demonstrated that the increase in dwelling units will not significantly change the character of the overall development. The additional units represent a reallocation of already approved floor area, in a manner that is more efficient and compact, while also taking advantage of available infrastructure capacity.

Furthermore, as detailed later in this section of Appendix 2, the dwelling units and required built form changes maintain the general intent of Special Site 3 policies.

Additional units contribute to addressing housing supply challenges

As part of the previous approvals, the PCLAP was amended to include the following policy within the 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.

This policy correlates to the general policies found in the PCLAP Complete Communities section that highlights housing as an important objective within the overall Port Credit area.

Since the original OLT approvals that implemented the current dwelling unit count within the special site policies in 2019, there have been multiple planning framework changes from the Province. Many of these changes were designed to increase the supply of housing units within the Greater Toronto Area including the City of Mississauga. This has resulted in the following Bills being passed by 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*

While the above legislation does not take away the test of good planning with respect to City staff assessing the merits of a development application, it is important to understand key

Provincial and public interest objectives when processing a development application for residential intensification.

Staff are of the opinion that the additional dwelling units are appropriate, as the request provides more housing choice and options to the existing community in a manner that maintains the original intent of the approved development plan while also optimizing available infrastructure capacity on a site that is a target for growth.

Is the increase in overall height and changes to the approved built form appropriate?

The proposed increase in heights and the Block Q change from townhouses to two apartment buildings require an amendment to the Port Credit Local Area Plan Height Schedule, which prescribes heights within the specific areas of the Port Credit West Village Precinct.

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

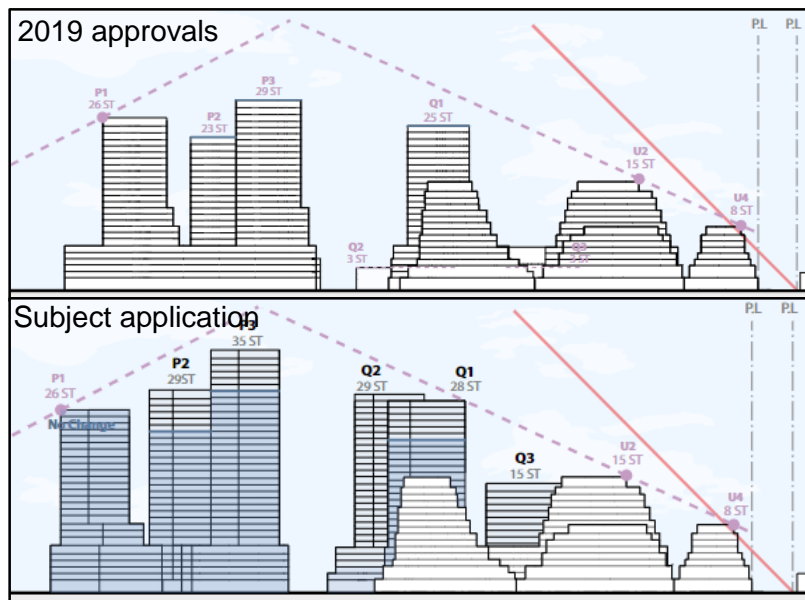
MOP recognizes that residential intensification is to appropriately respond to the surrounding context by respecting and relating to existing development and deploying proper transition measures. The following general MOP policies are applicable:

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.

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

The previous approval reflected a plan that had been carefully established to maintain a compatible relationship with the adjacent neighbourhood. To address the above requirements, the following image illustrates the angular plane as it relates to the established 2019 plan and the subject application:



While the application does seek additional height from previous approvals, the overall development still maintains an appropriate transition and interface along the edges of the site by preserving the lower built form intention on the periphery and by keeping within the established building envelope. This will ensure that the development maintains a similar gradation of height to the edges.

The applicant has situated the two new apartment buildings of Block Q in precinct Area B in a location within and proximate to where tall buildings are anticipated for the site, as established by the previous approvals. Notwithstanding this attribute, the Port Credit Village Heritage Conservation District benefits from the maintenance of the 45 degree angular plane and the fact that the previously approved public park will remain in the same location and will continue to buffer the apartment buildings from the village.



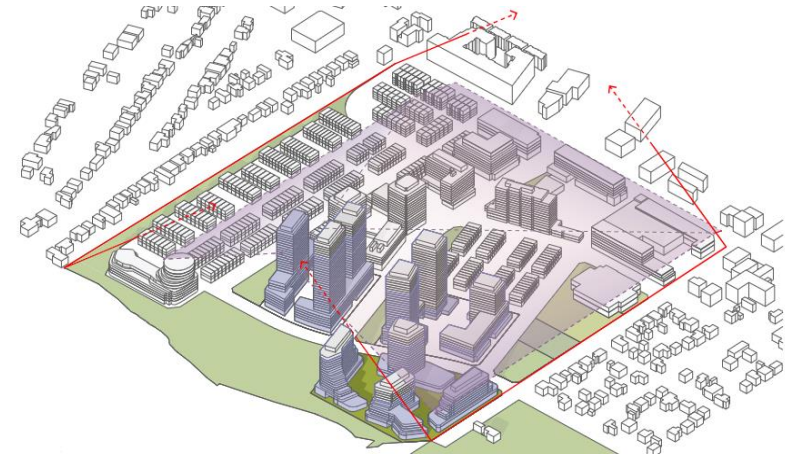
29 and 15 storey apartment buildings are proposed in place of the previously approved townhouse block. The proposed park along the eastern edge is to remain, sufficiently buffering the new apartments from the Port Credit Village Heritage Conservation District.

Further, while Block U is proposing an additional storey in height on the most easterly building, the massing is still oriented in a manner that maintains the desired angular plane, as demonstrated in the building envelope diagram above. Design measures to mitigate any massing impacts, such as step backs will be considered in a future site specific Zoning By-law application. Block U will continue to contribute appropriately to the original desired waterfront destination experience.

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

The previous approvals were predicated on the basis that the tallest buildings on the site would be located within the centre, transitioning down in scale in all directions and in particular to the low density neighbourhoods adjacent. This is reflected in the following Special Site 3 policy of the Port Credit Local Area Plan:

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.



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

The required amendments to the height schedule to accommodate the increased height and additional apartment towers continue to maintain this overall built form design principle.

Staff are of the opinion that the increase in total height and the addition of two apartment buildings are appropriate to facilitate the additional dwelling units sought. The amendments result in a finished product that will continue to provide appropriate transition between the adjacent low rise neighbourhoods and maintain the original design intent with respect to the central location of tall buildings.

Is the original intent of Block U maintained with the introduction of residential uses on the second floor?

The previous approval limited the first two storeys of Block U to non-residential floor space to attract a mix of uses within the block. Since the approval, market conditions and a feasibility study has resulted in the request from the applicant to allow residential uses within the second floor of Block U. This requires an amendment to a Special Site 3 policy within the Port Credit Local Area Plan.

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

The 2019 approvals of the overall development concept was completed on the premise of delivering a complete community, which includes a sufficient amount of non-residential uses to contribute to the overall vibrancy of the site. To realize this principle, the following strategy of delivering non residential uses has been included as part of the previous approval:

- 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

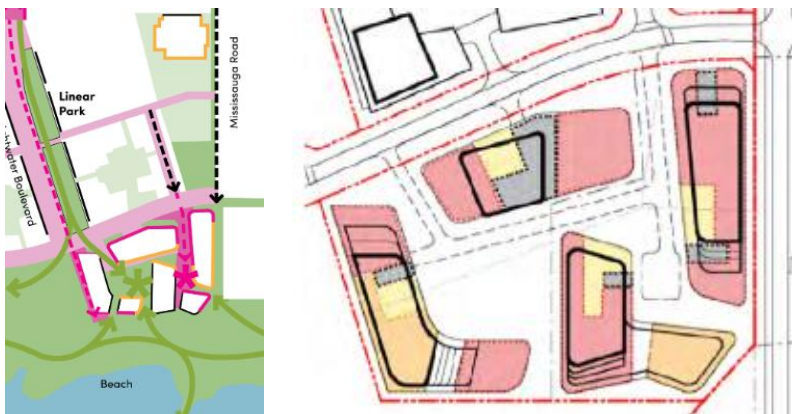
The floor space within the campus block that will be subject to the additional permission of residential uses represents a small percentage of the total required non residential space site wide. In addition, the non-residential uses will still remain and may be realized upon market demand. As such, this will not impact the ability to provide commercial space in a manner that supports the approved and requested amount of dwelling units across the site and to the Port Credit area as a whole.

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

The approval of Block U (campus) and the vision associated with this phase of the site's development was for the block to be unique in design, be pedestrian oriented and to contribute to street level animation. A combination of commercial and community uses, mixed with flexible and inviting site and building design will position this block to be a catalyst that will invite patrons down from the north of the site to the waterfront. Furthermore, the block is required to provide a community use to further add to the vibrancy of the site. The above intentions are codified in applicable official plan policy and are as such:

13.1.3.2.11 The Campus is located at the southeast portion of the site, beside the Waterfront Park. This precinct will act as a catalyst to attract movement into and through the site throughout the day and year and will contain a mix of uses. Integration of privately owned public space (POPS) with the abutting public Waterfront Park should be prioritized.

13.1.3.2.12 Only non-residential uses are permitted in the first two storeys of all buildings and may include a range of community, cultural, recreational, educational, institutional, retail and office uses. Amenity areas provided for residential uses are also permitted on the first two storeys of all buildings.



The original intent of Block U to attract patrons down to the waterfront will be retained. Left image: diagram showing the intention of pedestrian movement through the site to Block U and the waterfront. Right image: conceptual ground floor plan showing the non residential space slated for street level in red.

While policy 13.1.3.2.12 will be amended, the spirit of these policies will remain, as will the requirement for the applicant to deliver a community use within the block.

Permitting residential uses on the second floor will allow flexibility in securing proper programming that will be viable and occupied. At the same time, the continued restriction of

allowing only non-residential uses on the ground floor and the maintenance of the community use obligation will ensure that the block will continue to function as originally intended through the previous approvals. Through the required Zoning By-law and Site Plan applications, staff will be working with the applicant on the detailed design of the block.

As such, staff are of the opinion that to allow residential on the second floor of Block U will still result in a development that conforms to the Port Credit Local Area Plan and the specific intention the Special Site 3 policies.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

8. Conclusions

In conclusion, City staff has evaluated the application to change the Port Credit Local Area Plan Height Schedule 2C and Special Site 3 policies to allow for a maximum building height of 35 storeys, an additional 898 dwelling units and to add residential uses to the second storey commercial space requirement within the waterfront parcel against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden*

Horseshoe, Region of Peel Official Plan and Mississauga Official Plan.

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.

Should the official plan amendment be approved, the implementing official plan amendment will be brought forward to Council at a later date. In addition, the applicant will be required to submit a corresponding Rezoning application to the City to realize the detailed design of the blocks and will be required to satisfy appropriate conditions identified as part of that process. This will require the City and the applicant to undergo a Section 37 (Community Benefits) process under the City's bonus zoning protocol.