

Recommendation Report Detailed Planning Analysis

Owner: 10 West GO GP Inc. and City of Mississauga

17 & 19 Ann Street, 84 & 90 High Street East and 91 Park Street East

Table of Contents

1.	Community Comments.....	2
2.	Updated Agency and City Department Comments	4
3.	Planning Act – Matters of Provincial Interest	7
4.	<i>Provincial Planning Statement 2024</i>	7
5.	Region of Peel Official Plan.....	8
6.	Mississauga Official Plan (MOP)	9
7.	Revised Site Plan and Elevations.....	13
8.	Zoning.....	13
9.	Bonus Zoning.....	21
10.	Site Plan	21
11.	Conclusions	21

1. Community Comments

Comments from the community and public meetings were generally directed towards built form, traffic, and land uses. Below is a summary and response to the comments heard. The responses are elaborated in subsequent sections of this report.

Comment

The proposed development does not fit the character of the area. The community will lose the natural beauty and local atmosphere provided by the current uses on the site.

Response

The area is intended for intensification and appropriate change. The special site policies in the Port Credit Local Area Plan (PCLAP) identify this area as having potential to support further development of the Port Credit Mobility Hub. The proposed redevelopment, while different from the existing low density uses on the site, respects the existing atmosphere by retaining two heritage buildings and providing an area for a new public park. High density residential development is in keeping with the area's planned character.

Comment

The proposed development should respect the planning permissions in the Port Credit Local Area Plan (PCLAP).

Response

Mississauga Official Plan (MOP) and the PCLAP recognize that planning permissions can be changed subject to demonstrating the appropriateness of the proposed development.

The proposed modifications are considered appropriate (e.g. the overall maximum height has only been increased by one storey above OP permissions). In addition, the proposed development respects the general intent of the MOP and PCLAP which call for reduced heights along the Hurontario Street frontage, building setbacks and setbacks towards heritage buildings, provision of commercial space and parkland that will help animate the area.



Comment

There are too many proposed developments in Port Credit and more needs to be done than just reviewing each individual application.

Response

The *Planning Act* allows anyone to submit development applications to build or change the use of a property. The merits of this application have been assessed against Provincial documents as well as the policies in the MOP. In addition, various studies examined cumulative impacts associated with the combination of the proposed development along with other developments in the vicinity. The traffic impact study and functional servicing report (i.e. water, sewer, stormwater) concluded the proposal is acceptable.

Comment

The proposed building is too tall and would be more appropriate in the downtown. The proposal will obstruct views from surrounding buildings.

Response

The PCLAP permits a range of heights on different portions of the site, with the maximum permitted height of 22 storeys stepping down to 15 storeys and 8 storeys. The proposed development has a maximum height of 23 storeys stepping down in various locations to 16 storeys, 11 storeys, 7 storeys and 2 storeys. The proposed heights are considered appropriate as they are generally in keeping with the height policies in the PCLAP and recently approved developments in the area.

Comment

There is a need for additional commercial space like a supermarket in the area.

Response

The proposed development will include a minimum of 250 m² (2,691 ft²) of commercial space fronting Park Street, which is considered appropriate given the configuration of the site.

Comment

The development should provide more affordable housing.

Response

Staff are satisfied that the proposed development has met the City's affordable housing requirements for new development.

The applicant has agreed to ensure six residential apartment units at 84 High Street are rented at affordable rates for fifteen years. In addition, a cash contribution of \$1,440,000 will be made to the City's affordable housing reserve.

Comment

More attention should be given to planning the proposed park. It requires a central focal point.

Response

The City will be leading the design and construction of the City owned park block including public engagement which is separate from the development application approval process.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on February 22, 2022. A summary of the comments are contained in the Information Report attached as Appendix 1. The application has gone through four circulations, see Section 7 of this report for a summary of last revisions to the original proposal. Below are updated comments from relevant agencies.

Region Of Peel

Comments updated January and October 2024, state that there is sufficient wastewater capacity to accommodate 363 units on the site. Should any additional units be proposed, the applicant will have to wait until completion of the Port Credit Community Node Water and Wastewater Servicing Strategy and implementation of any identified improvements.

City Planning Strategies - Affordable Housing Group

Comments updated October 2024, state that the applicant will provide an affordable housing contribution cash payment of \$1,440,000 which is the equivalent of \$120,000 per unit for 12 units. In addition, the existing six residential units located within the heritage property at 84 High Street East will be provided at affordable rental rates for fifteen years and will have access to parking spaces in the new development. In total, the proposed development will achieve a 5% affordable housing contribution which will be secured through the Development Agreement. As

the applicant has committed to a meaningful housing contribution prior to the Inclusionary Zoning requirements taking effect, staff recommend an exemption from inclusionary zoning. A development agreement will be used to secure the agreed upon contributions.

Community Services Department - Heritage

Comments updated October 2024, state that an application to modify the boundaries of the designated properties is scheduled for the December 3, 2024 Heritage Advisory Committee (HAC) meeting. HAC reviewed the proposal at its April 11, 2023 meeting and no concerns were raised. A conservation plan and a permit to remove the porch and construct an exterior staircase are forthcoming and will be dealt with separately from these applications. The interface between the heritage buildings and proposed park will be established through the Conservation Plan and future design of the new park.

Community Services – Park Planning

The proposed development site is located within the Port Credit Community Node. The 2022 Parks Plan establishes a parkland provision standard of 1.2 ha per 1000 people, which is being achieved in this character area. However, the provision of a City owned playground within 400 m (1,312 ft.) walking distance of residential areas located in strategic growth areas, unimpeded by major roads, is not met. The closest park unimpeded by a major road with a playground facility currently is Port Credit Memorial Park, which is approximately 600 m (1427 ft.) away.

The Community Services Department received an expression of interest in 2022 from 10 West GO GP Inc. to use a portion of

City owned land at 91 Park Street East to facilitate their proposed development, in exchange for a portion of lands owned by 10 West GO GP Inc, which would then be used for public park purposes. The land exchange negotiations will result in transferring 0.13 ha (0.32 ac) of City owned lands to 10 West GP in exchange of the City acquiring 0.13 ha (0.32 ac) of lands from 10 West GP. The land exchange will adjust property boundaries to reconfigure the size and location of the future park, which will result in two public park blocks with a total area of 0.6 ac.: north park block with an area of 0.37 ac. and south park block with an area of approximately 0.22 ac.

The City will undertake a separate public engagement process to confirm the park programming and design of the future park blocks at a later date. A public easement in favour of the City, through the proposed development, will be required to maintain a pedestrian connection and access between the north and south park blocks.

Furthermore, it is noted, prior to the issuance of building permits cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the *Planning Act* and in accordance with City's Policies and By-laws.

Municipal Parking Group:

Comments updated October 2024 state that the subject site is within the Port Credit GO Major Transit Station Area (MTSA). A total of 307 parking spaces are proposed, which is equivalent to a minimum of 0.65 residential parking spaces per unit and 0.15 visitor parking spaces per unit. This site is subject to the provisions of Bill 185, *Cutting Red Tape to Build More Homes*

Act, 2024. As a result, meeting the zoning by-law minimum parking requirements is not required in this instance.

Transportation and Works Department

Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Based on a review of the materials submitted to date, staff are generally satisfied with the details provided in the reports, plans or studies in order to confirm the engineering feasibility of the development proposal. A Development Agreement and additional technical details and revisions are required to comply with City requirements from an engineering standpoint.

Traffic:

A Transportation Impact Study (TIS) prepared by BA Group was provided in support of the proposed development. The submission was reviewed and audited by staff. Based on the submitted information, most recently dated July 2023, staff are generally satisfied from a feasibility perspective. The study concluded that the proposed development is anticipated to generate 95 (30 in, 65 out) and 110 (60 in, 50 out) net two-way site trips for the weekday AM and PM peak hours in 2026, respectively.

Even with the additional traffic generated by the proposed development, the study area intersections are expected to

operate at acceptable levels of service with minimal impact to existing traffic conditions.

Stormwater:

The Functional Servicing and Stormwater Management Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.

In general, the applicant has demonstrated a satisfactory stormwater servicing concept. Stormwater on site will be collected by a stormwater management tank within the underground parking structure before being discharged to the existing municipal storm sewer on Ann Street. Irrigation has been proposed as a Low Impact Development (LID) feature.

Environmental Compliance:

A Phase One Environmental Site Assessment (ESA) dated January 21, 2021, Phase Two ESA dated August 24, 2021, Phase One ESA update dated October 6, 2022, prepared by EXP Services Inc., have been received in support of the proposed development. A Record of Site Condition (#235951) has been filed for the property with the Ministry of Environment, Conservation and Parks (MECP) in January 18, 2023. The documents indicate that the site is suitable for the proposed use and no further investigation is required at this time.

Noise:

An Environmental Noise Feasibility Study prepared by Valcoustics Canada Ltd. dated December 14, 2021 and revised August 22, 2024 evaluated the potential impact to and from the development, and recommended mitigation measures to reduce any negative impacts.

Noise sources that may have an impact on this development include road traffic on Hurontario Street and Lakeshore Road East, rail traffic on the Canadian National Railway and stationary noise from an adjacent site. The submitted noise study confirms that on-site and off-site noise mitigation will be required, including ventilation requirements such as mandatory central air conditioning and installation of off-site mitigation features on an adjacent site, the details of which will be confirmed through site plan and building permit processes.

Engineering matters

The applicant has submitted a number of technical reports, plans and drawings, which need to be revised in accordance with City standards and additional technical details are required to comply with City requirements from an engineering standpoint.

The Owner will be required to enter into a Development Agreement with the City to construct the required municipal works and include matters such as land dedications, boulevard improvements and other municipal works as required.

3. **Planning Act – Matters of Provincial Interest**

The *Planning Act* is provincial legislation that sets out the ground rules for land use planning in Ontario. It describes how land uses may be controlled, and who may control them.

Section 2 of the *Planning Act* states that municipalities shall have regard to matters of provincial interest including: orderly development, provision of housing, protection of public health and safety, supporting transit, and the promotion of a built form that is well designed, encourages a sense of place and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant. These matters are further elaborated upon in the *Provincial Planning Statement* and the manner the proposed development addresses these matters is discussed in subsequent sections of this report.

4. **Provincial Planning Statement 2024**

The *Provincial Planning Statement* (PPS, 2024) came into effect October 20, 2024. It replaces the *Provincial Policy Statement, 2020* (PPS, 2020) and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019* (Growth Plan).

The PPS, 2024 is a consolidated statement of the government's policies on land use planning and is intended to enable municipalities to address issues, including:

- increasing the housing supply
- supporting a strong competitive economy
- aligning development with infrastructure

- providing people with a sense of place through heritage
- protecting the environment, public health and safety

Under the *Planning Act* all decisions affecting planning matters are required to be consistent with the PPS, 2024. Relevant policies include, but are not limited to the following:

Section 2.2 of the PPS, 2024 requires an appropriate range and mix of housing options and densities by facilitating all types of residential intensification, promoting densities which efficiently use land and infrastructure, requiring transit-supportive development and prioritizing intensification in proximity to transit.

Section 2.3 of the PPS, 2024 states that within settlement areas growth should be focused in strategic growth areas, including major transit station areas (MTSA). Land uses and densities should efficiently use resources, optimize infrastructure, support transit.

Section 2.4 of the PPS, 2024 directs strategic growth areas to support the achievement of complete communities, including acting as focal areas for recreational and cultural uses, and supporting affordable housing. MTSA's are to be planned for land uses and built form that achieve minimum density targets.

Section 3.5 of the PPS, 2024 states that major facilities (e.g. transmission systems) which require separation from sensitive uses (e.g. residences) shall be planned to avoid, or if avoidance is not possible to minimize and mitigate potential adverse effects.

Section 3.9 of the PPS, 2024 states healthy communities should be promoted by providing for a full range of publicly-accessible parklands, public spaces and open space areas.

Section 4.6 of the PPS, 2024 states protected heritage property shall be conserved and that municipalities shall not permit development and site alteration on adjacent lands unless the heritage attributes will be conserved.

The proposed development will contribute to the provision of housing by accommodating intensification within a strategic growth area. The proposal increases the supply of condominium apartment units, protects existing rental units, and includes a contribution towards affordable housing. The proposal will help achieve required MTSA minimum density targets, efficiently use resources and optimize infrastructure. The built form is well designed to respect heritage buildings and the proposed public park will provide recreational opportunities and contribute towards creating a sense of place for the area.

The PPS, 2024 also recognizes that municipal official plans “are the most important vehicle for implementation” of these policies, which are discussed in the next section of this report.

5. Region of Peel Official Plan

The Region of Peel’s new Official Plan came into effect on November 4, 2022. The proposed development does not require an amendment to the Region of Peel Official Plan (ROP).

The subject property is located within a Strategic Growth Area, which includes the Port Credit GO Primary MTSA. The property is also on a Growth Plan Priority Transit Corridor that is within the Urban System of the Region of Peel.

General ROP growth management objectives and policies direct a significant portion of growth to these areas, including but not limited to:

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.

5.6.19.1 Leverage infrastructure investments by planning for transit-supportive densities and increased transit ridership within MTSAs.

The proposed development conforms to the ROP as it represents appropriate intensification in a strategic location that efficiently uses land while supporting transit infrastructure and providing additional housing.

6. Mississauga Official Plan (MOP)

The subject site is located in the Port Credit Community Node, with the northern portion currently designated **Mixed Use** and the southern portion designated **Residential High Density**.

The northern half of property is located within the PCLAP Special Site 12. The PCLAP height schedule identifies the following maximum heights on the property: 22 storeys (northwest portion), 15 storeys (southwest portion), 8 storeys (northeast portion) and 6 storeys (southeast).

The proposal requires an amendment to the Mississauga Official Plan Policies for the Port Credit Community Node Character Area, to permit a proposed 23 storey building with ground floor commercial uses and public park.

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 and Zoning By-law amendments are appropriate.

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

Will the proposal adversely impact the policies of the Official Plan and Port Credit Local Area Plan?

The proposal is supportive of the general policy direction in the MOP and PCLAP and will not have an adverse impact on the planning for the area, as discussed below.

Located in an Area of Intensification

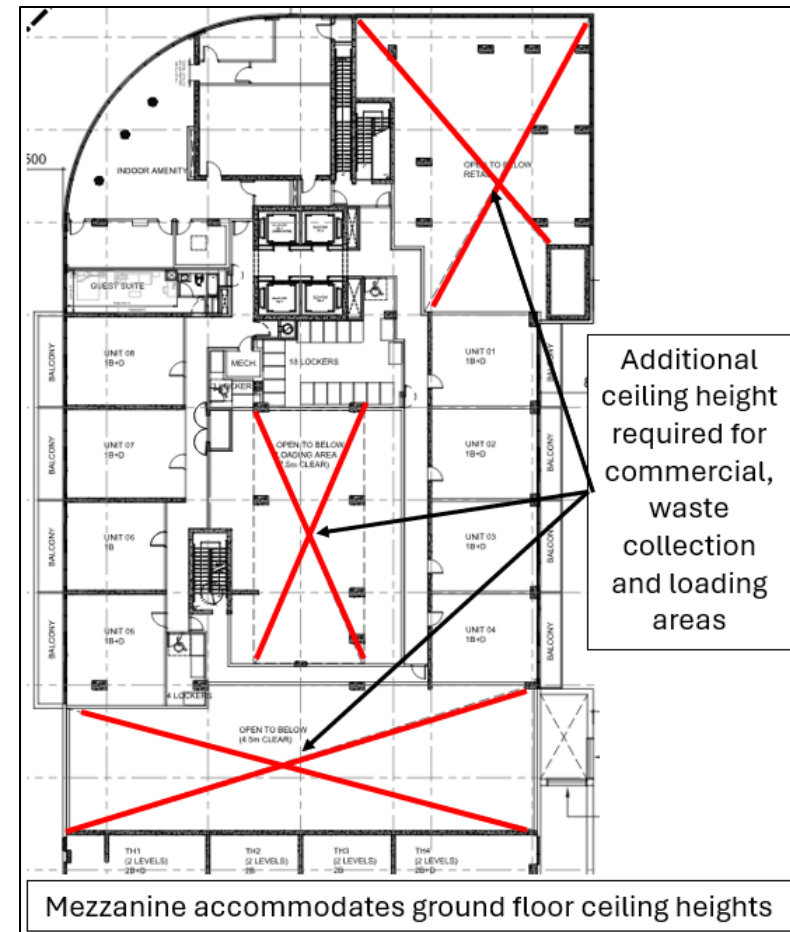
The Port Credit Community Node is an intensification area. Within the node the subject property is located within the Central Residential Precinct which is recognized in the PCLAP as containing a significant concentration of apartment buildings and has having potential for intensification. The northern portion

of the subject property is within Special Site 12, which recognizes there is potential to support further development of the Port Credit Mobility Hub. The proposed development supports the policy initiatives found in the MOP and PCLAP.

Additional Storey Doesn't Increase Overall Height

The proposed building has a height 78.1 m (256 ft.) or 23 storeys for the northern portion of the site and 51.8 m (170 ft.) or 16 storeys for the southern portion of the site. These proposed maximum heights are one storey higher than what is permitted in the PCLAP but are considered acceptable.

The additional storey is a second-floor mezzanine which is necessary to accommodate greater than average ceiling heights for ground floor loading, waste collection and commercial space. There is an opportunity to accommodate additional residential units on the mezzanine level in areas not impacted by the ground floor uses. The mezzanine represents an efficient use of space and the removal of residential units on this level would not change the overall height of the building as loading areas still require the additional floor to ceiling height.



Built Form Reflects General Policy Direction

The eastern portion of the building steps down towards Hurontario Street from 23 to 16, 11, 7 and then 2 storeys. The PCLAP permits a maximum of 8 storeys for lands fronting Hurontario Street; however, portions of the proposed building that are 16 storeys and 11 storeys encroach into this area. This increase is considered acceptable as the majority of the Hurontario Street frontage will be parkland and will not have any building height. The apartment building also incorporates stepbacks which will reduce the perception of height.



Built Form Respects Context

The proposed maximum building height of 23 storeys is appropriate as it reinforces the PCLAP policy that the greatest heights should be in closest proximity to the Port Credit Transit Stations. Specifically, at 23 storeys the height is among the tallest in Port Credit but is less than the recent proposal approved by the Ontario Land Tribunal approval for the GO Station parking lot redevelopment at 36 storeys and 29 storeys.



Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?

The subject lands are suitable for the proposed building given they are located within an intensification area, are of sufficient size to accommodate the built form, include transit supportive uses and are compatible with surrounding uses, as reflected by the following:

- The two existing heritage designated properties at 84 and 90 High Street East will be preserved. The proposed tower development respects the heritage buildings by stepping down from 23 to 16, 11, 7, and 2 storeys. The building is also set back from the southern property line and will accommodate a public walkway and landscaping which will improve connectivity through the area.
- Shadow and wind impacts from the proposed development are considered acceptable. There are no unsafe wind conditions pertaining to the building. Shadow impacts are acceptable given the importance of having the park fronting Hurontario Street to help reinforce this key location for the community.
- The proposed development will accommodate commercial space and will help animate the area in conjunction with a new park. Although the proposed minimum commercial space of 250 m² (2,691 ft²) is a reduction from what is required in the PCLAP of 1 400 m² (15,000 ft²), it is considered appropriate given the configuration of the site

(i.e. lacks visibility to a major arterial street which many supermarkets require). In addition, the existing heritage building of approximately 340 m² (3,660 ft²) located at 90 High Street at the southeast quadrant of the block will be rezoned to require commercial uses on the site which will contribute to employment and street activation.

Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?

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

There is adequate provision of schools, recreational, transit and shopping facilities to accommodate future residents on the site. The proposed park provides an opportunity to improve available open space to local residents, complement the heritage buildings and act as a gateway feature into Port Credit.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity as the proposed 363 residential units are within the sewer capacity approved for the site.

Is there an Appropriate Planning Rationale?

Yes, the proposed development represents appropriate intensification that will support transit, is generally consistent with the City's vision for the area and is compatible with adjacent land uses.

As discussed in this report there is an appropriate planning rationale for the proposed development. The proposed Official Plan amendment will ensure the site is appropriately redeveloped by:

- redesignating the lands to **Residential High Density**, **Public Open Space**, and **Mixed Use**;
- amending Special Site 12 policies to require 250 m² (2,691 ft²) of ground floor commercial space and amend height policies;
- increasing the PCLAP height schedule to accommodate the proposed building with heights of 23 storeys, stepping down to 16, 11, 7 and 2 storeys.

7. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations. The most relevant changes from the initial submission, include:

- Height: The overall number of storeys remains the same at 23, however, as a result of an increase in the floor to ceiling heights, the maximum overall height (excluding the rooftop mechanical), has been increased from 74.9 m (246 ft.) to 78.1 m (256 ft.). The increase results from more advanced design work on the building including mechanical and structural requirements and provides 1.0 m (3.3 ft.) tolerance for any additional height requirements should plans be revised during the detailed design stage.

- Unit Count: The number of units has increased from 351 units to 363 units, which reflects an increase in the number of one bedroom/one bedroom plus den units.
- Heritage Setback: The setback from the podium of the tower and the property line with 84 High Street East has generally been increased from 2.0 m (6.6 ft.) to 5.0 m (16.4 ft.). As the building increases in height, the stepback increases to a maximum of 24.8 m (81.4 ft.) for floors 17 to 23. This increase provides an improved transition between the proposed development and the existing heritage building.
- Setbacks: Design of the building has been refined and setbacks have been modified to increase setbacks. For example, the exterior side yard setback along Ann Street and Park Street have been increased for floors 1 and 2 from 4.0 m (13.1 ft.) to 4.5 m (14.8 ft.).
- Parking: The total number of proposed parking spaces has been increased from 283 to 307 spaces; however, as a result of Bill 185, the City cannot require the applicant to provide these parking spaces.

8. Zoning

The subject site is divided into five parcels (A to D) with their own individual zoning, as discussed below.

PARCEL A: The proposed **RA5 - Exception (Apartments – Exception Zone)** is appropriate to permit a 23 storey apartment

building with 363 units featuring a range of stepbacks and ground floor commercial space. The exception zone is necessary to recognize various aspects of the building design.

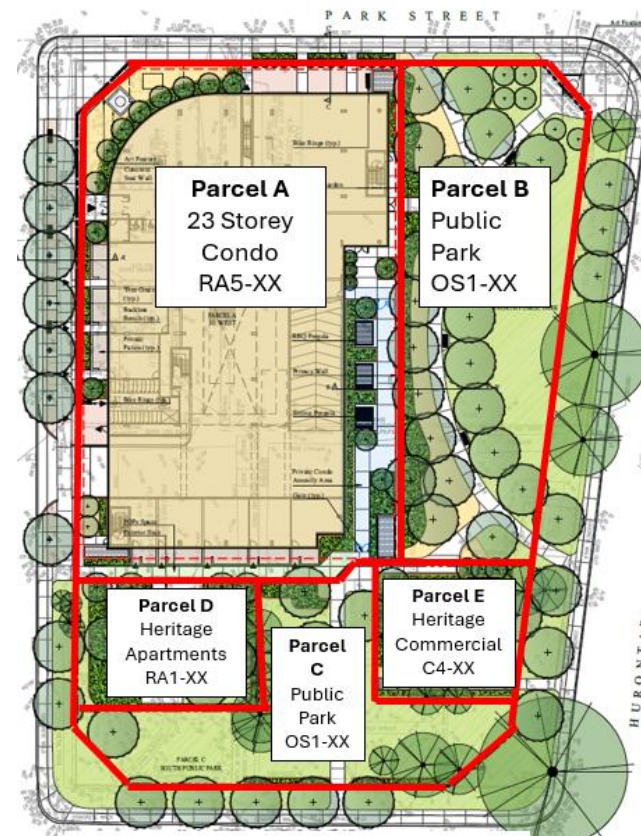
PARCELS B & C: Proposed **OS1 – Exception** (Open Space Community Park – Exception) zone permits passive and active recreational uses in a community park at the southwest corner of Hurontario Street and Park Street East as well as along the High Street East. The exception zone removes required setbacks for structures in order to provide flexibility in the subsequent park design process.

PARCEL D: Proposed **RA1 – Exception** (Apartments – Exception) zone permits the heritage designated building to accommodate six residential apartment units. As the building is not being moved, the exception zone is necessary to reflect existing setbacks and possible encroachments.

PARCEL E: Proposed **C4 – Exception** (Mainstreet Commercial – Exception) zone permits the heritage designated building to be used for a range of commercial uses. As the building is not being moved, the exception zone is necessary to reflect existing setbacks and encroachments.

The Zoning By-law amendments provide appropriate regulations to ensure the site is redevelop as proposed. In some cases, the proposed regulations have been slightly adjusted from dimensions on the proposed site plan in order to provide some tolerance for construction purposes and to reduce the need for variances.

The following tables provide an updated summary of significant site specific zoning exceptions and new regulations. Minor revisions and technical variations to the regulations listed in the following tables or those that are applicable in Zoning By-law No. 0225-2007 may also apply, including changes that may take place before Council adoption of the implementing zoning by-law, should the application be approved.



Zoning is divided into 5 parcels

Proposed Zoning Regulations Parcel A Apartment Building		
Zone Regulations	RA5 Base Zone Regulations	Proposed RA5 - Exception Zone Regulations ¹
Inclusionary Zoning	Section 2.1.34.1 of the by-law identifies sites not subject to inclusionary zoning	Include subject lands in the list of sites not subject to Inclusionary Zoning ²
Permitted Uses	Apartment Long-Term Care Building Retirement Building Additional Permitted Uses: <ul style="list-style-type: none"> • Retail Store • Service establishment • Financial institution • Office • Medical Office – Restricted 	Additional Permitted Uses: <ul style="list-style-type: none"> • Restaurant • Take-out Restaurant
Maximum number of dwelling units	n/a	363
Maximum Floor Space Index (FSI) – Apartment Zone	2.9	7.6
Maximum gross floor area – apartment zone	n/a	25 000 m ² (269,098 ft ²)
Minimum gross floor area – non-residential	n/a	250 m ² (2,691 ft ²)
Maximum Height	25 storeys 77.0 m (253 ft.)	23 storeys – 78.1 m (256 ft.) 16 storeys – 55.7 m (179.5 ft.)

Proposed Zoning Regulations Parcel A Apartment Building		
Zone Regulations	RA5 Base Zone Regulations	Proposed RA5 - Exception Zone Regulations ¹
		11 storeys – 39.2 m (128.6 ft.) 7 storeys – 26.3 m (86.3 ft.) 2 storeys – 9.6 m (31.5 ft.) 1 storey – 5.5 m (18.0 ft.)
Minimum Front Yard (i.e. Park Street) and Exterior Side Yard (i.e. Ann Street)	Depending on building height setbacks range: -7.5 m (24.6 ft.) to -10.5 m (34.4 ft.)	Minimum setback depends on building height : -4.3 m (14.1 ft.) Floors 1-2 -6.3 m (20.7 ft.) Floors 3-23
Minimum Interior Side Yard	Depending on building height setbacks range: -4.5 m (14.7 ft.) to -9.0 m (29.5 ft.)	Minimum setback depends on building height ³ , triangular design of floorplates and building footprint (adjacent to public park): -4.3 m (14.1 ft.) Floors 1&2 -8.0 m (26.2 ft.) Floors 1&2 -11.0 m (36.1 ft.) Floors 1&2 -2.8 m (9.2 ft.) Floor 3-7 -2.8 m (9.2 ft.) to 5.3 m (17.4 ft.) Floor 8-11 -5.3 m (17.4 ft.) to 11.7m (38.4 ft.) Floor 12-16 -11.7 m (38.4 ft.) to 15.0m (49.2 ft.) Floors 18-23 -19.9 m (65.3 ft.) Floors 3-23
Minimum Rear Yard	4.5 m (14.8 ft.)	Minimum setback depends on building height , design of floorplate and building footprint: -2.8 m (9.2 ft.) Floor 1&2 -4.8 m (15.7 ft.) Floor 1&2 -7.8 m (26.2 ft.) Floor 1&2 -5.6 m (18.4 ft.) Floor 3-7

Proposed Zoning Regulations Parcel A Apartment Building		
Zone Regulations	RA5 Base Zone Regulations	Proposed RA5 - Exception Zone Regulations ¹
		-8.8 m (28.9 ft.) to 15.1 m (49.5 ft.) Floor 8-11 -18.2 m (59.7 ft.) to 24.6 m (80.7 ft.) Floor 12-16 -24.6 m (80.7 ft.) to 34.2 m (112.2 ft.) Floor 17-23
Minimum Rear Yard abutting an apartment zone	4.5 m (14.8 ft.)	Rear yard setback varies based on footprint: -2.8 m (9.2 ft.) -4.8 m (15.7 ft.) -7.8 m (26.2 ft.)
Maximum encroachment ⁴ of a balcony into a required yard	1.0 m (3.3 ft.)	2.5 m (8.2 ft.)
Maximum encroachment of a porch into a required yard on the first storey	1.8 m (5.9 ft.)	2.8 m (9.2 ft.)
Maximum projection into a required yard of a balcony	1.0 m (3.3 ft.)	2.5 m (8.2 ft.)
Additional Height Provisions	Not defined in Zoning	Calculation of height shall be exclusive of a balcony railing, divider, windscreen, noise barrier and structure associated with a

Proposed Zoning Regulations Parcel A Apartment Building		
Zone Regulations	RA5 Base Zone Regulations	Proposed RA5 - Exception Zone Regulations ¹
		roof top amenity area up to a maximum of 6.0 m
Minimum setback from a parking structure below grade to a lot line that is also a street line or to a lot line of an apartment zone	3.0 m (9.8 ft.)	1.0 (3.3 ft.) ⁵
Minimum landscaped area	40% of lot area	30% of lot area
Minimum amenity area	5.6 m ² (60.2 ft ²) / unit	4.0 m ² (43 ft ²) / unit
Minimum percentage of total amenity area to be in one contiguous area	50%	NOTE ⁶
Minimum depth of a landscaped buffer abutting a lot line that is a street line	4.5 m (14.8 ft)	0 m (0.0 ft.) abutting a street line 2.0 m (6.6 ft.) abutting an open space zone

Proposed Zoning Regulations Parcel A Apartment Building		
Zone Regulations	RA5 Base Zone Regulations	Proposed RA5 - Exception Zone Regulations ¹
and/or abutting an open space zone		
Minimum depth of a landscape buffer along any other lot line	3.0 m (9.8 ft)	0 m (0 ft)

¹ Regulations should be read in conjunction with conceptual exception schedule. Table identifies significant regulations and excludes minor issues (e.g. measurement of height excludes balcony railings).

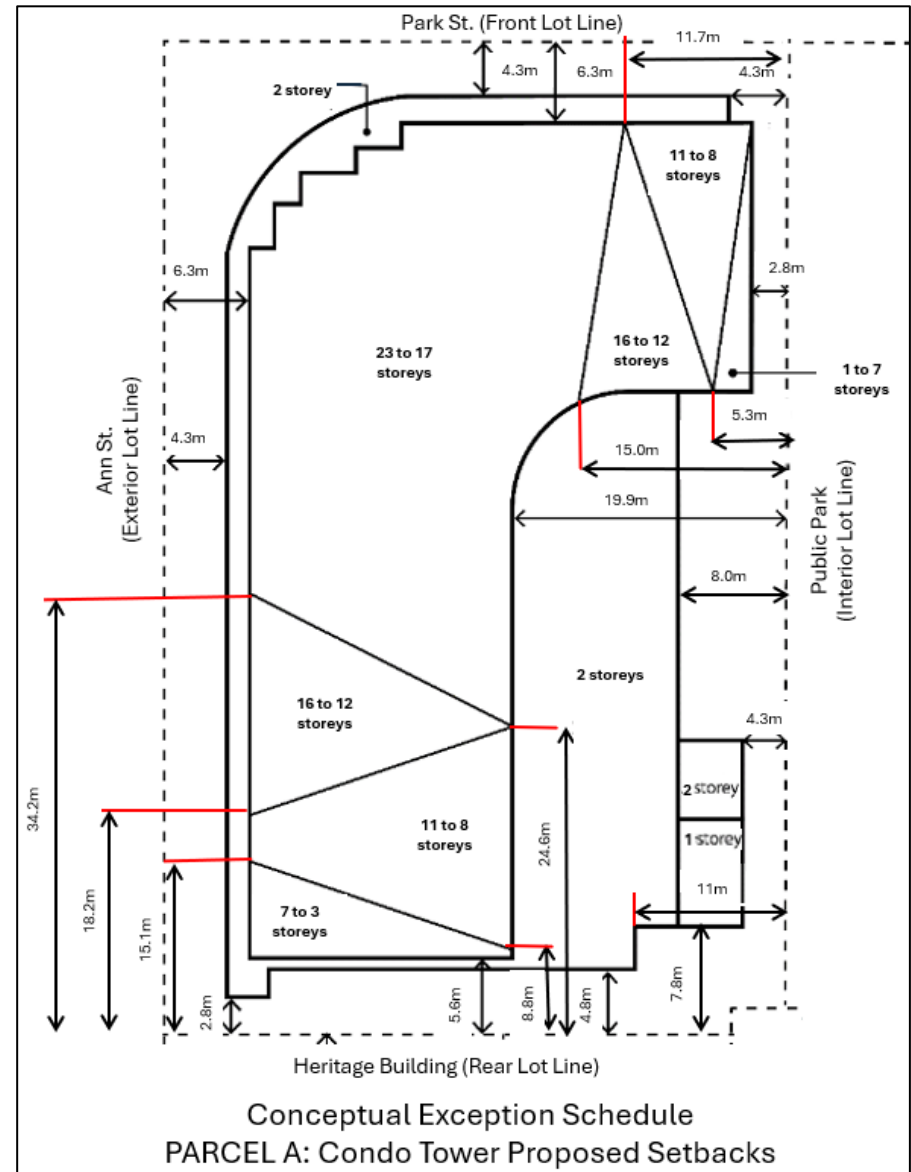
² Inclusionary zoning regulations are not applicable as the applicant agreed to include in the Development Agreement provisions to secure both an affordable housing contribution as well as retention of 6 rental units at 84 High Street East.

³ Portions of the northeast corner of the building along the public park (interior lot line) cantilever over the first and second floor setback resulting in a reduced setback of 2.8 m for floors 3-7 as opposed to a setback of 4.5 m for floors 1 -2). For the southern half of the building floors 3-23 have a 19.9 m interior side yard setback.

⁴ Additional encroachment provisions specific to the application may be included in zoning by-law amendment.

⁵ Required setback for the below grade parking structure adjacent to the public park remains 3.0 m (9.8 ft.).

⁶ Contiguous amenity area regulation is not required as proposed locations of amenity areas are acceptable.



Proposed Zoning Regulations Parcels B & C Public Community Park		
Zone Regulations	OS1- Base Regulations	Proposed OS1 - Exception Zone Regulations
Minimum setback of a building or structure to a lot line	4.5 m (14.8 ft.)	NOTE ¹
Minimum setback of a building or structure to a lot line abutting a residential zone	6.0 m (19.7 ft.)	NOTE ¹
¹ Not applicable as the future park design process will establish required structures and any necessary setbacks.		

Proposed Zoning Regulations Parcel D¹ Heritage Building with Six Apartment Units		
Zone Regulations	RA1 Base Zone Regulations	Proposed RA1 - Exception Zone Regulations
Minimum lot frontage	30 m (98.4 ft.)	18 m (59.1 ft.)
Minimum & Maximum Floor Space Index	0.4 0.9	NOTE ² NOTE ²

Proposed Zoning Regulations Parcel D¹ Heritage Building with Six Apartment Units		
Zone Regulations	RA1 Base Zone Regulations	Proposed RA1 - Exception Zone Regulations
Minimum front and exterior side yards	7.5 m (24.6 ft.) for that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.)	5.0 m (16.4 ft.)
Minimum interior side yard	4.5 m (14.8 ft.) for that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.) 4.5 m (14.8 ft.) where an interior side lot line , or any portion thereof abuts an Apartment Zone	2.1 m (6.9 ft.) and 2.6 m (8.5 ft.)
Minimum rear yard	7.5 m (24.6 ft.) for that portion of the dwelling with a height less than or equal to 13.0 m (42.7 ft.)	2.4 m (7.9 ft.)
Maximum encroachment into a required yard for a staircase with a maximum width of 6 m (19.7 ft.)	1.8 m (5.9 ft.)	2.5 m (8.2 ft.) with no width restriction ³ and 3.0 m (9.8 ft.) ⁴

Proposed Zoning Regulations Parcel D ¹ Heritage Building with Six Apartment Units		
Zone Regulations	RA1 Base Zone Regulations	Proposed RA1 - Exception Zone Regulations
Maximum encroachment into a required front yard for stairs to access a basement unit	NOTE ⁵	1.5 m (4.9 ft.) ⁵
Landscaped area, landscape buffer, and amenity area	Includes, but not limited to 40% landscape area, 4.5 m (14.7 ft.) buffer and 5.6 m ² (60.3 ft ²) amenity area per dwelling unit	NOTE ⁶

¹ See following image for illustration of footprint, setbacks, and encroachments / projections for Parcel D, which may for part of an exception schedule.

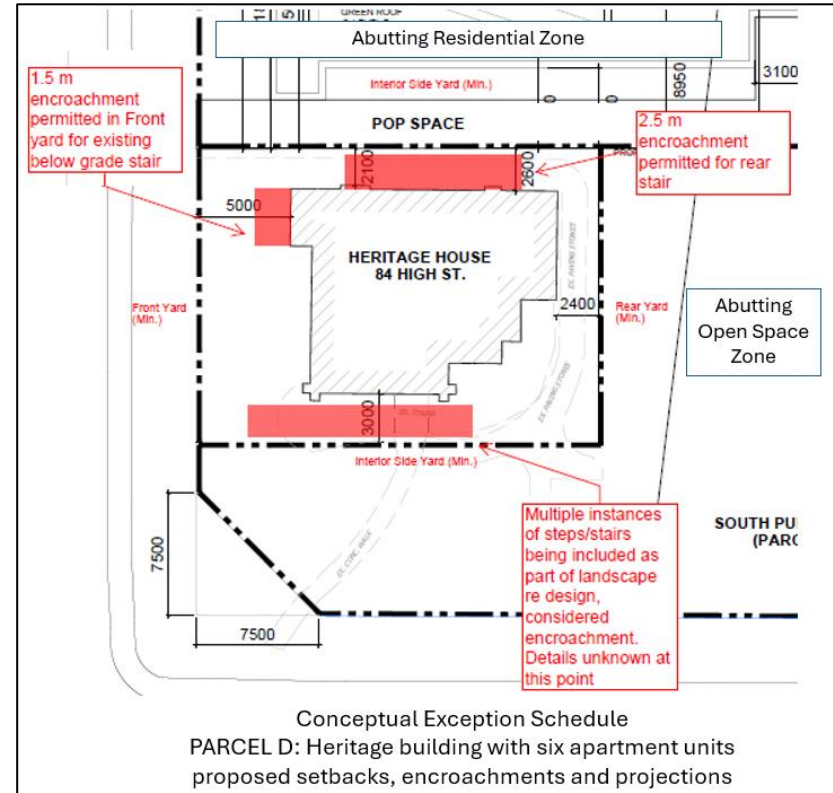
² Accurate gross floor area for the heritage building is not available and Floor Space Index cannot be calculated or confirmed. Zoning will still regulate height and footprint and Heritage Conservation Plan will also address building modifications.

³ Existing porch (located on the north side of building) will be removed and replaced with an exterior staircase which will be subject to a Heritage Permit and Heritage Conservation Plan that will confirm appropriate design and width.

⁴ Encroachment is for proposed front door stairs on south side of building that is necessary to connect to path that leads to Ann Street. Design will be subject to Heritage Conservation Plan.

⁵ Encroachment into front yard is for existing stairs to access basement apartment unit. Any renovations will be subject to Heritage Conservation Plan.

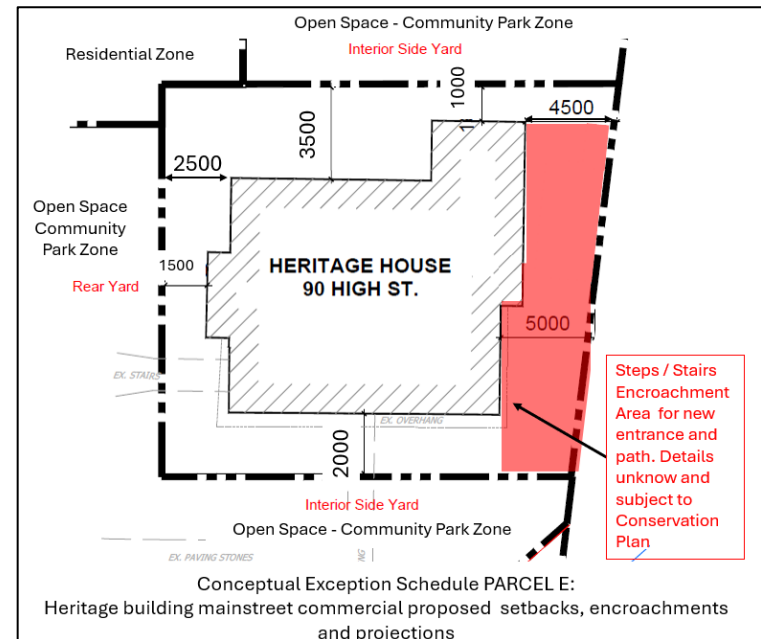
⁶ Regulations pertaining to landscaping, buffers, and amenity area will be determined and regulated through the Heritage Conservation Plan. Site is constrained by existing heritage building and reconfigured lot.



Proposed Zoning Regulations Parcel E Heritage Building with Commercial Uses ¹		
Zone Regulations	C4 Zone Regulations	Proposed C4 - Exception Zone Regulations
Maximum front yard	3.0 m (9.8 ft.)	5.0 m (16.4 ft.) ²

Proposed Zoning Regulations Parcel E Heritage Building with Commercial Uses ¹		
Zone Regulations	C4 Zone Regulations	Proposed C4 - Exception Zone Regulations
Minimum interior side yard abutting any other zone	4.5 m (14.8 ft.)	1.0 m (3.3 ft.) ³
Minimum rear yard abutting a Residential Zone ⁴	4.5 m (14.8 ft.)	2.5 m (8.2 ft.)
Minimum rear yard abutting any other zone	4.5 m (14.8 ft.)	1.5 m (4.9 ft.)
Landscaped buffer, and amenity area	Includes, but not limited to 4.5 m (14.7 ft.) buffer	NOTE ⁵
Minimum contiguous amenity area	The lesser of 2.8 m ² per dwelling unit or 5% of the site area	NOTE ⁵
Streetwall	Maximum 30 percent for portion setback from front yard	NOTE ⁶
Main front entrance for commercial uses	Shall be located in the streetwall on first storey	NOTE ⁷
Maximum encroachment into a yard	Not defined in by-law	5.0 m (16.4 ft.) ⁸
¹ See following conceptual exception schedule for illustration of footprint, setbacks, and encroachments / projections. Additional modifications may be required given adaptive reuse of heritage building. ² Given footprint, the front yard is less than the maximum in some areas. ³ Given footprint, the interior side yard is greater than the minimum in some areas. ⁴ Applicable only to the very northwest corner of the site where the rear yard of the heritage building abuts lands zoned for the residential condominium apartment.		

Proposed Zoning Regulations Parcel E Heritage Building with Commercial Uses ¹		
Zone Regulations	C4 Zone Regulations	Proposed C4 - Exception Zone Regulations
⁵ Regulations pertaining to landscape buffer and amenity area will be determined and regulated through the Heritage Conservation Plan. ⁶ Streetwall reflects existing building and established setbacks. ⁷ Existing heritage building has front door facing High Street East (now considered to be an interior side yard). ⁸ Modifications to the building to provide access directly to Hurontario Street may require an encroachment of stairs/steps into the front yard. Design and extent of the encroachment will be subject to the Heritage Conservation Plan.		



9. Bonus Zoning

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. As the subject proposal is more than five storeys and contains 10 or more residential units in total, the CBC will be applicable and will be payable at the time of first building permit.

10. Site Plan

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

submitted to date for the proposed development. Through the site plan process, further refinements are anticipated including landscaping.

11. Conclusions

In conclusion, the proposed 23 storey residential condominium apartment with at-grade commercial space, along with the retention of two heritage buildings and provision of a public park align with the relevant policies at the provincial, regional and municipal levels.

The proposed redevelopment will increase housing supply, intensify development within a strategic growth area and support transit. The design of the proposed building is sensitive to the planned character of the area and respects two heritage designated buildings on the site. The proposed park will contribute to the Port Credit Local Area Plan's Vision for an enhanced public realm at this gateway location.

The proposed official plan amendment and rezoning applications are acceptable from a planning standpoint and should be approved.