

**Amendment No. 181**  
**to**  
**Mississauga Official Plan**

By-law No. \_\_\_\_\_

A by-law to Adopt Mississauga Official Plan Amendment No. 181

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an official plan amendment thereto;

AND WHEREAS in accordance with O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in land use designation on a portion of the subject lands and changes to the Port Credit Local Area Plan Height Schedule 2C and Special Site 3 policies within the Port Credit Local Area Plan.

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 181 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

Signed \_\_\_\_\_  
MAYOR

Signed \_\_\_\_\_  
CLERK

**Amendment No. 181**  
**to**  
**Mississauga Official Plan**

The following text and Maps "A" and "B" attached constitute Amendment No. 181.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated September 18, 2024, pertaining to this Amendment.

## **PURPOSE**

The purpose of this Amendment is to change the land use designation on a portion of the subject lands from Residential Medium Density to Residential High Density and to amend the Port Credit Local Area Plan Height Schedule 2C and Special Site 3 policies within the Port Credit Local Area Plan.

## **LOCATION**

The lands affected by this Amendment are located on the south side of Lakeshore Road West, west of Mississauga Road South. The subject lands are located in the Port Credit West Village Precinct of the Port Credit Neighbourhood Character Area, as identified in the Port Credit Local Area Plan of Mississauga Official Plan.

## **BASIS**

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal.

The blocks within the overall site that are subject to the proposed Amendment are designated Residential Medium Density and Residential High Density.

The proposed Amendment is required to change the land use designation on a portion of Block Q on the subject lands from Residential Medium Density to Residential High Density to accommodate the addition of two apartment dwellings within the block. The Amendment also amends Schedule 2C, Port Credit West Village Height Limits and Special Site 3 policies to allow for additional dwelling units, an increase in permitted heights and an expansion of second floor uses to include residential within Block U.

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

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

## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation on a portion of the subject lands from Residential Medium Density to Residential High Density, as shown on Map "A" of this Amendment.
2. Section 10.0, Desirable Urban Form, of the Port Credit Local Area Plan, is hereby amended by deleting policy 10.1.2 and replacing it with the following:
 

10.1.2 Heights in excess of the limits identified on Schedules 2A, 2B and 2C within the Community Node Precincts, Mainstreet Neighbourhood Precinct and Port Credit West Village 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.
3. Section 13.1.3.2.2, Site 3, Special Site Policies, Port Credit Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting the number 2,995 and replacing with the number 3,893.
4. Section 13.1.3.2.12, Site 3, Special Site Policies, Port Credit Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting and replacing with the following:
 

13.1.3.2.12 Only non-residential uses are permitted on the first storey of all buildings and may include a range of community, cultural, recreational, educational, institutional, retail, office uses, and other non-residential uses. Amenity areas provided for residential uses are also permitted on the first storey of all buildings.
5. Section 13.1.3.2.13, Site 3, Special Site Policies, Port Credit Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting the number "four" and replacing it with the number "five".

6. Section 13.1.3.2.14, Site 3, Special Site Policies, Port Credit Local Area Plan, of Mississauga Official Plan, is hereby amended by deleting and replacing with the following:

13.1.3.2.14 The maximum building height is 16 storeys at the southwest corner of the Campus abutting the Waterfront Park.

7. Schedule 2C, Port Credit West Village Height Limits, Port Credit Local Area Plan, of Mississauga Official Plan, is hereby amended by changing the height limits, as shown on Map "B" of this Amendment for lands south of Lakeshore Road West and west of Mississauga Road South, from 2 to 29, 2 to 25, 2 to 3 and 2 to 15 to 2 to 35, 2 to 29, 2 to 15 and 2 to 19, respectively.

**IMPLEMENTATION**

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

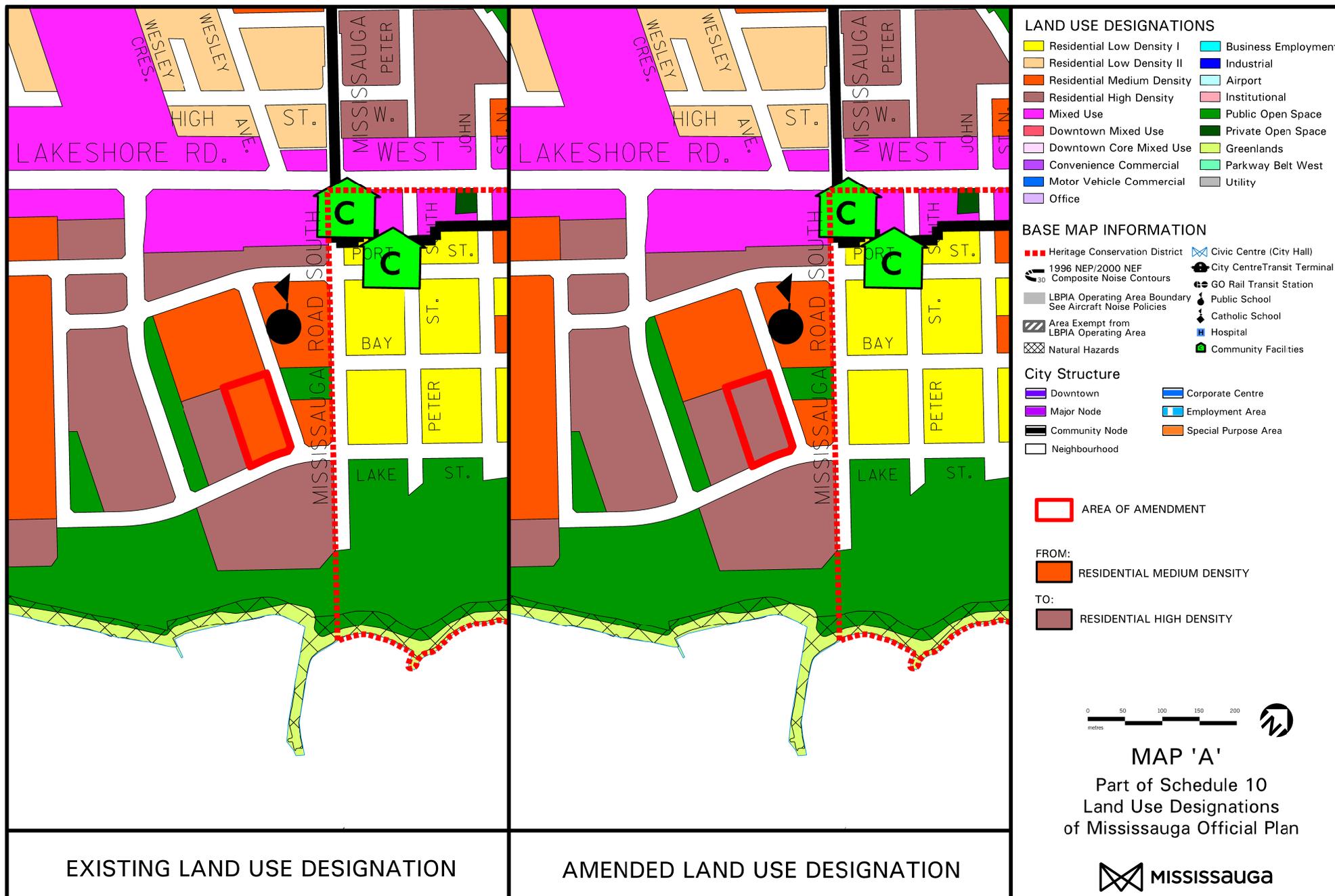
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated March 4, 2024.

**INTERPRETATION**

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

[http://teamsites.mississauga.ca/sites/18/MOPA/OPA 24-4 W1.MOPA 181.df.jmcc.docx](http://teamsites.mississauga.ca/sites/18/MOPA/OPA%2024-4%20W1.MOPA%20181.df.jmcc.docx)



EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION



**APPENDIX I**  
**PUBLIC MEETING**

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on July 29, 2024 in connection with this proposed Amendment.

A number of area residents attended the public meeting and also provided written correspondence. Issues raised included traffic, intensification, servicing and compatibility with the surrounding area. These issues have been addressed in the Planning and Building report dated September 18, 2024 attached to this Amendment as Appendix II.

City of Mississauga  
**Corporate Report**



<p>Date: September 18, 2024</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OPA 24-4 W1</p>
	<p>Meeting date: October 7, 2024</p>

## Subject

### RECOMMENDATION REPORT (WARD 1)

**Official Plan Amendment application to change the Port Credit Local Area Plan Special Site policies to allow for a maximum building height of 35 storeys, an additional 898 dwelling units and to permit second storey residential within the waterfront parcel 70 Mississauga Road South and 181 Lakeshore Road West, south of Lakeshore Road West, west of Mississauga Road South**

**Owner: Port Credit West Village Partners Inc.**

**File: OPA 24-4 W1**

**Bill 109**

## Recommendation

1. That City Council amend Mississauga Official Plan to permit changes to Height Schedule 2C and the Special Site 3 policies of the Port Credit Local Area Plan and to change the designation on a portion of Block Q from **Residential Medium Density** to **Residential High Density** for 70 Mississauga Road South and 181 Lakeshore Road West, in accordance with the provisions contained in the staff report dated September 18, 2024 from the Commissioner of Planning and Building.
2. That City Council direct the applicant to satisfy all requirements of the City and any other external agency concerned with the development.

## Executive Summary

- Planning staff support an increase on the site's already approved planning permissions to accommodate intensification for the following reasons:
  - The applicant has demonstrated that there is existing servicing and infrastructure capacity to accommodate the additional units.
  - The additional units will add additional housing choice to an area with existing and planned amenities and access to public transit.
  - The increase in height and additional two apartment buildings satisfy compatibility and transition policies with respect to the surrounding community.
  - The addition of residential uses on the second floor of the waterfront parcel (Block U) will not destabilize the original intent of the parcel and will not detract from the overall site's ability to continue to supply sufficient commercial space throughout the development.
  - The official plan amendment is consistent with Provincial legislation and conforms to Mississauga Official Plan and the Port Credit Local Area Plan.
- The applicant will be required to submit a Zoning By-law application to facilitate the detailed design of the changes to each block as contemplated by the subject official plan amendment. This will include a Section 37 (Community Benefits) exercise and the requirement to satisfy development conditions that are identified at that stage.
- The overall site is expected to continue to develop in highly desirable and well designed manner that will add significant amenity and community benefit to the larger Port Credit area.

## Background

A public meeting was held by the Planning and Development Committee on July 29, 2024, at which time an Information Report (<https://pub-mississauga.escribemeetings.com/filestream.ashx?DocumentId=58039>) was received for information. Recommendation PDC-0028-2024 was then adopted by Council on July 31, 2024.

PDC-0028-2024

1. That the report dated July 10, 2024, from the Commissioner of Planning and Building regarding the application by Port Credit West Village Partners Inc. to permit changes to the Port Credit Local Area Plan Special Site policies to allow for a maximum building height of 35 storeys, an additional 898 dwelling units and to remove the requirement

for second storey commercial space within the waterfront parcel, under File OPA 24-4 W1, 70 Mississauga Road South and 181 Lakeshore Road West, be received for information.

2. That six oral submissions be received.

The purpose of this report is to provide a recommendation to Planning and Development Committee (PDC) on the subject application given all correspondence and comments have been received based on the public meeting identified above.



Left: aerial Image of 70 Mississauga Road South and 181 Lakeshore Road West;  
right: applicant's renderings

## Comments

### COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan change. All property owners within 120 m (393 ft.) were notified of the application on April 15, 2024. A community meeting was held by Ward 1 Councillor, Stephen Dasko, on November 16, 2023. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on July 29, 2024. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

### PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

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.

A detailed Planning Analysis is found in Appendix 2. The application is consistent with the *Provincial Policy Statement* and conforms to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan.

An official plan amendment is required to change the designation of a portion of Block Q from **Residential Medium Density** to **Residential High Density**. In addition, changes to Height Schedule 2C and the Special Site 3 policies of the Port Credit Local Area plan are required to allow the additional dwelling units, increased heights, the addition of two apartment buildings and permit residential on the second floor of the waterfront parcel (Block U).

The subject property previously received approvals to permit the remediation of a brownfield site and the development of a mixed use, master planned complete community on the City's Lake Ontario waterfront, including the provision of park space, high quality streetscapes, public amenities and commercial space. Based on the site's location proximity to the existing commercial corridor and the substantial public transit within the Port Credit area, the site continues to be a target for growth with respect to both Provincial and City planning policy. With the required built form and policy changes to implement additional dwelling units, further intensification of the site

in the form of the proposed official plan amendment is appropriate, as it will further optimize the capacity of existing community and servicing infrastructure, while providing more housing choice to the site and the larger Port Credit area.

## Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

## Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## 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 ensure appropriate transition to the adjacent neighbourhoods.

As such, staff recommend that the proposed official plan amendment be approved.

## Attachments

Appendix 1: Information Report

Appendix 2: Detailed Planning Analysis



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Andrew Whittlemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: David Ferro, Lead Planner, MCIP, RPP

<p>Date: July 10, 2024</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's file: OPA 24-4 W1</p>
	<p>Meeting date: July 29, 2024</p>

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 1)**

**Official Plan Amendment application to change the Port Credit Local Area Plan Special Site policies to allow for a maximum building height of 35 storeys, an additional 898 dwelling units and to add the permission of second storey residential within the waterfront parcel**

**70 Mississauga Road South and 181 Lakeshore Road West, south of Lakeshore Road West, west of Mississauga Road South**

**Owner: Port Credit West Village Partners Inc.**

**File: OPA 24-4 W1**

**Bill 109**

## Recommendation

That the report dated July 10, 2024, from the Commissioner of Planning and Building regarding the application by Port Credit West Village Partners Inc. to permit changes to the Port Credit Local Area Plan Special Site policies to allow for a maximum building height of 35 storeys, an additional 898 dwelling units and to remove the requirement for second storey commercial space within the waterfront parcel, under File OPA 24-4 W1, 70 Mississauga Road South and 181 Lakeshore Road West, be received for information.

## Background

The application has been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the application and to seek comments from the community. The report consists of two parts, a high level overview of the application and a detailed information and preliminary planning analysis (Appendix 1).

On November 15, 2019, the Ontario Land Tribunal issued a decision that approved a 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 on the subject lands. Since this approval, the applicant has been proceeding through the Site Plan application process for individual blocks corresponding with their Phase 1 construction timeline and has obtained corresponding building permits.

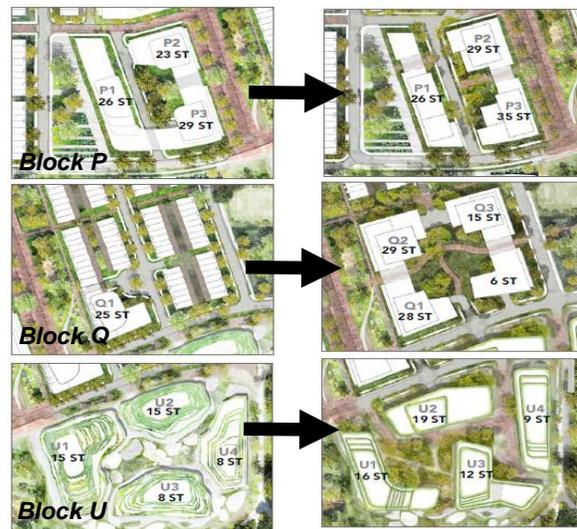
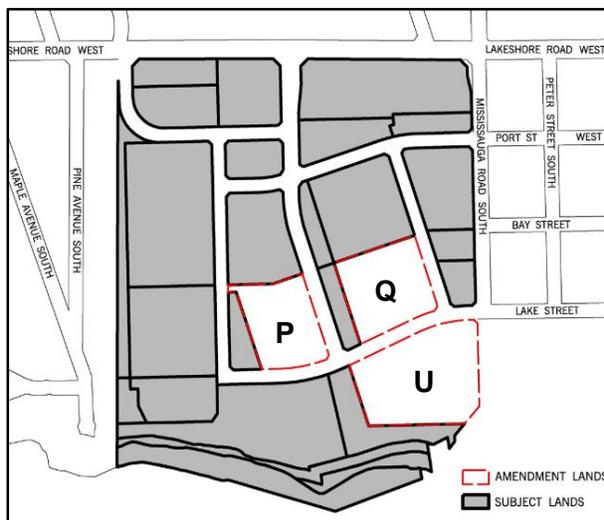
The subject Official Plan Amendment application is seeking changes to the original approvals as described above.

**PROPOSAL**

This Official Plan Amendment application is required to permit changes to the applicable policies in the Port Credit Local Area Plan that were established as part of the previous development application approvals. These changes are only being requested in Blocks P, Q and U, which are blocks that are slated for development in the later phases of the overall site build out.

The below summarizes the changes requested that will require amendments to the applicable local area plan policies:

- **Unit Count** – Proposing an increase of 898 dwelling units from 2,995 dwelling units for a total of 3,893 dwelling units across the whole site.
- **Massing and Built Form Changes, Blocks P & Q** – Increasing the highest allowable building height from 29 to 35 storeys on the three apartment buildings already permitted and changing a townhouse block to permit two new apartment buildings and a mid rise building.
- **Block U** – Adding second storey commercial space permission, increase the allowable height of the apartment buildings and reorienting the building locations.



Previously Approved

Subject Application

## Comments

The property is located within the Port Credit West Village Precinct of the Port Credit Neighbourhood Character Area and is subject to the Port Credit Local Area Plan. The development blocks subject to the proposed amendments are located within the southwest portion of the site. In accordance with previous approvals, this portion of the site is planned to have the tallest buildings.

This 72 acre site is located southwest of Lakeshore Road West and Mississauga Road South. Two established and unique low density residential neighbourhoods are found immediately to the west (Cranberry Cove) and east (Old Port Credit Village Heritage Conservation District). The north side of Lakeshore Road West is characterized by a mix of low rise retail commercial and residential uses, townhouses and an 8 storey apartment building. J.C. Saddington Park borders the southeast corner of the site, which connects to the Waterfront Trail that runs through the shoreline portion of the subject lands.



Aerial image of 70 Mississauga Road South and 181 Lakeshore Road West



Left: applicant's rendering of entire site development based on previous approval. Right: updated rendering provided by the applicant as part of the subject Official Plan Amendment application to reflect the requested changes.

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the general policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 4.

## **AGENCY AND CITY DEPARTMENT COMMENTS**

Agency and department comments are summarized in Appendix 1, Section 7.

## **Financial Impact**

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

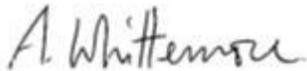
## **Conclusion**

All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: provision of additional

technical information and ensuring compatibility of the proposed changes with the existing community.

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: David Ferro, Lead Planner, MCIP, RPP

## Detailed Information and Preliminary Planning Analysis

**Owner: Port Credit West Village Partners Inc.**

**70 Mississauga Road South and 181 Lakeshore Road West**

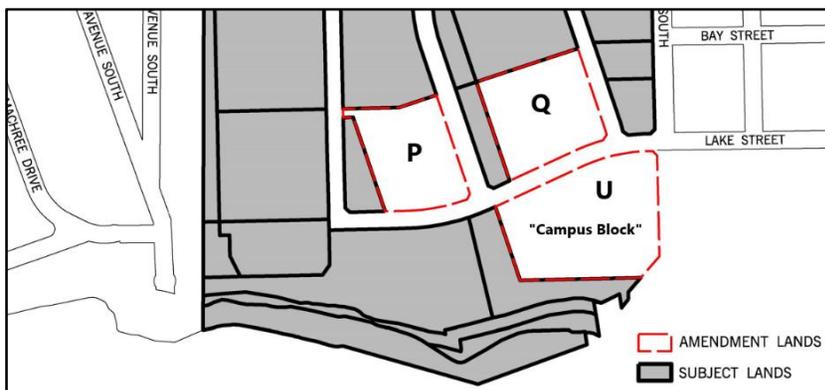
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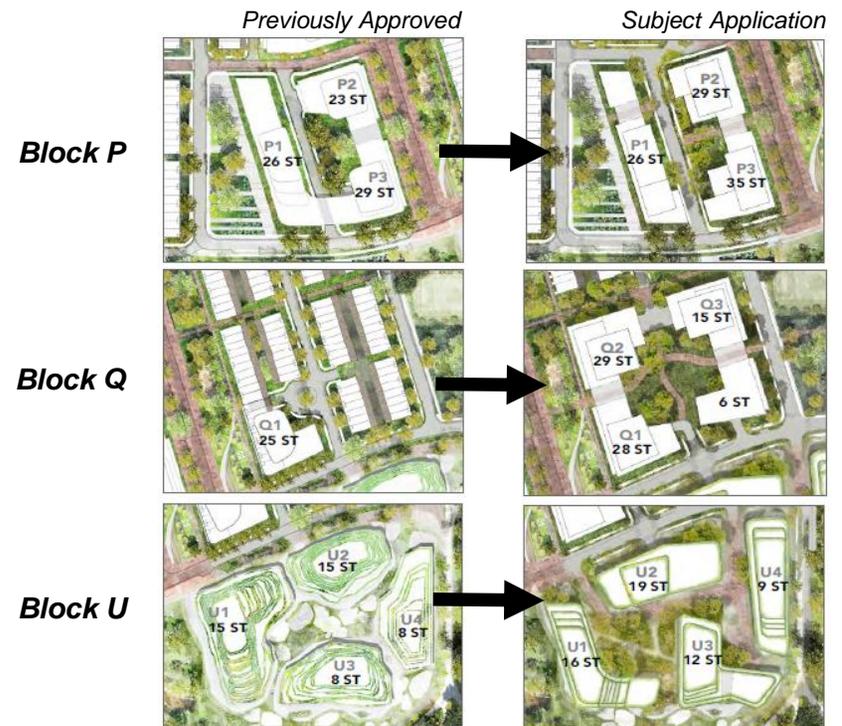
# 1. Proposed Development

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 m<sup>2</sup> (397, 586.56 ft<sup>2</sup>) 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 Block”) 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><b>Provincial Policy Statement (PPS)</b></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><b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></b></p>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>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><b>Region of Peel Official Plan (ROP)</b></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"> <li>• achieving sustainable development;</li> <li>• establishing healthy complete communities;</li> <li>• 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;</li> <li>• achieving an urban form and densities that are pedestrian-friendly and transit supportive;</li> <li>• promoting crime prevention and improvement in the quality of life;</li> <li>• protecting, restoring, and enhancing the natural environment;</li> <li>• allowing opportunities for residents to live in their own communities as they age;</li> <li>• preserving and protecting lands adjacent to highways, rail corridors,</li> </ul>

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"> <li>• providing for a wide range of goods and services to meet the needs of those living and working in the Urban System.</li> </ul>

## 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

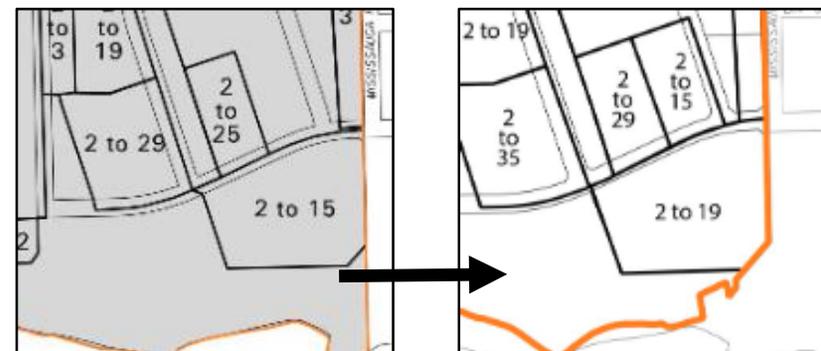
### *Land Use Designation*

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.

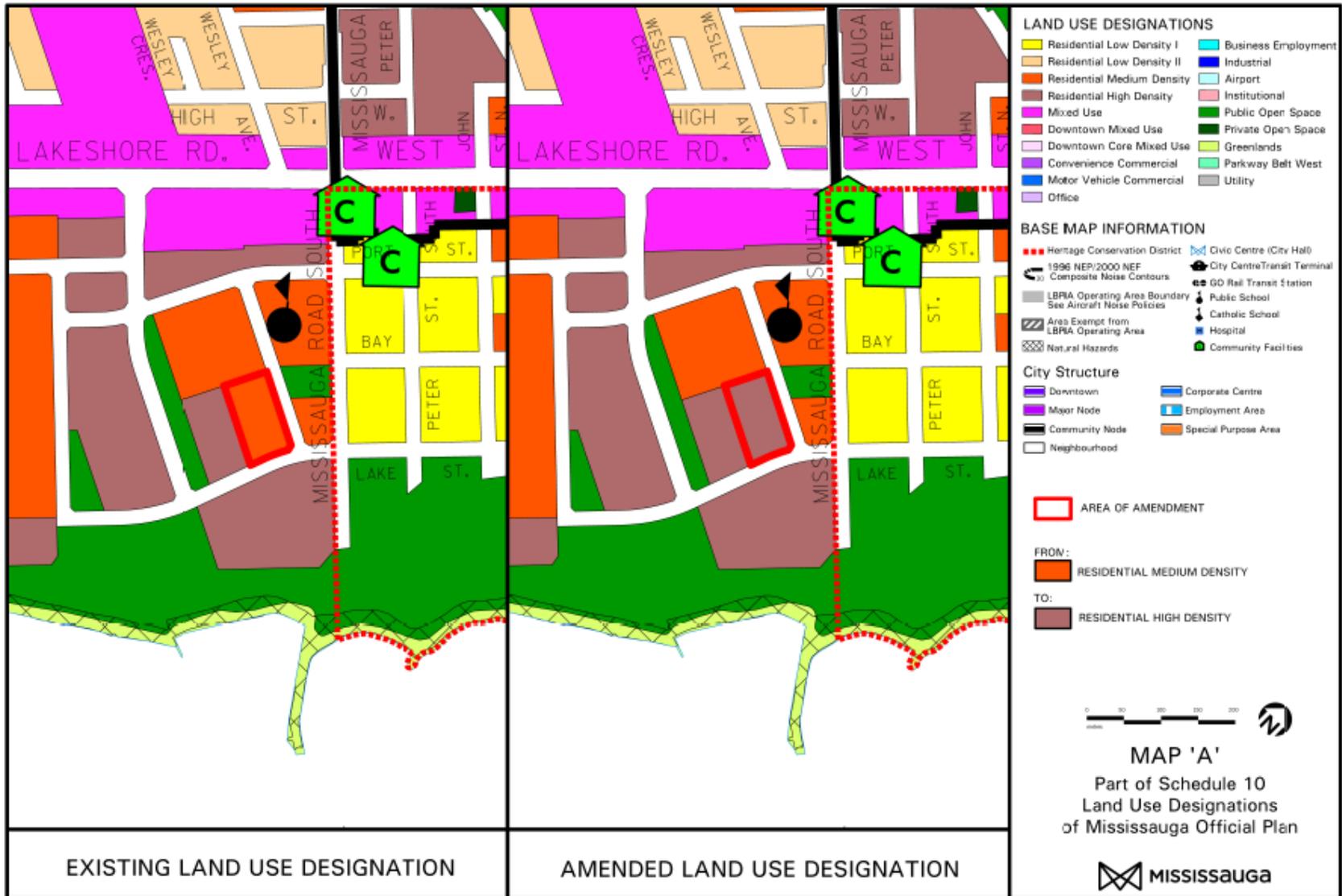


Requested amendment to Height Schedule 2C – Port Credit West Village Height Limits

### *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.

	<b>General Intent</b>
<p><b>Chapter 5 Direct Growth</b></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><b>Chapter 7 Complete Communities</b></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>

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

	<p><b>General Intent</b></p> <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>
<p><b>Chapter 16 Neighbourhoods</b></p>	<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>
<p><b>Chapter 19 Implementation</b></p>	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• that a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• 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)</li> </ul>

### Relevant Port Credit Local Area Plan Policies

	<b>General Intent</b>
<b>Chapter 3 Current Context</b>	[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.
<b>Chapter 5 Vision</b>	<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>
<b>Chapter 6 Direct Growth</b>	<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>

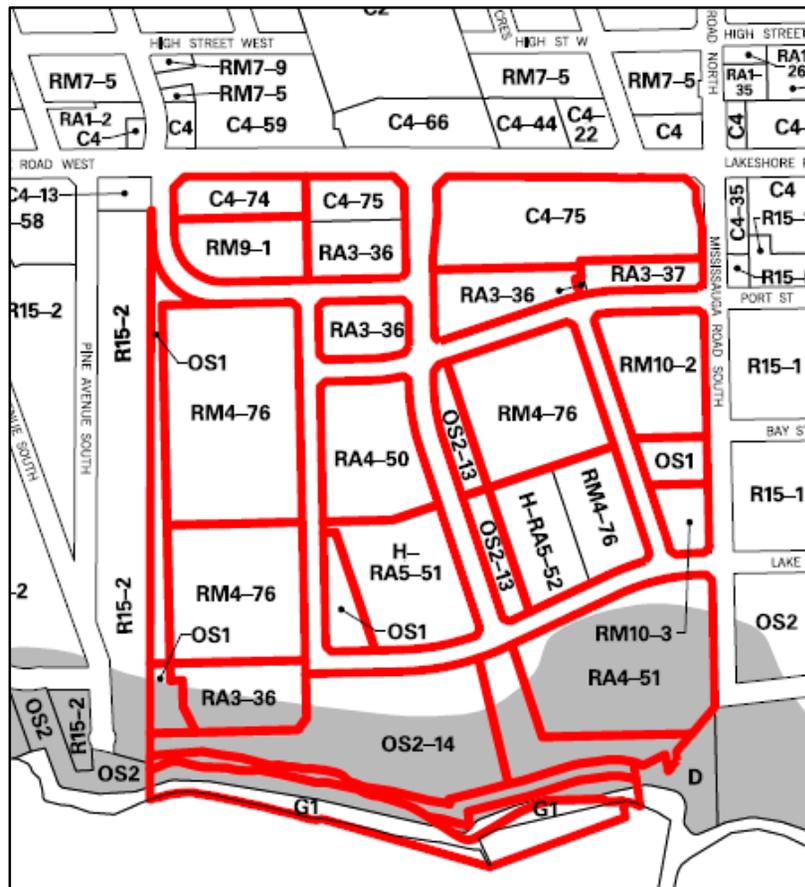
	<p><b>General Intent</b></p>
	<p>6.1.3 Development applications will be required to address, to the City's satisfaction, the appropriate range and amount of employment uses on the following sites:  c. Port Credit West Village Precinct (south side of Lakeshore Road West located between Mississauga Road South and Pine Avenue South).</p> <p>6.2 Neighbourhood Character Area  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>
<p><b>Chapter 8  Complete  Communities</b></p>	<p>8.5 Lake Ontario Waterfront  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>
<p><b>Chapter 10  Build a Desirable  Urban Form</b></p>	<p>10.1 General Policies  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  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:  • 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> <p>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.</p>

	<p><b>General Intent</b></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><b>Chapter 13  Special Sites</b></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"> <li>• Detailed waste comments have been provided to the applicant via the City’s eplans commenting portal.</li> <li>• Private waste collection will be required for the retail and commercial areas and Region of Peel pick up will be required for residential areas.</li> </ul> <p>Public Health Comments:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• In reviewing this OPA, we have no objections to increase in density in Block U.</li> <li>• Some design considerations for the site plan include: <ul style="list-style-type: none"> <li>○ 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"> <li>▪ Include visible green areas that allow for public access.</li> <li>▪ 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.</li> <li>▪ Have thoughtful consideration for the orientation of the buildings to ensure there is optimal sunshine for the surrounding public realm and buildings.</li> </ul> </li> </ul> </li> </ul> <p>Housing Comments:</p> <ul style="list-style-type: none"> <li>• 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</li> </ul>

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"> <li>• 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.</li> <li>• 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.</li> </ul> <p>Water and Waste Water Servicing Comments:</p> <ul style="list-style-type: none"> <li>• There's an existing 300 mm diameter water main, located on Coveside, Shoreside Drive, Brightwater Blvd and Pierview Way.</li> <li>• There's an existing 250 mm diameter sanitary sewer located on Pierview Way and Shoreside Dr.</li> <li>• This proposal requires connection to a minimum municipal watermain size of 300 mm. (Watermain Design Criteria 2.1).</li> <li>• 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.</li> <li>• 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.</li> </ul>
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 &amp; 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"> <li>• Transit Infrastructure</li> <li>• Economic Development</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>• CS Viamonde</li> </ul>

### 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.

## 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 (11<sup>th</sup> 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.

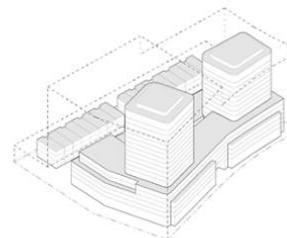
Furthermore, the original amendment to PCLAP also included the Special Site 3 policies which set out the above vision in a more detailed manner.

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.

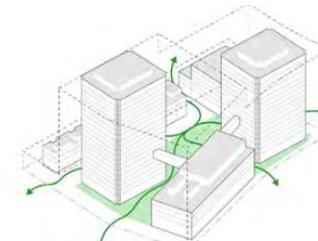
*The overall floor space maximum is maintained with the additional units*

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*

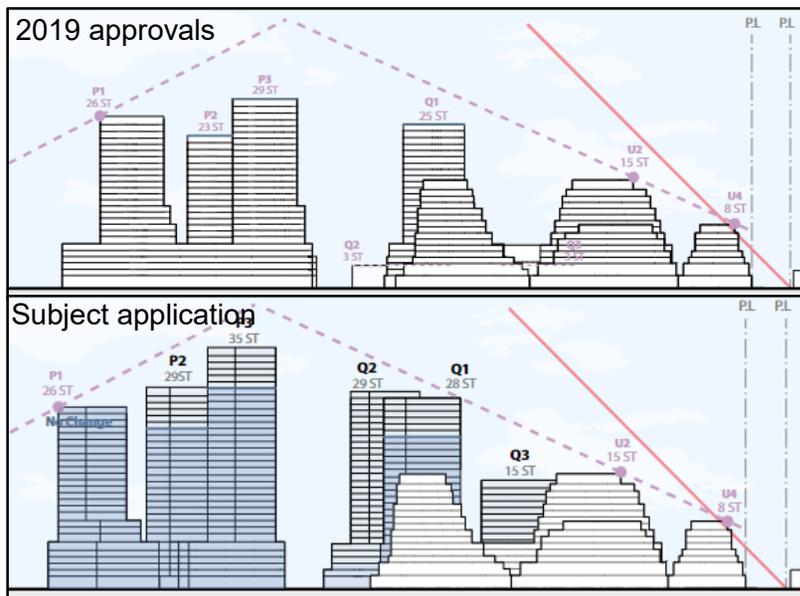
MOP recognizes that residential intensification is to appropriately respond to the surrounding context by respecting and relating to existing development and deploying proper transition measures. The following general MOP policies are applicable:

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.



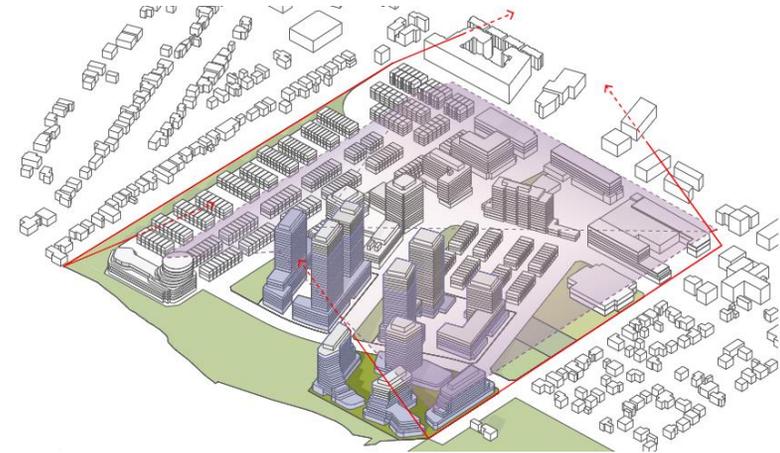
29 and 15 storey apartment buildings are proposed in place of the previously approved townhouse block. The proposed park along the eastern edge is to remain, sufficiently buffering the new apartments from the Port Credit Village Heritage Conservation District.

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

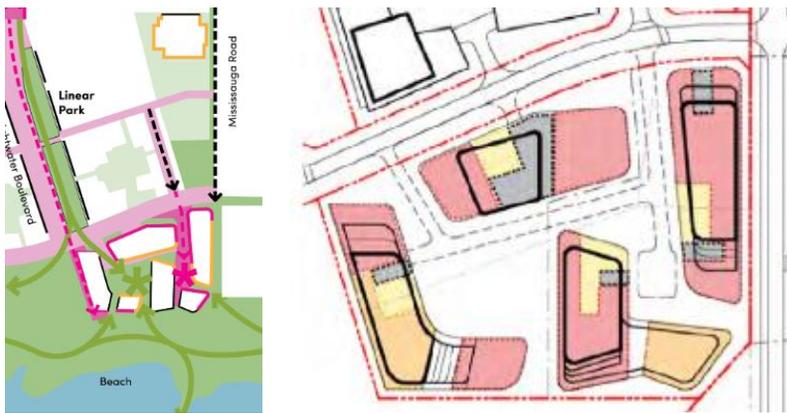
The floor space within the campus block that will be subject to the additional permission of residential uses represents a small percentage of the total required non residential space site wide. In addition, the non-residential uses will still remain and may be realized upon market demand. As such, this 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.

A by-law to Adopt Mississauga Official Plan Amendment No. 181

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an official plan amendment thereto;

AND WHEREAS in accordance with O Reg 525/97, an official plan amendment is exempt from the approval of the Minister of Municipal Affairs and Housing;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in land use designation on a portion of the subject lands and changes to the Port Credit Local Area Plan Height Schedule 2C and Special Site 3 policies within the Port Credit Local Area Plan.

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 181 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2024.

Approved by Legal Services <b>City Solicitor</b> City of Mississauga

Katie Pfaff
Date: October 21, 2024
File: CD.OZ-24.04

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK