

## Planning and Development Committee

### Date

2015/12/07

### Time

7:00 PM

### Location

Civic Centre, Council Chamber,  
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

### Members

Bonnie Crombie	Mayor
Jim Tovey	Councillor - Ward 1
Karen Ras	Councillor - Ward 2
Chris Fonseca	Councillor - Ward 3
John Kovac	Councillor - Ward 4
Carolyn Parrish	Councillor - Ward 5
Ron Starr	Councillor - Ward 6
Nando Iannicca	Councillor - Ward 7
Matt Mahoney	Councillor - Ward 8
Pat Saito	Councillor - Ward 9
Sue McFadden	Councillor - Ward 10
George Carlson	Councillor - Ward 11 (Chair)

### Contact

Mumtaz Alikhan, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5425  
[mumtaz.alikhan@mississauga.ca](mailto:mumtaz.alikhan@mississauga.ca)

### Find it online

<http://www.mississauga.ca/portal/cityhall/councilcommittees>

**PUBLIC MEETING STATEMENT:** In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the Ontario Municipal Board (OMB), and may not be added as a party to the hearing of an appeal before the OMB.

***Send written submissions or request notification of future meetings to:***

Mississauga City Council  
c/o Planning and Building Department – 6<sup>th</sup> Floor  
Att: Development Assistant  
300 City Centre Drive, Mississauga, ON, L5B 3C1  
Or Email: [application.info@mississauga.ca](mailto:application.info@mississauga.ca)

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. APPROVAL OF MINUTES OF PREVIOUS MEETING – October 26, 2015
4. MATTERS TO BE CONSIDERED
  - 4.1. **Addendum Recommendation Report Ward 9 (Page 3)**  
Applications to permit 83 condominium townhouse and stacked townhouse dwellings in addition to the existing 13 storey rental apartment building, 6719 Glen Erin Drive, Northeast corner of Glen Erin Drive and Aquitaine Avenue  
Applicant: Blackrock Aquitaine Limited  
File: OZ 14/002 W9
  - 4.2. **Recommendation Report (Page 61)**  
Applications to permit a 15 storey, 68 unit apartment building and two 3 storey semi-detached homes (Ward 1), 6, 8 and 10 Ann Street, southwest corner of High Street East and Ann Street  
Applicant: F.S. 6810 Limited Partnership (FRAM Building Group)  
File: OZ 14/007 W1
  - 4.3. **Inspiration Port Credit - Master Planning Framework for 70 Mississauga Road South**  
File: CD.21.POR (Page 97)
5. ADJOURNMENT



# City of Mississauga

# Corporate Report



Date: November 17, 2015	Originator's files:  OZ 14/002 W9
To: Chair and Members of Planning and Development Committee  From: Edward R. Sajecki, Commissioner of Planning and Building	Meeting date:  2015/12/07

## Subject

### **ADDENDUM RECOMMENDATION REPORT (Ward 9)**

**6719 Glen Erin Drive, Northeast corner of Glen Erin Drive and Aquitaine Avenue**

**Blackrock Aquitaine Limited**

**Applications to permit 83 condominium townhouse and stacked townhouse dwellings in addition to the existing 13 storey rental apartment building**

## Recommendation

That the Report dated November 17, 2015, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 14/002 W9, Blackrock Aquitaine Limited, 6719 Glen Erin Drive, be adopted in accordance with the following:

1. That the application to amend Mississauga Official Plan from **Residential High Density to Residential High Density – Special Site** to permit townhouse and stacked townhouse dwellings in addition to the existing apartment building and a maximum FSI of 1.4 be approved.
2. That the application to change the Zoning from **RA4-1 (Apartment Dwellings)** to **RA5-Exception (Apartment Dwellings)** to permit 83 condominium townhouse and stacked townhouse dwellings in addition to the existing 13 storey rental apartment building and a maximum FSI of 1.4 be approved.
3. That the Official Plan and Zoning By-law Amendments be subject to satisfying all the requirements of the City and any other official agency concerned with the development.
4. In the event these applications are approved by Council, that staff be directed to hold discussions with the applicant to secure community benefits, in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions.

Planning and Development Committee		2015/11/17	2
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Originator's file(s): OZ 14/002 W9

5. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

## Report Highlights

- On September 8, 2015 Planning and Development Committee deferred this Planning Application for staff to obtain clarity with respect to water and sewer capacity and to report on the outcomes of the Meadowvale Capacity Review
- The Region has advised the City that this application can proceed and there is sufficient capacity for water and sewer to accommodate this proposal
- Staff have completed a review of development capacity in Meadowvale and find that future development at the scale proposed by this application will not have a detrimental impact on community services and traffic, but some servicing upgrades will be required on particular streets within the area

## Background

At the September 8, 2015 Planning and Development Committee, the Committee made the following Recommendation:

That the Report dated August 18, 2015, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 14/002 W9, Blackrock Aquitaine Limited, 6719 Glen Erin Drive, be deferred until the completion of the Meadowvale Capacity Review, and until staff have obtained clarity with respect to water and sewer capacity.

Appendix 1 attached is the September 8, 2015 Planning and Development Committee report.

## Comments

### Rezoning Application OZ 14/002

Following the Planning and Development Committee meeting, Regional staff concluded their review and by correspondence dated October 21, 2015, confirmed that there is sufficient water and sanitary sewer capacity to accommodate this development. Upgrades to Regional services are not required to accommodate this project.

### Meadowvale Capacity Review

Ward 9 Councillor Pat Saito requested that Planning staff undertake a capacity review of current and potential development applications in and around the Meadowvale Community Node. This review seeks to achieve a more comprehensive understanding of the incremental impacts of development on existing community centres, traffic on abutting streets, and physical infrastructure. The results of this review are attached as Appendix 3.

Highlights of the Meadowvale Capacity Review are:

- There will be a system constraint in the future to accommodate population growth in both the water and waste water system in the area. The existing 300 mm (12 inch) watermain

located on Aquitaine Boulevard has limited capacity to accommodate further demands. Likewise the 600 mm (24 inch) transmission sewer on Millcreek Drive, which accepts flows from the 450 mm (17.7 inch) local sewer on Aquitaine Boulevard has limited capacity to accommodate growth and may surcharge at Montevideo Road with the identified additional demand. Such work has not been identified in the Region's Servicing Master Plan and has not been accommodated within the current development charges formula.

- Sufficient parkland is already in place to provide 100% coverage within the area.
- The area will not require additional playgrounds to accommodate the prospective population increase.
- The existing trail system will have no identified impact.
- The assumed future population will not require additional indoor and outdoor recreational amenities to be provided at the redeveloped Meadowvale Community Centre or in the broader service area.
- The results indicate that there will be minimal impacts on the overall operations of the signalized intersections in the Meadowvale neighbourhood.

#### **UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

Updated comments from the Region of Peel are contained in Appendix 2. There is enough capacity within the system to accommodate this development and no upgrades are required.

## **Conclusion**

The Region of Peel has provided clearance on the servicing issues for 6719 Glen Erin Drive.

The proposed Official Plan Amendment and Rezoning are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal to add condominium townhouse/stacked townhouse dwellings to the site is compatible with the surrounding land uses as it provides for a completion of the built form along Glen Erin Drive.
2. The proposed Residential High Density – Special Site Official Plan designation and RA5-Exception (Apartment Dwellings) zoning standards are appropriate to accommodate the requested uses.
3. There is adequate sewer and water capacity to accommodate this development.
4. The Meadowvale Capacity Review study has identified potential future infrastructure constraints including water and sanitary sewers. On-going dialogue is required between the City of Mississauga and with the Region of Peel to discuss proposed infill projects within the area and the overall impacts these applications may have on infrastructure in the broader service area.

## Attachments

Appendix 1: September 8, 2015 PDC Report

Appendix 2: Agency Comments

Appendix 3: Meadowvale Capacity Review



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Edward R. Sajecki,  
Commissioner of Planning and Building

Prepared by: Michael Hynes, Development Planner

City of Mississauga  
**Corporate Report**

**PDC** SEP - 8 2015



<p>Date: 2015/08/18</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Originator's files:</p> <p>OZ 14/002 W9</p> <hr/> <p>Meeting date:</p> <p>2015/09/08</p>
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## Subject

Applications to permit 83 condominium townhouse and stacked townhouse dwellings in addition to the existing 13 storey rental apartment building.

6719 Glen Erin Drive

Northeast corner of Glen Erin Drive and Aquitaine Avenue

Blackrock Aquitaine Limited

Recommendation Report Ward 9

## Recommendation

That the Report dated August 18, 2015, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 14/002 W9, Blackrock Aquitaine Limited, 6719 Glen Erin Drive, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application to amend Mississauga Official Plan from Residential High Density to Residential High Density – Special Site to permit townhouse and stacked townhouse dwellings in addition to the existing apartment building and a maximum FSI of 1.4 be approved.
3. That the application to change the Zoning from **RA4-1 (Apartment Dwellings)** to **RA5-Exception (Apartment Dwellings)** to permit 83 condominium townhouse and stacked townhouse dwellings in addition to the existing 13 storey rental apartment building and a maximum FSI of 1.4 be approved.
4. That the Official Plan and Zoning By-law Amendments be subject to satisfying all the requirements of the City and any other official agency concerned with the development.
5. In the event these applications are approved by Council, that staff be directed to hold discussions with the applicant to secure community benefits, in accordance with Section 37 of the *Planning Act*

and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions.

6. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

## Report Highlights

- Since the Public Meeting revisions have been made to the development including the reduction of units, built form particularly along Glen Erin Drive, landscaping and internal site improvements;
- Staff are satisfied with the revisions and recommend approval of the development.

## Background

A public meeting was held by the Planning and Development Committee on February 2, 2015, at which time a Planning and Building Department Information Report (Appendix R-1) was presented and received for information. The Planning and Development Committee passed Recommendation PDC-0005-2015 which was adopted by Council and is attached as Appendix 2.

The revised site plan (Appendix 3) and elevation plans (Appendix 4) are attached.

## Comments

See Appendix 1 - Information Report prepared by the Planning and Building Department.

### REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- The number of units was reduced from 93 to 83
- The density has been reduced from 151 units per hectare to 145 units per hectare (61 units per acre to 59 units acre)
- The FSI has been reduced from 1.45 to 1.4
- Increasing the setback for townhouse dwelling units along Glen Erin Drive to allow additional outdoor amenity area
- Redesign of townhouse dwelling units along Glen Erin Drive in an "L" shaped design to allow for additional light and amenity area
- Central courtyard is now a green area instead of asphalt pavers
- The setback to the greenbelt zone increased from 2.5 metres to 4.0 metres (8.2 ft. to 13.1 ft.)

### COMMUNITY ISSUES

Issues were identified by residents through written correspondence to the City and through verbal comments made at both the February 2, 2015 public meeting, and the September 18, 2014 community meeting held by Ward Councillor Pat Saito. The following is a summary of issues raised by the community:

#### Comment

Concerns were raised regarding the amount of traffic, on-street parking and road safety in the area.

**Response**

An additional 83 townhouses is not expected to create a significant impact on the current traffic pattern in the area. On-street parking is currently permitted for 15 hours on Glen Erin Drive for all residents; however, residents may petition Council to add additional time to the on-street parking. With respect to safety, the existing driveway location has been reviewed and is considered to be operating in a satisfactory manner.

**Comment**

Concerns were raised regarding the maintenance of the existing apartment building.

**Response**

The existing apartment building is required to meet building code and property standards requirements. Staff have met with the owner regarding improvements to the existing apartment building and will be implemented through site plan control. The proposal also seeks to improve the outdoor spaces of the existing apartment site through landscaping and additional plantings.

**Comment**

Concern was raised regarding the proposed location of the townhouses along the Greenbelt zone and the proximity of the proposed buildings to the park.

**Response**

The applicant has provided a 4.0 metre (13.1 ft.) buffer (setback) from the proposed stacked townhouses to the greenbelt zone which is consistent with other buildings in the area.

**Comment**

Ward 9 Councillor Saito requested that the City undertake a capacity review to address servicing impacts from future development applications in and around the Meadowvale Community Node including the potential impact on existing community centres, traffic on abutting streets and infrastructure.

**Response**

The capacity review is ongoing. Preliminary findings have determined that there is sufficient capacity available for this project to proceed.

**UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

Updated comments from City Departments and Agencies are contained in Appendix 5.

## PLANNING COMMENTS

### Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe

The Provincial Policy Statement (PPS), contains the Province's policies concerning land use planning for Ontario and all planning decisions are required to be consistent with these policies. The PPS gives direction for supporting healthy active communities, strong economies and the responsible management of resources in a clean and healthy environment. It states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated" and "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding mitigating risks to public health and safety".

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan. The subject property is currently designated for High Density Residential development in the Mississauga Official Plan and the heights and form of the proposed townhouses are considered to be an appropriate form of intensification on the site. The proposed development adequately takes into account the existing context and provides an appropriate transition of built form to adjacent areas. The application conforms to the PPS and Growth Plan.

### Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for the Meadowvale Neighbourhood Character Area. The following amendments to the Mississauga Official Plan are required to redesignate the lands from **Residential High Density** to **Residential High Density – Special Site** to permit:

- Townhouses and stacked townhouses
- FSI of 1.4

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 criteria against this proposed development application. The proposal is consistent with the overall intent, goals and objectives of Mississauga Official Plan. The proposal will not adversely impact or destabilize the development or functioning of neighbouring residential lands as multiple unit housing in the form of townhouses already surround the site on the west and north sides.



Adequate infrastructure including access to public transit is available to service this site and the applicant has provided additional planning rationale to justify the change in designation.

### Zoning

The proposed **RA5-Exception (Apartment Dwellings)** zone is appropriate to accommodate the 83 condominium townhouse and stacked townhouse dwellings. Appendix 6 contains the general site specific zoning provisions for the development. An exception schedule containing more detailed illustrated provisions may be provided with the implementing Zoning By-law.

### Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the Planning Act and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

Should these applications be approved by Council, staff will report back to Council with a Section 37 report outlining the recommended community benefits as a condition of approval.

### Site Plan

Prior to development occurring on the lands the applicant will be required to obtain Site Plan approval. A site plan application has not been submitted for the proposed development to date.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters related to architectural elements, site improvements, tree preservation and landscaping.

## Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency review must be met.

## Conclusion

In accordance with subsection 34(17) of the *Planning Act*, Council is given authority to determine if further public notice is required. Since the request by the applicant is to in keeping with the original submission it is recommended that no further public notice be required.

The proposed Official Plan Amendment and Rezoning are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal to add condominium townhouse/stacked townhouse dwellings to the site is compatible with the surrounding land uses as it provides for a completion of the built form along Glen Erin Drive.

2. The proposed Residential High Density – Special Site Official Plan designation and RA5-Exception (Apartment Dwellings) zoning standards are appropriate to accommodate the requested uses.

## Attachments

Appendix 1: Information Report  
Appendix 2: Recommendation PDC  
Appendix 3: Site Plan  
Appendix 4: Elevations  
Appendix 5: Agency Comments  
Appendix 6: Zoning Standards



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Edward R. Sajecki,  
Commissioner of Planning and Building

Prepared by: Michael Hynes



# Corporate Report

Clerk's Files

 Originator's  
Files

OZ 14/002 W9

PDC FEB 02 2015

**DATE:** January 13, 2015

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: February 2, 2015

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** Information Report  
Official Plan Amendment and Rezoning Applications  
To permit 41 townhouse dwellings and 52 stacked townhouse dwellings in addition to the existing 13 storey rental apartment building  
6719 Glen Erin Drive  
Northeast corner of Glen Erin Drive and Aquitaine Avenue  
Owner: Blackrock Aquitaine Limited  
Applicant: Dentons Canada LLP  
Bill 51

Public Meeting Ward 9

**RECOMMENDATION:** That the Report dated January 13, 2015, from the Commissioner of Planning and Building regarding the applications to amend the Mississauga Official Plan policies for the Meadowvale Neighbourhood Character Area from "Residential High Density" to "Residential High Density – Special Site" and to change the Zoning from "RA4-1" (Apartment Dwellings) to "RA4-Exception" (Apartment Dwellings) to permit 41 townhouse dwellings and 52 stacked townhouse dwellings in addition to the existing 13 storey rental apartment building under File OZ 14/002 W9, Blackrock Aquitaine Limited, 6719 Glen Erin Drive, be received for information.

**REPORT  
HIGHLIGHTS:**

- The project is to build 41 condominium townhouse dwellings and 52 stacked townhouse dwellings in addition to the existing 13 storey rental apartment building.
- Community concerns to date include replacing the existing berm along Glen Erin Drive with townhouse units; the size and number of townhouse units; the ability of neighbourhood schools and community facilities to serve new residents; proposed setbacks to existing residential buildings; on-site parking for the proposed townhouses and increased traffic on area streets.
- Prior to the Recommendation Report, matters to be addressed include appropriateness of the proposed development; compatibility with the existing parking garage; increased traffic; amount of on-site resident and visitor parking spaces; tree preservation; stormwater management; privacy and the reduction of outdoor and indoor amenity space; and proposed setbacks.

**BACKGROUND:**

The applications have been circulated for technical comments and a community meeting has been held.

The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

The project is to build 41 condominium townhouse dwellings and 52 stacked townhouse dwellings in addition to the existing 13 storey rental apartment building.

**COMMENTS:**

Details of the proposal are as follows:

Development Proposal	
Applications submitted:	Received: June 4, 2014 Deemed complete: June 4, 2014
Existing Gross Floor Area:	16 305 m <sup>2</sup> (175,511 sq. ft.)
Height:	41 townhouses - three storeys 52 stacked townhouses – four storeys
Lot Coverage:	38.8%

Development Proposal			
Floor Space Index:	1.45		
Landscaped Area:	44%		
Net Density:	151 units/ha 61 units/acre		
Gross Floor Area:	26 066 m <sup>2</sup> (280,581 sq. ft.)		
Number of units proposed:	41 townhouse dwellings <ul style="list-style-type: none"> <li>• 21 - 2 bedroom units</li> <li>• 20 - 3 bedroom units</li> </ul> 52 stacked townhouse dwellings <ul style="list-style-type: none"> <li>• 52 - 2 bedroom units</li> </ul>		
Anticipated Population:	288* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.		
Existing Parking:	230 spaces for residents 36 spaces for visitors 1 accessible space		
Parking		Required	Proposed
Apartments	resident spaces	230	140
	visitor spaces	36	36
	accessible spaces	1	0
Townhouses	resident spaces	186	140
	visitor spaces	23	23
Total	resident spaces	416	280
	visitor spaces	59	59
	accessible	1	1
	space		

<b>Development Proposal</b>	
Supporting Documents:	Building Elevations Landscape Plan Grading and Servicing Plans Construction Management Plan Planning Rationale Report Arborist Report Acoustics and Vibration Study Shadow Study Traffic Impact Study Functional Servicing and Stormwater Management Implementation Report Green Development Standards Easement Documents

<b>Site Characteristics</b>	
Frontage:	134.32 m (440.68 ft.)
Depth:	134.25 m (440.45 ft.)
Existing Use:	One 13 storey rental apartment building with a total of 267 parking spaces. The subject property has an existing FSI of 1.0 and a density of 99 units per hectare (40.1 units per acre)

Additional information is provided in Appendices I-1 to I-13.

### **Green Development Initiatives**

The applicant has identified the following green development initiatives that will be included into the development: internal pedestrian walkways; bicycle racks throughout the complex; turning an asphalt parking lot into a recreational area including children's playground, benches and landscaping.

### **Neighbourhood Context**

The property is located within the Meadowvale community, a mature, stable, mixed use community. The Meadowvale Town Centre, located to the west of the subject property provides a range of services for the community. The housing stock in the area is

varied and includes detached, semi-detached, townhouse, three storey apartments and high rise apartment buildings. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

North: 2 storey townhouses  
East: Lake Aquitaine Trail  
South: 9 storey residential rental apartment building  
West: 11 storey residential rental apartment building

#### **Mississauga Official Plan Designation and Policies for the Meadowvale Neighbourhood Character Area**

The property is located in the Meadowvale Neighbourhood Character Area, across the street from the boundary of the Meadowvale Community Node (See Appendix I-3) and is designated "Residential High Density" (see Appendix I-6).

The permitted Floor Space Index (FSI) for this site is 0.5-1.0 times the lot area (See Appendix I-4).

#### **Residential Policies**

If certain requirements are met, residential intensification may be permitted within Neighbourhoods. These requirements include:

- compatibility with built form and scale with surrounding development
- enhancing the existing or planned community and consistency with the intent of the policies of Mississauga Official Plan

Design issues related to built form, height, massing, transition, coverage, setbacks, privacy, parking and the quantity and quality of open spaces will be priorities in assessing the project.

### **Urban Design Policies**

The urban design policies of Mississauga Official Plan (MOP) require that building, landscaping and site design are compatible with site conditions. There is to be an appropriate transition between individual buildings, groups of buildings and open spaces. The project should also address the effects of noise from Glen Erin Drive and relationship of the proposed buildings to the street.

Other relevant policies of the MOP that apply to these applications are found in Appendix I-11.

### **Proposed Official Plan Designation and Policies**

"Residential High Density – Special Site" to permit the existing 13 storey rental apartment building and 41 condominium townhouse dwellings and 52 stacked townhouse dwellings with an FSI of 1.45.

### **Existing Zoning**

"RA4-1" (Apartment Dwellings) which permits apartment dwellings with a FSI of 0.5-1.0 (see Appendix I-5).

### **Proposed Zoning By-law Amendment**

"RA4-Exception" (Apartment Dwellings), to permit 41 townhouse dwellings and 52 stacked townhouse dwellings with a maximum height of 3 and 4 storeys respectively, a reduced parking rate and an overall FSI of 1.45.

A complete list of proposed zoning standards are identified in Appendix I-12 attached to this report.

### **Bonus Zoning**

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this allows the City to obtain community benefits



when the height and/or density are increased. These can only be applied after the City has decided if the application represents good planning and approves the project. If this project is approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

## **COMMUNITY ISSUES**

A community meeting was held by Ward 9 Councillor, Pat Saito, on September 18, 2014.

The following is a summary of issues raised by the community:

- the use of the existing on-site landscape buffer for 22 townhouse dwellings;
- the size and depth of the proposed dwelling units;
- insufficient on-site parking for visitors and increased on-street parking;
- increased density on the site;
- traffic and access to the site;
- fire route access to the units abutting the green space;
- the proposed drop-off area for the existing 13 storey apartment building on Aquitaine Avenue may conflict with the existing access and turning movements for the development across the street;
- the removal of trees;
- the adequacy of schools to serve the new residents; and
- limitations of existing sanitary and water services.

The comments raised by the Community will be considered in the evaluation of the project and will be addressed in the Recommendation Report which will be presented at a future date.

## **DEVELOPMENT ISSUES**

Agency comments are in Appendix I-9. School accommodation information is in Appendix I-10. Based on the comments received

and the applicable Mississauga Official Plan policies, the following will have to be addressed:

- the loss of the landscaped buffer along Glen Erin Drive;
- the requirement for a 5 metre (16.4 ft.) landscape buffer along the east property line to the "G1" Greenbelt Zone;
- the location of the proposed buildings;
- traffic impact on the neighbourhood and surrounding area;
- cumulative impact of this development on the community;
- urban design including massing and built form; and
- proposed setbacks from the existing parking garage and the abutting greenbelt zone.

**FINANCIAL IMPACT:** Development charges will be payable as required by the Development Charges By-law of the City. Also, the financial requirements of any other official commenting agency review must be met.

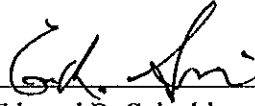
**CONCLUSION:** Most agency and City department comments have been received. After the public meeting has been held and all outstanding issues have been resolved, the Planning and Building Department will be in a position to make a recommendation on the project.

**ATTACHMENTS:**

- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Meadowvale Community Node Character Area
- Appendix I-4: Excerpt of Meadowvale Neighbourhood Character Area
- Appendix I-5: Existing Land Use and Proposed Zoning Map
- Appendix I-6: Excerpt of Mississauga Official Plan
- Appendix I-7: Site Plan
- Appendix I-8: Elevations
- Appendix I-9: Agency Comments
- Appendix I-10: School Accommodation
- Appendix I-11: Relevant City of Mississauga Official Plan Policies

Appendix I-12: Proposed Zoning Standards

Appendix I-13: General Context Map



Edward R. Sajecki

Commissioner of Planning and Building

*Prepared By: Michael Hynes, Development Planner*

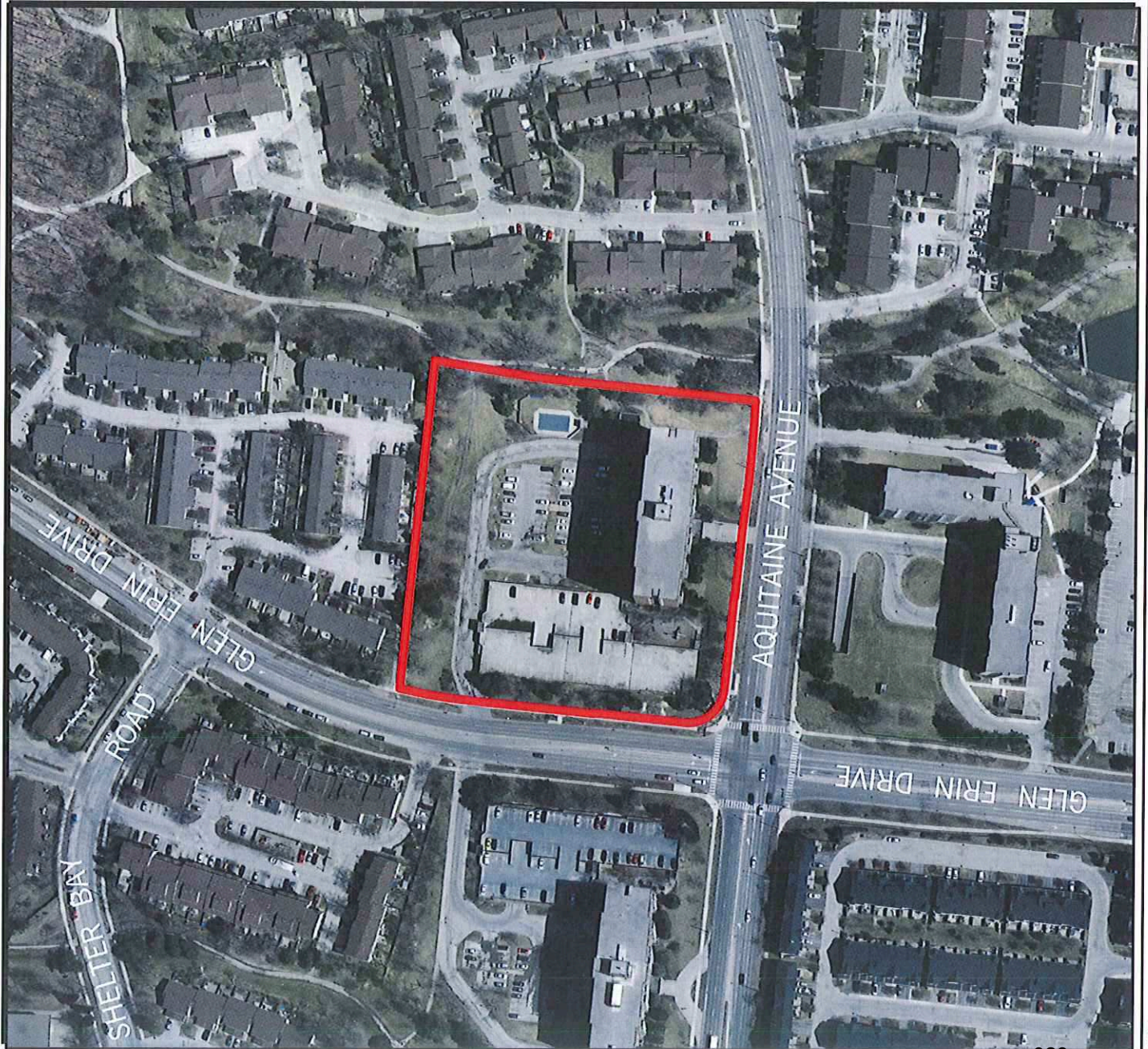


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**Site History**

- April 6, 1978 – The Committee of Adjustment application under File 'A'101/78 was approved by the City to permit the construction of a 13 storey 174 unit rental apartment building.
- January 13, 1983 – The Committee of Adjustment application under File 'A' 10/83 was approved by the City to permit the construction of 5 additional units within the existing 13 storey rental apartment building.
- June 20, 2007 – Zoning By-law 0225-2007 came into force, zoning the subject lands "RA4-1" (Apartment Dwellings).
- May 5, 2003 – The Region of Peel approved Mississauga Plan policies for the Meadowvale District which designated the subject lands "Residential High Density I".
- November 14, 2012 – Mississauga Official Plan came into force except for those site policies which have been appealed. As no appeals have been filed, the policies of the new Mississauga Official Plan will apply. The subject lands are designated "Residential High Density" in the Meadowvale Neighbourhood Character Area.





LEGEND:



SUBJECT LANDS



DATE OF IMAGERY: SPRING 2014

SUBJECT:

BLACKROCK ACQUITAINE LIMITED

FILE NO:  
OZ 14/002 W9  
DWG. NO:  
14002A  
SCALE:  
1:2500

APPENDIX I-2

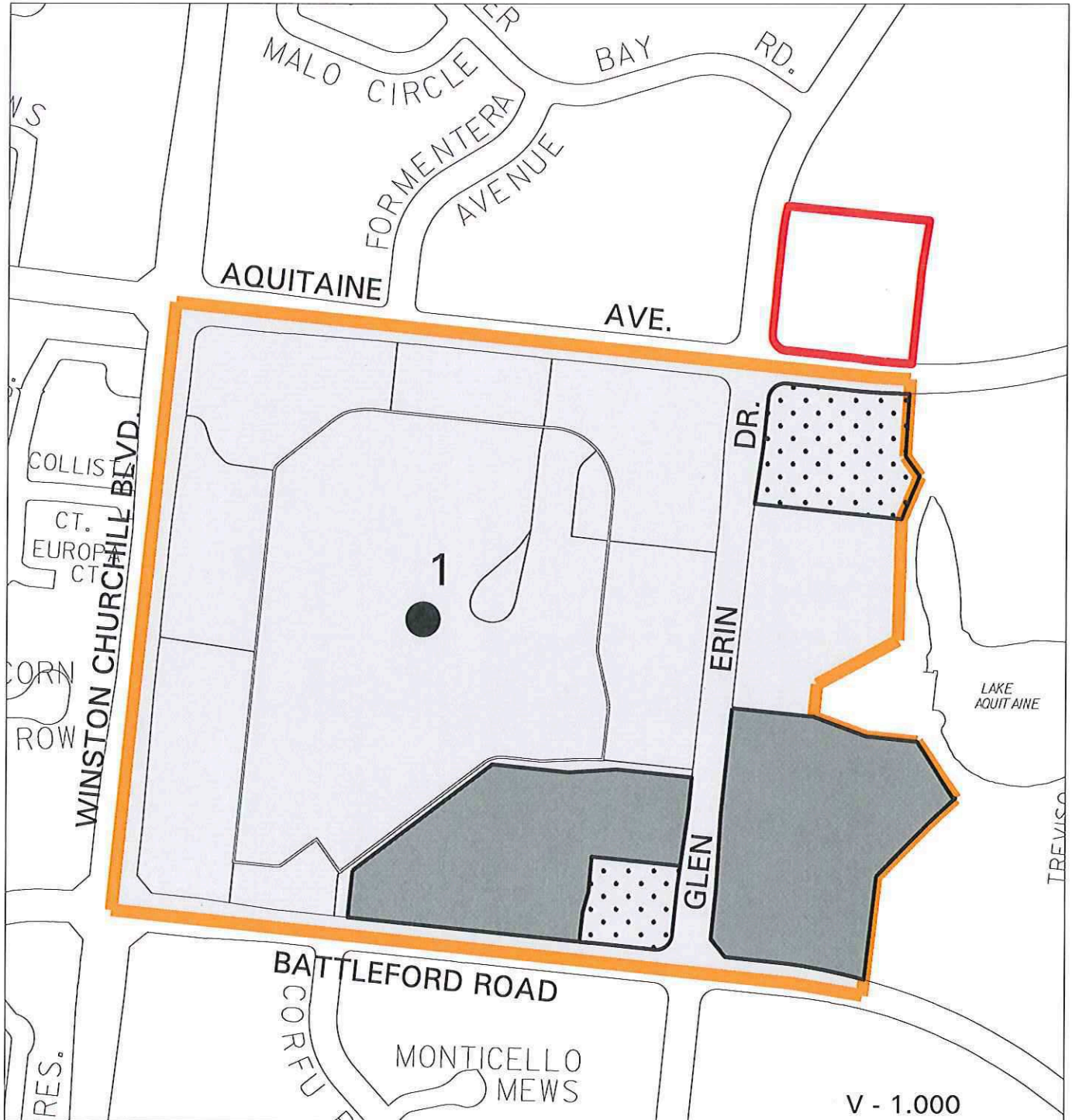
DATE:  
2015/02/02  
DRAWN BY:  
A.SHAH



**MISSISSAUGA**  
Planning and Building

Produced by  
T&W, Geomatics





Legend

- Subject Area
- Special Site

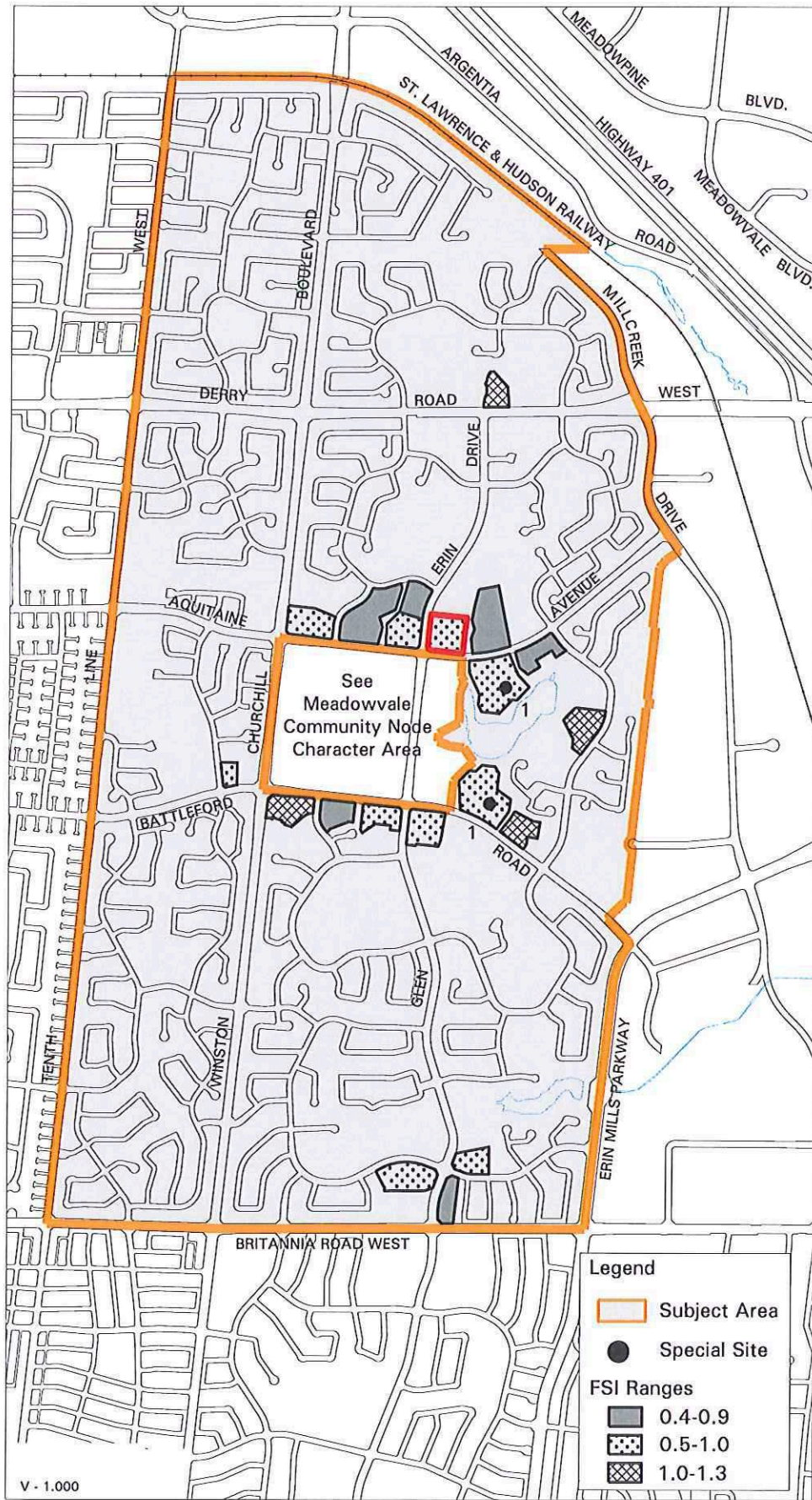
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- 1.0-1.3

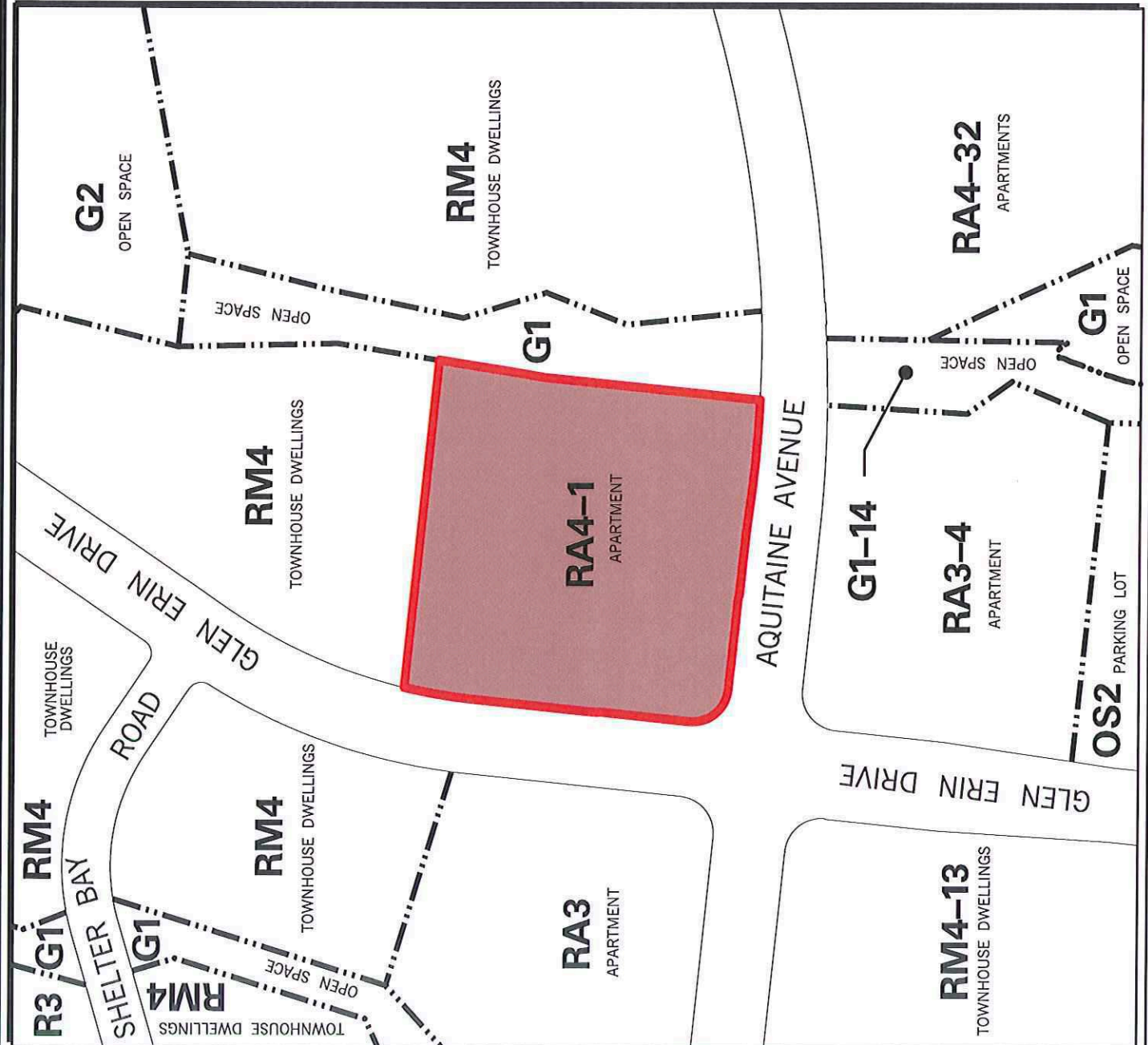
- Subject Lands

MEADOWVALE COMMUNITY NODE CHARACTER AREA









**LEGEND:**



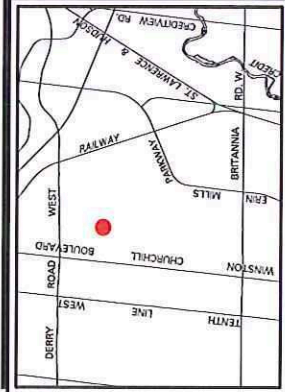
PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL HIGH DENSITY" TO "RESIDENTIAL HIGH DENSITY-SPECIAL SITE" AND PROPOSED REZONING FROM "RA4-1" (APARTMENT DWELLINGS) TO "RA4-EXCEPTION" (APARTMENT DWELLINGS) TO PERMIT 41 TOWNHOUSE DWELLINGS AND 52 STACKED TOWNHOUSE DWELLINGS IN ADDITION TO THE EXISTING 13 STOREY RENTAL APARTMENT BUILDING.

NOTE: EXISTING ZONING DELINEATED ON THE PLAN  
PROPOSED ZONING INDICATED BY SHADING WITHIN  
THE APPLICATION AREA.  
THIS IS NOT A PLAN OF SURVEY.



**SUBJECT:**

**BLACKROCK ACQUITAINE LIMITED**



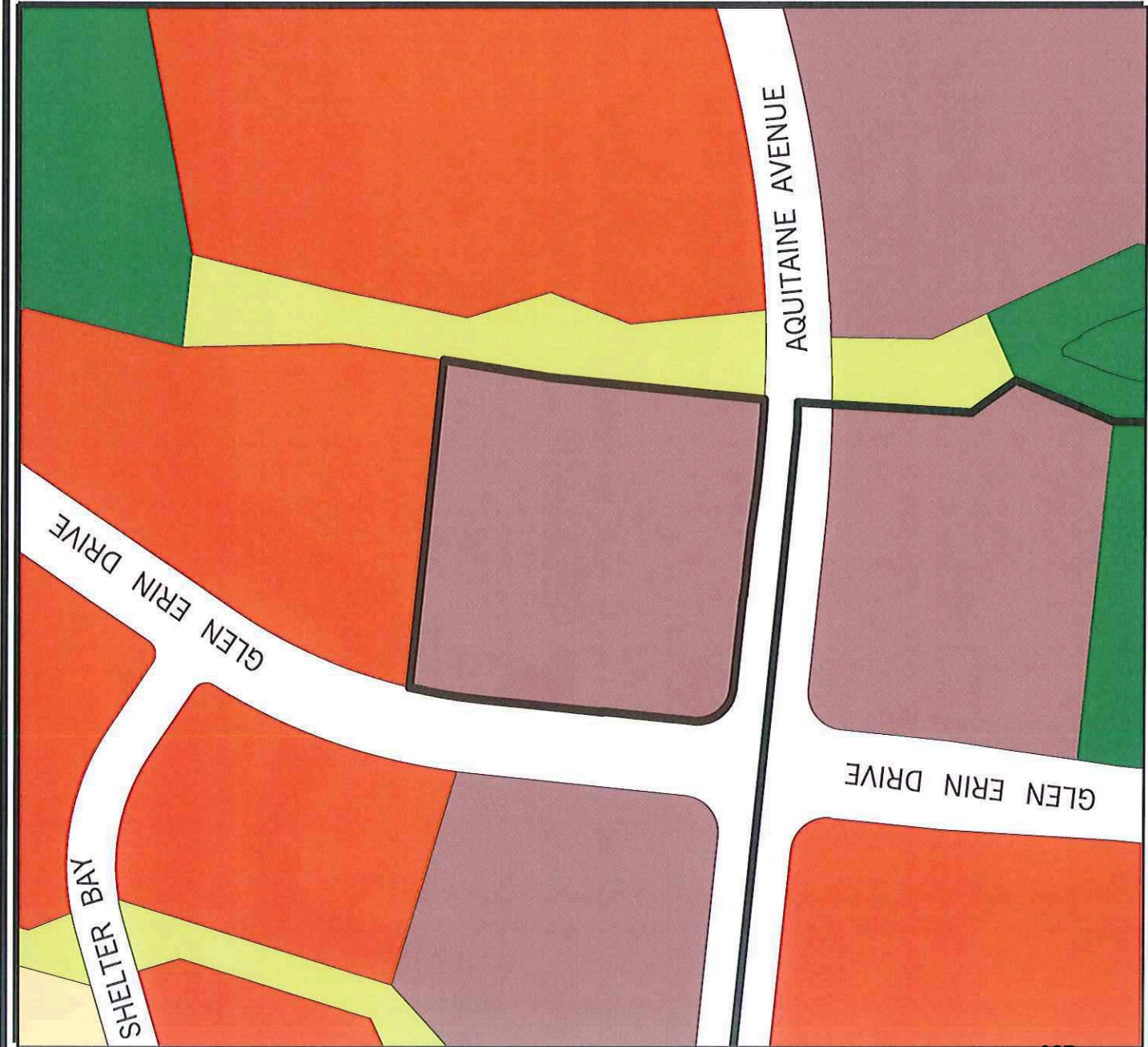
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DWG. NO:	14002R
SCALE:	1:2500
DATE:	2015/02/02
DRAWN BY:	A.SHAH

**APPENDIX I-5**

Produced by  
T&W, Geomatics

**MISSISSAUGA**  
Planning and Building





# PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

## LAND USE DESIGNATIONS

	Residential Low Density I		Business Employment
	Residential Low Density II		Industrial
	Residential Medium Density		Airport
	Residential High Density		Institutional
	Downtown Mixed Use		Public Open Space
	Downtown Core Commercial		Private Open Space
	Mixed Use		Greenbelt
	Convenience Commercial		Parkway Belt West
	Motor Vehicle Commercial		Utility
	Office		To Be Determined

## LAND USE LEGEND

	Heritage Conservation District		Civic Centre (City Hall)
	1996 NEP/2000 NEF Composite Noise Contours		City Centre/Transit Terminal
	LBP/A Operating Area Boundary		GO Rail Transit Station
	See Aircraft Noise Policies		Public School
	Area Exempt from LBP/A Operating Area		Catholic School
	Natural Hazards		Hospital
			Community Facilities

## CITY STRUCTURE

	Downtown		Corporate Centre
	Major Node		Employment Area
	Community Node		
	Neighbourhood		

## SUBJECT LANDS

SUBJECT: BLACKROCK ACQUITAINE LIMITED



FILE NO:	OZ 14/002 W9
DWG. NO:	14002L
SCALE:	1:2500
DATE:	2015/02/02
DRAWN BY:	A.SHAH

APPENDIX I-6

**MISSISSAUGA**  
Planning and Building

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T&W, Geomatics

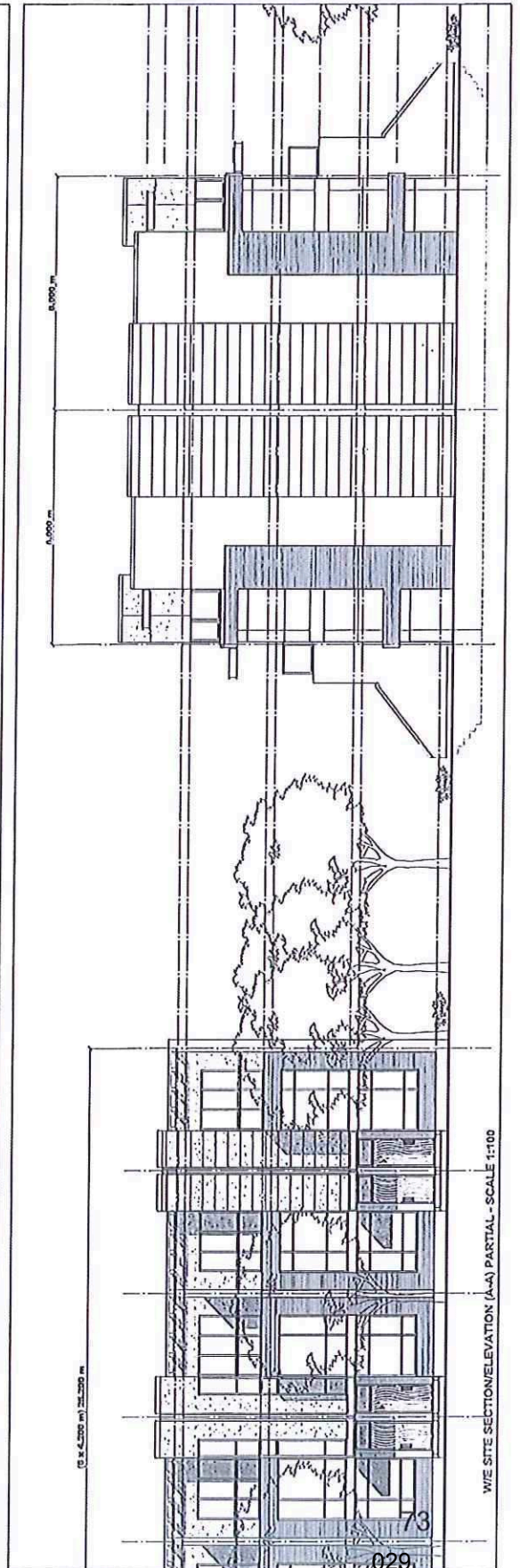
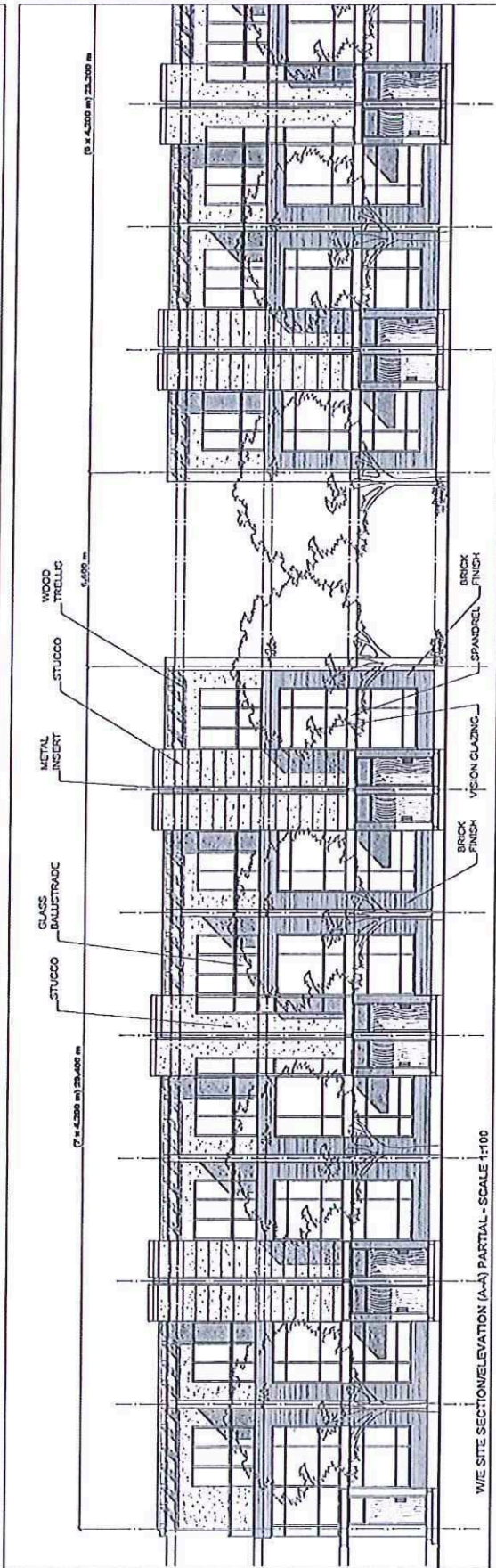
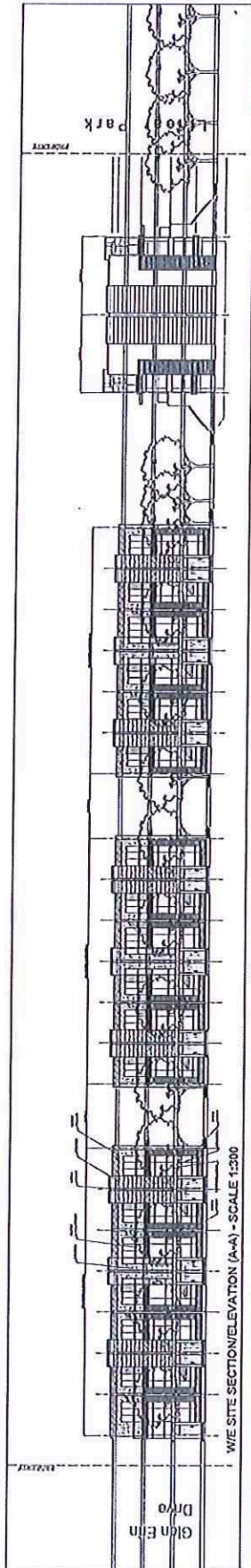
## APPENDIX I-7





# ELEVATIONS

APPENDIX I-8  
PAGE 1

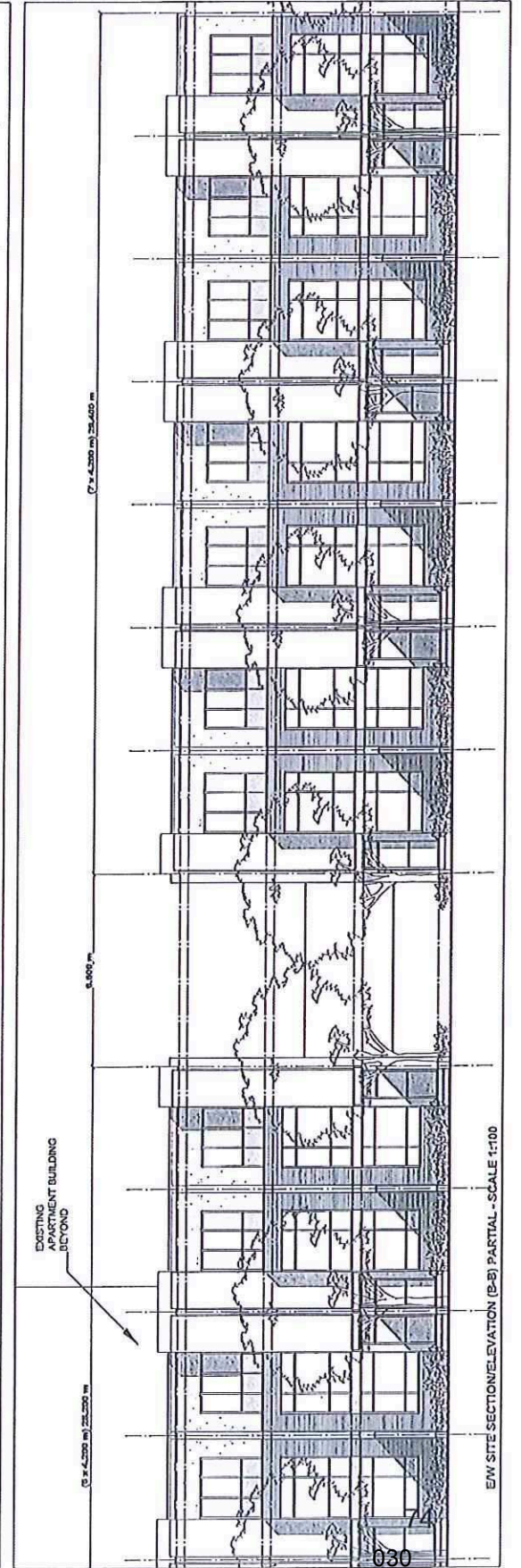
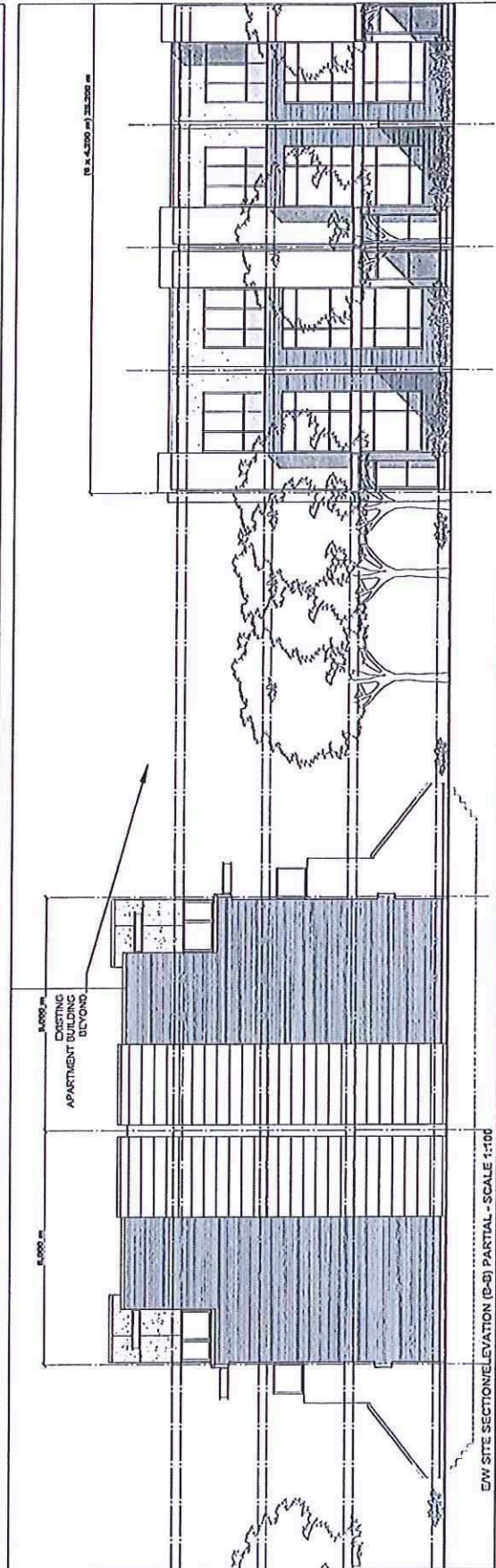
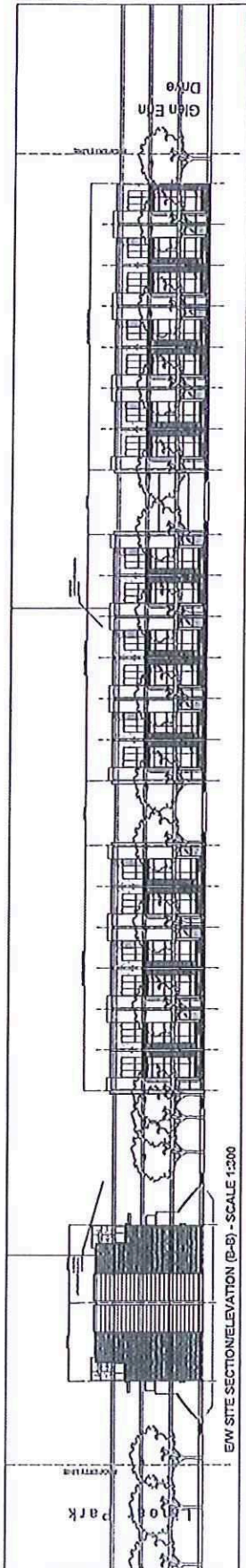




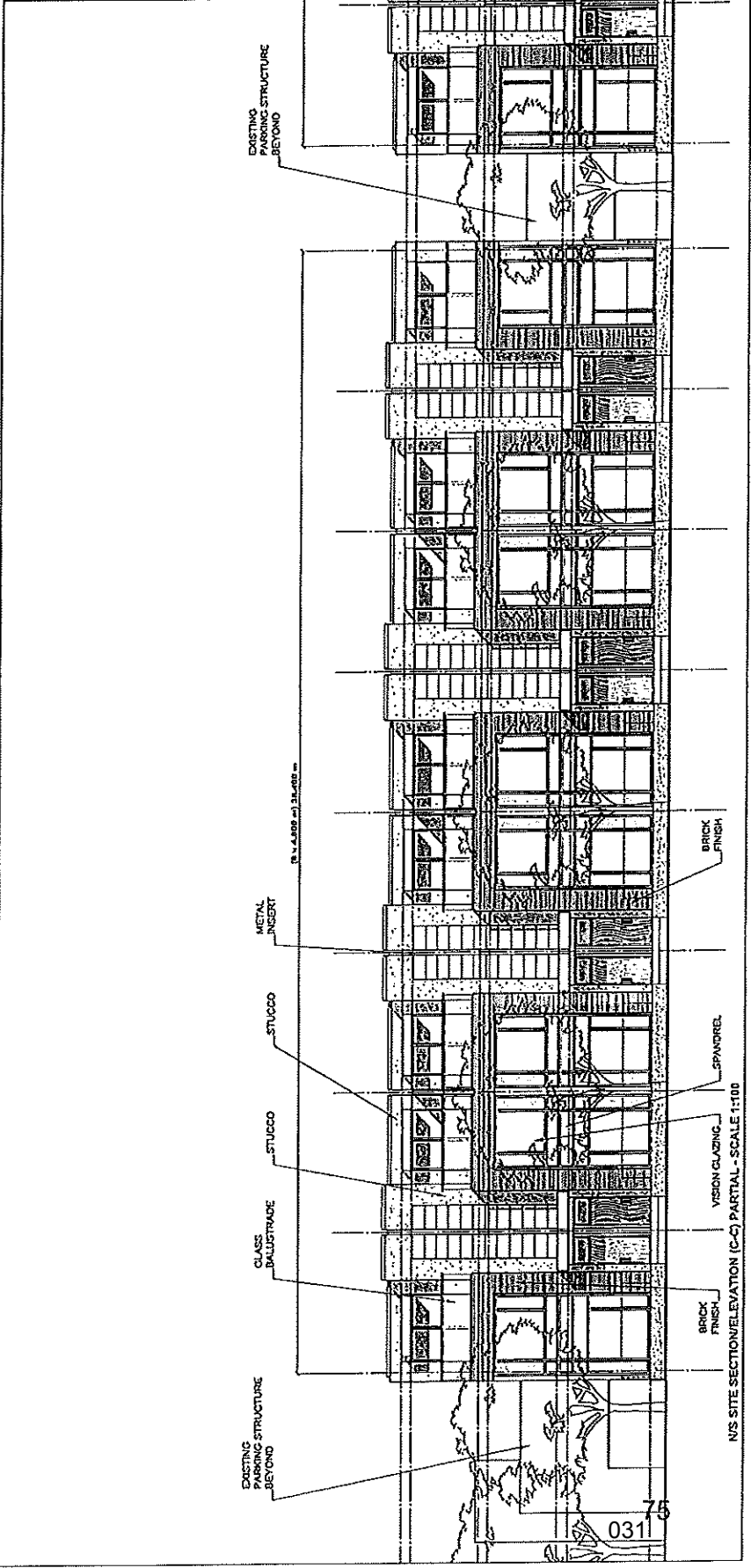
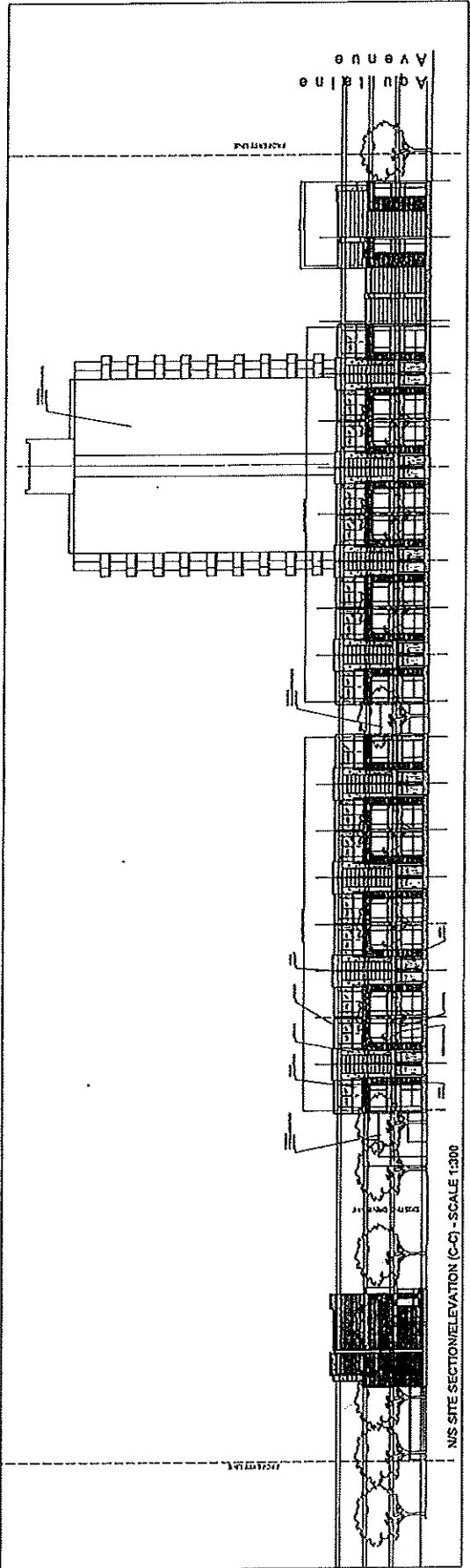
# ELEVATIONS

APPENDIX I-8

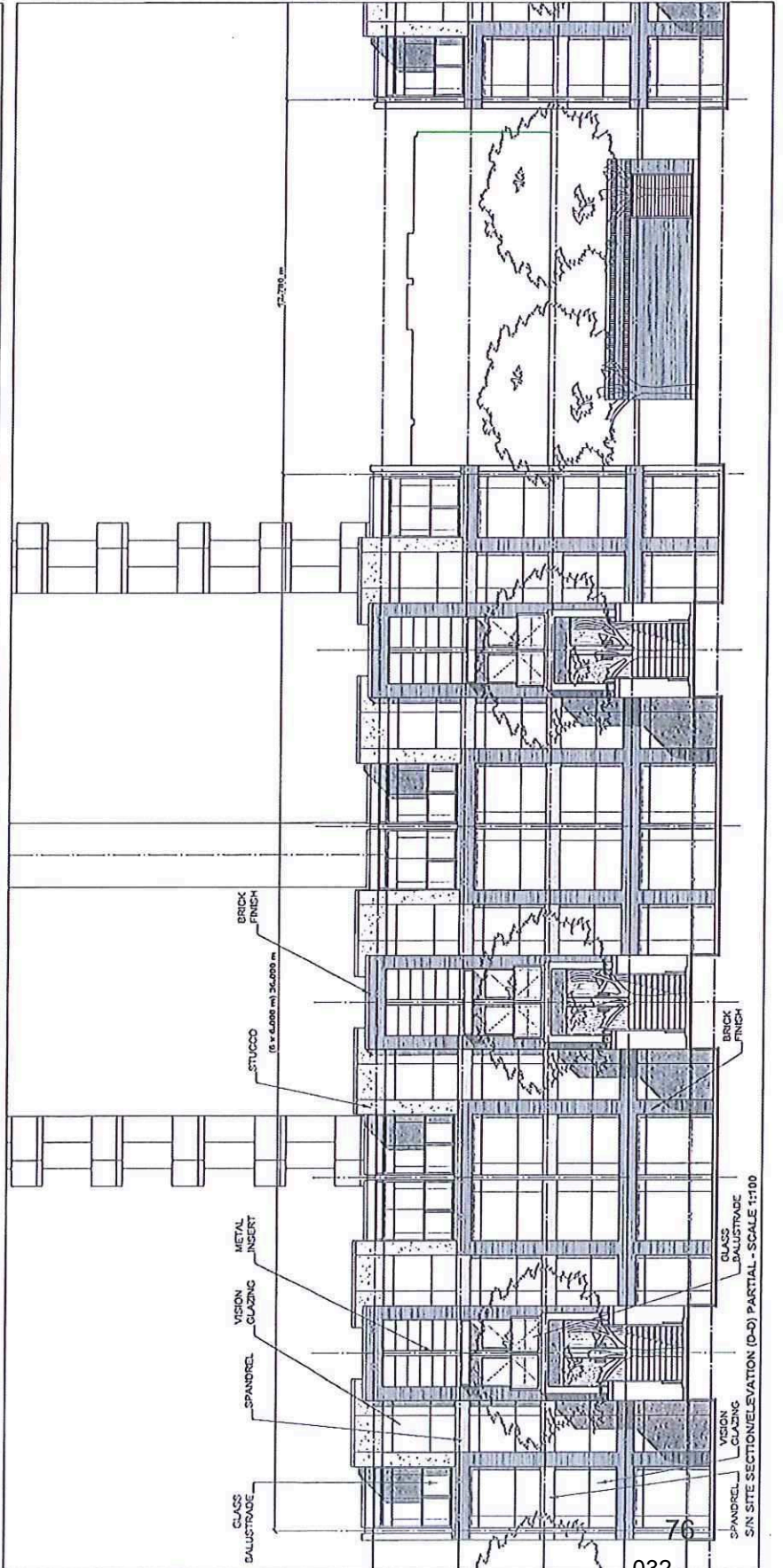
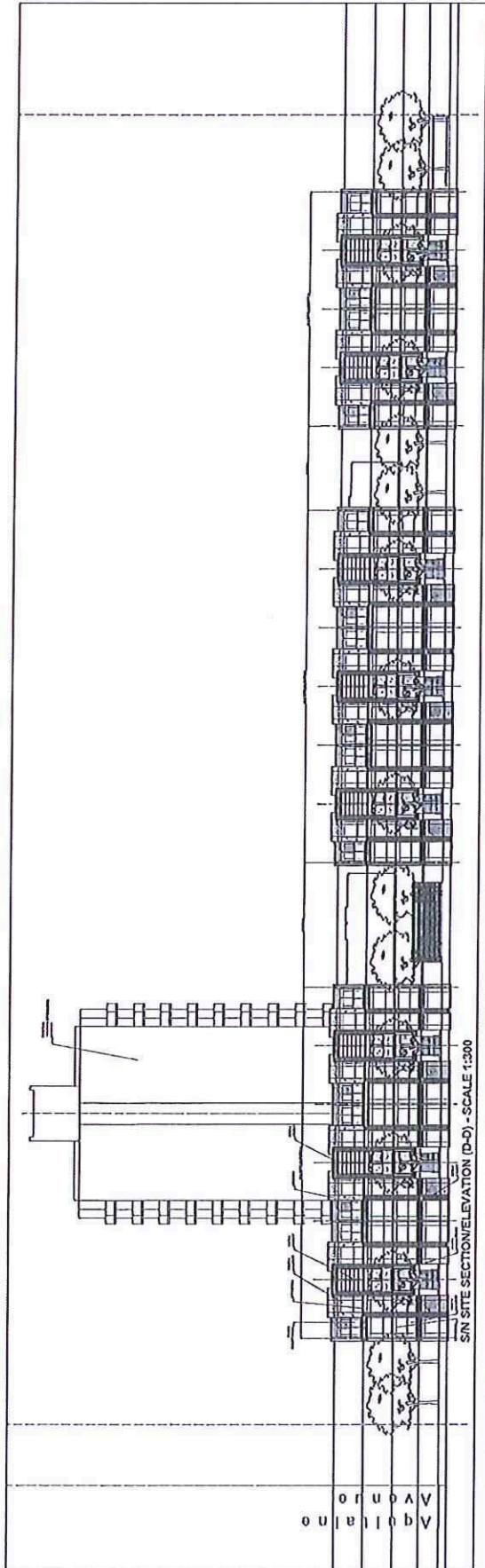
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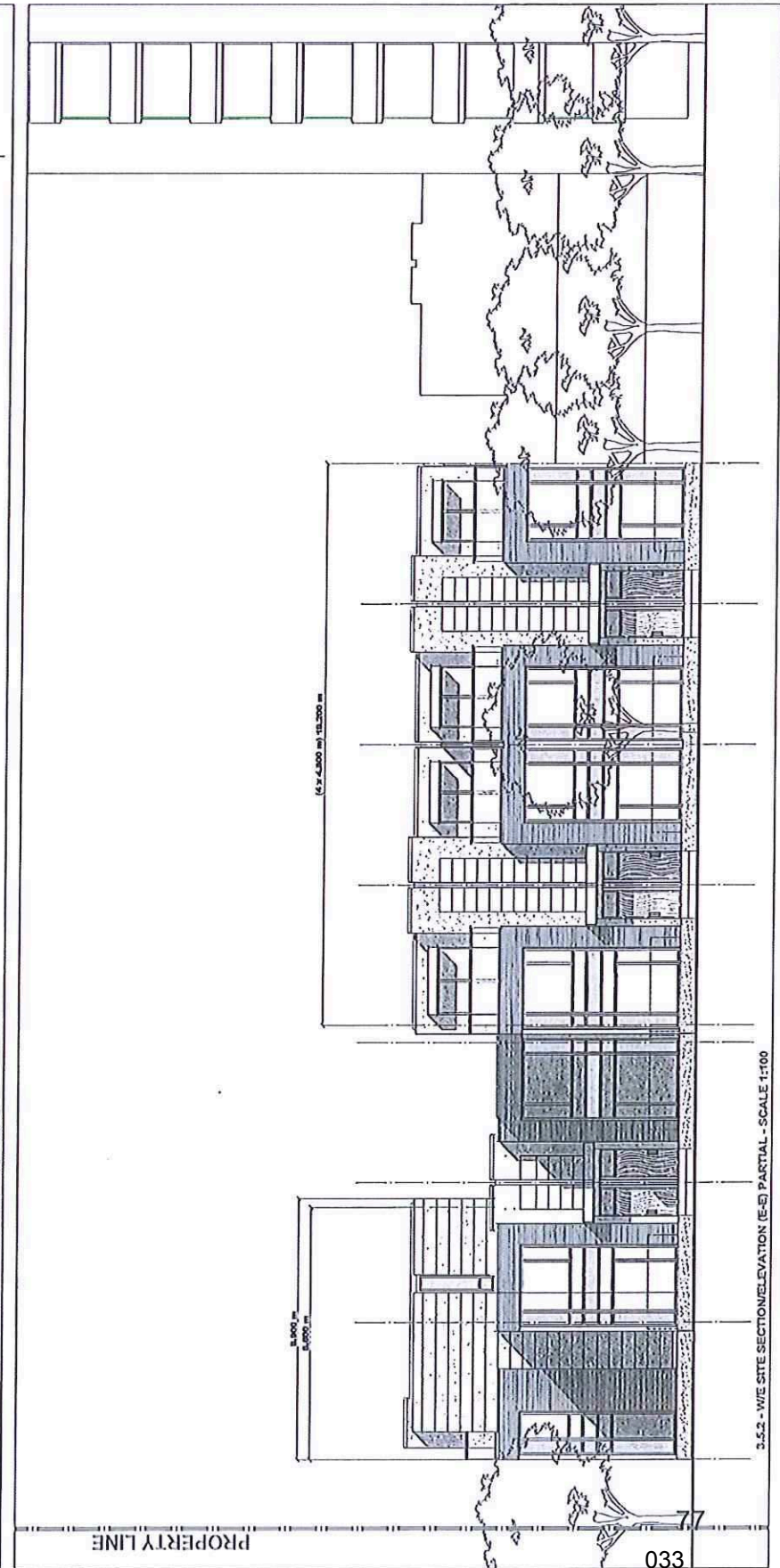
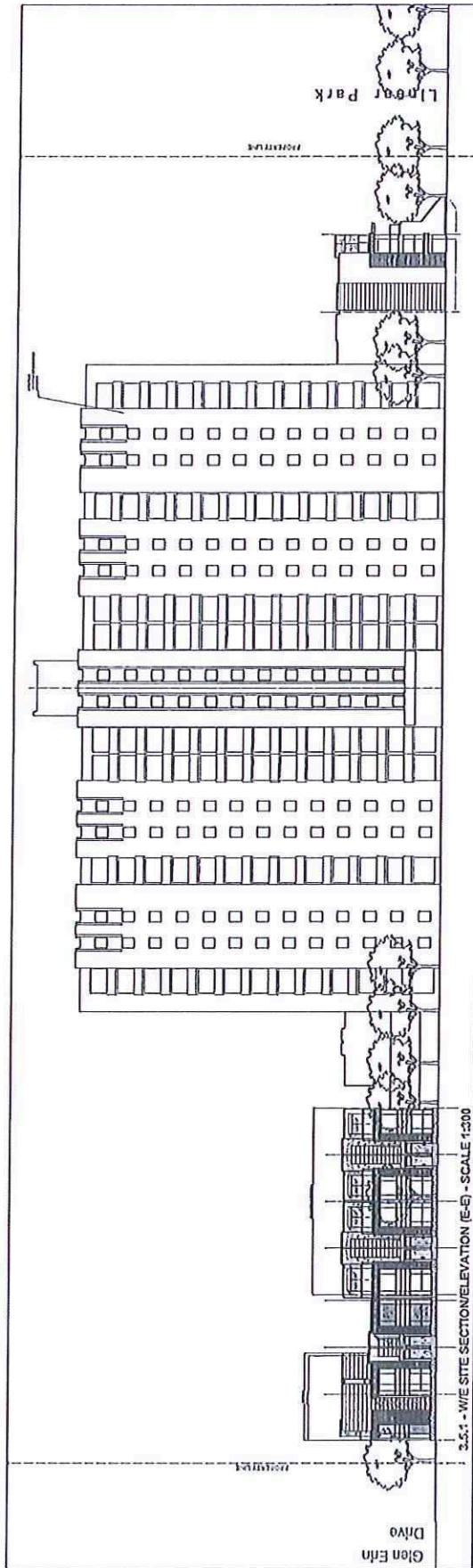


ELEVATIONS





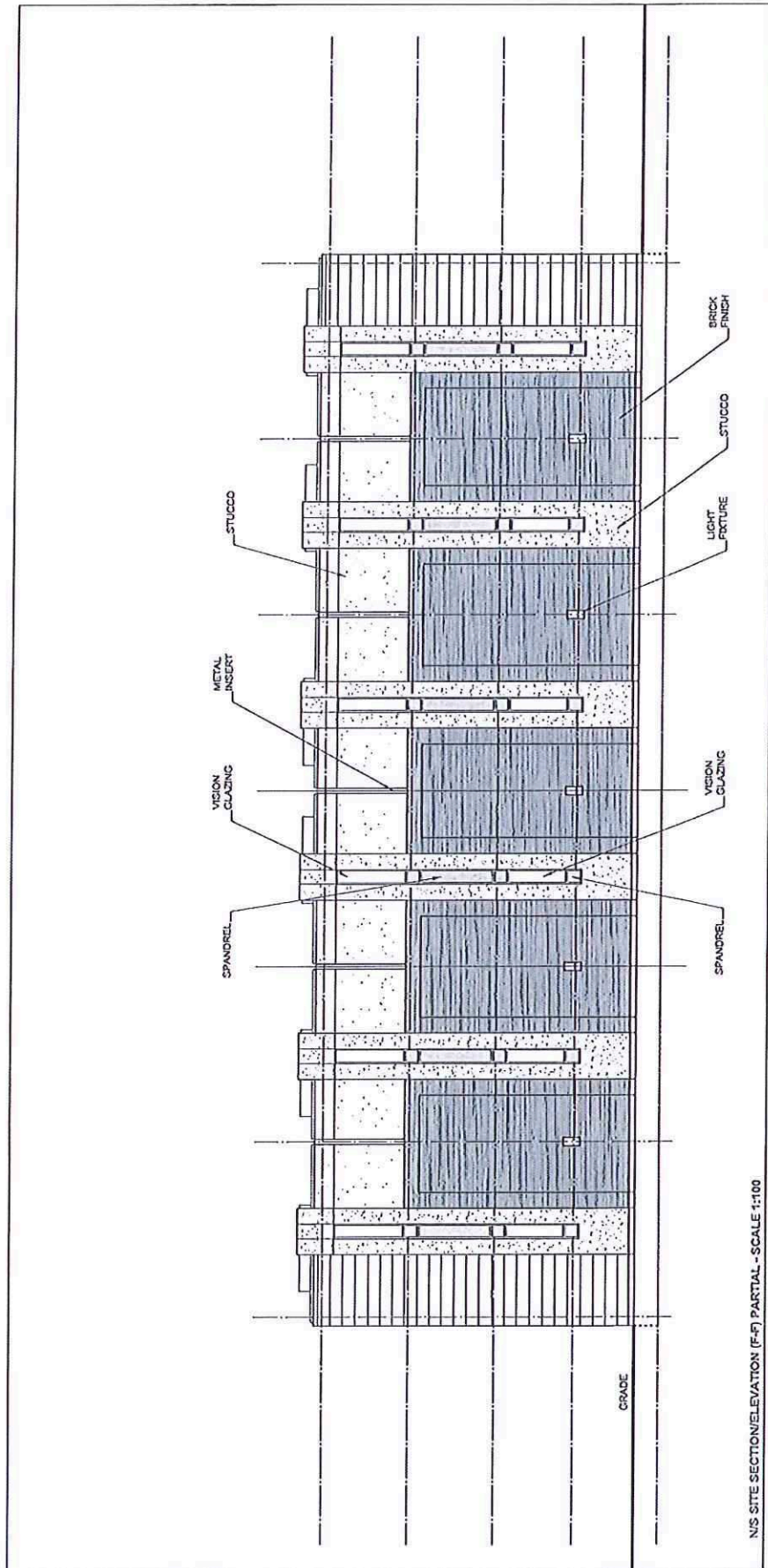






# ELEVATIONS

APPENDIX I-8  
PAGE 6





Blackrock Aquitaine Limited

File: OZ 14/002 W9

## Agency Comments

The following is a summary of comments from agencies and departments regarding the applications.

Agency / Comment Date	Comment
Region of Peel (August 11, 2014)	The Functional Servicing Report (FSR) received as part of the initial submission was deemed unsatisfactory and needs to be corrected and revised.
Dufferin-Peel Catholic District School Board (July 7, 2014)  Peel District School Board (August 5, 2014)	Both boards have indicated that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied to this development application.  In addition, if approved, the Peel District and Dufferin-Peel Catholic District School Board also require certain conditions to be added to applicable Servicing and Development Agreements and to any purchase and sale agreements.
Greater Toronto Airports Authority (June 19, 2014)	Based on the information provided by Page and Steele IBI Group Architects Drawing Numbers A-1.1 and A-4.1 dated August 3, 2012, the proposed townhouse units would be within the allowable height limits associated with the Airport Regulations.
City Community Services Department – Parks and Forestry Division/Park Planning Section (November 20, 2014)	The subject property is located adjacent to Lake Aquitaine Trail (P-130) and is located 110 m (361 ft.) from Lake Aquitaine Park (P-102) which contains a play site, soccer fields, spray pad, multi-pad, basketball courts and outdoor fitness equipment. Meadowvale Community Centre is also located approximately 160 m (525 ft.) from the site and offers a wide range of additional indoor recreational activities and facilities, including a library, pool and gymnasium. Maplewood Park (P-100) is also 115 m (377 ft.) from the site.

Blackrock Aquitaine Limited

File: OZ 14/002 W9

Agency / Comment Date	Comment
	<p>Prior to the application proceeding to Council for Recommendation Report review, the applicant is to provide an updated tree preservation plan, an updated grading plan and a rehabilitation plan for Lake Aquitaine Trail (P-130).</p> <p>Should this application be approved, prior to the enactment of the implementing Zoning By-law, hoarding will be required along Lake Aquitaine Trail (P-130) and a cash contribution will be required for additional street trees along Aquitaine Avenue and Glen Erin Drive.</p> <p>Through the Servicing and/or the Development Agreement, the Community Services Department will require fencing along the property boundary of Lake Aquitaine Trail and securities will be required to ensure the protection and preservation of Lake Aquitaine Trail, including any required restoration works, fencing, and hoarding.</p> <p>Prior to the issuance of building permits for each additional unit above what is existing on site, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42(6) of the Planning Act (R.S.O.1990, c.P. 13, as amended) in accordance with the City's Policies and By-laws. The parkland dedication requirement for the existing apartment rental buildings was satisfied through the registration of M-21. However, payment of cash-in-lieu of parkland dedication will apply to the additional units being constructed as part of the proposed redevelopment for application OZ 14/002 W9.</p>
City Transportation and Works Department (September 11, 2014)	<p>This Department confirmed receipt of Concept Plan, Site Plan, Functional Servicing and Stormwater Management Implementation Report, Site Grading Plan, Construction Management Plan, Noise Feasibility Study and Traffic Impact Study circulated by the Planning and Building Department.</p> <p>Notwithstanding the findings of these reports and drawings,</p>

Blackrock Aquitaine Limited

File: OZ 14/002 W9

Agency / Comment Date	Comment
	<p>the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the Department include:</p> <ul style="list-style-type: none"> <li>• Traffic implications,</li> <li>• Access location,</li> <li>• Streetscape design,</li> <li>• Noise impact and mitigation measures,</li> <li>• Grading implications,</li> <li>• Storm sewer and stormwater management design,</li> <li>• Construction management details, and</li> <li>• Phase 1 Environmental Site Assessment.</li> </ul> <p>The above noted issues will be addressed prior to the Recommendation Report.</p>
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> <p>Bell Canada Canada Post Enersource Fire</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Trillium Health Centre City Heritage</p>

Blackrock Aquitaine Limited

File: OZ 14/002 W9

## School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> <li>Student Yield:               <table> <tr> <td>19</td><td>Kindergarten to Grade 6</td></tr> <tr> <td>5</td><td>Grade 7 to Grade 8</td></tr> <tr> <td>8</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:               <p>Shelter Bay Public School</p> <table> <tr> <td>Enrolment:</td><td>461</td></tr> <tr> <td>Capacity:</td><td>484</td></tr> <tr> <td>Portables:</td><td>1</td></tr> </table> <p>Edenwood Middle School</p> <table> <tr> <td>Enrolment:</td><td>515</td></tr> <tr> <td>Capacity:</td><td>504</td></tr> <tr> <td>Portables:</td><td>2</td></tr> </table> <p>Meadowvale Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1593</td></tr> <tr> <td>Capacity:</td><td>1554</td></tr> <tr> <td>Portables:</td><td>2</td></tr> </table> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> </li> </ul>	19	Kindergarten to Grade 6	5	Grade 7 to Grade 8	8	Grade 9 to Grade 12	Enrolment:	461	Capacity:	484	Portables:	1	Enrolment:	515	Capacity:	504	Portables:	2	Enrolment:	1593	Capacity:	1554	Portables:	2	<ul style="list-style-type: none"> <li>Student Yield:               <table> <tr> <td>6</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>3</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:               <p>St. Teresa of Avila</p> <table> <tr> <td>Enrolment:</td><td>387</td></tr> <tr> <td>Capacity:</td><td>503</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Our Lady of Mount Carmel</p> <table> <tr> <td>Enrolment:</td><td>1756</td></tr> <tr> <td>Capacity:</td><td>1320</td></tr> <tr> <td>Portables:</td><td>16</td></tr> </table> </li> </ul>	6	Junior Kindergarten to Grade 8	3	Grade 9 to Grade 12	Enrolment:	387	Capacity:	503	Portables:	0	Enrolment:	1756	Capacity:	1320	Portables:	16
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Capacity:	1320																																								
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Blackrock Aquitaine Limited

File: OZ 14/002 W9

## Relevant Mississauga Official Plan Policies

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.1.7 Section 5.3.3.2 Section 5.3.3.3 Section 5.3.3.8 Section 5.3.3.11 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.5	The Mississauga Official Plan (MOP) will ensure that development in Community Nodes will be in a form and density that complements the existing character of historical Nodes. The MOP will protect and conserve the character of stable residential Neighbourhoods and will not be the focus of intensification.
Section 7 – Complete Communities	Section 7.2.2 Section 7.2.4 Section 7.2.7	The MOP will ensure housing choices in terms of tenure, type, quality and quantity.
Section 9 – Build a Desirable Urban Form	Section 9.1.3 Section 9.1.6 Section 9.1.10 Section 9.1.11 Section 9.2.1.11 Section 9.2.1.20 Section 9.2.1.22 Section 9.2.1.29 Section 9.2.1.30 Section 9.2.1.32	The MOP will ensure that infill and redevelopment within Neighbourhoods will respect the existing and planned character. The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment.  The built form will be supported by site development that demonstrated context sensitivity, including the public realm.
Section 9.2 – Non-Intensification Area	Section 9.2.2.4	The MOP will ensure that non-intensification areas (Neighbourhoods) will experience limited growth and change. New development in Neighbourhoods respect existing lotting patterns, setbacks, minimize overshadowing and overlook on adjacent neighbours, incorporate stormwater best management practice, preserve existing tree canopy and design the building to respect the existing scale, massing, character and grades of the surrounding area.

Blackrock Aquitaine Limited

File: OZ 14/002 W9

	Specific Policies	General Intent
Section 14 – Community Nodes	Section 14.1.1.2 Section 14.1.1.3	The MOP will ensure that lands within a Community Node are required to have a maximum building height of four storeys. Proposed heights greater than 4 storeys must demonstrate appropriate transition, enhance the existing or planned development, ensure that the City structure is maintained and demonstrate that the proposal is consistent with the policies of this Plan.
Section 16 – Neighbourhoods	Section 16.1.2.5	Proposals for additional development on lands with existing apartment buildings will be subject to the following, in addition to other policies regarding medium and high density residential development in this Plan: <ul style="list-style-type: none"> <li>a. on lands designated Residential High Density, development in addition to existing buildings will be restricted to uses permitted in the Residential Medium Density designation; and</li> <li>b. as a condition of development, the site in its entirety must meet current site plan and landscaping requirements, and existing buildings must meet current building code, fire code and property standards.</li> </ul>
Other related policies	<i>Green System</i> Section 9.2.3.1 <i>Public Realm</i> Sections 9.3.1.4, 9.3.1.7 <i>Site Development and Building</i> Sections 9.5.1, 9.5.1.2, 9.5.1.3, 9.5.1.4, 9.5.1.11, 9.5.1.12	Built form policies with respect to the Public Realm, Site Development and Building provide direction on ensuring compatibility with existing built form, natural heritage features and creating an attractive and functional public realm.  Proposed development will be sensitive to the site and ensure that Natural Areas Systems are protected, enhanced and restored.

Blackrock Aquitaine Limited

File: OZ 14/002 W9

Other related policies (continued)	<p><i>Site Development</i> Sections 9.5.2.1, 9.5.2.2, 9.5.2.5, 9.5.2.11</p> <p><i>Buildings</i> Sections 9.5.3.9</p> <p><i>Relationship to Public Realm</i> Section 9.5.4.1</p>	<p>Site development will be required to:</p> <ul style="list-style-type: none"> <li>a) provide enhanced streetscape;</li> <li>b) provide landscaping that complements the public realm;</li> <li>c) preserve significant trees on public and private lands;</li> <li>d) incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and</li> <li>e) provide landscaping that beautifies the site and complements the building form.</li> </ul>
Section 19 Implementation	Section 19.5.1	<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>• 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.</li> </ul>

Blackrock Aquitaine Limited

File: OZ 14/002 W9

## Proposed Zoning Regulations

Insert applicable Zone Regulations	Existing "RA4-1" Zoning By-law Regulations	Proposed "RA4-Exception" Zoning By-law Regulations
Maximum FSI (apartment dwelling)	1.0	1.45
Minimum Number of Parking Spaces	1.0 spaces per bachelor unit 1.18 spaces per one bedroom unit 1.36 spaces per two bedroom unit 1.5 spaces per three bedroom unit 0.20 visitor parking spaces per unit	1.50 spaces per townhouse unit 0.78 spaces per existing apartment unit 0.25 visitor spaces per townhouse unit 0.20 visitor spaces per existing apartment unit
Minimum setback from building to "G1" Zone	5.0 m (16.4 ft.)	3.0 m (9.8 ft.)
Maximum Height	18 storeys *	4 storeys (stacked townhouse)
Townhouses	Not permitted	93 dwelling units

\*for an apartment, long-term or retirement dwelling





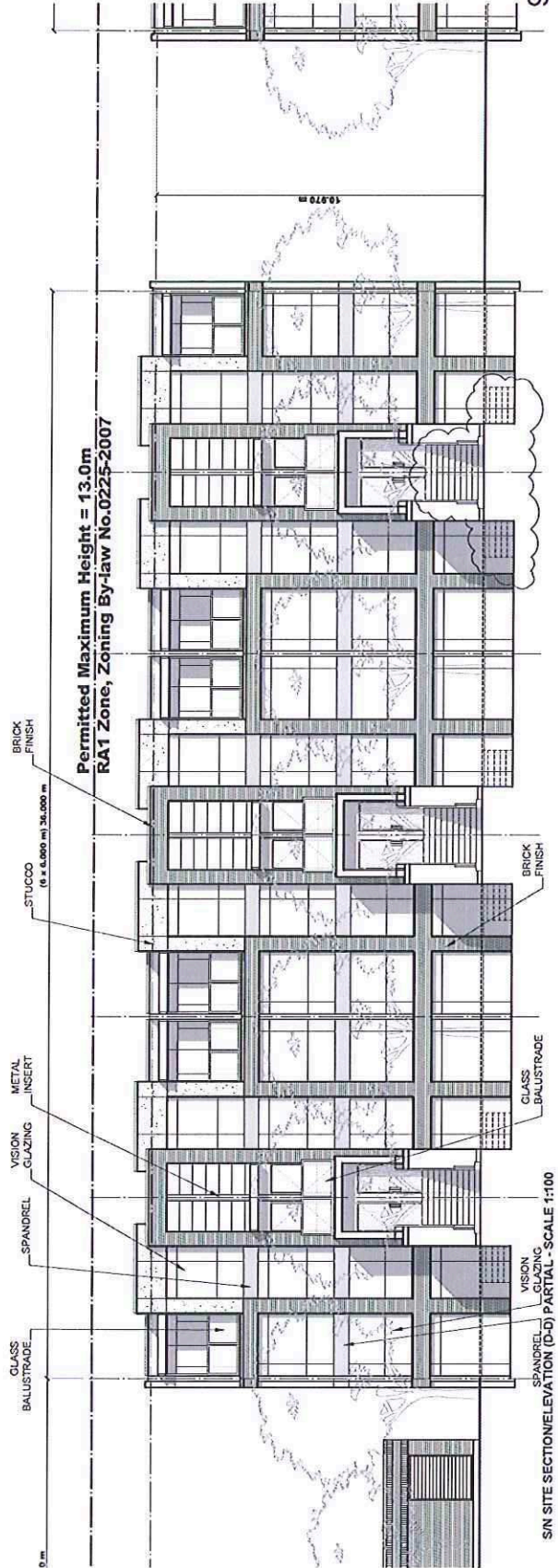
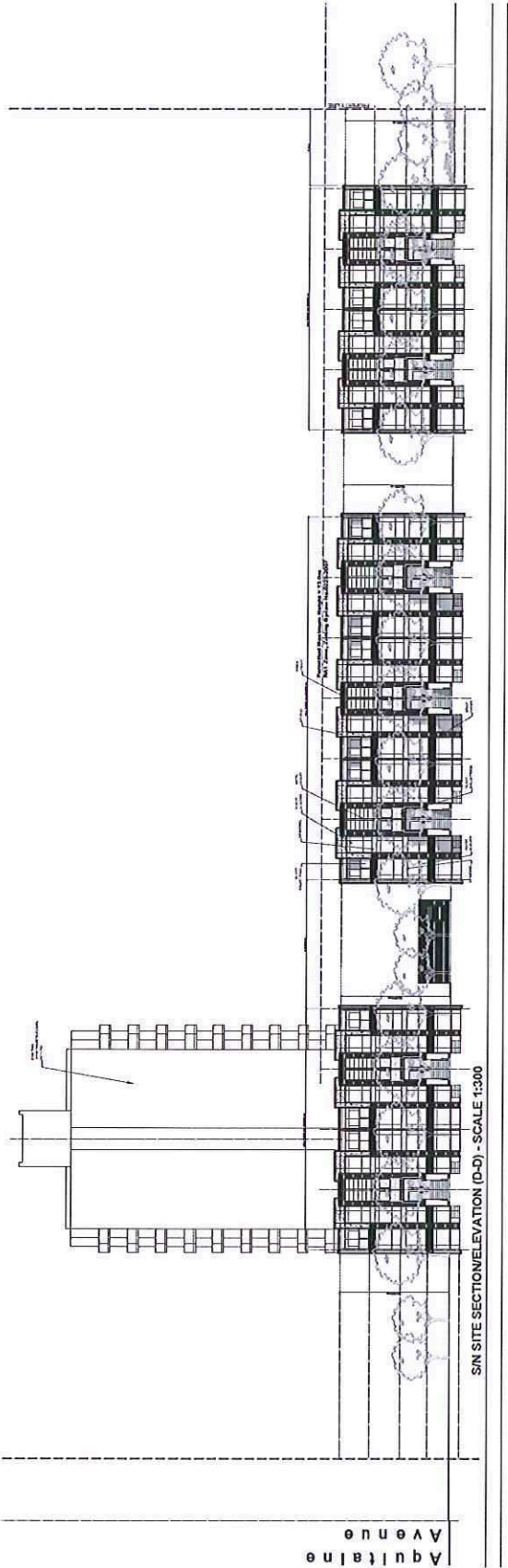
Blackrock Aquitaine Limited

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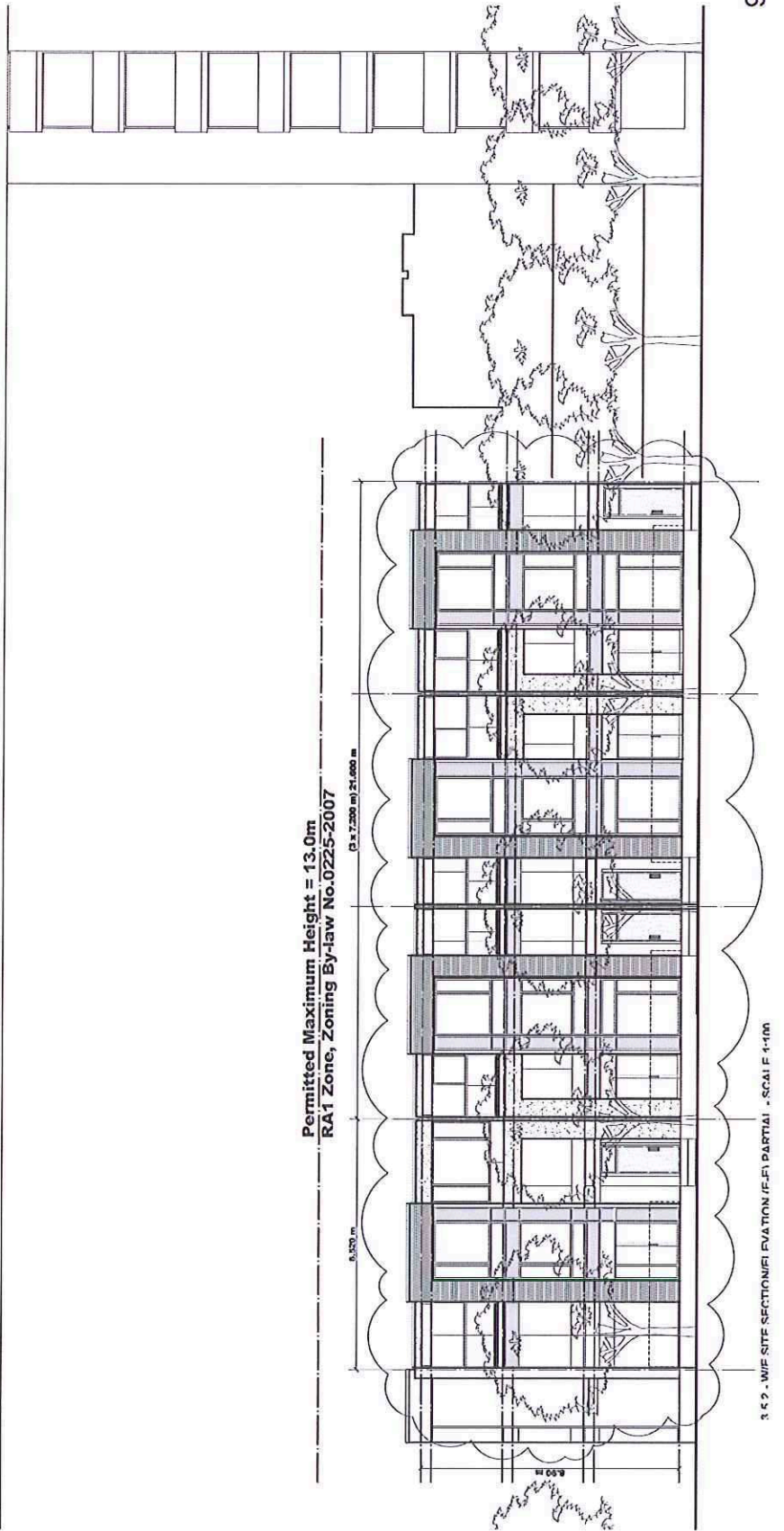
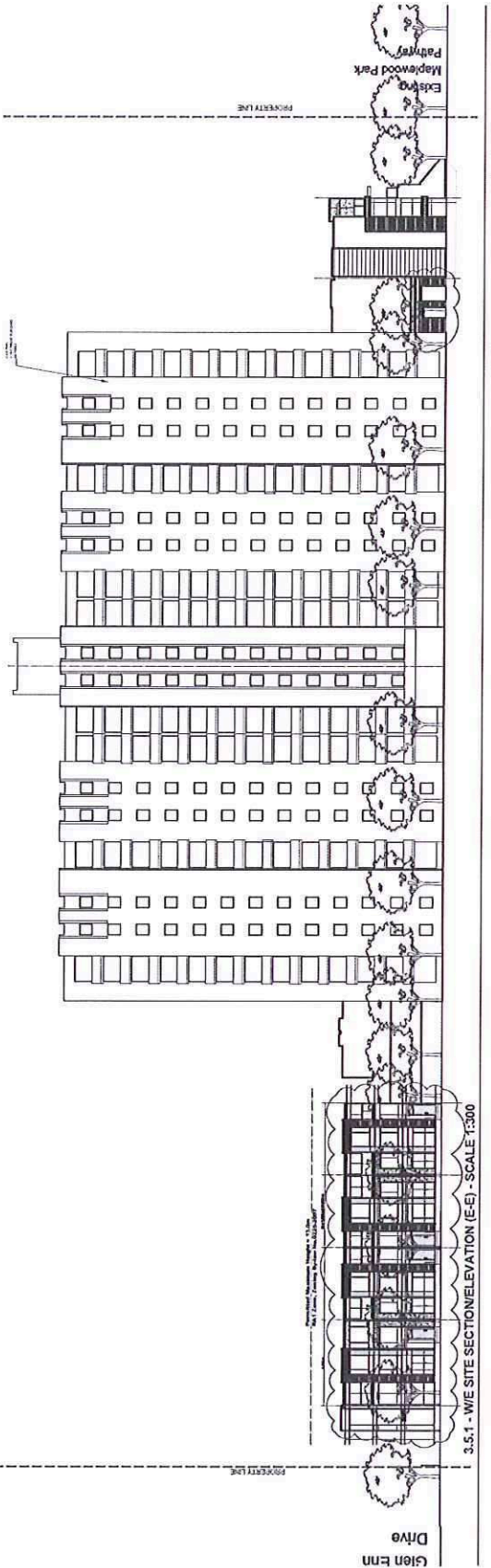
**Recommendation PDC-005-2015**

1. That the Report dated January 13, 2015, from the Commissioner of Planning and Building regarding the applications to amend the Mississauga Official Plan policies for the Meadowvale Neighbourhood Character Area from "Residential High Density" to "Residential High Density-Special Site" and to change the Zoning from "RA4-1" (Apartment Dwellings) to "RA4-Exception" (Apartment Dwellings) to permit 41 townhouse dwellings and 52 stacked townhouse dwellings in addition to the existing 13 storey rental apartment building under File OZ 14/002 W9, Blackrock Aquitaine Limited, 6719 Glen Erin Drive, be received for information.
2. That the Addendum Information Report from the Commissioner of Planning and Building dated January 29, 2015, be received for information.



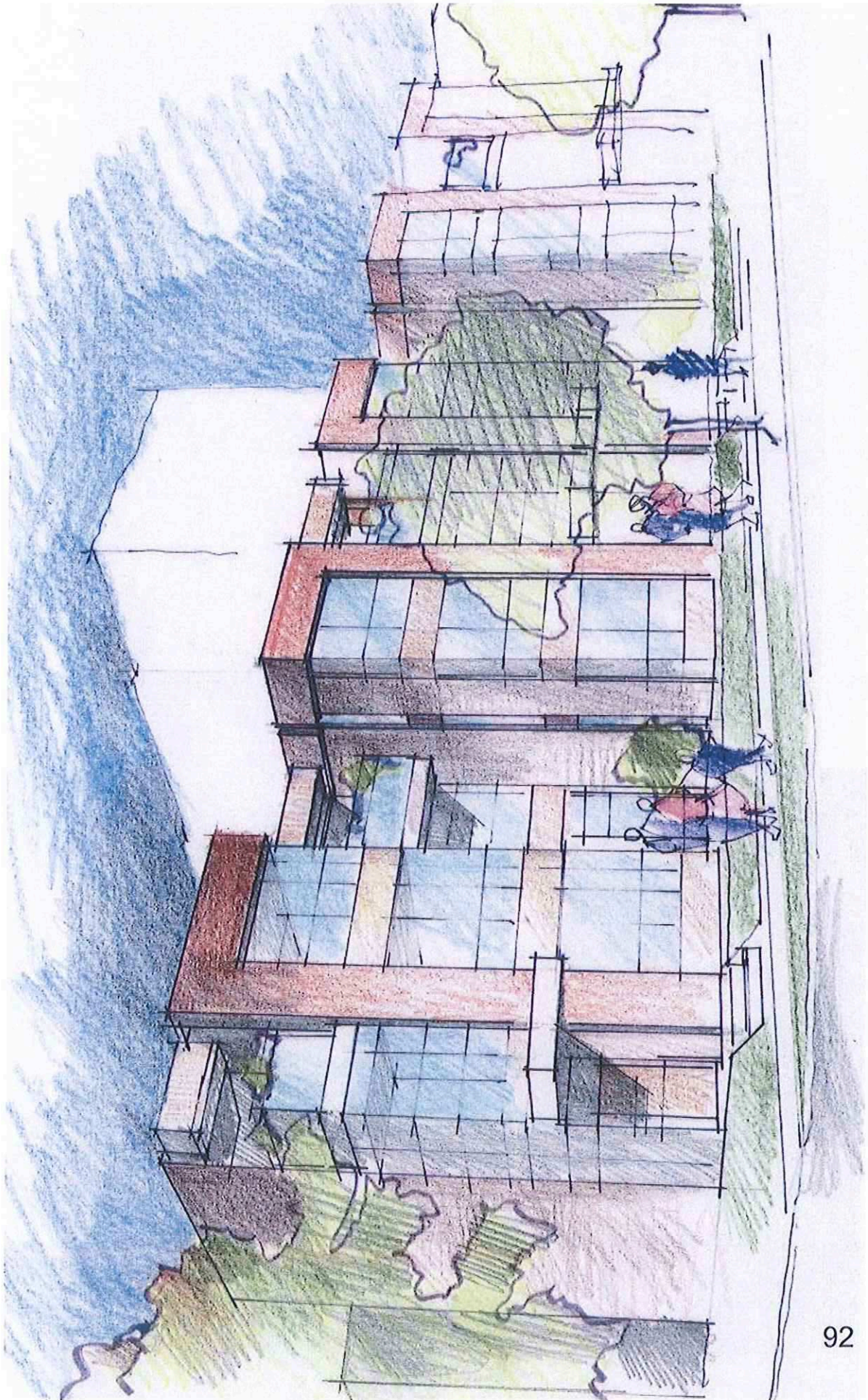








VIEW ALONG GLEN ERIN DRIVE - LOOKING SOUTH







VIEW ALONG MAPLEWOOD PARK - LOOKING SOUTH



6719 Glen Erin Drive Mississauga, Ontario





Blackrock Aquitaine Limited

File: OZ 14/002 W9

## Agency Comments

Agency / Comment Date	Comment
City Community Services Department – Parks and Forestry Division/Park Planning Section (August 10, 2015)	<p>In comments updated on August 10, 2015, there are no outstanding or new issues to be addressed for this application.</p> <p>An updated Arborist Report was received on June 15th, 2015 and previous concerns with regard to the proposed condition adjacent to Lake Aquitaine Trail (P-130) has been sufficiently addressed for rezoning purposes.</p>
City Transportation and Works Department (August 7, 2015)	<p>This department confirmed receipt of the updated Context Plan, Site Plan, Functional Servicing and Stormwater Management Implementation Report, Site Grading Plan, Site Servicing Plan, Preliminary Construction Plan, and memorandums to the Noise Feasibility Study and the Traffic Impact Study submitted in support of the subject application.</p> <p>The Traffic Impact Study dated December 2013 and the memorandum dated March 2015 by the Lea Consulting have analysed the traffic impacts as a result of the proposed development and has confirmed that predicted future traffic volumes generated from the subject lands can be accommodated within the existing road network. To ensure safe construction access movements, the applicant has been requested to confirm the details on the Preliminary Construction Plan.</p> <p>The Noise Impact Study, dated March 12, 2015 and a supplementary letter dated August 5, 2015 by J.E. Coulter Associates Limited confirmed that subject to the installation of central air conditioning and acoustical fences, compliance with the City/MOECC Guidelines will be achieved.</p> <p>In the event this application is approved by Council, the applicant will be required to provide an updated Preliminary Construction Plan, a Phase 1 Environmental Site Assessment, securities for the noise attenuation measures, bike lane sign fee, and enter in to a Development Agreement with the City.</p>

## Proposed Zoning Standards

Regulations	"RA4" Zone	Proposed "RA5-Exception Zone"
Minimum floor space index – apartment dwelling zone	1.0	1.4
Permitted Uses	Apartment Dwelling Long-Term Care Dwelling Retirement Dwelling	Add townhouse dwellings
Minimum number of resident parking spaces per unit (apartment)	1.0 resident spaces per unit (apartment dwelling)	0.78 apartment spaces per unit (existing) 1.76 townhouse spaces per unit
Minimum number of resident parking spaces per unit (townhouse)	2.0 spaces per unit	1.5 spaces per unit
Minimum number of visitor parking spaces per unit (apartment)	0.15 spaces per unit	0.2 spaces per unit (existing)
Minimum number of resident parking spaces per unit (townhouse)	0.25 spaces per unit	0.25 spaces per unit
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenbelt and/or Residential Zone with the exception of an Apartment Dwelling Zone	4.5 metres	4.0 metres

**Agency Comments**

The following is a summary of updated comments from the Region of Peel regarding the application OZ 14/002 W9 – 6719 Glen Erin Drive.

Agency / Comment Date	Comment
Region of Peel (October 21, 2015)	Please note that there are no further concerns with regard to water and wastewater services for the proposed development. An updated hydrant flow test has been received, and the requirement for a Functional Servicing Report (FSR) has been cleared by the Region.

## MEADOWVALE CAPACITY REVIEW

### Purpose

The purpose of this study is to address servicing impacts from potential redevelopment of properties within the Meadowvale Neighbourhood, with respect to impacts on existing community centres, traffic on abutting streets, and physical infrastructure.

### Background

While reviewing the zoning application for OZ 14/002 W9 (6719 Glen Erin Road) at the February 2, 2015 Planning and Development Committee meeting, Ward 9 Councillor Pat Saito expressed concern that there are several development applications in process within the Meadowvale Node area, most of which are not inside the established Meadowvale intensification area. While individual applications may not impact the area streets and infrastructure, cumulatively the impact may be significant within this small area, and may reduce the ability to provide service within the Meadowvale Node.

Councillor Pat Saito asked Planning staff to develop a consolidated approach to deal with future developments and to address future servicing impacts.

### Parameters

Appendix A (attached) outlines the study area under review. The limits of the study area were determined by the following parameters:

- Use of existing arterial or major collectors (Winston Churchill Boulevard to the west and Montevideo Road to the east) as the ring road system around the Lake Aquitaine and the Meadowvale Town Centre
- Generally set one block depth on the outer edge of the ring road system (where appropriate) reflecting the predominant type of built form in the Meadowvale area (apartments, townhouses)

Appendix B (attached) is the location of potential development sites within the study area based on parameters outlined in Appendix C (i.e. existing rental sites).

Appendix C (attached) outlines the assumptions used in the review:

- All potential development sites are rental properties for apartment and/or townhouses, as the likelihood of condominium sites redeveloping is considered low
- Background traffic growth is based on a 2031 population projection

- Existing apartment data and density figures are taken from 2015 City of Mississauga Residential Directory
- Anticipated redevelopment density was assumed to be the same degree as the proposed density applied for at 6719 Glen Erin Drive (OZ 14/002 W9) at 1.43 FSI
- Sites with existing FSI greater or close to 1.43 were considered to have no potential for redevelopment
- Average Unit Size (97.56 m<sup>2</sup>, 1050 sq. ft.) is based on the statistics from 2700 Aquitaine Avenue
- The number of new units was calculated as follows: New units = Site Area (m<sup>2</sup>) X Target Density (1.43)/Average Unit Size
- It was assumed that ultimate build-out of Meadowvale Town Centre (the Meadowvale Node) would contain 1200 residential units (This assumption is for modelling purposes only and is not to be interpretative as support from planning as each site would need to be evaluated to determine the suitability of any proposed development).

## Process

Given the assumed residential unit increase within the study area, the Region of Peel, the City's Community Services and Transportation and Works Departments were requested to review the impacts on public services.

## Results

Based on the assumptions (noted above) an additional 1,918 unit increase would result, which translates to a population increase of 4,795.

Individual comments were received by the Region of Peel, Community Services and Transportation and Works. Table A below outlines the results of the study.

Table A

Region of Peel	Community Services	Transportation and Works
Currently, there are no capital water or wastewater works identified to accommodate growth in the area.  The area is presently well serviced with no	<b>Parkland</b>  Based upon the prospective growth, sufficient parkland is already in place to provide 100% coverage within the area. The existing park system provides sufficient parkland for a local population of approximately	The majority of intersections within the study area are operating within an acceptable level of service with some higher delays and queues experienced at some major roadway intersections.

Region of Peel	Community Services	Transportation and Works
<p>capacity related concerns identified.</p> <p>Based upon the study parameters identified there are system constraints to accommodate population growth in both the water and waste water system in the area.</p> <p>In particular, the existing 300mm (11.8 inch) watermain located on Aquitaine Boulevard has limited capacity to accommodate further demands. Likewise the 600 mm (23.6 inch) transmission sewer on Millcreek Drive, which accepts flows from the 450 mm (17.7 inch) local sewer on Aquitaine Boulevard, has limited capacity to accommodate growth and may surcharge at Montevideo Road with the identified additional demand.</p> <p>Replacement infrastructure would be required to accommodate the identified populations. Such work has not</p>	<p>22,000 persons whereas 15,400 are presently forecasted.</p> <p><b><i>Recreational Facilities</i></b></p> <p>The area will not require additional playgrounds to accommodate the prospective population increase.</p> <p>The existing trail system will have no identifiable impact. Future population service levels will not be achieved to add to the indoor and outdoor recreational amenities to be provided at the redeveloped Meadowvale Community Centre or in the broader service area.</p>	<p>By 2031 there will be an increase in through traffic in the study area as a result of land use growth in areas outside the study area. With signal phasing optimization improvements there will be negligible change in traffic.</p> <p>It is predicted that there will be an approximate increase of 9% to 12% in the number of auto driver trips in and out of the Meadowvale Capacity Review Study Area by 2031.</p> <p>The results indicate that by 2031 there will be minimal impacts on the overall operations of the signalized intersections in the Meadowvale neighbourhood.</p> <p>It can be concluded that the amount of redevelopment predicted for the Meadowvale neighbourhood in conjunction with the planned transportation network improvements and signal phasing optimization there will be</p>



Region of Peel	Community Services	Transportation and Works
been identified in the Region's Servicing Master Plans and has not been accommodated for within the current development charges formula.		minimal impact on the overall performance of the transportation network as compared to existing conditions.

## Conclusion

Based on the parameters of the study and analysis conducted by the Region of Peel, the City's Transportation and Works and Community Services Departments the following conclusions were established. By 2031,

### *Transportation and Works*

- There will be minimal impacts on the overall traffic operations of the signalized intersections in the Meadowvale neighbourhood

### *Community Services*

- The existing park system will provide sufficient parkland for the additional population, however the additional growth would require 2 soccer fields
- The existing trail system will have no identifiable impacts
- The existing Community Centres have sufficient capacity to accommodate the additional population

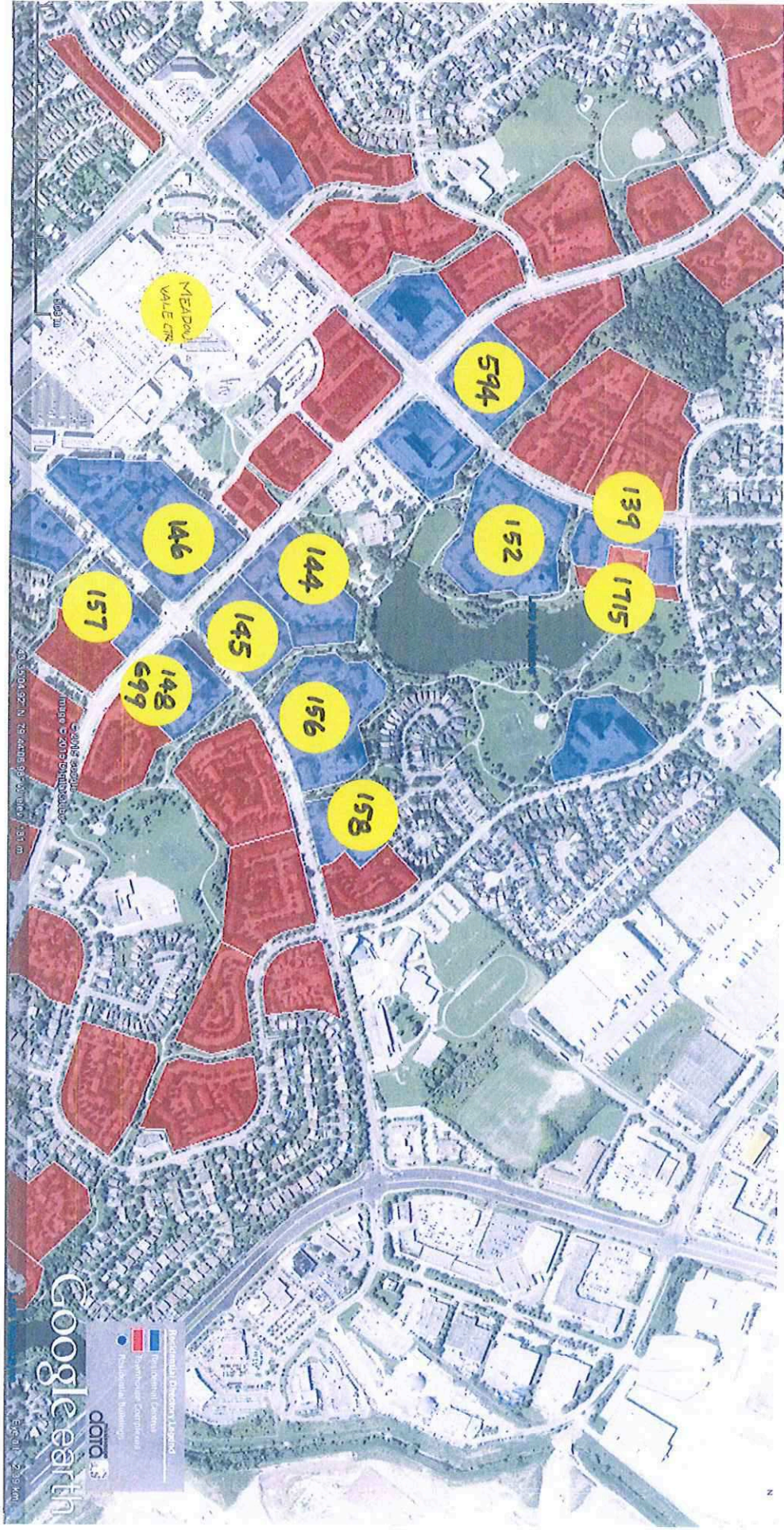
### *Region of Peel*

- There are system constraints to accommodate population growth in both the water and waste water system in the area
- Replacement infrastructure would be required to accommodate the identified populations
- Replacement infrastructure would be required to accommodate the identified populations. Such work has not been identified in the Region's Servicing Master Plan











## CAPACITY ANALYSIS (Comparable Redevelopment Potential for Rental Properties in the Meadowvale Neighbourhood)

2015/05/15

## Appendix C

60

Building ID or Complex ID	Address	Existing Building Type & Height	Zoning	Residential Tenure		Site Area		FSI		Total GFA		Average Unit Size		No. of Units		Potential Unit Increase	PPU <sup>10</sup>	Projected Population Increase
						ha	sm	Existing	New	New		sm	Existing	New/Existing to Remain				
152	2700 Aquitaine Blvd	15 st Apt & 3 st Garden Apt	RA4-32	RTNL	3.23	32,300	0.96		1.43	46,189		97.56	335	473				
156	2699 Battleford Rd	15 st Apt & 3 st Apt	RA4-32	RTNL	3.03	30,300	0.99		1.43	43,329		97.56	313	444				
144	6599 Glen Erin Dr	55st. Apt	RA2	RTNL	2.27	22,700	0.88		1.43	32,461		97.56	232	333				
145	2757 Battleford Rd	7 st. Apt	RA2	RTNL	1.6	16,000	0.99		1.43	22,880		97.56	184	235				
157	6550 Glen Erin Dr.	15st. Apt.	RA4-1	RTNL	1.2	12,000	0.85		1.43	17,160		97.56	111	176				
139	2660 Aquitaine Blvd	3st. Apt	RA1	RTNL-PNP	1.4	14,000	0.73		1.43	20,020		97.56	120	205				
1715	2660 Aquitaine Blvd	3st. Townhouses	RM4	RTNL-PNP	0.63	6,300	0.54		1.43	9,009		97.56	30	92				
594	6719 Glen Erin Dr	13 st. Apt.	RA4-1	RTNL	1.8	18,000	0.91		1.43	25,740		97.56	179	264				
146	2797 Battleford Rd	12 st. Apt.	RA3-4	RTNL	1.94	19,400	1.94		1.43				139	139				
699 & 148	6251 Glen Erin Dr	Two 10 st. Apt.	RA3	RTNL	0.84	8,400	1.30		1.43				163	163				
158	2645 Battleford Rd	18 st. apt	RA4-32	RTNL	1.14	11,400	1.20		1.43				139	139				
Meadowvale Town Ctr. (Phase 1)														600				
Meadowvale Town Ctr. (Phase 2)														600				
										216,788			1,945	3,863		1,918	2.5	4,795

## Notes:

- Existing data is from 2015 City of Mississauga Residential Directory
- New assumptions and new data as a result of this Capacity Analysis.
- Properties in red text will not be redeveloped due to their current densities exceeding or close to the targeted density (1.43x)
- Targeted Density (1.43x) is considered as an appropriate density which is consistent with City's intensification policy and respects the hierarchy (Community Node vs. Neighbourhood) established in the Mississauga Official Plan.
- Average Unit Size (97.56 sm) is based on the stats on 2700 Aquitaine Blvd proposed site plan (April 10, 2014).
- New Units= [Site Area (sm) x Target Density (1.43)] / Average Unit Size
- Meadowvale Town Centre Phases - Phase 1 preliminary concept submitted by the developer had 600 units.
- RTNL - Rental
- PNP - Peel Non-Profit
- PPU figure is an estimated population per unit figure for apartments based on development applications for the City's 2011 Growth Forecast.
- Properties identified on this table are all rental properties for both apartments and/or townhouses within the study area.
- Numbers may not add up due to rounding.

City of Mississauga

# Corporate Report



Date: November 17, 2015	Originator's file: OZ 14/007 W1
To: Chair and Members of Planning and Development Committee	Meeting date: 2015/12/07
From: Edward R. Sajecki, Commissioner of Planning and Building	

## Subject

### RECOMMENDATION REPORT (WARD 1)

**6, 8 and 10 Ann Street, southwest corner of High Street East and Ann Street**

**Applicant: F.S. 6810 Limited Partnership (FRAM Building Group)**

**Applications to permit a 15 storey, 68 unit apartment building and two 3 storey semi-detached homes**

## Recommendation

That the Report dated November 17, 2015, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 14/007 W1, F.S. 6810 Limited Partnership (FRAM Building Group), be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application to amend Mississauga Official Plan from **Mixed Use** to **Residential High Density – Special Site** to permit a 15 storey apartment building and two 3 storey semi-detached homes with an overall FSI of 4.27 be approved.
3. That the application to change the Zoning from **C4 (Mainstreet Commercial)** to **RA5 - Exception (Apartment Dwellings)** to permit a 15 storey, 68 unit apartment building and two semi-detached homes in accordance with the proposed revised zoning standards described in Appendix 4 of this report, be approved subject to the following conditions:
  - (a) That the applicant agrees to satisfy all the requirements of the City and any other external agency concerned with the development;
  - (b) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the



developer, the Peel District School Board and the Dufferin-Peel Catholic District School Board not apply to the subject lands.

4. In the event these applications are approved by Council, that staff be directed to hold discussions with the applicant to secure community benefits, in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions.
5. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

## Report Highlights

- Since the public meeting the applicant has made a minor revision to the proposal by increasing the number of units from 68 to 70. The proposed revision does not impact the design or layout of the site and is applicable to the interior of the apartment building only.
- Staff are satisfied with the change to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved.

## Background

A public meeting was held by the Planning and Development Committee on September 8, 2015, at which time a Planning and Building Department Information Report (Appendix 1) was presented and received for information. The Planning and Development Committee passed Recommendation PDC-0049-2015 which was adopted by Council and is attached as Appendix 2.

## Comments

See Appendix 1 - Information Report prepared by the Planning and Building Department.

### REVISED DEVELOPMENT PROPOSAL

The applicant has made a modification to the proposal by dividing two of the units in the proposed apartment building, thereby increasing the unit count within the building from 66 to 68. With the inclusion of the 2 semi-detached units, the proposal has a total of 70 units. No changes to the building or layout have been made and there continues to be sufficient parking based on the proposed parking standard.

### COMMUNITY COMMENTS

At the September 8, 2015 public meeting of the Planning and Development Committee, a number of residents from the community expressed support for the proposal.

The issues below were raised by residents at the community meeting held by Ward 1 Councillor on May 20, 2015.

#### Comment

Concerns were raised regarding the volume of traffic generated by the proposed development.

Planning and Development Committee		2015/11/17	3
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Originator's file: OZ14/007 W1

## Response

Comments from the Transportation and Works Department regarding traffic volume are included in the Updated Agency and City Departments Comments section of this report.

## Comment

Concerns were raised regarding the elimination of parking spaces for the adjacent funeral home.

## Response

The owners of the funeral home were involved in the sale of the land used for parking to the applicant. The shortage of parking will be the responsibility of the funeral home and will need to be addressed through measures such as the Payment-in-Lieu of Off Street Parking program, off-site parking or other measures.

## Comment

Concerns were raised regarding the appropriateness of the proposed uses and whether office uses would better serve the community.

## Response

The site is in the Central Residential Precinct of the Port Credit Community Node which is characterized by a variety of apartment buildings and multi-unit dwellings. The proposed 15 storey apartment building and two 3 storey semi-detached units along High Street East are considered appropriate development of these lands in relation to its surrounding context.

## UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

### City Transportation and Works Department (T&W)

Comments updated October 27, 2015, state that T&W confirmed receipt of a revised Site Plan, Context Plan, Utility/Servicing Plan, Functional Servicing, Stormwater Management Report and Noise Control Feasibility Study in response to previous comments.

The Traffic Impact Study analysed the traffic impacts as a result of the proposed development and confirmed that predicted future traffic volumes generated can be accommodated within the existing road network.

The Noise Impact Study confirmed that with the installation of central air conditioning and registration of the appropriate noise warning clauses, compliance with the City/Ministry of the Environment and Climate Change (MOECC) Guidelines will be achieved.

In the event these applications are approved by Council, prior to the enactment of the Zoning By-law, the applicant will be required to enter into a Servicing Agreement for the conveyance of lands and easements, and for the construction of the proposed streetscape and municipal works along Ann Street and High Street East. In addition, the applicant is to finalize certain grading details, complete a Record of Site Condition to confirm the site is suitable for residential uses, and enter in to a Development Agreement with the City to address the implementation of the conditions of rezoning.

## PLANNING COMMENTS

### Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe

The *Provincial Policy Statement* (PPS) contains the Province's policies concerning land use planning for Ontario and all planning decisions are required to be consistent with these policies. It contains policies that encourage intensification within urban areas, promotes the efficient use of land, infrastructure and public facilities, encourages mixed use developments and the support of public transit.

The *Provincial Growth Plan for the Greater Golden Horseshoe* (Growth Plan) directs municipalities to "identify the appropriate type and scale of development in intensification areas" and states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale. These policies are implemented through Mississauga's Official Plan. The site is located in the Central Residential Precinct of the Port Credit Community Node which anticipates the highest building heights. The proposed development conforms to the PPS and Growth Plan as it adequately takes into account the existing context and provides an appropriate transition of built form to adjacent areas, as referenced in the Official Plan section below.

### Official Plan

The proposal requires an amendment to the Mississauga Official Plan Policies for the Port Credit Character Area. The following amendments to the Mississauga Official Plan are required to redesignate the lands from **Mixed Use** to **Residential High Density – Special Site** to permit:

- 15 storey apartment building
- semi-detached homes
- an overall FSI of 4.27

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?*

The site is located within the Port Credit Community Node which is considered an intensification area in Mississauga Official Plan. Community Nodes are intended to develop in a form and density that complements the existing character of the node and achieves a high quality urban environment while supporting modes of active transportation. The 15 storey building has a small floor plate and represents an appropriate transition down from the 20 and 22 storey buildings at

the corner of Hurontario Street and Lakeshore Road East and fits harmoniously within the context of the surrounding apartment buildings. The site is also very close to the Port Credit GO station thereby supporting transit usage for future occupants. The proposal meets the intent, goals and objectives of Mississauga Official Plan and offers a built form and use which is compatible with the existing community

The Central Residential Precinct of the Port Credit Community Node contemplates heights of 15 storeys for apartment buildings with regard being given to proper integration. The inclusion of the semi-detached homes along High Street East creates a complementary condition to the property to the west as well as enhances the streetscape. The multiple stepbacks of the apartment building aid in reducing the overall bulk of the development. From the perspective of a pedestrian on the south side of Lakeshore Road East, the building falls below an angular plane of 30 degrees, which is keeping with visual impact of buildings along this area of Lakeshore Road East.

In addition to the review carried out by staff, the applicant has provided planning rationale to justify the change in designation. Based on the comments received from the applicable City Departments and agencies, the existing infrastructure is adequate to support the proposed development.

### **Zoning**

The proposed RA5-Exception (Apartment Dwellings) zone is appropriate to accommodate the apartment building and semi-detached homes. Appendix 4 contains the general site specific zoning provisions for the development. The proposed provisions will be compatible with the surrounding lands for reasons noted in the Official Plan section of this Report.

### **Bonus Zoning**

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

Should these applications be approved by Council, the recommendations contained in this report request Council to direct staff to hold discussions with the applicant to secure community benefits and to return to Council with a Section 37 report outlining the recommended community benefits upon conclusion of the discussions.

### **Site Plan**

Prior to development occurring on the lands, the applicant will be required to obtain Site Plan approval. A site plan application has not been submitted for the proposed development to date. While the applicant has worked with City departments to address many site plan related issues through review of the Rezoning concept plan, further review will occur related to design, landscaping and technical matters.

## Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

## Conclusion

In accordance with subsection 34(17) of the *Planning Act*, Council is given authority to determine if further public notice is required. Since the request by the applicant to increase the total unit count by two does not have a bearing on the design or layout of the proposal, it is recommended that no further public notice be required.

The proposed Official Plan Amendment and Rezoning are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal for the apartment building and semi-detached homes is compatible with the surrounding land uses as they are complementary to the existing character and integrate well with surrounding properties.
2. The proposed Official Plan provisions and zoning standards are appropriate to accommodate the requested uses based on the proposed heights, transitions and general site design.

## Attachments

Appendix 1: Information Report

Appendix 2: Recommendation PDC-0049-2015

Appendix 3: Existing Land Use and Proposed Zoning Map

Appendix 4: Revised Proposed Zoning Standards



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner



PDC SEP - 8 2015

City of Mississauga  
**Corporate Report**



<p>Date: 2015/08/18</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Originator's file:  OZ 14/007 W1</p> <hr/> <p>Meeting date:  2015/09/08</p>
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## Subject

Applications to permit a 15 storey, 66 unit apartment building and two 3 storey semi-detached homes

6, 8 and 10 Ann Street

Southwest corner of High Street East and Ann Street

F.S. 6810 Limited Partnership (FRAM Building Group)

Information Report Ward 1

## Recommendation

That the report dated August 18, 2015, from the Commissioner of Planning and Building regarding the applications by F.S. 6810 Limited Partnership (FRAM Building Group) to permit a 15 storey, 66 unit apartment building and two 3 storey semi-detached homes fronting onto High Street East under File OZ 14/007 W1, at 6, 8, and 10 Ann Street, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community;
- The project does not conform to the Mixed Use land use designation and requires a rezoning to accommodate the proposed apartment building and semi-detached homes;
- Community concerns identified to date include the appropriateness of the proposal and elimination of the parking of the adjacent funeral home;
- Prior to the next report, staff must evaluate a number of the project's features including whether or not it is compatible with the character of the area; provides adequate building transition to the surrounding buildings and meets all the City's technical requirements.

## Background

Applications were previously submitted for this site by the same applicant in 2011 for the development of a 22 storey, 140 unit condominium apartment building with commercial uses at street level and surface parking to serve the abutting funeral home to the south. Council refused the applications in July 2013 and the applicant appealed the decision to the Ontario Municipal Board. In January 2014, subsequent to a hearing, the Ontario Municipal Board ordered that those applications be refused.

The applications have been circulated for comments and a community meeting was held on May 20, 2015. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

## Comments

### THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	55.4 m (182 ft.) – Ann Street 28.1 m (92 ft.) – High Street East
Gross Lot Area:	0.19 ha (0.47 ac.)
Existing Uses:	6 Ann Street – detached dwelling 8 Ann Street – parking Lot 10 Ann Street – detached dwelling

The site is made up of three properties at the southwest corner of High Street East and Ann Street within the Port Credit Community Node. The neighbourhood consists of a mixture of older high rise developments, newer mid-rise developments, older multi-unit walk-ups and detached dwellings. Traditional mainstreet commercial uses generally extend a half block north and south of Lakeshore Road East.

The surrounding land uses are:

North: Two storey Bell utility building

East: Three storey parking garage associated with a 20 storey apartment building and an office located within a detached dwelling

South: Skinner and Middlebrook Funeral Home and 5 storey rental apartment building

West: Two storey and two and half storey multi-unit residential buildings

Information regarding the history of the site is found in Appendix 1.

### DETAILS OF THE PROJECT

The proposal is for a 15 storey, 66 unit condominium apartment building having a maximum gross floor area of 8 231 m<sup>2</sup> (88,600 sq. ft.). The building will have stepbacks along the north elevation in order to reduce its perceived height and massing along High Street East.

Two 3-storey semi-detached homes are also proposed fronting onto High Street East. The semi-detached units are intended to provide a transition in both scale and setback to the multi-

unit residential building to the west. A building setback of 4.5m (14.8 ft.) is proposed from High Street East to allow for tree planting along the street edge.

Two visitor parking spaces are proposed above ground with the balance of the required parking spaces being provided underground, including parking for the semi-detached units. A bicycle storage room accommodating 56 bicycles will be provided at street level. Access to the site will be from High Street East. The semi-detached homes are proposed to be of a similar scale to the multi-unit residential building to the west and have a similar setback to the street.

Development Proposal		
Application(s) submitted:	Received: November 6, 2014 Deemed complete: November 25, 2014 Revised: June 5, 2015	
Developer/Applicant/Owner:	F.S. 6810 Limited Partnership (FRAM Building Group)	
Number of units:	66 apartment units 2 semi-detached units	
Height:	15 storeys – apartments 3 storeys – semi-detached units	
Floor Space Index:	4.26	
Landscaped Area:	39%	
Net Density:	358 units/ha 141 units/acre	
Gross Floor Area:	Apartment building – 8 231 m <sup>2</sup> (88,600 sq. ft.) Semi-detached units – 495 m <sup>2</sup> (5,328 sq. ft.)	
Anticipated Population:	172* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.	
Parking resident spaces	Required	Proposed
visitor spaces	1 space per bachelor unit	1.0 space per unit for all unit types
Total	1.25 spaces per one-bedroom unit 1.40 spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit  2 resident spaces per semi-detached unit  0.20 visitor spaces per unit	

Development Proposal	
	*The City of Mississauga Parking Strategy Phase II – Port Credit and Lakeview recommends a reduced rate for the Port Credit Node of 1.0 space per residential apartment unit and 0.15 visitor spaces per unit
Parking	Required 103 Proposed 93
Green Initiatives	<ul style="list-style-type: none"> <li>• Street level bicycle storage</li> <li>• On-site storm water retention</li> </ul>

Additional information is provided in Appendices 1 to 12.

#### LAND USE CONTROLS

The lands are located in the Central Residential Precinct of the Port Credit Community Node Character Area and are designated **Mixed Use** in Mississauga Official Plan. The applicant has requested to redesignate the lands to **Residential High Density - Special Site**.

A rezoning is proposed from **C4 (Mainstreet Commercial)** to **RA5 – Exception (Apartment Dwellings)**.

Detailed information regarding the official plan and zoning is in Appendices 10 and 11.

#### Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the Planning Act and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should these applications be approved by Council, the City will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

#### WHAT DID THE COMMUNITY SAY?

A community meeting was held by Ward 1 Councillor, Jim Tovey on May 20, 2015.

Issues raised by the community are listed below. They will be addressed along with issues raised at the public meeting in the Recommendation Report, which will come at a later date.

- The appropriateness of the proposed uses and whether office uses would better serve the community
- The generation of greater parking demand in the community
- The elimination of parking spaces for the adjacent funeral home

## DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 8 and school accommodation information is contained in Appendix 9. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's height, massing, density, uses, landscaping, building configuration and technical requirements?
- Is the additional traffic generated acceptable given the existing traffic conditions?
- Has an appropriate building transition been provided between the existing surrounding buildings?
- Are the proposed design details and zoning standards appropriate, including the requested reduction in parking rates?
- Have all other technical requirements and studies related to the project been found to be acceptable?

## OTHER INFORMATION

F.S. 6810 Limited Partnership (FRAM Building Group) have submitted the following information in support of the applications:

- Context Plan, Concept Plan, Survey
- Elevations, Floor/Parking/Roof Plans
- Composite Utility Plan
- Planning Justification Report
- Urban Design Analysis
- Pedestrian Wind Assessment
- Functional Servicing Report
- Phase 1 Environmental Site Assessment
- Traffic Impact Study
- Acoustical Feasibility Study
- Sun/Shadow Study
- Green Features List
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

## DEVELOPMENT REQUIREMENTS

There are certain other engineering and technical matters, including the streetscape corridor, storm sewer outlet works and watermain replacement works which will require the applicant to enter into appropriate agreements with the City.

## Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.



## 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 all the issues are resolved.

## Attachments

**Appendix 1:** Site History

**Appendix 2:** Aerial Photograph

**Appendix 3:** Excerpt of Mississauga Official Plan

**Appendix 4:** Existing Land Use and Zoning

**Appendix 5:** Concept Plan

**Appendix 6:** Elevations

**Appendix 7:** Rendering

**Appendix 8:** Agency Comments

**Appendix 9:** School Accommodation

**Appendix 10:** Relevant Mississauga Official Plan Policies

**Appendix 11:** Proposed Zoning Standards

**Appendix 12:** Context Plan



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: David Breveglieri, Planner

F.S. 6810 Limited Partnership

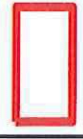
File: OZ 14/007 W1

## Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands are zoned C4 (Mainstreet Commercial);
- October 21, 2011 – Official Plan Amendment and Rezoning applications were submitted by F.S. 6810 Limited Partnership (FRAM Building Group) under File OZ 11/014 W1 for the development of a 22 storey, 140 unit condominium apartment building with commercial uses at street level and surface parking to serve the abutting funeral home to the south;
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated Mixed Use – Special Site 38 in the Port Credit Local Area Plan;
- June 24, 2013 – Supplementary Report recommending refusal of the applications under File OZ 11/014 W1 was adopted by Planning and Development Committee (PDC) and subsequently by Council on July 3, 2013;
- January 17, 2014 – Ontario Municipal Board (OMB) issues order refusing the Official Plan Amendment and Rezoning for the development of a 22 storey apartment building with street level commercial uses;
- March 5, 2014 – Official Plan Amendment No. 19 (Port Credit Local Area Plan) adopted by Council and subsequently appealed to OMB by various landowners;
- March 9, 2015 – OMB advised one of the appellants of OPA 19 (Port Credit Local Area Plan) was withdrawn. Local Area Plan comes into force except for one remaining site specific appeal. The subject lands are designated Mixed Use.



LEGEND:



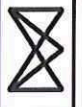
SUBJECT LANDS

DATE OF AERIAL IMAGERY : SPRING 2015



SUBJECT: F.S. 6810 LIMITED PARTNERSHIP  
(FRAM BUILDING GROUP)

FILE NO:		OZ 14/007 W1	
DWG. NO:		14007A	
SCALE:		1:2000	
DATE:		2015/09/08	
DRAWN BY:		A.SHAH	
APPENDIX 2			
Produced by T&W, Geomatics			





PART OF SCHEDULE 10 LAND USE DESIGNATIONS  
OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

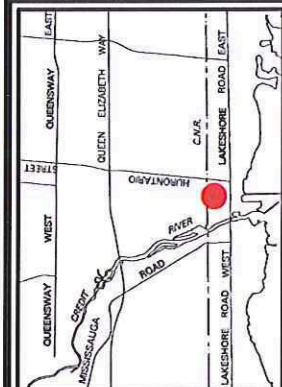
- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Residential Low Density I
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility
- Special Waterfront
- Partial Approval Area

BASE MAP INFORMATION

- Heritage Conservation District
- 1995 NEP/2000 NEF
- Composite Noise Contours
- LBPIA Operating Area Boundary
- See Aircraft Noise Policies
- Area Exempt from LBPIA Operating Area
- Natural Hazards
- City Structure
- Downtown
- Major Node
- Community Node
- Neighbourhood
- Civic Centre (City Hall)
- City Centre Transit Terminal
- GO Rail Transit Station
- Public School
- Catholic School
- Hospital
- Community Facilities

SUBJECT LANDS

SUBJECT: F.S. 6810 LIMITED PARTNERSHIP  
(FRAM BUILDING GROUP)



MISSISSAUGA

Produced by  
T&W, Geomatics

APPENDIX 3

FILE NO:	OZ 14/007 W1
DWG. NO:	14007L
SCALE:	1:2000
DATE:	2015/09/08
DRAWN BY:	A.SHAH

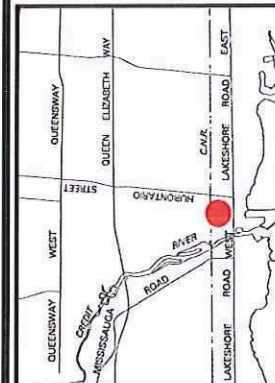




PROPOSED OFFICIAL PLAN AMENDMENT  
FROM "MIXED USE" TO "RESIDENTIAL  
HIGH DENSITY-SPECIAL SITE" AND  
PROPOSED REZONING FROM "C4" TO  
"RA5-EXCEPTION" (APARTMENT DWELLINGS)  
TO PERMIT A 15 STOREY, 66 UNIT  
CONDOMINIUM APARTMENT BUILDING  
AND 2 SEMI-DETACHED DWELLING UNITS.

NOTE: EXISTING ZONING DELINEATED ON THE PLAN  
PROPOSED ZONING INDICATED BY SHADING WITHIN  
THE APPLICATION AREA.

SUBJECT: F.S. 6810 LIMITED PARTNERSHIP  
(FRAM BUILDING GROUP)

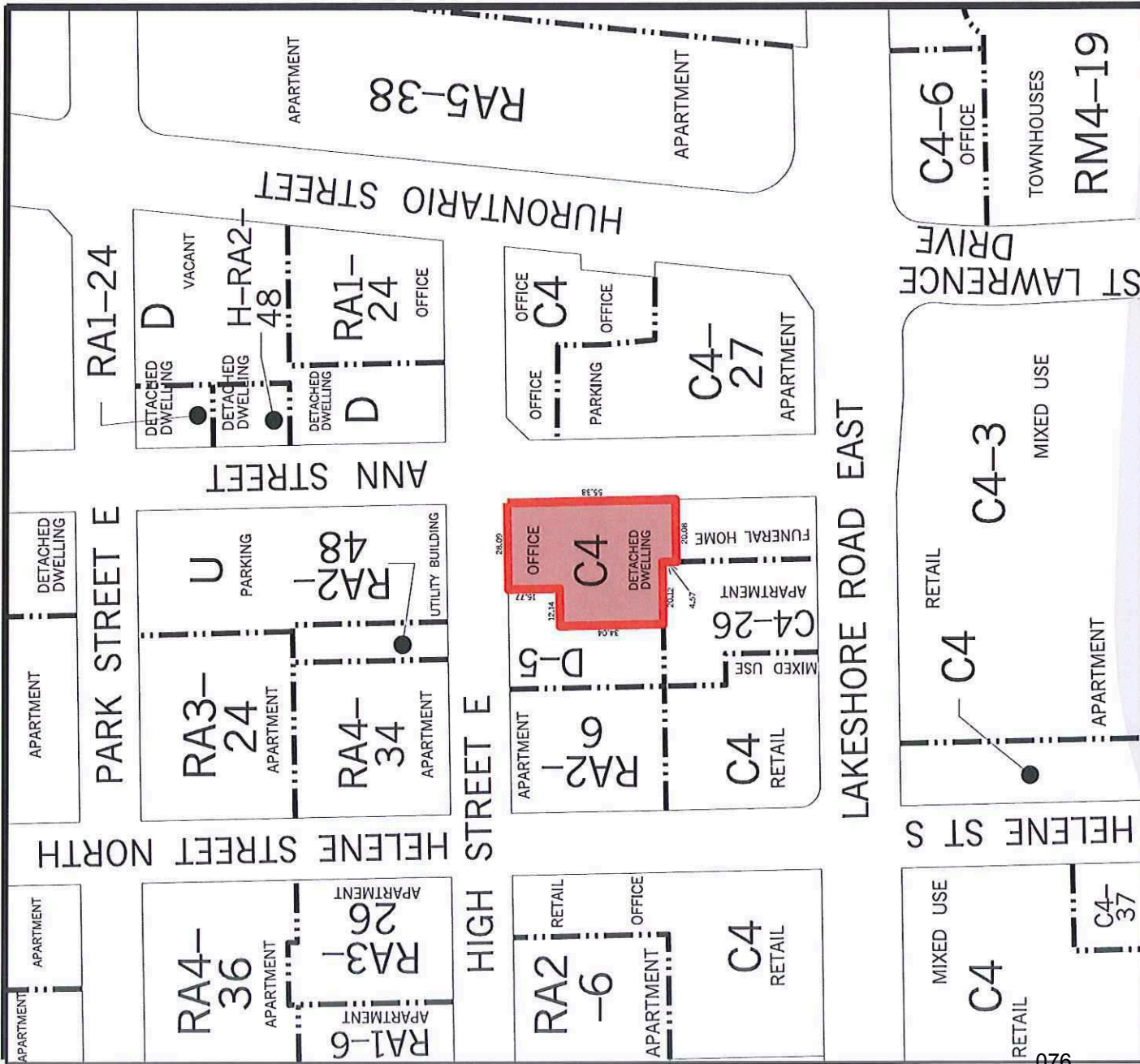


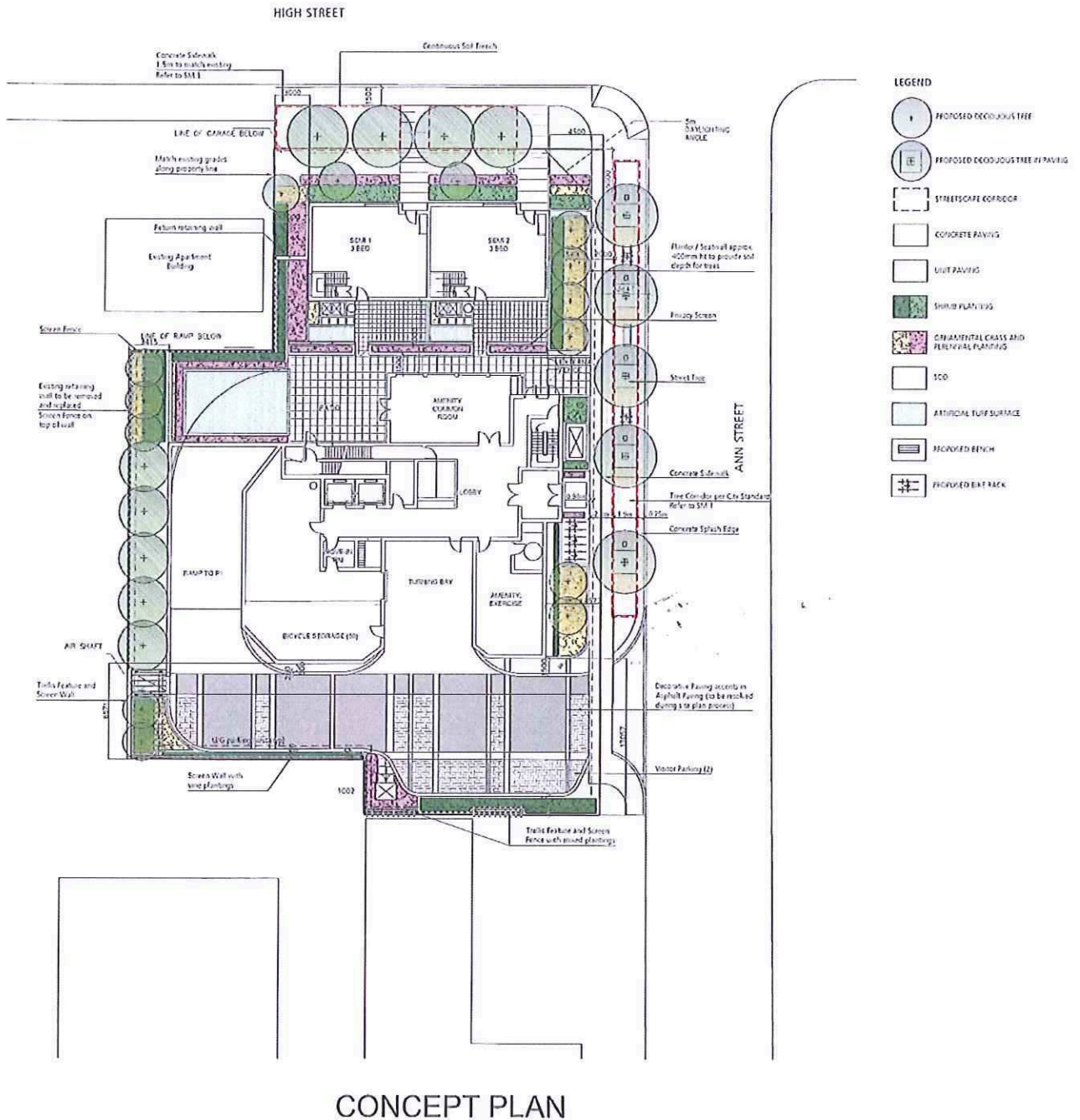
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OZ 14/007 W1  
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14007R  
SCALE:  
1:2000

DATE: 2015/09/08  
DRAWN BY: A.SHAH

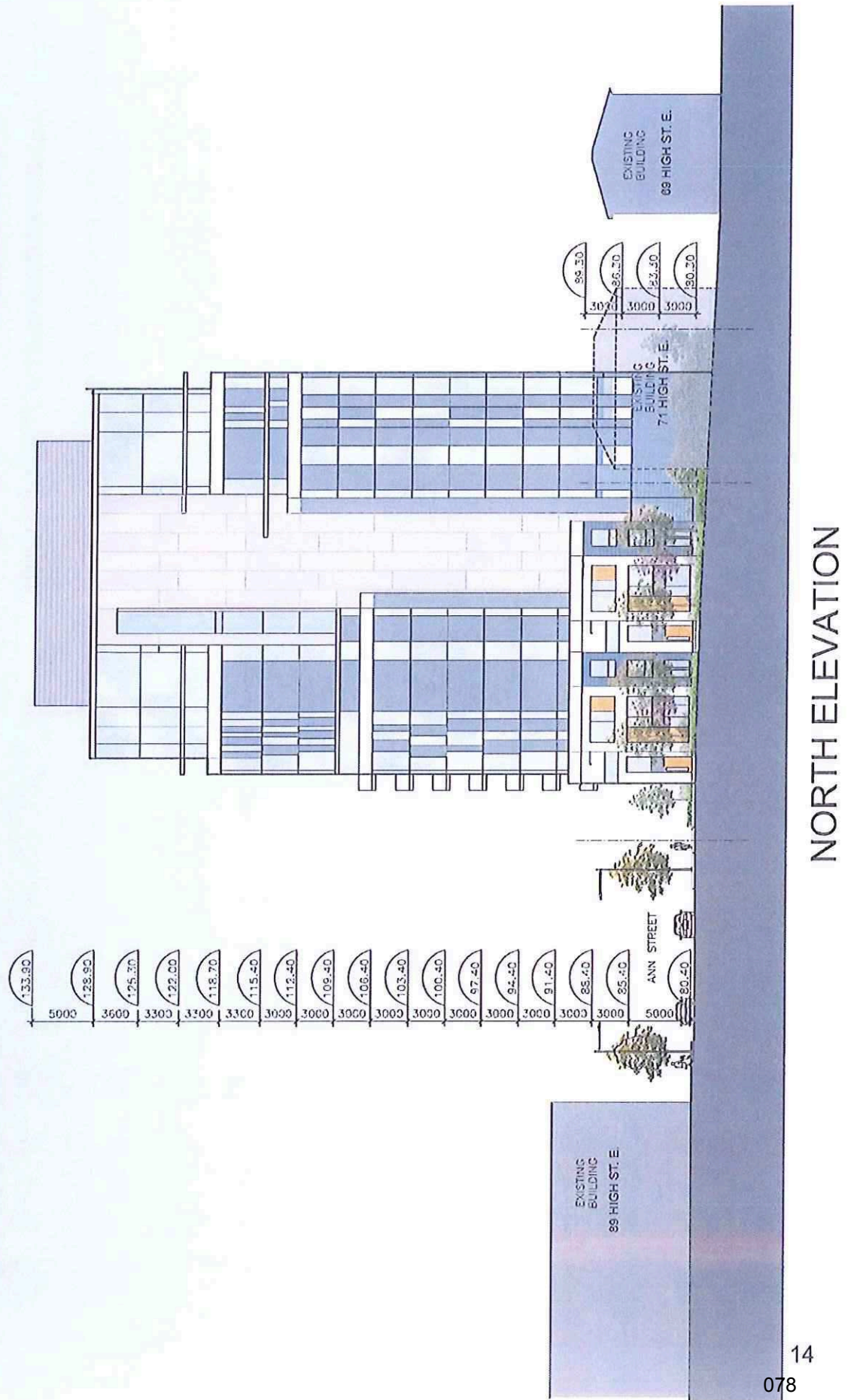
## APPENDIX 4

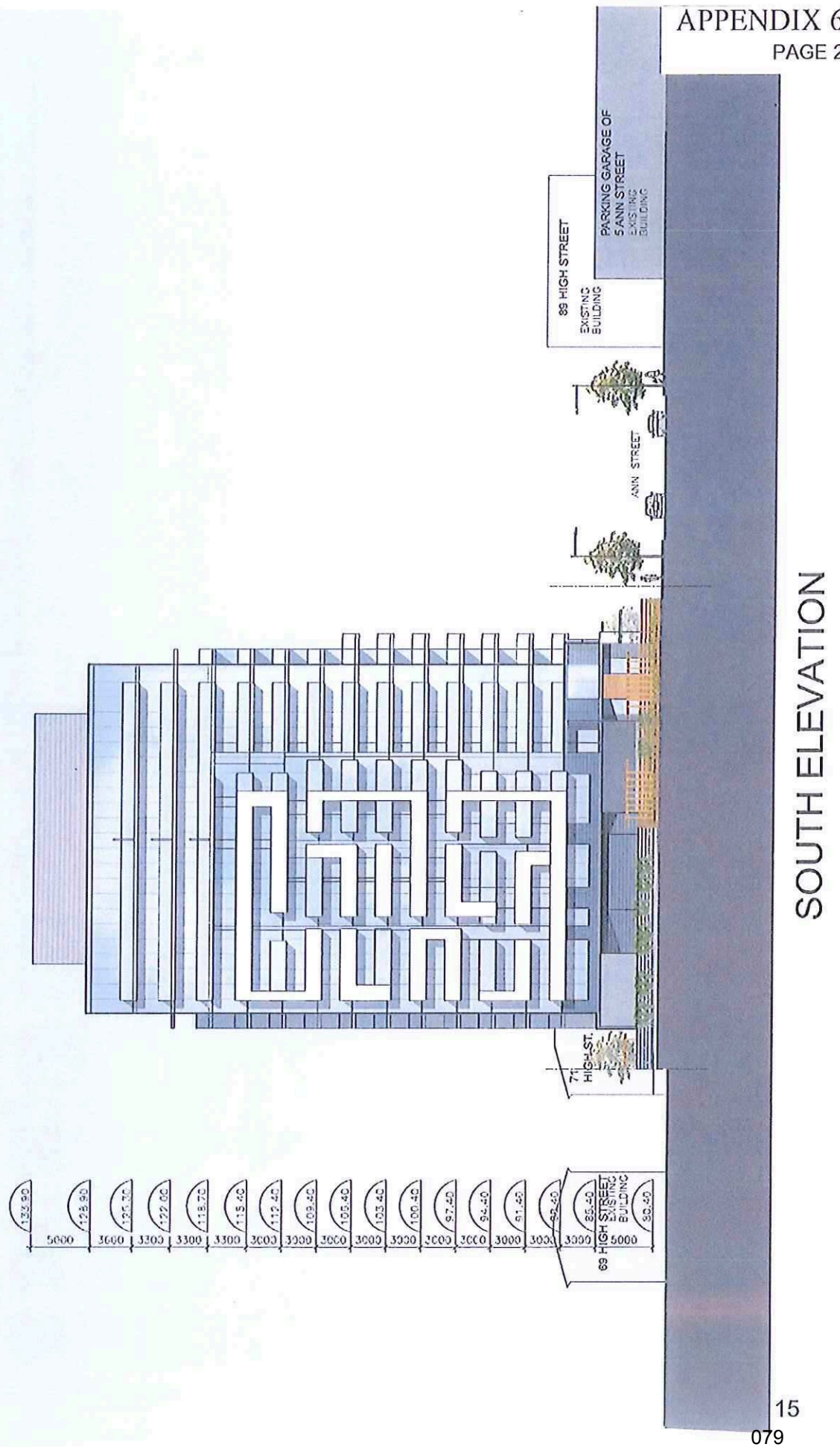
Mississauga

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T&W Geomatics2









SOUTH ELEVATION





WEST ELEVATION



EAST ELEVATION









View from the corner of Ann and High Streets



View from High Street



F.S. 6810 Limited Partnership

File: OZ 14/007 W1

## Agency Comments

The following is a summary of comments from agencies and departments regarding the applications.

Agency / Comment Date	Comment
Region of Peel (July 23, 2015)	<p>The developer will be required to enter into a Servicing Agreement (for Municipal Works Only) with the Region of Peel to upgrade the existing 200 mm (8 in.) diameter watermain to a 300 mm (12 in.) diameter watermain within the limits of Ann Street from Lakeshore Road East northerly to the proposed development (As per the June 18, 2013 meeting with FRAM, Region of Peel and GHD). All other works required to service this development proposal must also be assumed by the developer. These services will be constructed and designed in accordance with the latest Region of Peel standards and requirements. All costs associated with the works required to service this development will be the sole responsibility of the developer.</p> <p>The developer acknowledges sanitary sewer capacity constraints at Elmwood and Beach Sewage Pumping Stations; As a result the Region of Peel agreed as an interim solution - as per the June 18, 2013 Meeting with FRAM, Region of Peel and GHD to undertake the construction of a temporary sewage pumping station to provide adequate capacity for the proposed development. The servicing approvals for the development will be contingent on the completion of this temporary sewage pumping station.</p> <p>A condominium Water Servicing Agreement will be required. Site Servicing approvals are required prior to issuance of a building permit. Connection approvals will not be issued until preliminary acceptance is granted for the watermain upgrade. Properties must be serviced according to the Ontario Building Code and Region of Peel standards.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (July 27, 2015 )	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.</p> <p>If approved, both School Boards require that certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing</p>

F.S. 6810 Limited Partnership

File: OZ 14/007 W1

Agency / Comment Date	Comment
	Agreement and Agreements of Purchase and Sale.
City Community Services Department – Parks and Forestry Division/Park Planning Section (July 29, 2015)	In the event that the applications are approved, the Park Planning section of Community Services note that a satisfactory streetscape plan will be required, and that securities for the implementation of which will be collected through the appropriate development agreement. Prior to site plan approval for issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's Policies and By-laws.
City Community Services Department – Fire and Emergency Services Division (July 31, 2015)	Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (T&W) (July 23, 2015)	<p>T&amp;W confirms receipt of a revised Site Plan, Context Plan, Utility/Servicing Plan, Functional Servicing and Stormwater Management Report, Phase 1 Environmental Site Assessment, Noise Control Feasibility Study, and a Traffic Impact Study in response to previous comments provided. Notwithstanding the findings of these reports and drawings, the applicant was requested to provide updated information and additional technical details, however, the updated materials still remain outstanding.</p> <p>Development matters currently under review and consideration by the department include:</p> <ul style="list-style-type: none"> <li>• Context and Grading Plan details,</li> <li>• Cross-sectional details of High Street East and Ann Street</li> <li>• Stormwater servicing design,</li> <li>• Noise mitigation requirements</li> <li>• Functional Servicing and Stormwater Management</li> <li>• Vehicle movements, parking and loading</li> </ul> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
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>- Development Services, Planning and Building Department</li> <li>- Enersource</li> <li>- Canada Post</li> <li>- Bell Canada</li> <li>- Enbridge Gas Distribution Inc.</li> <li>- Rogers Cable</li> </ul>

F.S. 6810 Limited Partnership

File: OZ 14/007 W1

Agency / Comment Date	Comment
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"><li>- Culture Division, Community Services Department</li><li>- Realty Services, Corporate Services Department</li><li>- Conseil Scolaire de Distrique Centre-Sud</li><li>- Conseil Scolaire Viamonde</li></ul>



F.S. 6810 Limited Partnership

File: OZ 14/007 W1

**School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																								
<ul style="list-style-type: none"> <li>Student Yield:               <table> <tr> <td>8</td><td>Kindergarten to Grade 5</td></tr> <tr> <td>2</td><td>Grade 6 to Grade 8</td></tr> <tr> <td>4</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:               <p>Forest Avenue Public School</p> <table> <tr> <td>Enrolment:</td><td>203</td></tr> <tr> <td>Capacity:</td><td>199</td></tr> <tr> <td>Portables:</td><td>1</td></tr> </table> <p>Riverside Public School</p> <table> <tr> <td>Enrolment:</td><td>236</td></tr> <tr> <td>Capacity:</td><td>452</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Port Credit Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1,191</td></tr> <tr> <td>Capacity:</td><td>1,203</td></tr> <tr> <td>Portables:</td><td>1</td></tr> </table> <p>*Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p> </li> </ul>	8	Kindergarten to Grade 5	2	Grade 6 to Grade 8	4	Grade 9 to Grade 12	Enrolment:	203	Capacity:	199	Portables:	1	Enrolment:	236	Capacity:	452	Portables:	0	Enrolment:	1,191	Capacity:	1,203	Portables:	1	<ul style="list-style-type: none"> <li>Student Yield:               <table> <tr> <td>2</td><td>Junior Kindergarten to Grade 8</td></tr> <tr> <td>1</td><td>Grade 9 to Grade 12</td></tr> </table> </li> <li>School Accommodation:               <p>St. Luke Elementary School</p> <table> <tr> <td>Enrolment:</td><td>508</td></tr> <tr> <td>Capacity:</td><td>602</td></tr> <tr> <td>Portables:</td><td>0</td></tr> </table> <p>Iona Catholic Secondary School</p> <table> <tr> <td>Enrolment:</td><td>1,040</td></tr> <tr> <td>Capacity:</td><td>723</td></tr> <tr> <td>Portables:</td><td>17</td></tr> </table> </li> </ul>	2	Junior Kindergarten to Grade 8	1	Grade 9 to Grade 12	Enrolment:	508	Capacity:	602	Portables:	0	Enrolment:	1,040	Capacity:	723	Portables:	17
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Portables:	17																																								

**F.S. 6810 Limited Partnership****File: OZ 14/007 W1**

## Relevant Mississauga Official Plan Policies

## Existing Official Plan Provisions

**Mixed Use** which permits a mix of commercial, personal service, office and residential uses. Residential uses are to be combined on the same lot or same building with another permitted use.

## Proposed Official Plan Amendment Provisions

The applicant is proposing to designate the lands **Residential High Density** with the following Special Site policies for the site:

- a) semi-detached dwelling units shall be permitted
- b) a maximum FSI of 4.26

	Specific Policies	General Intent
<b>Port Credit Local Area Plan</b>	Section 6.1 Section 9.2.1 Section 10.2.1 Section 10.2.2	<p>Reduced parking requirements and maximum parking standards may be considered within the Community Node, particularly in proximity to the GO Station and future LRT stops.</p> <p>The overall development of the Node will be at a scale that reflects its role in the urban hierarchy. Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters, overall massing, visual impact of buildings and shadow impacts.</p> <p>Streetscape will address, among other matters, setbacks and side yards to reflect the planned function, minimize vehicular access points and create attractive public realm.</p> <p>Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition. Heights for this area are prescribed to be within a range of 2 and 15 storeys with buildings having an appropriate transition to the Lakeshore Road East – Mainstreet Precinct.</p> <p>To achieve the maximum heights, as outlined on Schedule 2B, on the lands designated Mixed Use or Utility in the vicinity of the GO station, a detailed land use and urban design study will be required to verify appropriate heights, design, transition to adjacent lands and mix of uses.</p>

F.S. 6810 Limited Partnership

File: OZ 14/007 W1

Section 5 – Direct Growth	Section 5.3	<p>Community Nodes are Intensification Area. Local area plans will determine how the density and population to employment targets will be achieved. They will develop as centres for surrounding Neighbourhoods and be a location for mixed use development.</p> <p>Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.</p> <p>Community Nodes will be developed to support and encourage <i>active transportation</i> as a mode of transportation.</p>
Section 7 – Complete Communities	Section 7.2 Section 7.2.1	<p>Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.</p>

## F.S. 6810 Limited Partnership

File: OZ 14/007 W1

Section 9 – Building a Desirable Urban Form	Section 9.1.2 Section 9.2.1	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas</p> <p>The preferred location of <i>tall buildings</i> will be in proximity to existing and planned <i>Major Transit Station Areas</i>. Appropriate height and built form transitions will be required between sites and their surrounding areas. <i>Tall buildings</i> will address pedestrian scale through building articulation, massing and materials</p> <p>Development will contribute to pedestrian oriented <i>streetscapes</i> and have an urban built form that is attractive, compact and transit supportive. Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired. Development will have a compatible bulk, massing and scale of built form to provide an integrated <i>streetscape</i>.</p> <p>Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk. Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking.</p>
Section 14 – Community Nodes	Section 14.1.1	<p>For lands within a Community Node a minimum building height of two storeys to 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>



F.S. 6810 Limited Partnership

File: OZ 14/007 W1

Section 19 - Implementation	Section 19.5.1	<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>• 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.</li> </ul>
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**F.S. 6810 Limited Partnership****File: OZ 13/005 W8**

## Summary of Existing Zoning By-law Provisions

**"C4" (Mainstreet Commercial)**, which permits a variety of commercial, office, residential and personal service uses with a maximum height of 3 storeys.

## Summary of Proposed Zoning By-law Provisions

Zone Standards	Required "C4" Zoning By-law Standards	Proposed "RA5- Exception" Zoning By-law Standards
Use	Variety of uses. A dwelling unit must be located above the first storey of a commercial building	Apartment dwelling Semi-detached dwelling
Maximum Floor Space Index	nil	4.26
Maximum number of dwelling units	nil	68
Maximum height	3 storeys	15 storeys
Minimum front yard setback	0 m	4.5 m
Minimum exterior side yard	0 m	3.2
Minimum interior side yard for lot abutting a "D" zone	4.5 m	3.4 m
Minimum rear yard setback for lot abutting a "C4" zone	0 m	6.9 m
Minimum landscape area	nil	30%
Minimum number of parking spaces	Use dependent	1.0 per all residential units 0.15 visitor parking spaces per unit



**F.S. 6810 Limited Partnership (FRAM Building Group)**

**File: OZ 14/007 W1**

**Recommendation PDC-0049-2015**

"That the Report dated August 18, 2015, from the Commissioner of Planning and Building regarding the applications by F.S. 6810 Limited Partnership (FRAM Building Group) to permit a 15 storey, 66 unit apartment building and two 3 storey semi-detached homes fronting onto High Street East under File OZ 14/007 W1, at 6 , 8 and 10 Ann Street, be received for information."



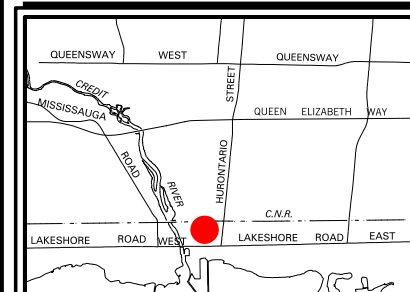
**LEGEND:**

PROPOSED OFFICIAL PLAN AMENDMENT FROM "MIXED USE" TO "RESIDENTIAL HIGH DENSITY-SPECIAL SITE" AND PROPOSED REZONING FROM "C4" TO "RA5-EXCEPTION" (APARTMENT DWELLINGS) TO PERMIT A 15 STOREY, 68 UNIT CONDOMINIUM APARTMENT BUILDING AND 2 SEMI-DETACHED DWELLING UNITS.

**NOTE:** EXISTING ZONING DELINEATED ON THE PLAN  
PROPOSED ZONING INDICATED BY SHADING WITHIN  
THE APPLICATION AREA.  
THIS IS NOT A PLAN OF SURVEY.



**SUBJECT:** F.S. 6810 LIMITED PARTNERSHIP  
(FRAM BUILDING GROUP)



**FILE NO:**  
OZ 14/007 W1  
**DWG. NO:**  
14007R  
**SCALE:**  
1:2000  
**DATE:**  
2015/12/07  
**DRAWN BY:**  
A.SHAH

APPENDIX 3

**MISSISSAUGA**

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T&W, Geomatics  
095

F.S. 6810 Limited Partnership (FRAM Building Group)

File: OZ 14/007 W1

**Summary of Existing Zoning By-law Provisions**

**"C4" (Mainstreet Commercial)**, which permits a variety of commercial, office, residential and personal service uses with a maximum height of 3 storeys.

**Summary of Proposed Zoning By-law Provisions**

Zone Standards	Required "C4" Zoning By-law Standards	Proposed "RA5- Exception" Zoning By-law Standards
Use	Variety of uses. A dwelling unit must be located above the first storey of a commercial building	Apartment dwelling Semi-detached dwelling
Maximum Floor Space Index	nil	4.27
Maximum number of dwelling units	nil	70
Maximum height	3 storeys	15 storeys
Minimum front yard setback	0 m	4.5 m
Minimum exterior side yard	0 m	3.2
Minimum interior side yard for lot abutting a "D" zone	4.5 m	3.4 m
Minimum rear yard setback for lot abutting a "C4" zone	0 m	6.9 m
Minimum landscape area	nil	30%
Minimum number of parking spaces	Use dependent	1.0 per all residential units 0.15 visitor parking spaces per unit

<b>Date:</b> November 17, 2015  <b>To:</b> Chair and Members of Planning and Development Committee  <b>From:</b> Edward R. Sajecki, Commissioner of Planning and Building	<b>Originator's file:</b>  CD.21.POR
	<b>Meeting date:</b>  December 7, 2015

## Subject

**Inspiration Port Credit - Master Planning Framework for 70 Mississauga Road South**

## Recommendation

That the report dated November 17, 2015 from the Commissioner of Planning and Building, titled "Inspiration Port Credit - Master Planning Framework for 70 Mississauga Road South", and the accompanying Master Planning Framework - 70 Mississauga Road South, be approved to provide guidance to the future master plan for 70 Mississauga Road South.

### Report Highlights

- As part of the Inspiration Port Credit terms of reference, a master planning framework for the 70 Mississauga Road site is required.
- Imperial Oil Limited (Imperial), owners of the site, advise they intend to move forward with redevelopment of the land since recent environmental tests show there are no physical site conditions that preclude development once it is remediated.
- The framework outlines the required approach to complete a future master plan with regard to sustainability, open space, mobility, land use and built form.
- This framework will provide guidance to Imperial as they seek a proponent to revitalize their site at 70 Mississauga Road South.

## Background

Under the banner of Inspiration Port Credit (IPC) staff led a community engagement process and obtained technical expertise to develop a:

- Framework for a future master plan for 70 Mississauga Road South - the former Texaco refinery lands owned by Imperial; and
- A master plan for 1 Port Street East - the Port Credit Harbour Marina site owned by Canada Lands Company.

Throughout this project, the City and landowners have conducted a number of studies to inform the creation of these plans. Residents have been engaged in a series of information sessions, workshops and online tools.

To date IPC has run public engagement events and reported to Council on both sites concurrently, given their significance on the Port Credit waterfront and their shared context. However, the requirement for a full master plan for 1 Port Street means this process will not be completed until early next year. In the meantime, Imperial has told staff they wish to move forward with the redevelopment of their land.

Imperial advises that the environmental site assessment work on 70 Mississauga Road South is complete. They report there are no physical site conditions that preclude development such as residential, commercial or open space, once the site is remediated. They also confirm that the required documentation will be submitted to the City and the Ministry of the Environment and Climate Change for review and approval.

Consequently, earlier this summer, Imperial launched a request for qualifications to seek out a partner with a view to ultimately conveying the lands for revitalization. Imperial will follow this process with a request for proposals anticipated to occur early in 2016. Given this timing, it is now prudent to finalize the master planning framework for 70 Mississauga Road South. The framework will guide the preparation of a future master plan for the site.

## Present Status

On June 9, 2015, staff hosted a community meeting to review the draft master planning framework and receive input. In addition, staff met with stakeholders at their request and circulated the draft to key agencies for comment. The master planning framework was finalized after considering these inputs.

## Comments

The purpose of the master planning framework is to set out the requirements for a future master plan. The future master plan will be completed by the redevelopment proponent. The plan must include strategies for site remediation.

The master planning framework (Appendix 1) consists of the following components:

- Guiding Principles, Key Considerations, Vision and Drivers;
- Directions for sustainability; parks, open space, public realm and natural heritage; mobility; land use; and built form.

The guiding principles for the framework are structured around the original six guiding principles for IPC established with the community. Along with these principles, the overall context of the site



must be considered. This includes its location outside the boundary of the Port Credit Community Node, on the west side of the Credit River, as well as its industrial history. Consequently, the following key considerations are critical to the framework and will be the foundations of the future master plan:

- The appropriate form and scale of development within the context of the immediate neighbourhoods, Port Credit and overall city urban structure;
- The required municipal services, transportation and community infrastructure; and
- Sustainable, cost effective and appropriate site remediation strategies.

Based on community input, the overall vision created for 70 Mississauga Road South is:

*A lakefront urban neighbourhood of landscapes, meeting places, living, working, learning and drawing people to the water's edge to play.*

In order to realize this vision, there are primary drivers that influence the structure of the master planning framework.

- **Big Site, Big Legacy:** The large size of the site affords a unique opportunity to create a complete urban waterfront neighbourhood where people live, work, learn and play. It will trigger opportunities for sustainable strategies including district energy and innovative green infrastructure. It will enable a rich social, cultural, economic and environmentally focused community. Opportunities for a campus type use will generate jobs while blending private open space with the public waterfront.
- **Lakefront Park Destination:** A destination park along the shore of Lake Ontario is critical to celebrate the importance of the water for residents and visitors alike.
- **Converging New with Old:** The surrounding residential neighbourhoods, the Old Port Credit Heritage Conservation District and the Lakeshore Road "main street" present sensitive areas to be carefully considered, respected and integrated.
- **Connections:** Visual and physical connections through the site to the lake are imperative to establish complete waterfront access.
- **Transit Integration:** The ability for people to easily travel to and from the site will be critical. Transit will be part of an effective mobility solution.

## COMMENTS RECEIVED

The following highlights the comments on the draft master planning framework as identified by the community, stakeholders and agencies. They were collected at the June 9, 2015 community meeting and from subsequent meetings and/or circulation to the Mississaugas of the New Credit First Nations, the Credit Valley Conservation and the Region of Peel. A summary of the comments is outlined below. Appendix 2 identifies and discusses the comments received in more detail.

## KEY CONSIDERATIONS

One of the three key considerations speaks to site remediation informing land use. However, in some instances it may be preferable to use a specific remediation strategy in order to achieve a

desired land use. Consequently, there may be more than one remediation tactic required to develop this site. This key consideration is revised to reflect this intent.

## **SUSTAINABILITY**

Remediation strategies should be evaluated from a cost/benefit perspective and include both short and long term implementation, ongoing management, costs and restrictions. It will be important that remediation strategies are reasonable and do not impose difficult monitoring or maintenance needs. This will be studied through the master plan process.

## **PARKS, OPEN SPACE, PUBLIC REALM AND NATURAL HERITAGE**

Many of the comments received supported the intent of the directions for this component. There were requests for more active, destination uses along the lakefront. Staff have added that a mix of social, active and passive recreational and related uses compatible to the neighbourhood be permitted. Further, the importance of site accessibility and design was noted and added to describe public and private open spaces. The important function that parks and open spaces have within the natural heritage system was identified. In recognition of this, "natural heritage" was added to this component's title.

The Credit Valley Conservation (CVC) noted the importance of linking sustainable healthy community design and the natural heritage system. Staff agree and have included this.

## **MOBILITY**

There were many comments identifying concerns of increased traffic due to future growth and the needed transportation and transit infrastructure. Staff noted that the implications of growth on mobility along the Lakeshore Road corridor will be studied as part of the Lakeshore Road Transportation Master Plan. The implications of the growth on 70 Mississauga Road South site will be studied as part of the future master plan for the site. No changes were required to the framework as a result of these comments.

The Region of Peel (Region) has a priority to maximize active transportation trips as they benefit public health. Staff agree and have represented these benefits in the framework.

## **LAND USE BUILT FORM**

Future potential needs for a fire station, community centre, and library were raised. Community infrastructure will be identified based on the master plan population projections. Many comments received supported the concept of a range of uses provided that they are integrated into new and existing neighbourhoods. There were concerns regarding building heights and the need to see the sky and retain view corridors. The framework speaks to keeping views through the site to the lake, the need for the block structure to allow for sunlight and transition to, and be compatible with, the existing adjacent neighbourhoods. These factors will ensure that building heights are appropriate. It was noted that buildings should be iconic and diverse. Staff agree and have added an additional direction that design excellence honouring the water and the village is needed. These details will be developed further as part of the future master plan.

## NEXT STEPS

To ensure that the Inspiration Port Credit master planning framework guides the revitalization of 70 Mississauga Road South, the following next steps need to be completed:

- Approval of the master planning framework from City Council to guide the future planning including a master plan for the site.
- Preparation of a master plan by the owner/developer of 70 Mississauga Road South, in collaboration with staff, to determine the type and location of uses, streets etc. This master plan must be approved by the City Council and follow the master planning framework.
- Development and City Council approval of an Official Plan Amendment to implement the master plan.
- Redevelopment applications consistent with the approved master plan, including Zoning By-law Amendments and Subdivision Applications, would need to be approved by the City Council to permit future uses.
- Preparation of a plan by the owner/developer of 70 Mississauga Road South to remediate the property to permit future uses will require approval by the City and the Province of Ontario's Ministry of Environment and Climate Change.

## Strategic Plan

This project extends across all five Pillars for Change of the Strategic Plan as well as a number of the Plan's actions. Specifically it addresses the visionary action of the Prosper pillar to create a model sustainable community on the waterfront.

## Financial Impact

There is no financial impact at this time. Any required funding for implementation will be identified through future business plans and budget.

## Conclusion

As part of the Inspiration Port Credit project, a master planning framework for the Imperial Oil Limited Lands at 70 Mississauga Road South has been prepared and refined after receiving community, stakeholder and agency input.

The master planning framework for 70 Mississauga Road South draws on the Guiding Principles of Inspiration Port Credit, the context and the community vision for the site. Based on these, the framework outlines the required approach to sustainability, open space, mobility, land use and built form.

This framework will provide Imperial with the important guidance as they complete their process later this year to seek a proponent to revitalize the lands.

## Attachments

Appendix 1: 70 Mississauga Road South – Master Planning Framework

Appendix 2: Response to Public, Stakeholder and Agency Comments



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Edward R. Sajecki,  
Commissioner of Planning and Building

Prepared by: Ruth Marland, MCIP, RPP, Strategic Leader





# Charting the Future Course:

70 Mississauga Road South  
Master Planning Framework

Completed November 2015







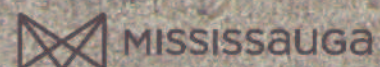








Cover Page: Imperial Oil Lands Rendering (Summer)  
This page: Port Credit Harbour Marina during Cafe Culture Days, 2012  
Opposite: J.C. Saddington Park, 2003



## Table of Contents

Executive Summary	Page 6
1.0 Introduction	Page 8
2.0 The Process	Page 11
3.0 The Context	Page 16
3.1 Shoreline	Page 16
3.2 Central Waterfront	Page 18
3.3 Site History	Page 19
4.0 The Master Planning Framework	Page 20
4.1 Guiding Principles	Page 22
4.2 Key Considerations	Page 24
4.3 Vision	Page 25
4.4 Drivers	Page 26
4.5 Framework Directions	Page 29
Sustainability	Page 30
Parks, Open Space, Public	
Realm and Natural Heritage	Page 36
Mobility	Page 42
Land Use	Page 48
Built Form	Page 54
5.0 Next Steps and Implementation	Page 58





# Executive Summary

Our waterfront is more than a shoreline —  
it's a community.

Inspiration Port Credit (IPC) is about embracing the important history of Port Credit while envisioning a bright, new future for the waterfront. Through IPC the City has been exploring future opportunities on the waterfront .

Throughout the Inspiration Port Credit project, residents, agencies, and stakeholders have been engaged in community meetings, “walk-about,” bus tours, workshops and on-line tools etc.

Inspiration Port Credit has worked to blend the needs and interests of the community, landowners, and the City. The right priorities need to be identified now to protect for the future.

The City's Strategic Plan speaks to “...a model, sustainable, creative community on the waterfront...” Having worked with the community and stakeholders, the vision for the 70 Mississauga Road South site is:

**A lakefront urban neighbourhood of  
landscapes, meeting places, living, working, learning  
and drawing people to the water's edge to play.**

The revitalization of the site should transform it to a vibrant and active destination that showcases sustainable, diverse living, unique recreation choices, meaningful economic opportunities and exciting cultural assets that contribute to the Port Credit character and quality of life.

This site should be a distinguished waterfront landmark.

The framework for the 70 Mississauga Road South site presents a landscape-based development strategy for this significant waterfront property. The waterfront opportunities at this site are exciting. There is the potential for an exceptional diversity of waterfront experiences and ways to access the water both physically and visually along the full extent of the site.

The landscape-based and mobility framework establishes key connections north to south and along the waterfront. These connections link a large waterfront open space to the urban blocks and a waterfront campus.

The urban block structure will be responsive to local environmental conditions. These blocks are the basis for an urban waterfront neighbourhood with a mix of land uses, compact pedestrian and cycling friendly urban forms, and a significant public realm. Preservation of natural and cultural heritage is an important factor in the guidelines for urban development.

Density on the site should be higher in the centre, transitioning to lower heights at the edges. Protection of existing character is balanced with the creation of an urban, vibrant mixed-use development as a transit-oriented place to live, work, learn and play.

The purpose of the master planning framework is to set out the requirements for a future master plan. The future master plan must be completed by the redevelopment proponent working in conjunction with the City. The plan must include strategies for site remediation.

The master planning framework consists of the following components as outlined in this document:

- Guiding principles, Key Considerations, Vision, and Drivers
- Directions and Matters to be studied for Sustainability; Parks and Open Space, Public Realm and Natural Heritage; Mobility; Land Use; and Built Form.
- Next Steps and Implementation





# 1.0 Introduction

The City of Mississauga embarked on an exercise to investigate the future possibilities for both the 1 Port Street East and 70 Mississauga Road South. This is documented in the Inspiration Port Credit's (IPC) "Background Report", dated December 2012 and "Charting the Future Course: A Strategic Comprehensive Master Plan and Implementation Guide", dated December 2013 (available on the project website at [www.inspirationportcredit.com](http://www.inspirationportcredit.com)). Both of these documents were prepared by an award winning, world class and multi-disciplinary team of consultants lead by Stoss Landscape Urbanism, Dillon Consulting Limited, James Lima Planning and Development, Sweeney Sterling Finlayson & Co Architects, Inc., Woods Hole Group and Soil-Mat Engineers & Consultants Ltd. These documents provide background in support of this master planning framework and implementation guide. This was supplemented with community input throughout the process.



The original IPC project objectives are:

1. To establish a comprehensive Master Plan and implementation plan to guide the realization of the 70 Mississauga Road South and 1 Port Street East sites as strategic waterfront sites;
2. To understand the impact of both of these key strategic sites on the overall area including City assets and operations;
3. To weave together the various Port Credit initiatives and unite stakeholders towards achieving the vision articulated in the Port Credit Local Area Plan; and
4. To foster sustainable partnerships between the City, landowners and stakeholders.

The context for these sites is essentially the Port Credit Local Area Plan Area and, for the purposes of IPC, known as the Area of Influence.

As a result, IPC's ultimate outcomes will include:

- A master plan for 1 Port Street East
- A master planning framework for 70 Mississauga Road South
- A comprehensive, strategic master planning framework for Port Credit to address future land and water infrastructure to accommodate future growth related to these sites within the area of influence
- Implementation strategies

The purpose of this document is to outline the master planning framework for 70 Mississauga Road South.

Photo: Aerial of 70 Mississauga Road South and Old Port Credit Village Heritage Conservation District, Bing Maps, April 2011



Diagram 1: map showing outlines of the Inspiration Port Credit sites and their area of influence





Parallel to the IPC process, Imperial completed an environmental site assessment of their lands (former Texaco refinery) to understand the current environmental conditions. This work will inform the future master plan for the site along with a remedial action plan.

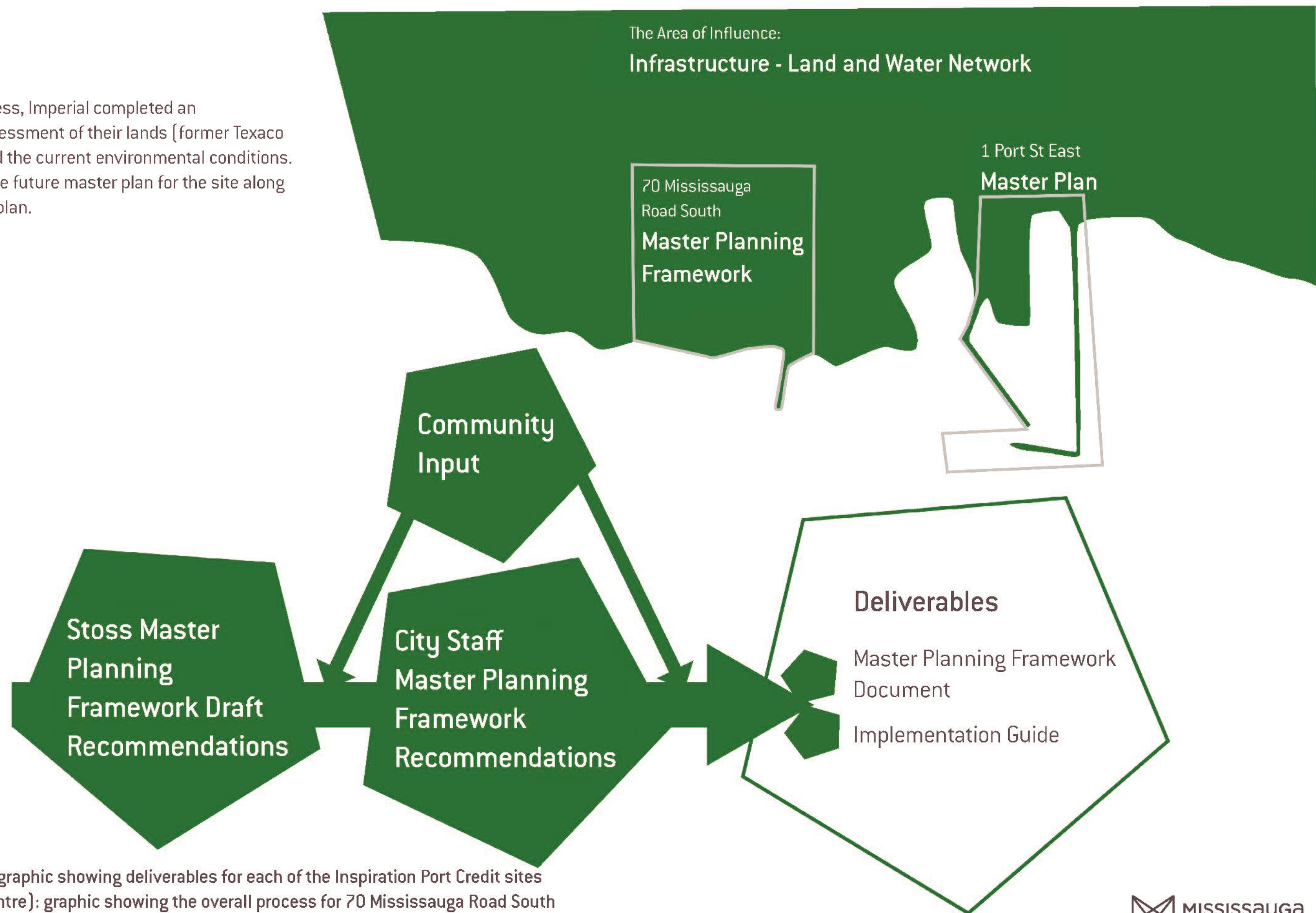


Diagram 2 (Top right): graphic showing deliverables for each of the Inspiration Port Credit sites  
Diagram 3 (bottom centre): graphic showing the overall process for 70 Mississauga Road South



## 2.0 The Process

IPC has unfolded in a four stage process:

### Stage 1: Reconnect

Connected with the community stakeholders.

### Stage 2: Synthesize

Analyzed and gained understanding of existing conditions

### Stage 3: Test

Developed and tested alternative conceptual plans and draft policy directions

### Stage 4: Define

Refined preferred directions and developed an implementation guide





The Inspiration Port Credit project is founded on innovative and comprehensive engagement. The City actively pursued opportunities to create excitement, build mutual understanding amongst all stakeholders, incorporate the community perspective and hear from a variety of voices. The engagement program involved a mix of traditional meet-and-greet opportunities, interactive events and a strong on-line presence, including:

- Inspiration Port Credit Café
- Walks and Talks
- Lunch and Learn
- Imagining the Future Ideas Workshop with hands-on activities
- Guided Bus Tour and site walks
- Video
- Family Story Time
- On-line 24/7 community meeting (enabling polls, blogs, document downloads, multi-media integration)
- Social media blasts
- Community Meeting with rotating break-out discussions
- “Kitchen Table” meetings
- On-line surveys

The IPC Team maintained an open line of communication with the landowner to share/exchange information.





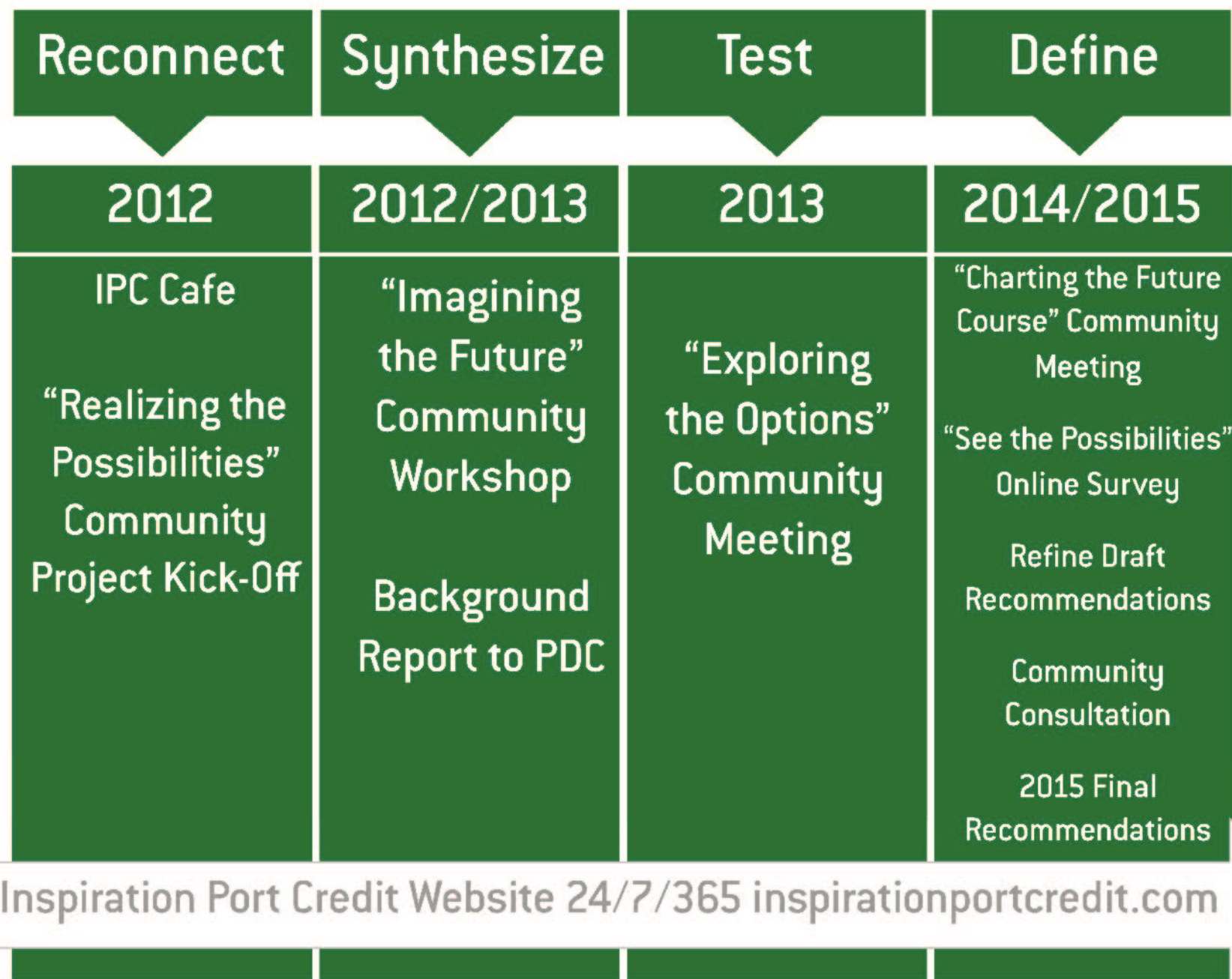


Diagram 4: graphic showing examples of public engagement that have taken place in recent years





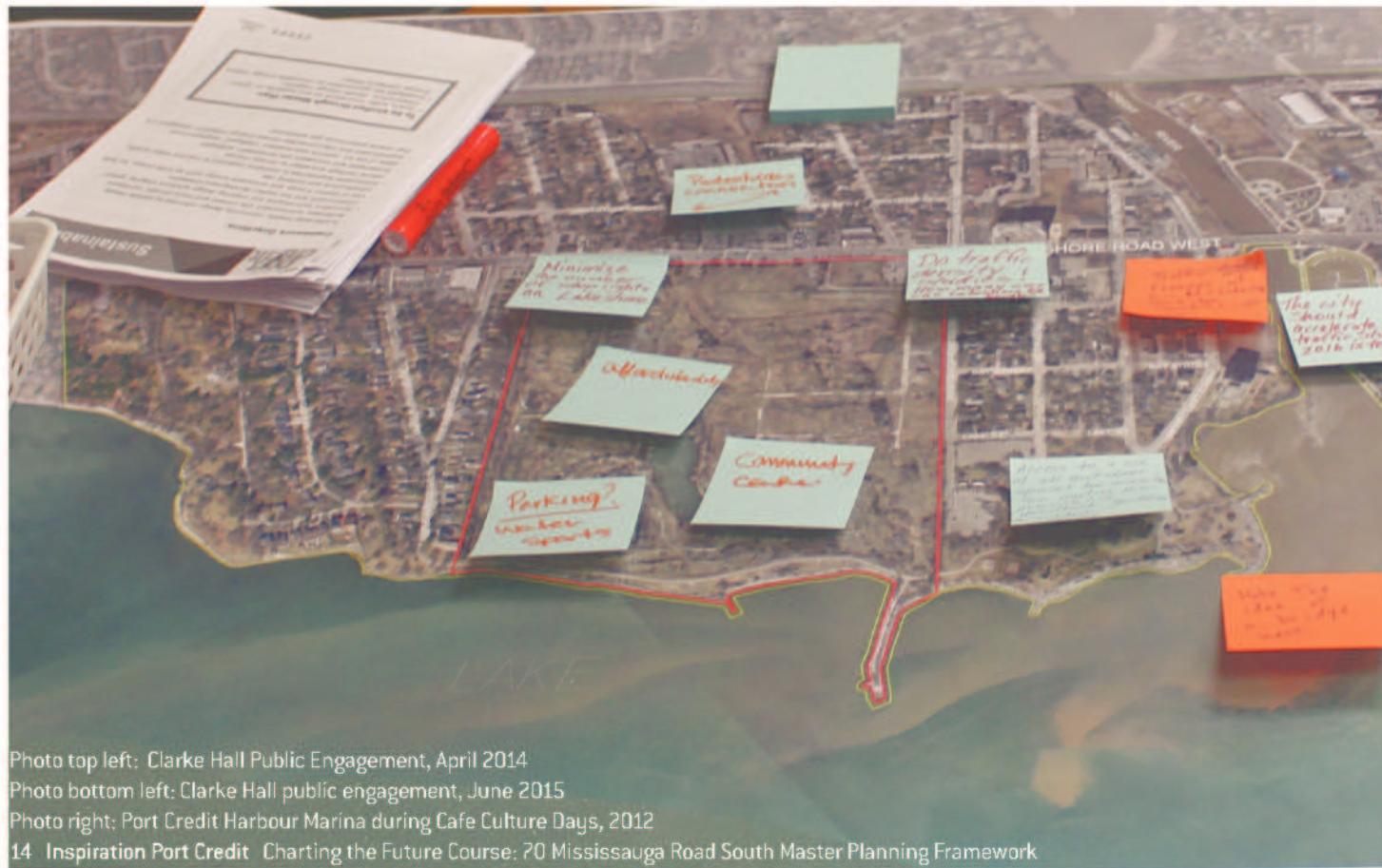


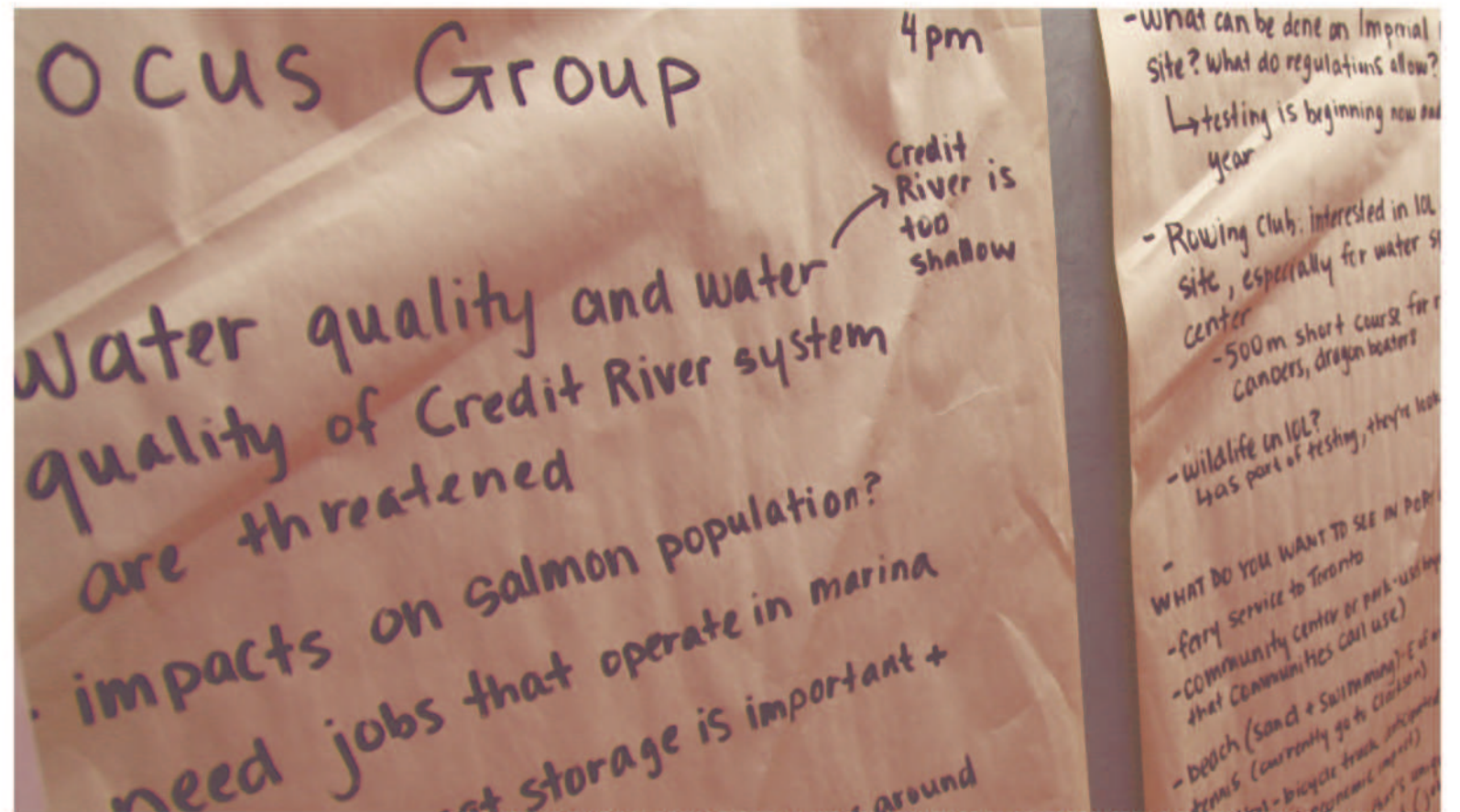
Photo top left: Clarke Hall Public Engagement, April 2014  
 Photo bottom left: Clarke Hall public engagement, June 2015  
 Photo right: Port Credit Harbour Marina during Cafe Culture Days, 2012  
 14 Inspiration Port Credit Charting the Future Course: 20 Mississauga Road South Master Planning Framework







Photo left: Children's Story Time, 2013  
 Photo top right: Inspiration Port Credit Community Workshops, 2012  
 Photo bottom right: Inspiration Port Credit Community Workshops, 2012





## 3.0 The Context

### 3.1 Shoreline

Port Credit's evolution has involved a long history of growth and transformation, especially along the shoreline.

The shoreline has experienced changes in its shape and extent as evidenced through Diagram 5 (opposite page). These changes reflect the Lake Ontario shoreline transition from industrial and landfill use to what they are today.

Port Credit is a distinct waterfront community made up of a diverse mix of neighbourhoods and public spaces. This existing character informs the IPC planning work, setting a strong foundation for the future. IPC seeks to preserve this character while laying the groundwork for future change that will integrate with this context and enhance the quality of life in Port Credit.

Preparing for the future requires looking back to the past.





# SHORELINE CHANGE OVER TIME

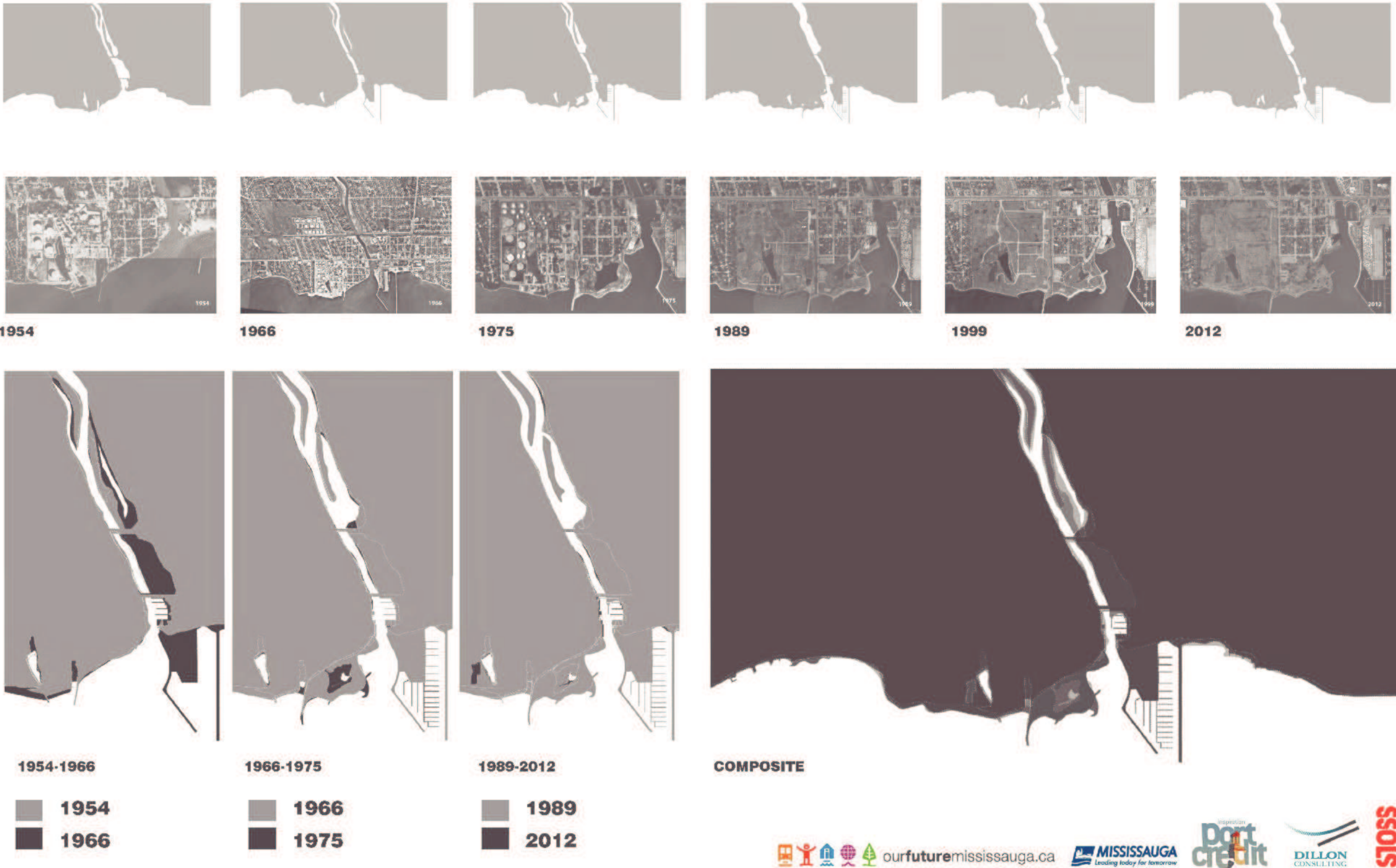


Diagram 5: Shoreline Change Over Time. Stoss, 2013



## 3.2 Central Waterfront

Port Credit is Mississauga's central waterfront. It is perfectly situated at the mouth of the Credit River where it empties into Lake Ontario and where the civic spine of Hurontario Street meets Lakeshore Road. These confluences link the rest of Mississauga to Port Credit and the Greater Toronto Area (Diagram 6). The waterfront has been key to driving local commerce and industry. It is an asset that provides unique recreational opportunities including parks, with a variety of festivals and community activities. Together this has created a distinct urban village that celebrates the water. Despite operating as Mississauga's central waterfront for hundreds of years, Port Credit has never officially been recognized as this. Moving forward, such a recognition provides focus for planning, investment and programming that enforces Port Credit's important role in Mississauga.

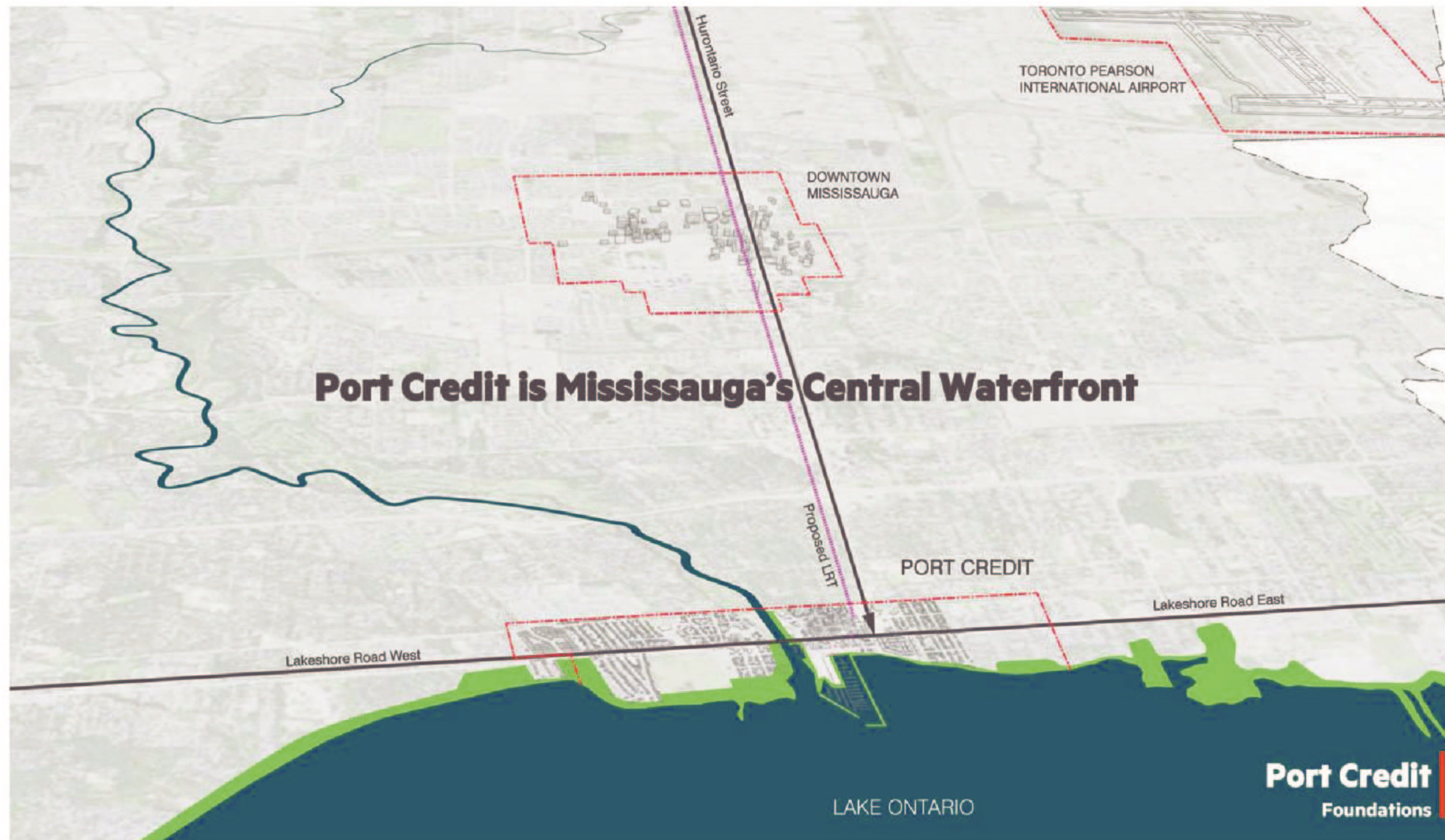


Diagram 6: graphic showing Port Credit's central waterfront location. Stoss, 2013



### 3.3 Site History

70 Mississauga Road South began its industrialization as a brick manufacturing site in the late 1800s and continued until 1927. In 1932, its life as an oil refinery began and continued until 1978. The petrochemical unit followed until 1985. Site decommissioning took place in 1987.\*

In order to understand future opportunities for the use of this land, Imperial conducted an environmental site assessment during 2014.

Imperial’s open letter to the community dated May 29th, 2015 indicated that based on their environmental site assessment there are no physical site conditions that would preclude redevelopment “...for commercial, medium and/or high density residential, and open space uses...” once it is remediated.

Photos (clockwise):  
Port Credit Brick Company, 1907  
Texaco Refinery, 1950  
Port Credit Aerial, 2004  
Texaco Refinery, 1978



\*Heritage Conservation Feasibility Study Old Port Credit Village - Stage 1 Report November 28th, 2003, City of Mississauga





## 4.0 Master Planning Framework for 70 Mississauga Road South

The master planning framework for 70 Mississauga Road South sets out the priorities to be addressed in the required master plan for the lands. The Master Plan will be completed by the owner/developer together with an action plan setting out the strategies for site remediation. All existing policies of the City Official Plan would apply to the required master plan.



The illustrations included in this framework are meant to graphically illustrate principles. They do not reflect final street alignments and/or intersections, final private or public open space size, extent, configuration, locations of land use. The land uses presented are suggestions and will be dependent on environmental and infrastructure information accompanying the master plan.

The framework is comprised of the following elements:

1. Guiding Principles
2. Key Considerations
3. Vision
4. Drivers
5. Directions





# 4.1 Guiding Principles

Developed with the community, the following overarching guiding principles set the stage for the revitalization of 70 Mississauga Road South:



## Embrace the Water

The presence of water will permeate all physical, visual, emotional and aesthetic elements of the site. The recognition, enhancement, influence of the water will be a foundation to the community planning, land uses, activities and urban design.



## Celebrate the Waterfront Heritage and Cultural Footprint

Recognition and integration of the Old Port Credit Village Heritage Conservation District, the village main street as well as traditional water-based activities are essential to guiding change and uniquely land-marking the site. The site presents an important opportunity for cultural celebration and development given their culturally rich and active context.



## Integrate Green and Blue

Maximizing the “green” and accessible open space of the site is important to expanding outdoor lifestyles, natural heritage and recreational opportunities around the water. The open spaces and the urban fabric should be created with the highest standards of sustainability. These include green infrastructure for storm water treatment and energy; shoreline enhancement to benefit water quality, natural heritage, protection from invasive species, and accommodation of climate change.

Photos from left to right:  
Waterfront trail along 70 Mississauga Road South, October 2014  
Port Credit Lighthouse, September 2012  
Sherbourne Common, 2012  
22 Inspiration Port Credit Charting the Future Course: 70 Mississauga Road South Master Planning Framework





## Connect Land and Water

Connecting the land to the water will be a priority. Extending pedestrian accessibility to and along the waterfront will reinforce the urban waterfront village character of Port Credit. Multi-modal links towards the waterfront edge will enable a waterfront shared by many.



## Create an Economically Thriving, Sustainable Waterfront

Create opportunities for Port Credit's continued growth as a complete and healthy community. This requires a range of opportunities to access, enjoy and sustain housing, employment, natural and cultural heritage, recreation, educational, community and social services within a compatible urban fabric focused on the water. Promotion of economic sustainability is key. This includes marine based activities and operations and innovative and creative business enterprises will support and grow local area employment.



## Balance and Catalyze Development Within the Regional Context

Growth must be balanced with the village character of Port Credit today. It must fit within the city and regional context recognizing Inspiration Lakeview and other City initiatives including the implementation of Light Rail Transit (LRT) along Hurontario Street. Development of the site will catalyze a complete, sustainable, creative waterfront community. Mobility, servicing and community infrastructure is critical to accommodating future growth.

Together, these principles led to an overarching goal for the site as a place to live, work, learn, and play, a place where people thrive now and into the future.





Photo: 70 Mississauga Road South shoreline looking East, November 2008

## 4.2 Key Considerations for 70 Mississauga Road South

Focusing on 70 Mississauga Road South, there are a number of key considerations that will shape development on the site. Given the 70 Mississauga Road South site's location outside the boundary of the Port Credit Community Node on the west side of the Credit River, and its industrial history, the following primary considerations are critical to be studied and understood. They will be the foundations of the future master plan:

- The appropriate form and scale of development within the context of the immediate neighbourhoods, Port Credit and the overall city urban structure
- The required municipal services, transportation and community infrastructure; and
- Sustainable, cost effective, and appropriate site remediation strategies.



## 4.3 Vision

Based on community input, the overall vision created for 70 Mississauga Road South is:

A lakefront urban neighbourhood of landscapes, meeting places, living, working, learning and drawing people to the water's edge to play



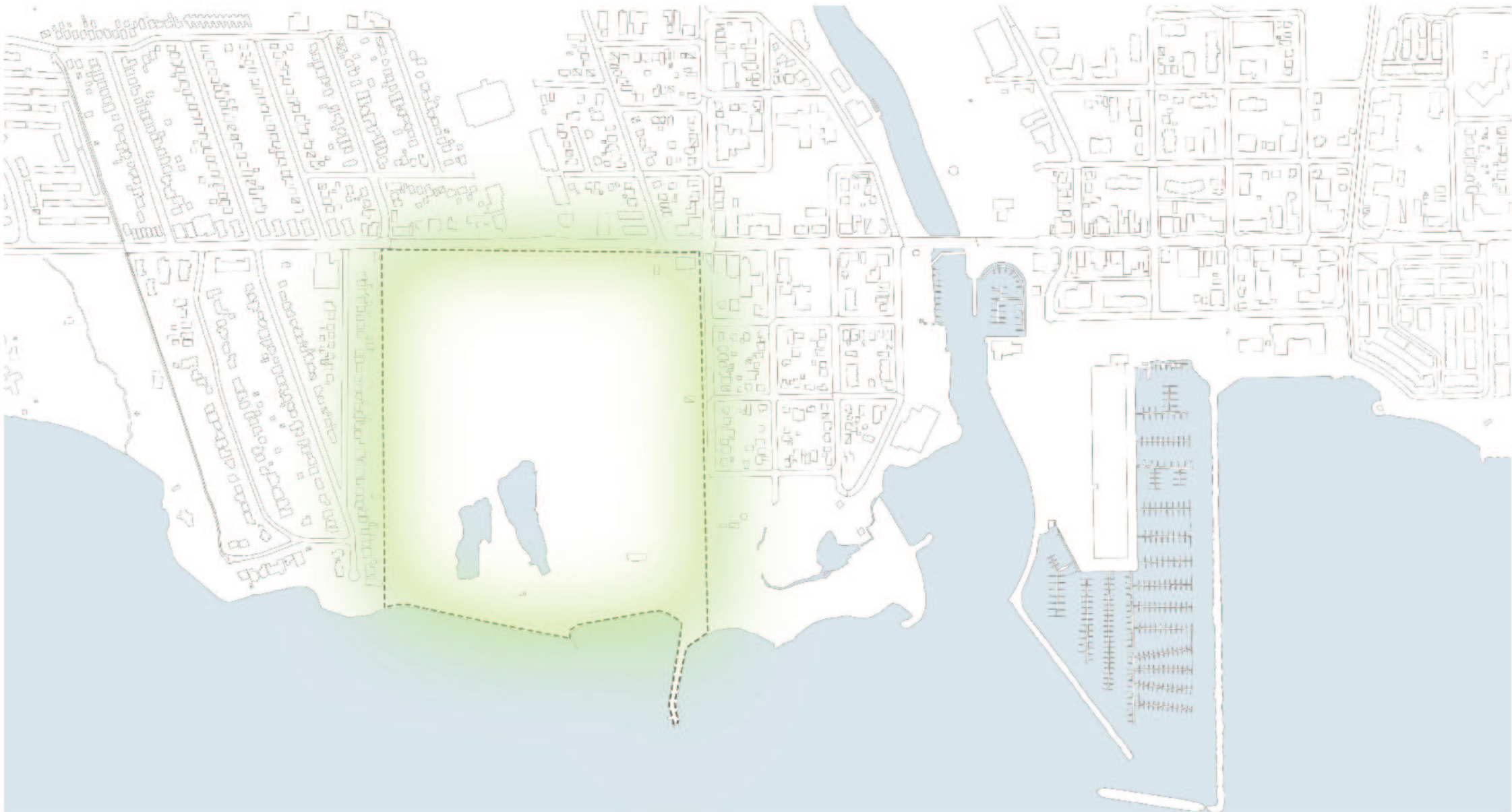


# 4.4 Drivers

The following five drivers influence the structure of the master planning framework:

- Big Site, Big Legacy
- Lakefront Park Destination
- Converging New with Old
- Connections
- Transit Integration

These drivers work together to harness opportunities to realize the vision for the site.

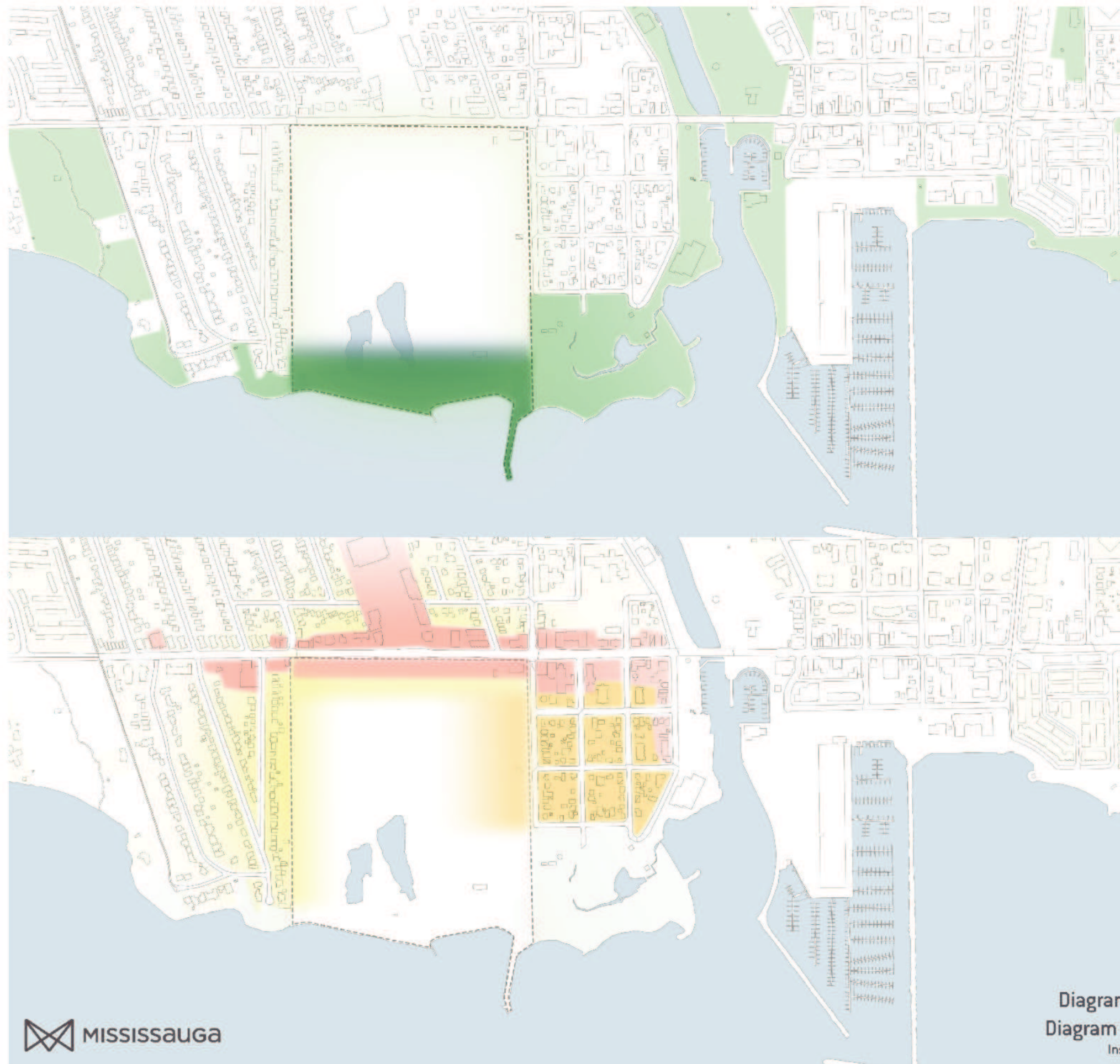


## Big Site, Big Legacy

The large size of the site affords a unique opportunity to create a sustainable urban waterfront neighbourhood where people live, work, learn and play. It will move Port Credit towards being a “complete community.” It will trigger opportunities for sustainable strategies including district energy and innovative green infrastructure; and enable a rich social, cultural, economic and environmentally focused community. Opportunities for a campus type use will generate jobs while blending private open space with the public waterfront.

Diagram 7: graphic representing Driver 1 - Big Site Big Legacy





## Lakefront Park Destination

A destination park along the shore of Lake Ontario is critical to celebrate the importance of the water for residents and visitors alike.

## Converging New with Old

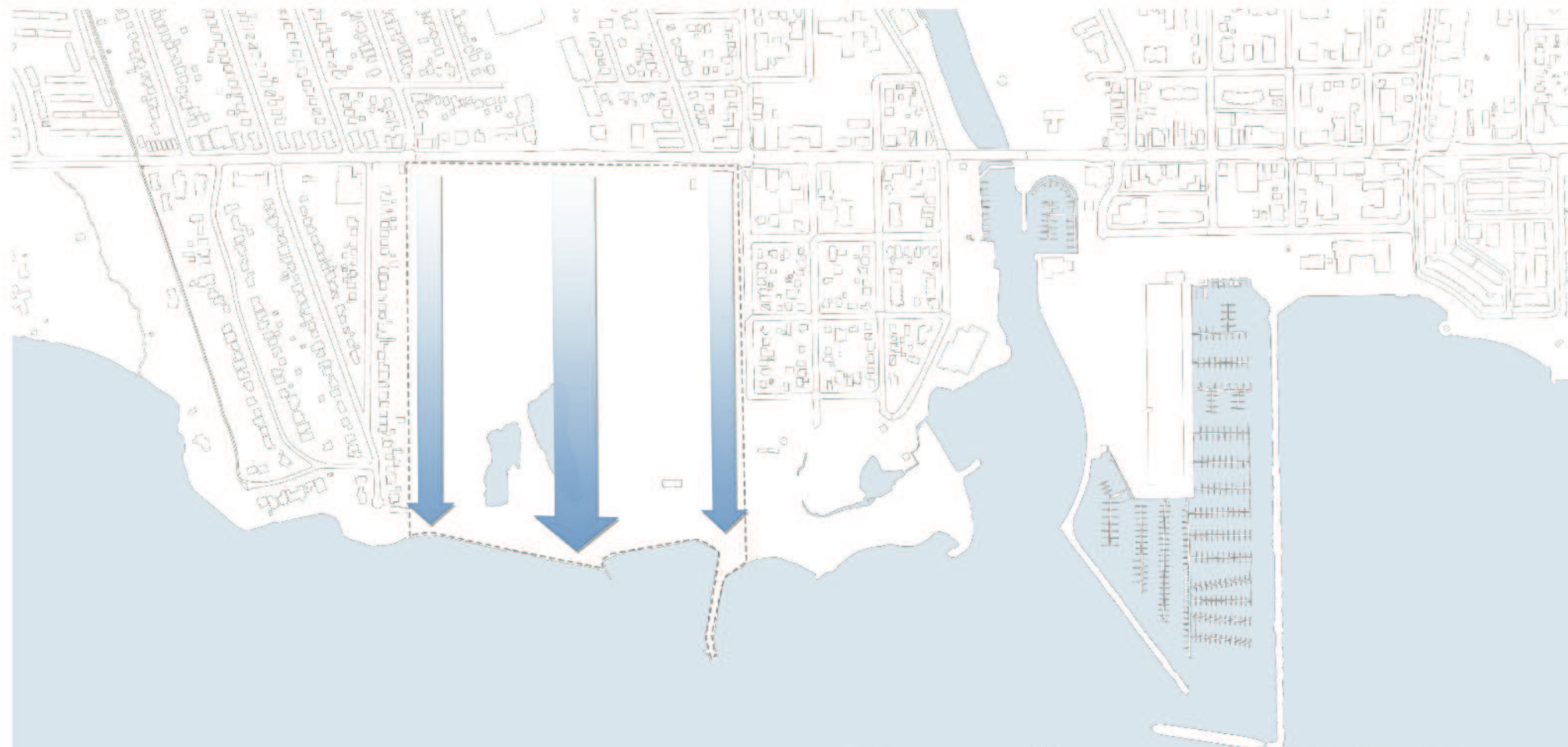
The surrounding residential neighbourhoods, the Old Port Credit Village Heritage Conservation District and the Lakeshore Road “main street” present sensitive areas to be carefully considered, respected and integrated.

Diagram 8 (top): graphic representing Driver 2 - Lakefront Park Destination

Diagram 9 (bottom): graphic representing Driver 3 - Converging New with Old

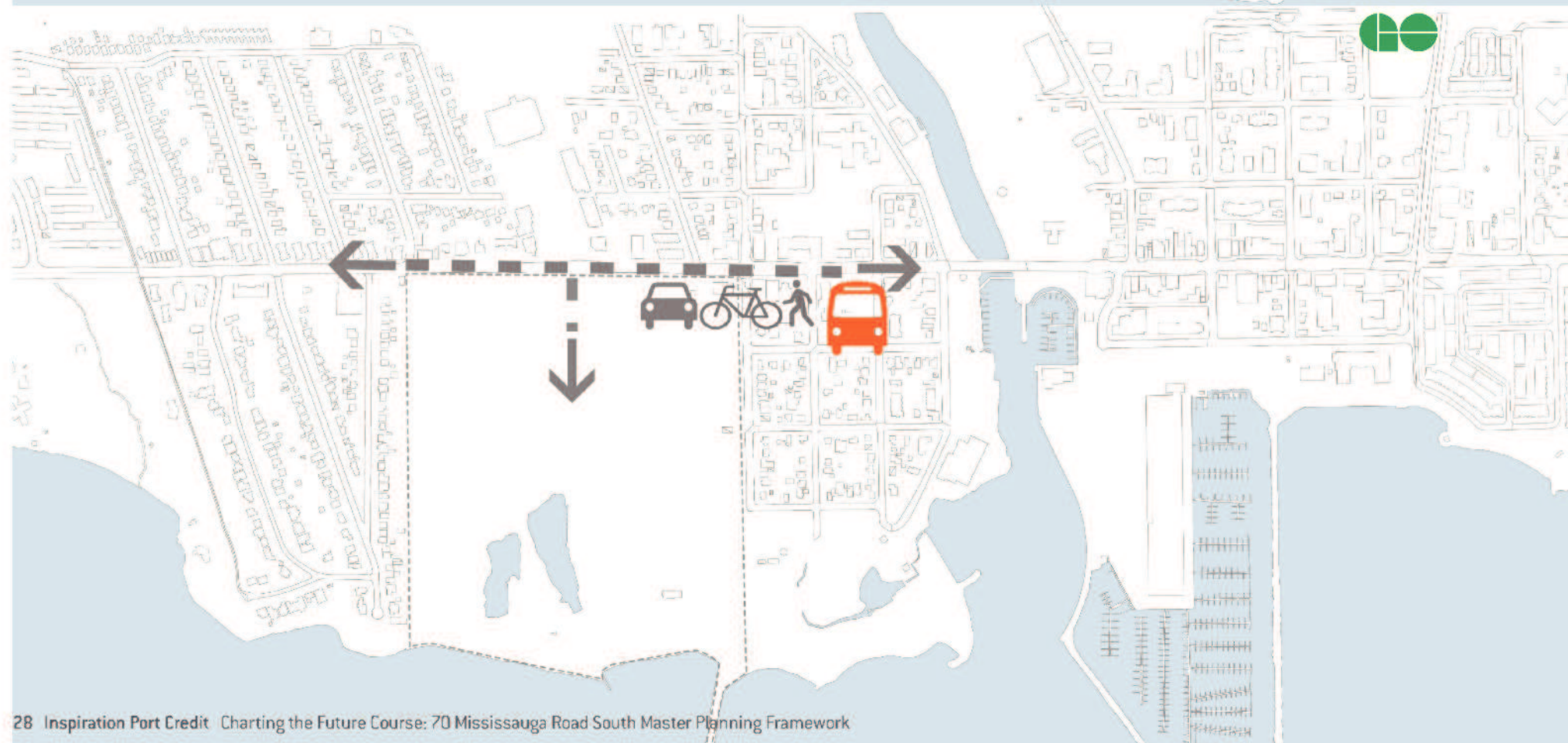
Inspiration Port Credit Charting the Future Course: 70 Mississauga Road South Master Planning Framework 27





## Connections

Visual and physical connections through the site to the lake are imperative to establish complete waterfront access.



## Transit Integration

The ability for people to easily travel to and from the site will be critical. Transit will be part of an effective mobility solution.

Diagram 10 (top): graphic showing Driver 4 - Connections  
Diagram 11 (bottom): graphic showing Driver 5 - Transit Integration



## 4.5 Framework Directions

The framework directions around the themes of sustainability, open space, mobility, land use, and built form are set out here. Also identified are matters requiring further study as part of the master plan. Illustrations of the intent of mobility and connections, parks, open space and land use patterns are also included.



# 4.5.1 Sustainability

In shaping the city waterfront as a model sustainable creative community, all four pillars of sustainability (economic, social, cultural and environmental sustainability) need to drive its revitalization.





# 4.5.1 Framework Directions

i. Sustainable healthy community design informed by people needs, landscape, environment, site context and micro-climatic conditions

Looking forward, the form and character of development on the site will be responsive to both human and environmental health. The site's context and the shape of development will inform each other. Community design should work with its cultural and natural landscape while providing an engaging and high-quality human environment. Multi-modal options need to be prolific.

Trees will be critical in the public realm for shade, air quality improvement and bird stopover opportunities. Trees and structural shade features will play an important role in mitigating the urban heat island effect and improving the site's microclimate.

Bringing people to live, work, learn and play will help the site in its contribution to Port Credit's target of 2 people for every 1 job.

The new development will create opportunities within the public realm for public art, and gathering areas for events and social meetings.



Photo: Cumberland Park in Toronto, July 2012  
Photo opposite page: Hammarby, 2014



ii. Innovative technologies and inspiring design solutions shaping “green” infrastructure and low impact development strategies

To be a model sustainable creative community, innovative technologies and inspiring design solutions must shape the way the site is supported from a municipal services perspective. Water conservation techniques should be factored into future building, exterior private and public realm design.

New development should achieve the Canada Green Building Council's optimum in the Leadership in Energy and Environmental Design (LEED) Canada Rating System.

On site lighting should be energy efficient and respectful of a dark night sky and the water's edge.

Innovative practices for stormwater capture and management using landscaping and low impact development (LID) measures will be imperative. These may include bio-retention swales, rain gardens, grass and dry swales, permeable paving, and green roofs. Climate change implications such as extreme weather events, drought or flash floods will inform stormwater management strategies.

Innovative waste management systems, including vacuum waste collection, should be explored. Innovative technologies should focus on being a model for waste reduction, recycling, re-use and recover.

Additional specific matters for study include:

- Scope, scale, feasibility of “green” infrastructure and climate change adaptation. Identify what green infrastructure can be used and how it shapes site development and built form.

iii. Use of District Energy and renewable energy

Efforts to reduce the use of non-renewable resources will be important. The feasibility of using renewable energy such as solar power, for both neighbourhood infrastructure and building use must also be explored. This site may also provide an opportunity for a District Energy approach and should be further reviewed. The shape and extent of development and built form should enable these opportunities.

Additional specific matters for study include:

- The feasibility and specifics of sustainable energy supply and management options (including District Energy as directed by City Council in 2014 and outlined in the report “District Energy - Screening Study Findings and Next Steps” dated February, 2014).





iv. Sustainable approaches to shoreline treatment to improve water quality, natural heritage climate change adaptation

Shoreline treatment should help to improve water quality and climate change adaptation.

Shoreline naturalization should be achieved wherever possible: eg. bioengineering, regeneration, reduction of armouring and increase 'naturalized' shoreline typologies such as cobble beaches where wave action allows. Increase planting of native shoreline affiliated species should be supported.

There should be extensive open space preserved along the waterfront. These strategies all aid in achieving conservation goals through development of buffer zones, erosion control, pollution reduction and the creation of habitat linkages.



v. Sustainable and innovative site remediation strategies

Site remediation strategies continue to evolve and progress. It will be important to consider new and innovative strategies that are better for the environment than traditional 'dig and dump' approaches. A net zero approach may be preferred and appropriate, eg. eliminate carbon emissions from trucks carrying materials off-site for disposal. Consideration of the most appropriate remediation strategy will be required.

Additional specific matters for study include:

- A cost/benefit analysis of remediation strategies. This assessment must review the strategies from a cost/benefit perspective in the short and long term including implementation, ongoing management, costs and any restrictions.



Photo: Washington, September 2011





vi. State of the art, network web-enabled “intelligent” neighbourhood

The community design should enable a state of the art fibre network available to residents, business, and institutions. This network will have the potential to create opportunities for smart buildings, smart community servicing and municipal infrastructure as part of a sustainable energy and performance management strategy. It will also contribute to better social and business connections improving the sense of place and economic productivity.

Additional specific matters for study include:

- The identification of and feasibility of “intelligent” community design should be assessed to understand its influence on community design.



vii. Sophisticated and interconnected climate change adaptation strategies towards a net zero waterfront

As part of the overall sustainability strategy on site, strategies to reduce greenhouse gas emissions should be incorporated to contribute to net zero targets.

Additional specific matters for study include:

- Identification of strategies to address climate change through community design, municipal infrastructure technology and design; strategy to maximize the tree canopy and naturalization; durable shoreline design and other means.



Photo: Tommy Thompson Park, 2012  
Photo opposite page:  
Tourism Toronto Image Gallery, 2012









## 4.5.2 Parks, Open Space, Public Realm, and Natural Heritage

A landscape-based strategy for site revitalization is the fundamental core of the Framework for this site. This strategy focuses on the creation of high-quality, interconnected open spaces. Incorporation of sustainability practices such as storm-water capture, increased access to light within the urban fabric balanced with the tree canopy will be important. The open space system should be designed to seamlessly integrate the adjacent J.C. Saddington and Ben Machree Parks.



Photo: Port Credit, October 2014



# 4.5.2 Framework Directions

i. Year round, diverse, accessible public and private open spaces connected by multi-use trails

A range of interconnected, accessible parks and open spaces varying in size and function will be important. These should be fun, inspiring gathering places in all seasons.

As part of the open space network, publicly accessible private open spaces such as courtyards provide additional public realm for all.

Additional specific matters for study include:

- Size, configuration of the waterfront Destination Park relative to the land uses, scale, and form of development on the site.
- Size, configuration, location of the other public parks relative to the land uses, scale, and form of development on the site.
- Open space network strategy including public and private open spaces, the Waterfront Trail and multi-use trails.
- Integration of the Waterfront Trail through the Destination Park

## Conceptual Parks and Open Space

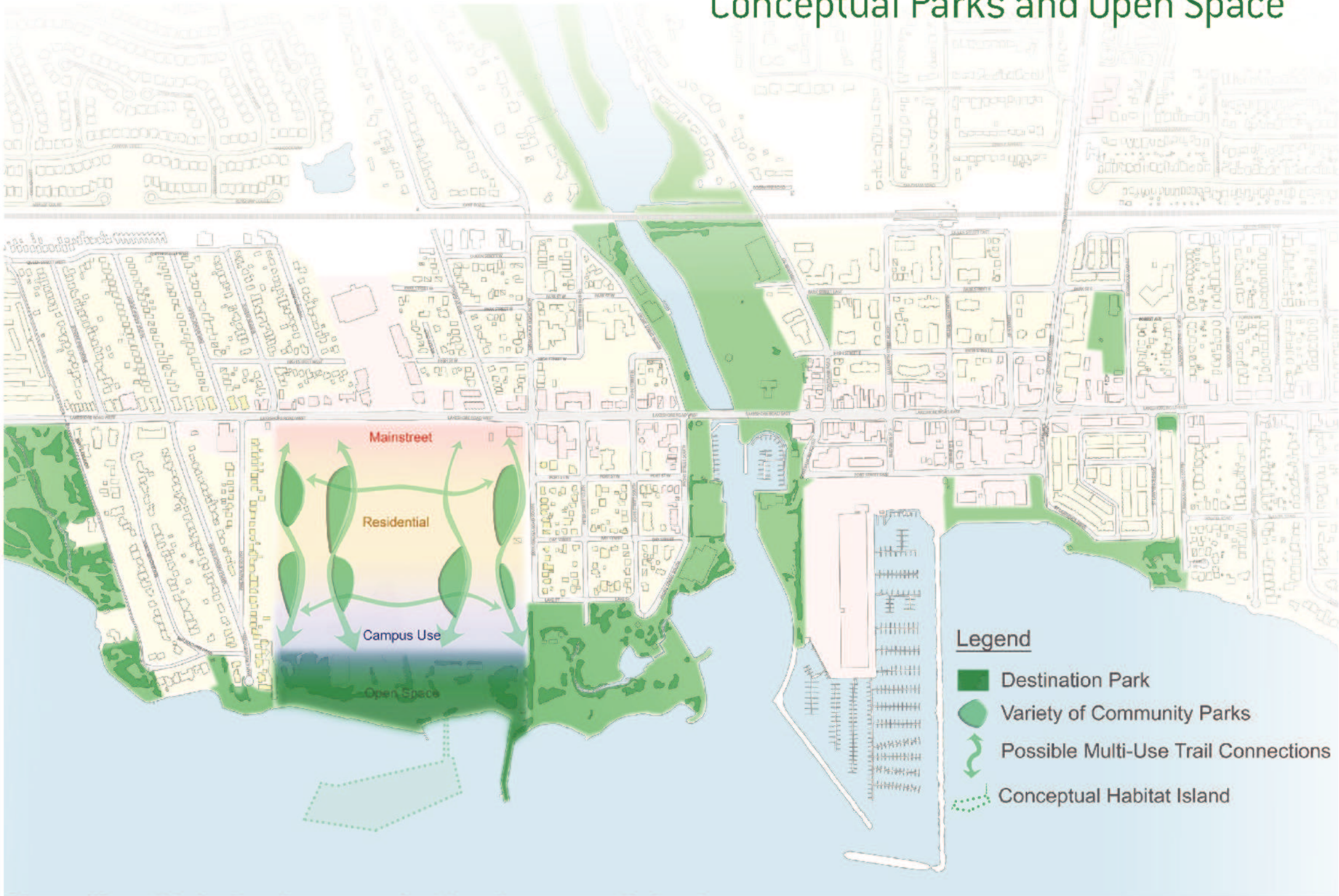


Diagram 12: graphic showing the conceptual parks and open space for the site



## ii. Destination Waterfront Park for a variety of local and citywide destination uses

The largest open space should be a public waterfront park extending the full length of the site's shoreline. This park should be designed taking into consideration an appropriate integration to the adjacent J.C. Saddington and Ben Machree Parks and the existing Waterfront Trail along the shoreline. As part of its destination character, it could include features that celebrate the waterfront and the surrounding area, as well as enhance the connection to the Waterfront Trail. The destination park could host cultural events and festivals drawing both residents and tourists. A mix of social, active and passive recreational and related uses compatible to the neighbourhood are appropriate here.

## iii. Shoreline access for water recreation, views and natural heritage corridor

Substantive and connected public open space along the water's edge is a priority creating healthy recreational opportunities for visitors and residents. The Master Plan should consider the historic waterfront and marine uses at the site. Opportunities for changes/improvements to the existing shoreline and the location of marine activities such as canoeing and kayaking and a boat launch may be considered.

The shoreline has the potential to link a much larger natural heritage system that supports

terrestrial and aquatic wildlife. Wildlife movement is an important aspect of a regional landscape planning approach to revitalization.

### Additional specific matters for study include:

- Access to and use of the shoreline to balance recreation, including water based recreation, with use for naturalization, wildlife, and aquatic habitat.
- Feasibility of city marina uses at this site. The City's 2015 Recreational Boating Demand and Capacity Study and the 2015 Business Case for a future marina at 1 Port Street East will help inform future marina need.
- Feasibility of the creation of a habitat island and a racecourse along the shoreline by the city. The potential of an offshore island may provide additional wildlife habitat, in particular habitat supporting both aquatic and terrestrial migratory birds. It will also provide exceptional views and additional recreational opportunities. An island would create a barrier and allow the existing shoreline to be treated in a way to encourage naturalization. This island would need to be evaluated to ensure that the water quality and circulation landward of the island remains adequate to avoid algae buildup, among other issues. Sediment transport, shoreline stability and climate change accommodation would also need to be evaluated.
- Opportunities for innovative and appropriate shoreline treatments. The types of shoreline treatments possible on the site will be explored along with the objectives for public access and natural heritage.



Photo: Vancouver, June 2006





#### iv. Community Parks for neighbourhood uses

As part of the public open space network, community parks within the neighbourhood provide an opening in the urban fabric within a short walking distance for all residents. These parks provide for more intimately scaled recreational activities than the large waterfront park, to embrace play as well as contemplative spaces and social gatherings.

#### v. Tree-lined streets

Both streets and pedestrian pathways should include trees allowing for shade and protection against winds during winter months to encourage all-season use. Trees should be a prominent feature of the streetscapes, beautifying the streets and contributing to the ecological health of the site.

#### vi. Parks, open space and the public realm should protect for views to Lake Ontario

As a lakefront community, views to Lake Ontario are precious. Protecting and enhancing these viewsheds will preserve the unique scenic qualities of the site, and celebrate the water-oriented character of Port Credit.

Photo: Tourism Toronto Image Gallery, 2015

Inspiration Port Credit Charting the Future Course: 70 Mississauga Road South Master Planning Framework 39



## vii. Public open space with trees

Providing a prominent tree canopy within a strong open space system will contribute to both the human and ecological health of the site. This vegetation benefits shade and air quality, important to improving local and broader environmental conditions such as biodiversity and wildlife habitat.

## viii. Linkages to the city's natural heritage system

The potential for the substantive 70 Mississauga Road South site to contribute significant natural heritage value to the broader system needs to be considered. The site contains significant shoreline area and so provides opportunities for protecting and enhancing this critical habitat interface. The site also connects the adjacent park spaces, strengthening the connectivity of the open space network and creating important habitat linkages to the Credit River. Ensuring that the overall community design for the site protects and reinforces the natural heritage value of the site will contribute to the health of and connections to the broader natural heritage system.

### Additional specific matters for study include:

- Opportunities to establish and link natural heritage corridors and areas on site to the broader city system.



Photo this page: Hanover, Ontario, 2005  
Photo opposite page: Toronto Tourism Photo Gallery, 2012







# 4.5.3 Mobility

A comprehensive forward-thinking mobility strategy for 70 Mississauga Road South may include both enhanced transit service and inclusive transportation infrastructure. The site should support a variety of transportation modes, while prioritizing active transportation, for both functional movement, recreation, and public health. The site should be well connected with a thoughtful interior transportation network aligned with its future urban form, and sensitive integration into the surrounding area.



Photo: Winnipeg, 2006



# 4.5.3 Framework Directions

## i. Consideration for rapid transit support

Depending on the ultimate scale of development proposed, rapid transit supporting the site should be explored. In addition, parking requirements should be appropriate for a mixed-use community and support transit-oriented development.

### Additional specific matters for study include:

- Assess requirement for enhanced transit service (including rapid transit options) influenced by the Lakeshore Road Transportation Master Plan. The specific transit options available and appropriate for the site will need to be coordinated with the Lakeshore Road Transportation Master Plan.

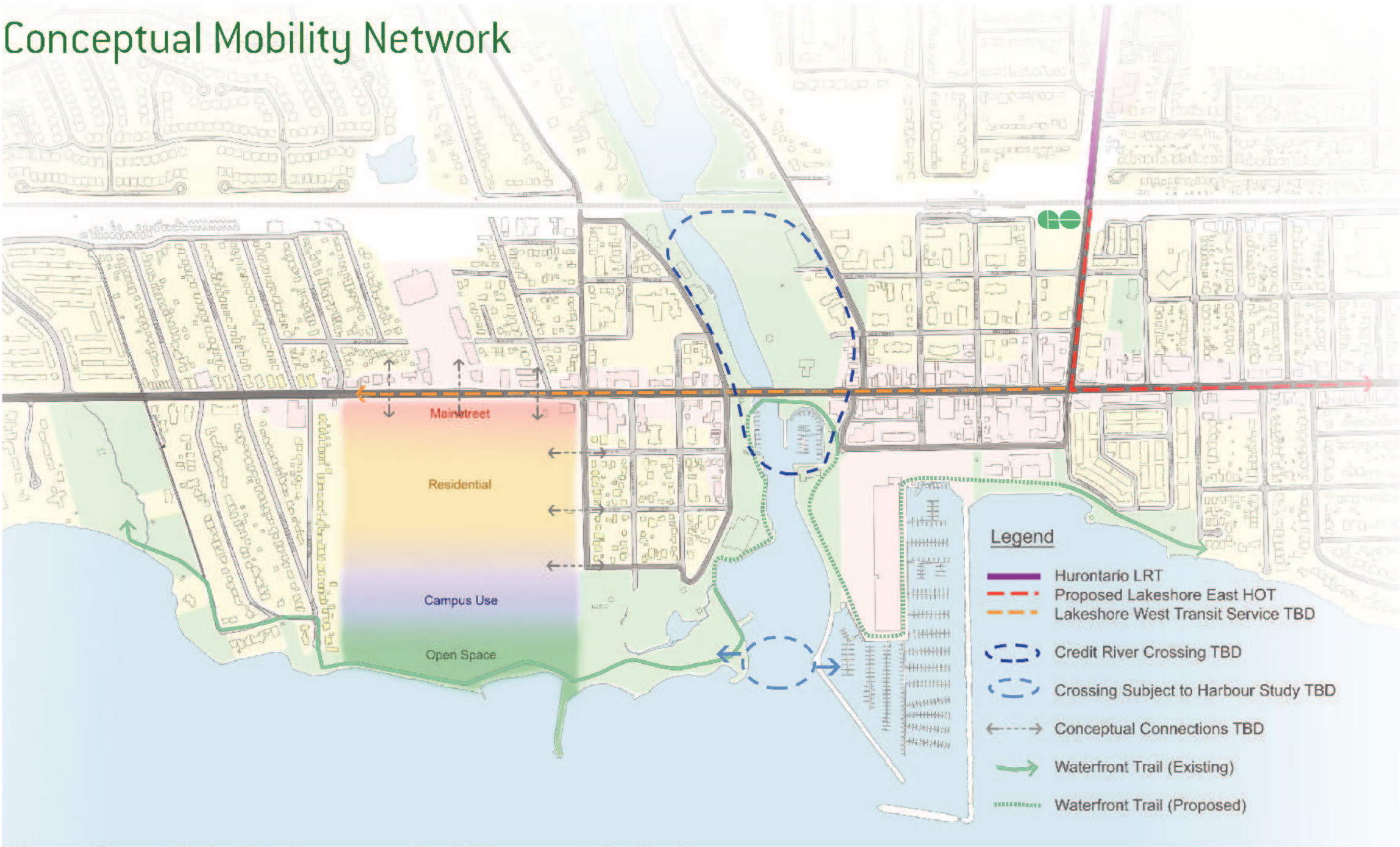


Diagram 13: graphic showing the conceptual mobility network for the site





## ii. Fine grained, multi-modal street system

A finely grained street system is one where blocks are smaller, more regular and well-connected. This allows for a walkable urban environment by providing more direct pedestrian routes rather than large, circuitous streets scaled for car travel.

The 70 Mississauga Road South site should include a diversity of connections for pedestrians, cyclists, and vehicles that link Lakeshore Road to the waterfront in both north south and east-west directions.

### Additional specific matters for study include:

- Determination of an appropriate fine-grained multi-modal street system. The configuration and alignments of the street network within the 70 Mississauga Road South site will influence the future land uses, scale, and form of development for the site.

## iii. Interconnected network of streets

An interconnected network of streets throughout the site is important. It encourages walkability and supports transportation connections. For this reason cul-de-sacs and dead ends are to be avoided.

This photo and above photo:  
Pittsburg, September 2014



iv. Connections with existing prominent intersections and neighbourhoods where needed

Connections to the adjacent areas need to be carefully considered and sensitive to the existing neighbourhood communities.

Additional specific matters for study include:

- Connections to the existing Old Port Credit Heritage Conservation District in context of master plan proposed uses, densities etc...The proposed future uses and urban form on the 70 Mississauga Road South site will determine the need for and type of connections to the Old Port Credit Heritage Conservation District (ex: street connections vs. active transportation connections, etc.).

v. Active transportation will be important for public health benefits

An active transportation network that provides for many opportunities for pedestrian and cycling connections, will be critical. Active transportation is strongly linked to more sustainable active lifestyles, promoting broader community health.

vi. Waterfront Trail as the key east/  
west active transportation connection

The Waterfront Trail provides a scenic, continuous, and well-loved walking and cycling connection along the shore. It is functional both as a practical movement corridor and as a recreational amenity. While the waterfront trail already runs along the edge of the 70 Mississauga Road South site, integrating the trail into the transportation network of the site will encourage active transportation within the site and beyond.



Photos:  
Port Credit, 2004  
Port Credit, 2004  
Port Credit, 2004



vii. Special recognition of Mississauga Road South

Mississauga Road South, south of Lakeshore Road, should be recognized for its distinctive picturesque features and its origin at the lake. The streetscape and urban form along Mississauga Road South should reflect its special character and its interface with the new and existing community.

Additional specific matters for study include:

- Special policies for Mississauga Road South to address its sensitive context need to be developed. The unique and sensitive position of Mississauga Road South needs to be recognized. Its location between the 70 Mississauga Road South site and the Old Port Credit Village Heritage Conservation District at the lake creates a critical interface to be sensitively and respectfully developed.

viii. A public street bounding development from the Destination Waterfront Park

A public street should separate the Destination Waterfront Park from the built part of the site. This would define the park area and support public access.



Photo this page: Mississauga Road, May 2013  
Photo opposite page: Port Credit, October 2013





**BIKE**



**MON - SUN**  
**ANY-TIME**

◀ **JOURNEY** ▶



# 4.5.4 Land Use

Future land uses on the 70 Mississauga Road South site should transform the site to a vibrant and active destination. It will showcase sustainable diverse living and unique recreation choices, meaningful economic opportunities, and exciting cultural assets that contribute to the Port Credit character. These land uses should distinguish the site itself but also create a landmark on the waterfront.



Photo: Washington, September 2011





# Conceptual Land Use

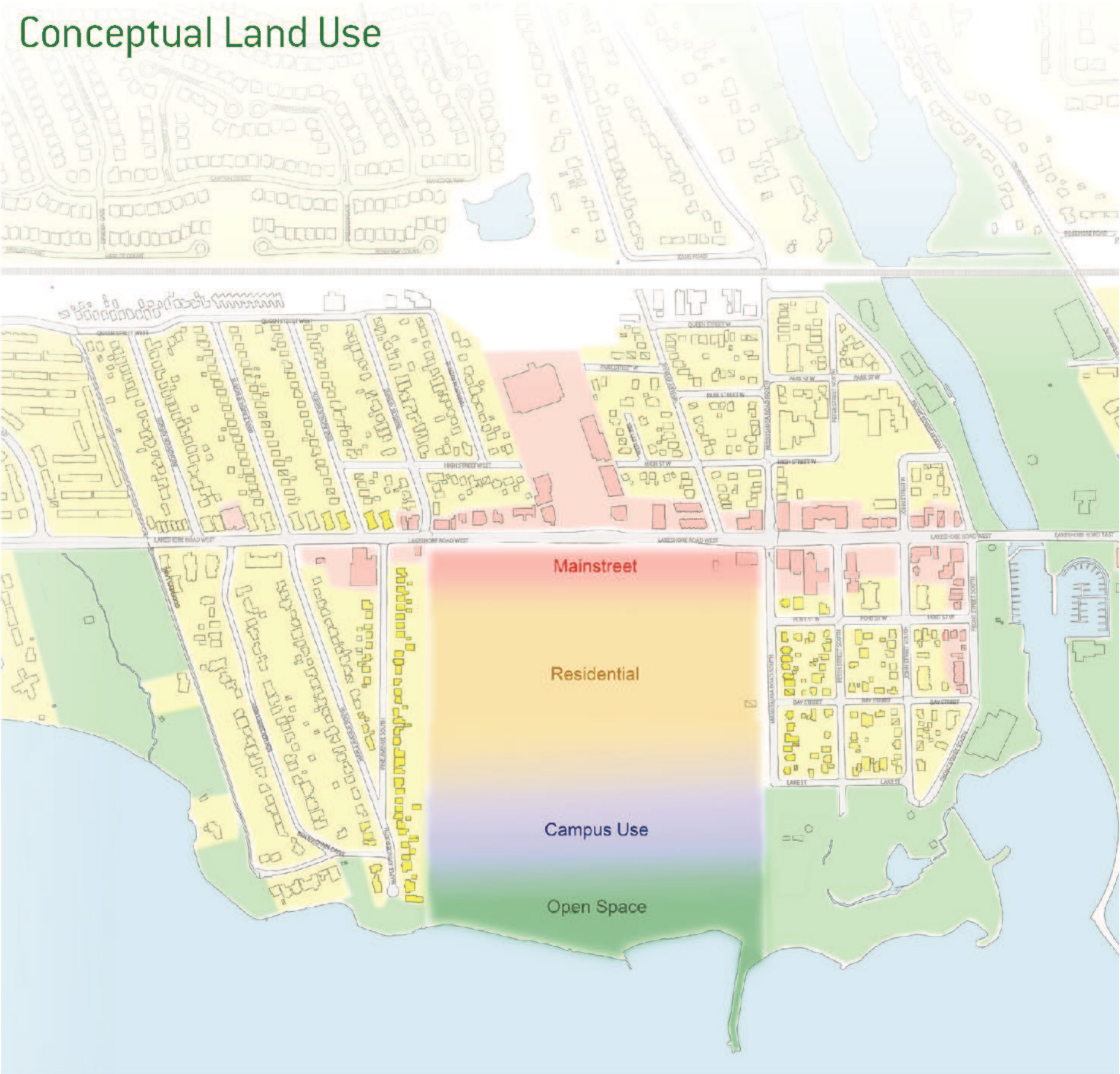


Diagram 14: graphic showing conceptual land use for the site

## 4.5.4 Framework Directions

i. A “complete,” walkable neighbourhood integrated with the Port Credit village

Ultimately, the future of 70 Mississauga Road South is seen as contributing to a “complete” and walkable Port Credit community. This requires a combination of residential, commercial, retail, campus uses, parks and open spaces.

Additional specific matters for study include:

- Appropriate uses, scale and form of development to be determined. The vision for the site as a place to live, work, learn and play needs to be explored. The types of uses, the amount of land needed for these uses, and their shape are part of this analysis. Uses must be compatible with the existing neighbourhoods. Transportation, community and municipal infrastructure needs must be determined. In addition, site conditions need to be understood and methods to remediate the site must be established.
- Density, residential population, number of jobs to be determined. The appropriate density, residential population and employment potential for the site will be influenced by a number of factors. These include the future proposed land uses and the supporting mobility network, community services and facilities, and the water and sewer system.



ii. Transit-supportive and mixed-use development integrated within the context of the urban village

Future development must create a compact, vibrant, transit-oriented and connected urban neighbourhood. A mix of residential, commercial, open space and employment opportunities will inspire people to live, work, and play.

iii. Range of mid-rise housing options

Residential development will provide a variety of opportunities to encourage diversity in built form and housing types, generally with a mid-rise built form.

iv. Affordable housing options including housing for seniors

To protect for a future community for all, a range of housing options will be important. The City and the Region should work together to promote the development of affordable housing.

v. A variety of private and public open spaces

A range of open spaces will help shape the structure of the site. These spaces will be important for community building and leisure opportunities.





vi. Contribute to the jobs target of 2 people to 1 job

Development should contribute towards the City's target for the Port Credit Community Node of at least 2 residents per job (population and employment ratio of 2:1). The site should create opportunities to work, learn, make, and play, ensuring a diversity of activities on the site to contribute to the economic sustainability of Port Credit as a complete community.

vii. Creative industry jobs e.g. maker spaces

Enhance economic and social diversity on the site including creative industry live/work/retail/co-working/incubator spaces. A variety of creative employment opportunities should be supported through the site's development. These vary from traditional office space to more non-traditional spaces that support creative and entrepreneurial uses.

viii. Retail, commercial and office uses along the main-street

Development along Lakeshore Road should respect the main-street character and offer street-related commercial uses with closely spaced store fronts and residential or office uses on the top floors. The scale of the new commercial should be reviewed relative to the existing along Port Credit's main-street.



Top and bottom photo:  
Toronto, April 2014



ix. Cultural, academic, research, institutional campus uses.

A cultural, academic, research, institutional, community facilities, or campus use has the potential to landmark the site within this urban waterfront setting. This use can be located next to the waterfront open space area. This will allow for the campus style and space expansive landscapes to blend and connect to the adjacent public waterfront open space while increasing the opportunity for employment.

A regional campus type facility is an important economic and cultural asset. It helps to diversify the population and create traffic patterns with less intense traffic peaks at different times of day than typical office uses. Campus facilities increase the diversity of economic and job opportunities.









## 4.5.5 Built Form

70 Mississauga Road South is a landmark waterfront site. It has the potential to be transformed into a model, sustainable creative waterfront neighbourhood. Interesting, diverse and iconic design founded on people needs and design excellence is paramount.



Photo: Winnipeg, 2014



## 4.5.5 Framework Directions

i. Development must provide a variety of built form generally in the range of 4-12 storeys.

A mid-rise (4 - 12 storeys) community concept is envisaged. Various factors including site conditions and remediation strategies, compatibility with existing neighbourhoods, transportation, community, and municipal infrastructure will influence the design. Development should offer a gradient of heights and densities. The greater heights are envisaged towards the middle of the lands while lower heights are towards the east and west adjacent to the existing neighbourhoods and south to the lake. This height patterning will help to offer appropriate transitions to the adjacent neighbourhoods and to the lake.

### Additional specific matters for study include:

- Assessment of appropriate scale and form of development given site conditions and remediation strategies, compatibility with neighbourhoods, transportation, community and municipal infrastructure, and design excellence. The most appropriate configuration of development on the site will evolve once the range and location of land uses are determined. These will be influenced by the various studies around remediation and infrastructure. The existing context shapes the edge of the site, requiring

a built form and landscape to weave it together.

- Demonstrate appropriate transitions to the existing residential communities on the west and east of the site and to the lake. It will be important to focus the taller buildings in the centre of the site and keep the lower forms nearby to the neighbours and the lake.

ii. The main-street components should generally reflect four storeys

There is an exciting opportunity to create a 'face' to this site at Lakeshore Road. The extension of a 'main-street' across the frontage will evolve and mesh into the existing and planned character. The main-street built form that will typify the Lakeshore Road portion of the site should respect the existing and planned character of the street, offering street-related and human scale mixed use development.

### Additional specific matters for study include:

- Assessment of the appropriate integration of the main-street with the existing and planned Lakeshore Road main-street. A strategy for integrating the site's main-street development with the established Lakeshore Road main-street urban form will need to align with the results of the Lakeshore Road Transportation Master Plan.



Photo: Washington, September 2011



iii. A compact and walkable grid street pattern

More direct pedestrian routes and small blocks make for pedestrian and cycling comfort. A logical network of grid streets will make walking easier and reflect the character of the Port Credit Village.

iv. Built form and block structure should be compatible with the Old Port Credit Heritage Conservation District

Development should be sensitive to the Old Port Credit Village Heritage Conservation District. Any new development should respect Old Port Credit and provide the appropriate transitions in terms of building heights, density, landscaping, and block structure.

v. Block structure should consider environmental factors.

The development of block structure should consider environmental factors such as sun, wind, and drainage patterns, in order to increase the sustainable design of the development. Block massing and height distribution can be structured to maximize sun exposure and view corridors, while working with the landscape and microclimate of the site. Of paramount importance is the opportunity to use the block and street pattern to facilitate views to Lake

Ontario. Block structure also should provide for a compact community, a street grid pattern, and transit supportive design and be relevant to the surrounding community.

Additional specific matters for study include:

- Use of a block typology to allow for sunlight, air circulation, passive heating, landscaping in balance with streetscape needs. The land use and block structure will consider microclimate conditions and setbacks at the street to allow for sunlight and views to the sky, as well as maximizing views to the lake.

vi. Design excellence honoring the water and the village.

Given the site's transformational opportunity on the waterfront, superior, leading edge design principles should drive the site's revitalization. Sustainable, inclusive design promoting universal accessibility is critical in the pursuit of excellence.

Additional specific matters for study:


- City review the inclusion of 70 Mississauga Road South on the International Design Competition Inventory of Landmark Sites











## 5.0 Next Steps and Implementation

This framework for 70 Mississauga Road South will shape the future development of the site. The future master plan for the site will be guided by the directions of this framework.

Before 70 Mississauga Road South can be revitalized, the following needs to be completed:

- Preparation of a master plan by the owner/developer of 70 Mississauga Road South to determine the type and location of future uses (e.g. housing, office, stores, campus, parks and streets). The City will work with the owner/developer to ensure that the master plan meets the community and City needs, and to host community consultation. This master plan must be approved by the City and follow the master planning framework.
- Development and City Council approval of an Official Plan amendment to implement the master plan.
- Revitalization (Redevelopment) applications including Zoning By-law Amendments and Subdivision Applications must be approved by the City to permit future uses. Before the City can approve redevelopment applications, public meetings are required.
- Preparation of a plan by the owner/purchaser of 70 Mississauga Road South to remediate the property to permit future uses for approval by the City the Province of Ontario's Ministry of Environment and Climate Change.



Concurrent to the preparation, review, and approval of the master plan and related documents and studies, the following implementation action items should be explored by the City:

- Stakeholder, community consultation and agency coordination will be important in developing partnerships in stewardship, restoration and water management best management practices implementation.
- Investigation of affordable housing strategies/opportunities with the Region of Peel.
- Discussion with appropriate education, research and/or cultural institutions and/or organizations to determine viable opportunities for uses such as an academic campus, research facility and/or regional cultural destination, marine or environmental science education/discovery centre.
- Engagement of the landowner/development proponent to investigate the feasibility of interim uses on site e.g. bright fields, urban agriculture.
- Investigate additional pedestrian, cycling, and vehicle crossings of the Credit River as well as review the higher order transit needs in the Port Credit Area.
- Investigation of marine transportation opportunities e.g. water taxis.















## Appendix 2 – Response to Public, Stakeholder and Agency Comments – Draft Master Planning Framework

### 70 Mississauga Road South

Respondent	Framework Component	Component Item and Comments	Staff Response	Action
1. Transportation and Works Department: Environmental Services	Key Consideration	<ul style="list-style-type: none"> <li>Need to clarify that remediation strategies may need to support the desired land use.</li> </ul>	<ul style="list-style-type: none"> <li>Agree</li> </ul>	<ul style="list-style-type: none"> <li>Delete phrase “informing land use” and add “appropriate” to describe the “site remediation strategies”.</li> </ul>
2. Transportation and Works Department: Environmental Services	Sustainability	<ul style="list-style-type: none"> <li>Need to consider the appropriateness of the remediation strategy from a cost/benefit perspective in the short and long term including implementation, ongoing management, costs and restrictions.</li> </ul>	<ul style="list-style-type: none"> <li>Agree</li> </ul>	<ul style="list-style-type: none"> <li>Add item to be studied through Master Plan: “Cost/Benefit Analysis of Remediation Strategy(s)”</li> </ul>
3. Public	Parks, Open Space and Public Realm	<ul style="list-style-type: none"> <li>Support green connections (e.g. multi-use trails) to Lakeshore Road West</li> </ul>	<ul style="list-style-type: none"> <li>Framework includes on Conceptual Parks and Open Spaces illustration (Appendix 1).</li> </ul>	None required
		<ul style="list-style-type: none"> <li>Need to incorporate open space planning needs into Lakeshore Road Transportation</li> </ul>	<ul style="list-style-type: none"> <li>Lakeshore Road Transportation Master Plan will consider all land uses and the implications for</li> </ul>	None required



Respondent	Framework Component	Component Item and Comments	Staff Response	Action
		Master Plan	Lakeshore Road	
		<ul style="list-style-type: none"> <li>•Support destination park along the waterfront</li> <li>•Need for an “activity generator” in the park to bring people to the water’s edge</li> <li>•Interest in a 1000 m canoe and kayak race course opportunities along the shoreline for regattas</li> <li>•Desire for a beach</li> <li>•Interest in recreation uses and events on the habitat island provided noise did not create a problem for area residents</li> <li>•Interest in use of the pier</li> </ul>	<ul style="list-style-type: none"> <li>•It is appropriate to add to the framework reference to a mix of active, engaging and passive uses in the Destination Waterfront Park to capture the range of activities sought. By adding “compatible” to describe the uses is helpful to guide the types of activities in the park for the enjoyment by many and by residents</li> <li>•Need to assess feasibility of locating a race course along the shoreline</li> </ul>	<ul style="list-style-type: none"> <li>•Add “...a mix of social, active and passive recreational and related uses compatible to the neighbourhood” to the Destination Waterfront Park direction</li> <li>•Add shoreline race course feasibility assessment concurrent to the habitat island investigation by the City</li> </ul>
		<ul style="list-style-type: none"> <li>•Noted need for play areas, potentially sports fields</li> </ul>	<ul style="list-style-type: none"> <li>•Framework includes as it references Community Parks to include active recreation, to be refined through the redevelopment process</li> </ul>	<ul style="list-style-type: none"> <li>•None required</li> </ul>
		<ul style="list-style-type: none"> <li>•Need to offset amount of</li> </ul>	<ul style="list-style-type: none"> <li>•Framework notes that the</li> </ul>	<ul style="list-style-type: none"> <li>•None required.</li> </ul>



Respondent	Framework Component	Component Item and Comments	Staff Response	Action
		development with more park and open space along the water •Need for residential population estimates to inform shape and supply of recreational spaces	size and configuration of the Destination Park on the shoreline will be studied through the Master Plan	
		•Interest in existing watercourses and pond and their potential to contribute to the site's natural features	•Opportunities to enhance, create and/or protect natural heritage will be studied through the Master Plan	•None required
		•Noted importance of site accessibility and design	•It is appropriate to add "accessibility" to the direction for public and private open spaces	•Add "accessible" to follow "...all season, accessible public and private open spaces..."
4. Mississaugas of the New Credit First Nations	Parks, Open Space and Public Realm	•Noted desire for use of the waterfront for ceremonial purposes	•No changes to framework required. It is intended that a waterfront destination park span the shoreline available for public use within the use permissions of municipal regulations e.g. Parks By-law etc...	•None required
5. Credit Valley Conservation	Parks, Open Spaces and Public Realm	•Noted the importance of highlighting the natural	•Agree	•Rename component to "Parks, Open



Respondent	Framework Component	Component Item and Comments	Staff Response	Action
		<p>heritage system contributions.</p> <ul style="list-style-type: none"> <li>•Noted importance of highlighting the link between sustainable healthy community design and the natural heritage system strategy</li> <li>•Suggest that this section could be renamed as "Parks, Open Spaces (Public Realm) and Natural Heritage"</li> <li>•Suggest add a direction to reflect this.</li> </ul>		<p>Space, Public Realm and Natural Heritage"</p> <ul style="list-style-type: none"> <li>•Add: Parks, open space and shoreline will be a key feature and linkage to the city's natural heritage system through overall community design.</li> </ul>
6. Public	Mobility	<ul style="list-style-type: none"> <li>•Concerns about increased traffic and parking</li> <li>•Concerns with additional growth along with issues of increased traffic</li> <li>•Major congestion on Lakeshore Road already, especially over the bridge</li> <li>•Need another bridge over the river</li> <li>•Need to limit any new</li> </ul>	<ul style="list-style-type: none"> <li>•No changes to framework recommended as a transportation study will be undertaken in support of the required master plan.</li> <li>•Inspiration Port Credit identified the need for an additional multi-modal river crossing south of the rail line and for additional transit service along Lakeshore Road. This will</li> </ul>	<ul style="list-style-type: none"> <li>•Refer to Lakeshore Road Transportation Master Plan</li> </ul>



Respondent	Framework Component	Component Item and Comments	Staff Response	Action
		<p>signalized intersections along Lakeshore Road</p> <ul style="list-style-type: none"> <li>• Need to align Stavebank at Lakeshore Road</li> </ul>	<p>be addressed through the Lakeshore Road Transportation Master Plan</p> <ul style="list-style-type: none"> <li>• Other road design and operational matters will also be addressed through the Lakeshore Road Transportation Master Plan</li> </ul>	
		<ul style="list-style-type: none"> <li>• Need to understand the real transit options</li> </ul>	<ul style="list-style-type: none"> <li>• Agree. This will be addressed through the master plan for the site and the Lakeshore Road Transportation Master Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to Lakeshore Road Transportation Master Plan</li> </ul>
		<ul style="list-style-type: none"> <li>• Need to coordinate different projects (such as LRT, GO, road and traffic studies, and other development along or near Lakeshore Road)</li> </ul>	<ul style="list-style-type: none"> <li>• Agree. There is inter-agency and inter-departmental coordination of these projects.</li> </ul>	<ul style="list-style-type: none"> <li>• None required</li> </ul>
		<ul style="list-style-type: none"> <li>• Support for more walking routes and options for pedestrians and cyclists</li> <li>• Port Credit should be a “pedestrian village” without car access. It</li> </ul>	<ul style="list-style-type: none"> <li>• Agree. The framework speaks to the importance of active (walking and cycling) transportation connections and a multi-modal street system.</li> <li>• Active transportation is a</li> </ul>	<ul style="list-style-type: none"> <li>• Refer to Lakeshore Road Transportation Master Plan</li> </ul>



Respondent	Framework Component	Component Item and Comments	Staff Response	Action
		should have a village feel like in European cities	priority and the City is working to achieve a greater balance between transportation modes in Port Credit, however, car access serves the residents, businesses and visitors. The Lakeshore Road Transportation Master Plan will evaluate pedestrian comfort and connections.	
		<ul style="list-style-type: none"> <li>Concerns about how people would access marinas, water's edge and the impact on roads</li> </ul>	<ul style="list-style-type: none"> <li>Water access within the site will be evaluated as part of the master plan.</li> <li>Water access external to the site will be evaluated through the Lakeshore Road Transportation Master Plan.</li> </ul>	<ul style="list-style-type: none"> <li>Refer to Lakeshore Road Transportation Master Plan</li> </ul>
		<ul style="list-style-type: none"> <li>Need to ensure that the site is accessible to people of all ages and abilities</li> </ul>	<ul style="list-style-type: none"> <li>Agree. The framework includes active transportation. By definition "active transportation" includes transportation with mobility aids and universal design.</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> </ul>
7. Region of Peel	Mobility	<ul style="list-style-type: none"> <li>Noted the Region's priority to maximizing active transportation trips. Indicated the</li> </ul>	<ul style="list-style-type: none"> <li>Agree</li> </ul>	<ul style="list-style-type: none"> <li>Add that active transportation will be important for public health</li> </ul>



Respondent	Framework Component	Component Item and Comments	Staff Response	Action
		creation, refinement and articulation of active transportation policies in the master plan is an opportunity to link to public health benefits.		benefits.
8. Public	Land Use and Built Form	<ul style="list-style-type: none"> <li>• Create a destination with a mix of uses along the water, not just residential or trail</li> <li>• Need for restaurants, commercial uses and open space at the shoreline</li> <li>• Keep shoreline naturalized</li> <li>• Connect existing open spaces</li> </ul>	<ul style="list-style-type: none"> <li>• Agree. The framework includes the concept of a destination waterfront and balancing the natural and active edges of the shoreline.</li> </ul>	<ul style="list-style-type: none"> <li>• None required</li> </ul>
		<ul style="list-style-type: none"> <li>• Concern with institutional use</li> <li>• Don't isolate the institutional use</li> </ul>	<ul style="list-style-type: none"> <li>• The framework speaks to campus uses in an urban waterfront setting. These uses would connect the mixed use community to the waterfront. Their compact buildings would create the opportunity for a publically accessible open space meshing with the waterfront. The size, form and extent of the use will</li> </ul>	<ul style="list-style-type: none"> <li>• None required</li> </ul>



Respondent	Framework Component	Component Item and Comments	Staff Response	Action
			be studied through the master plan.	
		<ul style="list-style-type: none"> <li>Needs a community centre</li> </ul>	<ul style="list-style-type: none"> <li>See comments to respondent #9.</li> </ul>	<ul style="list-style-type: none"> <li>See comments to respondent #9.</li> </ul>
		<ul style="list-style-type: none"> <li>Support for the extension of the mainstreet from the existing village</li> </ul>	<ul style="list-style-type: none"> <li>Agree</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> </ul>
		<ul style="list-style-type: none"> <li>High density at centre of site will impede views</li> <li>Respect view corridors</li> <li>12 storeys at centre of site is too high</li> <li>Need a mix of buildings, don't build a wall</li> <li>Let's see the sky</li> </ul>	<ul style="list-style-type: none"> <li>The framework notes that the block structure will consider microclimatic conditions (setbacks at the street to allow for sunlight and views to the sky) and maximizing views the Lake.</li> <li>Appropriate building heights will be addressed by the master plan.</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> </ul>
		<ul style="list-style-type: none"> <li>Concern that affordability is achieved through tall buildings</li> </ul>	<ul style="list-style-type: none"> <li>The framework indicates a range of affordable housing options which may vary in building height. This will be addressed in the master plan.</li> </ul>	<ul style="list-style-type: none"> <li>None required</li> </ul>
		<ul style="list-style-type: none"> <li>Building design should reflect the community</li> <li>Sustainable, inclusive design</li> <li>Support interesting</li> </ul>	<ul style="list-style-type: none"> <li>The framework does include built form compatibility with the surrounding community, variety and sustainable</li> </ul>	<ul style="list-style-type: none"> <li>Add additional direction that design</li> </ul>



Respondent	Framework Component	Component Item and Comments	Staff Response	Action
		buildings that are iconic and diverse	design informed by people needs along with design excellence.	excellence honouring the water and the village be achieved
9. Community Services Department: Fire Services, Park Planning	Land Use and Built Form	<ul style="list-style-type: none"> <li>As there may be the need for additional or relocated community infrastructure (e.g. fire station), future study is required to establish the need and location based on the master plan population projections.</li> </ul>	<ul style="list-style-type: none"> <li>Framework notes that one of the key considerations for development of the master plan will be the determination of the required community infrastructure.</li> </ul>	<ul style="list-style-type: none"> <li>Add clarification that the key considerations will have to be studied as part of the master plan development.</li> </ul>
10. Transportation and Works Department: Environmental Services	Land Use and Built Form	<ul style="list-style-type: none"> <li>Need to clarify that remediation strategies in addition to site conditions will influence land use e.g. remediation may allow for desired uses without restrictions.</li> </ul>	<ul style="list-style-type: none"> <li>Agree</li> </ul>	<ul style="list-style-type: none"> <li>Add "...and remediation strategies..." in addition to "site conditions".</li> </ul>
11. Public	Implementation	<ul style="list-style-type: none"> <li>How will the vision be implemented?</li> </ul>	<ul style="list-style-type: none"> <li>The vision will be implemented through the master plan review and consideration for approval by Council. Subsequently, redevelopment applications would be required to be</li> </ul>	<ul style="list-style-type: none"> <li>Add an Implementation Component</li> </ul>



Respondent	Framework Component	Component Item and Comments	Staff Response	Action
			considered for approval by Council.	
12. Credit Valley Conservation	Implementation	<ul style="list-style-type: none"> <li>Note the potential for partnerships in stewardship, restoration and water management best management practices implementation</li> </ul>	<ul style="list-style-type: none"> <li>Agree.</li> </ul>	<ul style="list-style-type: none"> <li>Add to the Implementation component: Stakeholder Consultation and Agency coordination will be important in developing partnerships in stewardship, restoration and water management best management practices implementation.</li> </ul>