

Planning Justification Report

78 Park Street East, 22-28 Ann Street,
Mississauga

Date:

May 29, 2019

Our File: 16113D

TABLE OF CONTENTS

1.0	INTRODUCTION	1
2.0	SITE DESCRIPTION AND SURROUNDNG CONTEXT	3
2.1	Site Description.....	3
2.2	Surrounding Land Uses	5
2.3	Neighbourhood Context.....	8
3.0	DESCRIPTION OF THE PROPOSAL.....	14
3.1	The Proposal	14
3.2	Summary of Technical Reports.....	18
3.2.1	Sun/Shadow Study	18
3.2.2	Wind Study.....	18
3.2.3	Environmental Noise Feasibility Study	18
3.2.4	Railway Vibration Study.....	19
3.2.5	Tree Inventory and Preservation Plan.....	19
3.2.6	Streetscape Feasibility Study	19
3.2.7	Traffic Impact Assessment and Traffic Demand Management Strategy	19
3.2.8	Operations and Safety Assessment	20
3.2.9	Stormwater Management Plan/Report.....	20
3.2.10	Functional Servicing Report	21
3.2.11	Phase 1 Environmental Site Assessment.....	21
3.2.12	Heritage Impact Statements.....	22
3.2.13	Green Building Initiatives.....	22
3.3	Proposed Zoning By-law Amendment.....	23
3.4	Public Consultation Strategy	24
4.0	POLICY CONTEXT OVERVIEW AND ANALYSIS.....	25
4.1	Provincial Policy Statement (2014)	25
4.2	Growth Plan for the Greater Golden Horseshoe (2019).....	28
4.3	2041 Regional Transportation Plan.....	32
4.4	Peel Region Official Plan (December 2016 Office Consolidation)	33
4.5	City of Mississauga Official Plan (March 2019 Consolidation).....	42
4.5.1	Vision	43
4.5.2	Growth Management.....	46
4.5.3	Complete Communities.....	52
4.5.4	Transportation.....	54
4.5.5	Urban Design.....	56

4.5.6	Land Use Policies.....	56
4.6	Port Credit Local Area Plan.....	59
4.6.1	Port Credit Built Form Guide.....	67
4.7	City of Mississauga Zoning By-law.....	67
5.0	SUMMARY AND CONCLUSIONS.....	76

LIST OF TABLES

Table 1 – Legal Description of Parcels in Land Assembly

Table 2 – Description of Surrounding Land Uses

Table 3 – Building Height of Surrounding Developments

Table 4 – Surrounding Active and Approved Development Applications

Table 5 – Proximity to nearby destinations

Table 6 – Description of Proposed Dwelling Type

Table 7 – Proposed Site Statistics – Density and GFA

Table 8 – Annual Minimum New Housing Targets for Peel Region

Table 9 – Existing and Proposed Zoning Regulations

LIST OF FIGURES

Figure 1 – Location Map

Figure 2 – Surrounding Land Uses

Figure 3 – Neighbourhood Context Map

Figure 4 – Conceptual Site Plan

Figure 5 – Peel Region Official Plan Schedule D: Regional Structure

Figure 6 – Peel Region Official Plan Schedule D4: The Growth Plan Policy Areas in Peel

Figure 7 – Peel Region Official Plan Schedule 3: Major Road Network

Figure 8 – Mississauga Official Plan Schedule 1: Urban Systems

Figure 9 – Mississauga Official Plan Schedule 1B: Urban Systems – City Structure

Figure 10 – Mississauga Official Plan Schedule 1C: Urban Systems – Corridors

Figure 11 – Mississauga Official Plan Map 5-1: Hurontario Street Intensification Corridor

Figure 12 – Mississauga Official Plan Schedule 2: Intensification Areas

Figure 13 – Mississauga Official Plan Schedule 6: Long Term Transit Network

Figure 14 – Mississauga Official Plan Schedule 9: Character Areas

Figure 15 – Mississauga Official Plan Schedule 10: Land Use Designations

Figure 16 – Port Credit Local Area Plan Schedule 1: Port Credit Character Areas and Precincts

Figure 17 – Port Credit Local Area Plan Schedule 2B: Port Credit Community Node Height Limits

Figure 18 – Port Credit Local Area Plan Special Site 12

Figure 19 – Mississauga Zoning By-law 0225-2007 Zoning Map

LIST OF APPENDICES

Appendix 1 – DARC Checklist

Appendix 2 – Documentation of HAC decision

Appendix 3 – Minutes from the February 26, 2019 Mississauga Urban Design Advisory Panel meeting

Appendix 4 – Draft Zoning By-law Amendment

Appendix 5 – Response to Urban Design Policy and Guidelines

1.0 INTRODUCTION

MacNaughton Hermesen Britton Clarkson Planning ("MHBC") has been retained by Edenshaw Ann Developments Limited (Edenshaw) to seek planning approvals for the development of a high rise condominium building on the properties municipally addressed as 78 Park Street East and 22, 24, 26 and 28 Ann Street in the City of Mississauga's Port Credit Community (the "Subject Lands").

This Planning Justification Report has been prepared in support of the proposed Zoning By-law Amendment to facilitate the redevelopment and intensification of the Subject Lands through the development of a 22-storey mixed use building containing 313 residential dwelling units and three (3) live/work units.

This report provides the following:

- A general description of the Subject Lands, existing conditions, surrounding uses, and nearby developments to provide an understanding of the physical and locational context;
- A description of the proposed development and its design elements;
- A summary of the technical reports and studies prepared to support the proposal;
- A description of the proposed amendment to the City of Mississauga Zoning By-law 0227-2007;
- An evaluation of the current applicable policy and regulatory framework;
- An assessment of the proposed development's consistency and conformity with Provincial, Regional and City policies and regulations; and,
- A summary of key conclusions and recommendations related to the proposed development.

The required Development Application Review Committee (DARC) meeting to discuss the proposal was held on November 21, 2018. City of Mississauga and Region of Peel staff were in attendance at the meeting, along with representatives from Edenshaw, MHBC and IBI Architects. A record of the DARC checklist is attached to this report as **Appendix 1**. The following items were identified as required for a 'complete application' and are included as part of the application submission:

1. Complete Application Form and Fee;
2. Cover Letter;
3. Context Plan;
4. Concept/Site Plan;
5. Concept Plan - Including GO Station Lands;
6. Grading/Site Servicing Plan;
7. Survey Plan;

8. Building Elevations;
9. Draft Zoning By-law;
10. List of Low Impact Design Features for Site and Building;
11. Urban Design Advisory Panel Minutes;
12. Pre-Submission Community Engagement Meeting Summary;
13. Underground Parking Plan;
14. Drainage Proposal;
15. Planning Justification Report;
16. Sun/Shadow Study;
17. Wind Study;
18. Acoustical Feasibility Study;
19. Arborist Report/Plan (Tree Inventory);
20. Tree Preservation Plan;
21. Easements/Restrictions on Title;
22. Streetscape Feasibility Study;
23. Traffic Impact Assessment/Study;
24. Transportation Demand Management Strategy;
25. Operations and Safety Assessment;
26. Stormwater Management Plan/Report;
27. Functional Servicing Report;
28. Phase 1 Environmental Site Assessment;
29. Heritage Impact Statement; and,
30. Archaeological Assessment.¹

Together, these reports provide for the comprehensive assessment and justification for the proposed redevelopment of the Subject Lands. The resulting proposed redevelopment represents a well-planned mixed-use condominium development which meets the Region and City's Official Plans and Port Credit Local Area Plan policies and objectives.

¹ Based on discussions with staff, it was agreed that the Archaeological Assessment required as part of this application could be submitted at a later date and would not impact the overall circulation and review of the other supporting documents.

2.0 SITE DESCRIPTION AND SURROUNDING CONTEXT

2.1 Site Description

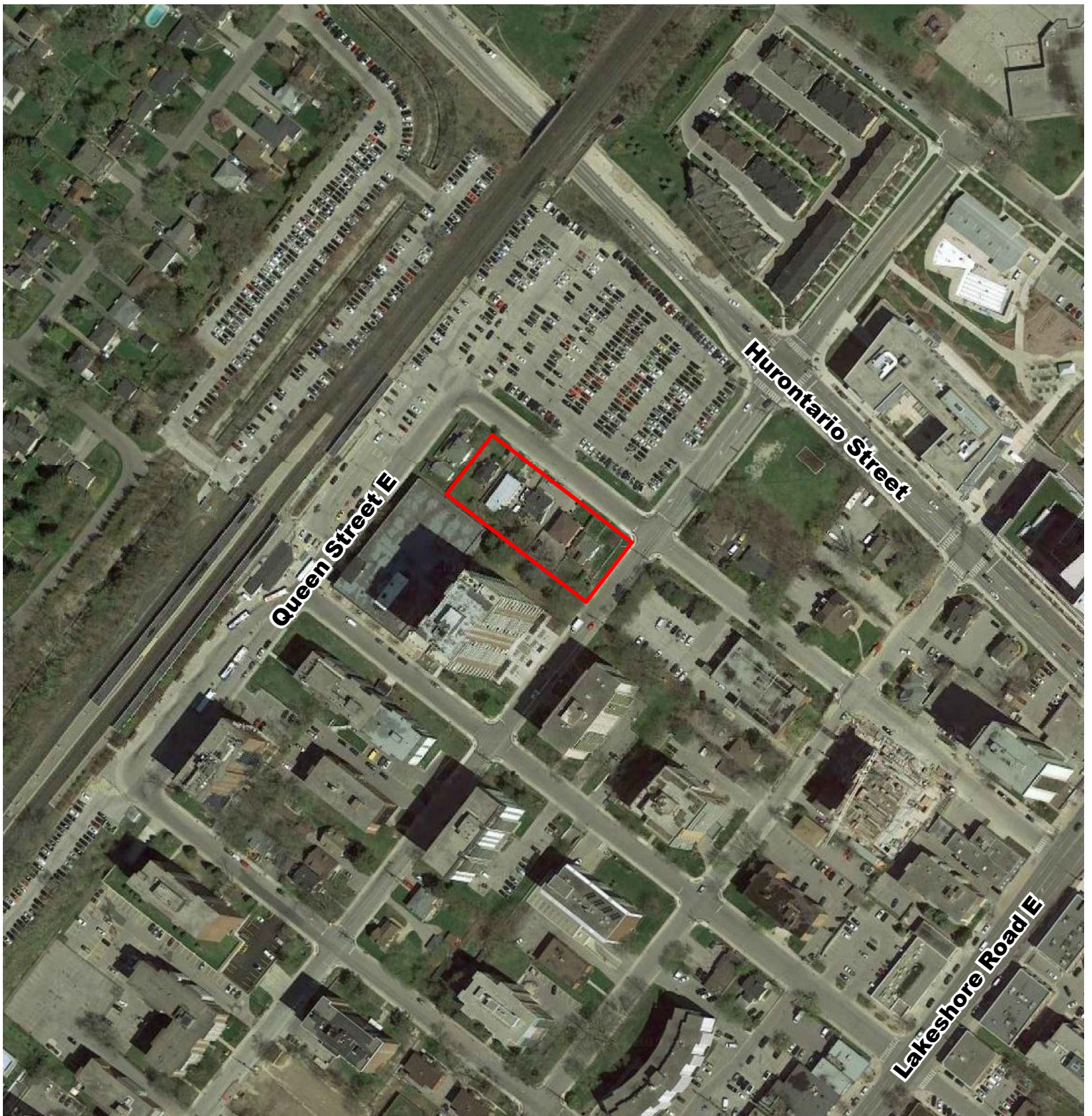
The Subject Lands are situated at the northwest corner of and Park Street East and Ann Street in Port Credit in the City of Mississauga. The Subject Lands are comprised of the land assembly of five contiguous parcels on the western side of Ann Street municipally addressed as 78 Park Street East and 22, 24, 26 and 28 Ann Street. The Subject Lands are located within Lot 3, Registered Plan PC-2 (east of Credit River) City of Mississauga Regional Municipality of Peel. Legal descriptions of the undivided parcels are as follows:

Table 1: Legal Descriptions of Parcels in Land Assembly

Municipal Address	Legal Description
78 Park Street	PLAN 300E PT LOT 4 PLAN PC 2 PT LOT 3
22 Ann Street	PLAN 300-E PT 3
24 Ann Street	PLAN 300E PT LOT 3
26 Ann Street	PLAN 300E PT LOT 3
28 Ann Street	LT R PT 3 PL 300E

A location map which identifies the Subject Lands within the context of the City of Mississauga is included in this report as **Figure 1**.

The Subject Lands are approximately .26 hectares (.64 acres) in area with approximately 33 metres of frontage along Park Street East and 78.5 metres along Ann Street. Five residential dwellings are currently located on the Subject Lands. Three of the properties are listed on the City's Heritage Register and requests to demolish have been before the City's Heritage Advisory Committee. In the case of all three properties, approval has been received from the Heritage Advisory Committee to delist and demolish. Documentation outlining the Heritage Advisory Committee's decision is attached in **Appendix 2**. A description of the existing uses on each of the sites is provided in the table below.



Data Source: First Base Solutions Aerial Flown 2016

Figure 1 Location Map

LEGEND

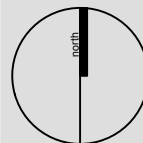
Subject Lands

**78 Park St E & 22-28
Ann Street,
Mississauga, Ontario**

DATE: May 23, 2019

SCALE N.T.S

N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figures\CAD\16311D - Figure Mapping- Jan 23 2019.dwg



MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
442 BRANT STREET BURLINGTON, ON, L7R 2G4
P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

Table 2: Description of Existing Use on the Subject Lands

Address	Description of Existing Uses	Request for Demolition
78 Park Street East	Single detached dwelling	March 6, 2018
22 Ann Street	Multiple-unit residential dwelling containing 3 units (triplex)	n/a (not listed)
24 Ann Street	Single detached dwelling	February 5, 2019
26 Ann Street	Single detached dwelling	March 5, 2019
28 Ann Street	Single detached dwelling	n/a (not listed)

2.2 Surrounding Land Uses

An aerial photograph showing the Subject Lands and surrounding uses is included in this report as **Figure 2**. The map below corresponds to the site photos, which provide further contextual description of the Subject Lands and surrounding area.

The following images illustrate the current site and surrounding area:



Existing Dwelling on the subject lands at 78 Park Street East.



Existing Dwelling on the subject lands at 22 Ann Street.



Existing Dwelling on Subject Lands at 28 Ann Street.



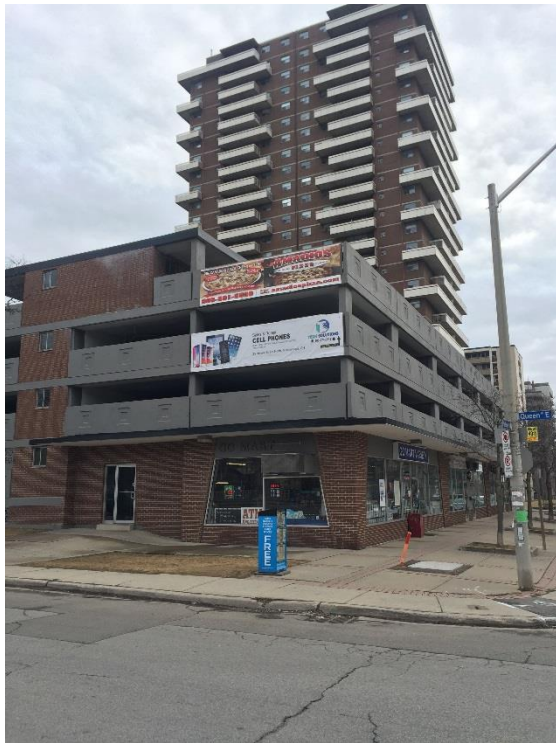
Metrolinx-owned parking lot at Port Credit GO Station, situated east of the subject lands.



Existing Dwelling on the subject lands at 24 Ann Street.



Existing Dwelling on the subject lands at 26 Ann Street.



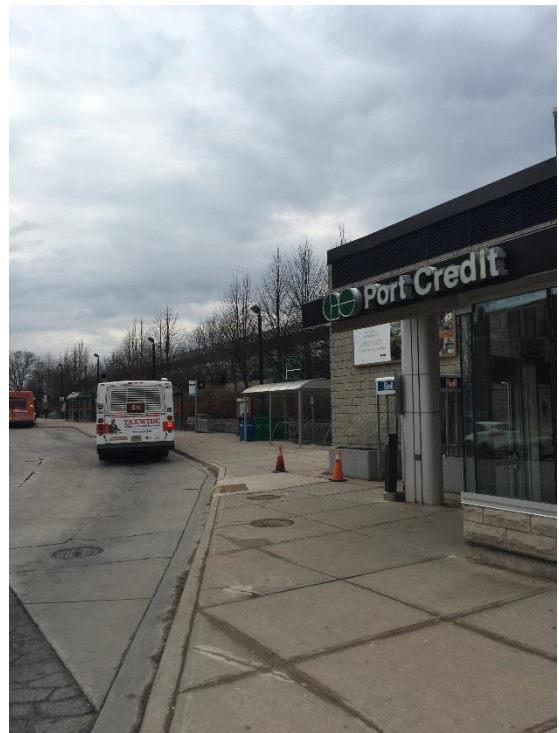
Adjacent 27-storey development at 70 Park Street East (background) with associated parking garage and at-grade retail along Helene Street (foreground).



Adjacent 14-storey (background) and 8-storey (foreground) developments at 55 Park Street East and 28 Helene Street North.



Adjacent 15-storey development and 3-storey townhouse under construction at 8 Ann Street and 77 and 81 High Street East.



Port Credit GO Station and MiWay bus terminal, situated north of the subject lands.

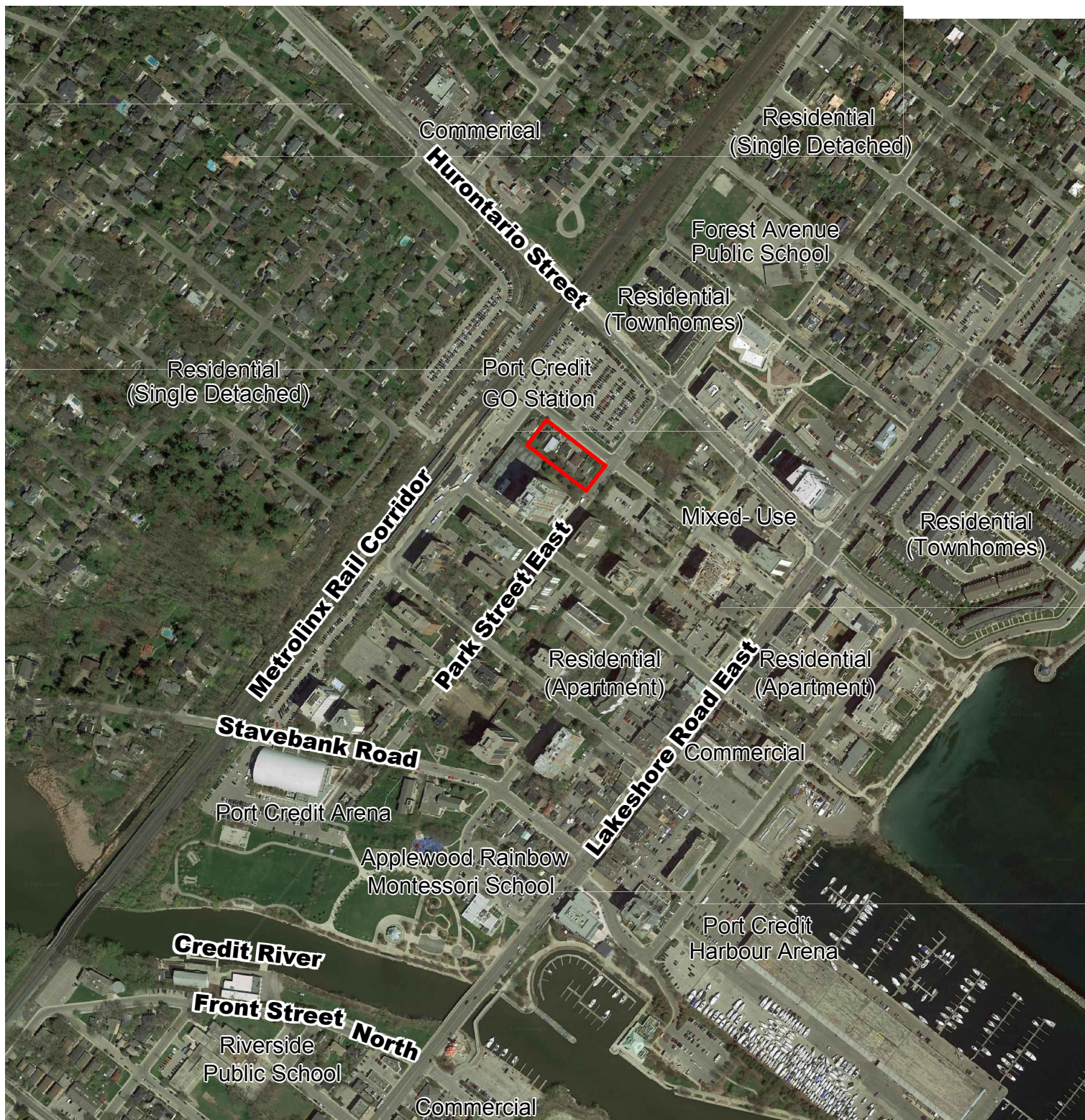
The Subject Lands are located in an area undergoing transition and are surrounded by a mix of different land uses including a range of residential densities and built forms. Most notably, the Subject Lands are located approximately 50 metres south of the Port Credit GO Station and are immediately west of a Metrolinx-owned GO parking area at 30 Queen Street East which is planned for future development. A Hurontario Light Rail Transit (LRT) station is planned to be opened the intersection of Hurontario Street and Park Street East, approximately 100 metres east of the Subject Lands. The Subject Lands are surrounded by the following land uses:

- NORTH:** Two (2) storey single detached dwelling²; Port Credit GO Station and MiWay transit terminal and associated parking area; low density residential neighbourhood further north, separated from the Subject Lands by the rail corridor;
- EAST:** Port Credit GO Station parking area; low density residential dwellings to the immediate southeast; medium and high density residential dwellings further east;
- SOUTH:** Two (2) storey communications building and associated parking area; medium and high density residential dwellings; commercial uses along Lakeshore Road East further south; and,
- WEST:** High density residential dwelling (27 storeys) and associated 3 level parking structure with at-grade retail uses; mix of low, medium and high density residential dwellings further west.

2.3 Neighbourhood Context

The Subject Lands are located within the neighbourhood community node of Port Credit. Extending approximately 1.5 kilometres east and west of the Credit River, Port Credit is bounded by the GO rail corridor to the north and by Lake Ontario to the south. The neighbourhood comprises a total area of 277 hectares, has a population of approximately 12,520 persons, and supports 3,380 jobs. Historically, the first organized planning in Port Credit occurred in 1834 when the village of Port Credit was surveyed and a town site laid out west of the Credit River. This area now forms part of the Old Port Credit Village Heritage Conservation District. Presently, Port Credit is characterized as a mixed-use community which is anchored by stable residential neighbourhoods linked by a commercial corridor along Lakeshore Road. Residential development consists of a combination of dwelling types and forms comprising a high density area centrally located near Port Credit GO Station, medium and high density along Lakeshore Road and around the harbour area, as well as low density areas throughout. The waterfront is one of the unique elements of the community and is integral to the character of the area. The proximity of Port Credit to the waterfront helps support local businesses and provides employment opportunities in the area while providing important recreation and active transportation facilities. Additionally, Port

² The applicant has made a number of attempts to acquire the property at 30 Ann Street as part of the land assembly in order to provide for the redevelopment of the full block; however, the current owner of the property has indicated that they are not interested in selling but acknowledge that the balance of the lots within this block will redevelop to provide a high density built form.



Data Source: First Base Solutions Aerial Flown 2016

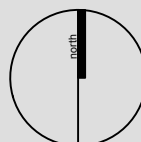
Figure 2
Context Map

LEGEND

Subject Lands

DATE: May 23, 2019

SCALE N.T.S



78 Park Street E &
22-28 Ann Street
Mississauga, Ontario

N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figures\CAD\16311D - Figure Mapping- Jan 23 2019.dwg

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
442 BRANT STREET BURLINGTON, ON, L7R 2G4
P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

Credit includes direct access to the Lakeshore West GO Transit Line, MiWay bus routes and the future Hurontario LRT line via the Port Credit GO Station located on Queen Street East.

Within the Community Node area, development consists of a range and mix of dwelling types and form, with a high density area located near the Port Credit GO Station. Medium and high density development is located along Lakeshore Road and around the harbour area. The Subject Lands are located within the Central Residential Precinct of the Port Credit Community Node. The Central Residential Precinct is described as an area where the majority of tall buildings are concentrated. Buildings in the Community Node generally range in height between 5 and 27 storeys, with the predominant character of building height ranging from 5 to 16 storeys. The vast majority of these buildings are more than 30 years old, though there is a growing number of more recent developments at various stages of the approvals process which are further described in **Table 3**.

The Subject Lands are immediately surrounded by a mix of mid and high-rise residential buildings to the east, south and west. Port Credit GO Station is situated immediately to the north of the Subject Lands. A low density residential community is located approximately 180 metres north of the Subject Lands on the opposite side of the GO Station, physically separated by the rail corridor. The surrounding area is predominantly developed with mid-rise and high-rise apartment buildings. These existing apartment buildings range in height from 6 to 27 storeys, which are further described in **Table 4**. There are also a number of active and approved development proposals surrounding the Subject Lands, which are further described in **Table 4**.

Table 3: Building Height and Density of Surrounding Developments

Location	Height (Max)	FSI	Non-residential Gross Floor Area
5 Ann Street	20 storeys	2.53	837 m ²
70 Park Street East	28 storeys	4.0	n/a
65 Park Street East	15 storeys	2.5	n/a
28 Helene Street North	8 storeys	2.5	n/a
12 Helene Street North	10 storeys	2.5	n/a
1 Hurontario Street	22 storeys	31,505 m ² (Area 'A')	1950 m ²
25 Hurontario Street	7 storeys	17,505 m ² (Area 'B')	
66 High Street	13 storeys	2.5	n/a

Table 4: Surrounding Active and Approved Developments

Location	Description	Status	FSI
8 Ann Street, 77 & 81 High Street East	15-storey, 66 unit condominium building and a 3-storey, 3 unit townhouse block	ZBA approved via Board Order	4.3 (Approved)
21, 25, 27 & 29 Park Street	15-storey, 207 unit condominium apartment building	ZBA approved; site plan in process	6.3 (Approved)
55 Port Street East	10-storey, 35 unit condominium apartment building.	Public Meeting Information Report provided to Planning and Development Committee on March 18, 2019 and April 15, 2019	2.7 (Requested)

The transition from a high density residential to a medium and low density residential built form generally occurs further east and southwest of the Subject Lands, where low-rise single detached, townhome and low-rise apartment buildings and institutional uses (e.g. schools, community centres) become the predominant built form. The neighbourhood character immediately surrounding the Subject Lands is experiencing a transition from a lower-density (single detached) built form to a higher density built form (e.g. buildings 15 storeys and above), through redevelopment similar to the one proposed for the Subject Lands. As an example of this transition, a rezoning application similar to the one sought for the Subject Lands has recently been approved in order to permit redevelopment of an assembly of lands located at the southwest corner of High Street and Ann Street (8 Ann, 77 & 81 High Street East) to include a 15-storey residential condominium building and two semi-detached buildings. Further, a recent rezoning application to permit the development of a 15-storey residential condominium on an assembly of lands located at 21, 25, 27 and 29 Park Street East has also been approved. A third application for a 10 storey, 35 unit condominium building has recently been submitted. A Public Meeting Information Report was provided to the Planning and Development Committee on March 18, 2019 and again on April 15, 2019. It is understood that there are technical issues that need to be addressed and that a staff recommendation report on this application is forthcoming.

The Subject Lands are unique in that they are located adjacent to the Port Credit GO Station and represent the only redevelopment parcel within 250 m of the Station, other than the existing GO Station parking lot. The Subject Lands are also located within a 10-minute walk from the Credit River, the Waterfront Trail, and a range of retail stores, commercial facilities, restaurants, parks and open space and entertainment venues. The planned Hurontario LRT will include a transit stop located approximately 100 metres east on Hurontario Street. Lake Ontario is approximately 500 metres to the southeast. Within the area adjacent to the Port Credit GO Station, redevelopment of a higher intensity is contemplated, with maximum building heights of 22 storeys permitted in recognition of the importance of transit supportive densities within close proximity to both the Port Credit GO Station and future Hurontario LRT line. The surrounding area amenities and services include:

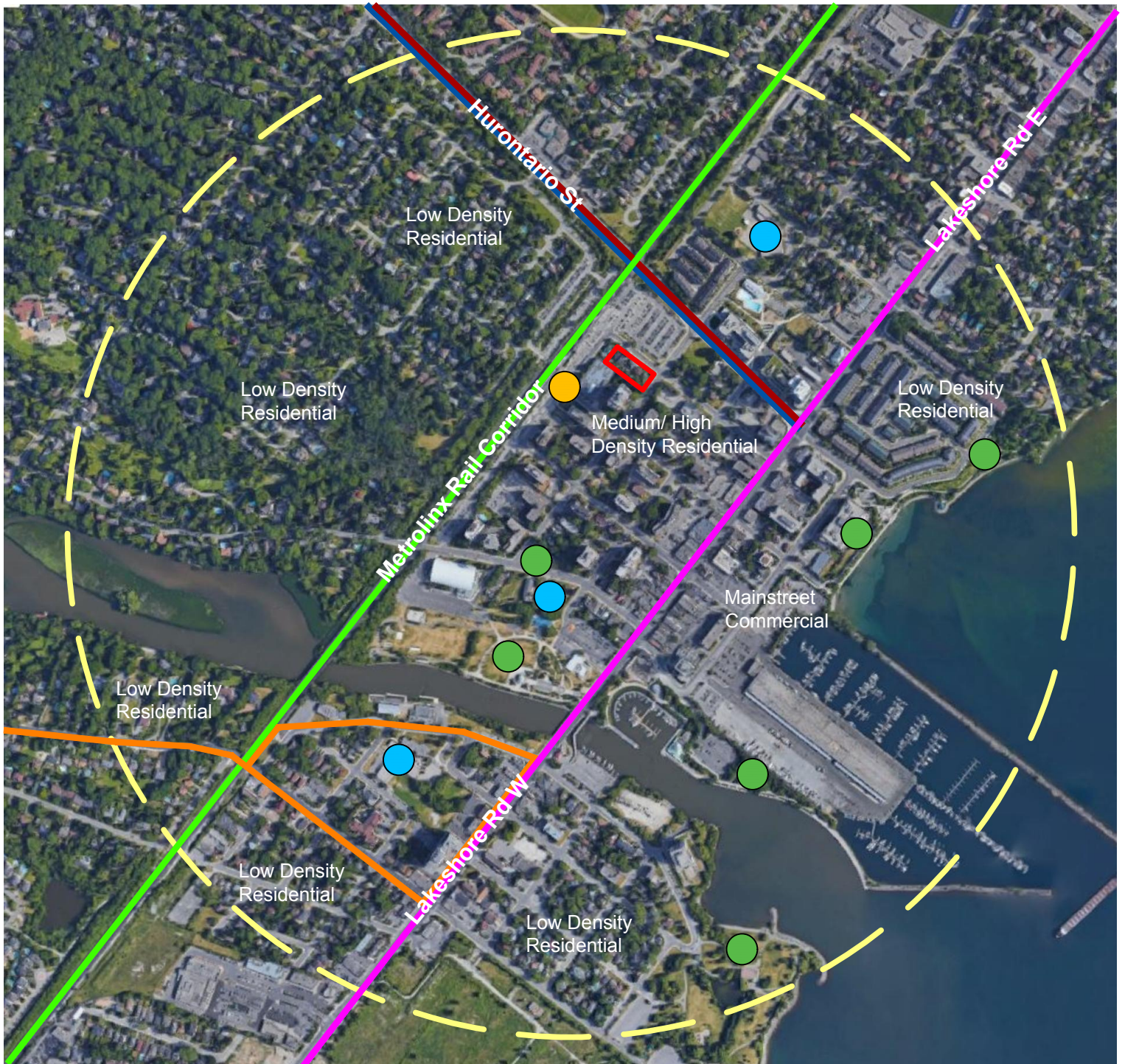
- Lions Club of Credit Valley Outdoor Pool (20 Rosewood Avenue);
- Forest Avenue Public School (20 Forest Avenue);

- Port Credit Arena (40 Stavebank Road);
- Trinity Anglican Church (26 Stavebank Road);
- Saint Andrew's Memorial Presbyterian Church (24 Stavebank Road); and,
- Port Credit Library (20 Lakeshore Road East).

The surrounding area amenities and services, and their proximity to the Subject Lands, are described in detail in **Table 5**, below. **Figure 3** provides a neighbourhood context map for visual reference and displays key amenities within walking distance to the Subject Lands.

Table 5: Proximity to Nearby Destinations

Destination	Travel Distance	Travel Time (Min)		
		Walking	Cycling	Driving
Lions Club of Credit Valley Outdoor Pool	300 metres	4 min	1 min	1 min
Forest Avenue Public School	450 metres	6 min	2 min	2 min
Port Credit Arena	600 metres	7 min	2 min	3 min
Trinity Anglican Church	500 metres	6 min	1 min	1 min
Saint Andrew's Memorial Presbyterian Church	550 metres	6 min	1 min	2 min
Port Credit Library	650 metres	8 min	2 min	3 min



Data Source: First Base Solutions Aerial Flown 2016

Figure 3 Neighbourhood Context

78 Park St E & 22-28
Ann Street
Mississauga, Ontario

LEGEND

Subject Lands

800 metre Walking Radius

Public Park/ Open Space

Port Credit Go Station

School

MiWay Transit
Bus Route - 23

MiWay Transit
Bus Route - 19

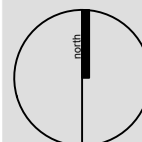
MiWay Transit
Bus Route - 103

MiWay Transit
Bus Route - 14

Lakeshore West -
GO Line

DATE: May 21, 2019

SCALE 1:10000



N:\16311C - 27-29 Park Street East\Figures\CAD\16311C - Figure Mapping_ September 13 2017.dwg

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
901 GUELPH LINE BURLINGTON, ON, L7R 3N8
P: 416 518 8394 F: 905 761 5589 | WWW.MHBCPLAN.COM

3.0 DESCRIPTION OF THE PROPOSAL

3.1 The Proposal

The current development proposal is the result of careful planning and design work undertaken by the design team, including consideration of Provincial and Regional policies for managing and directing growth, the local land use policy context, as well as the evolving physical landscape of Port Credit and the area surrounding the Port Credit GO Station.

As noted previously, the Subject Lands are located in Port Credit, within the Port Credit GO Mobility Hub. The lands are currently developed with four single detached residential buildings and one multiple unit residential (triplex) building. The existing structures on the Subject Lands will be demolished in order to facilitate the development of a 22-storey mixed use building which includes 313 residential dwelling units and 3 live-work units. A mixture of 1, 2 and 3 bedroom units, in addition to the live-work units, are proposed, including several two and three-bedroom loft style townhouse units which are provided on the 22nd storey.

The live-work units proposed along the Ann Street frontage are provided in a loft form, with the primary living space located above the work space, on an upper level, which is open to the work space below. The main entry to the work area is accessible via Ann Street, with an additional access internal to the building. A stairway, internal to the unit, provides access to the living space above. A kitchen area, common to both the living space and the work space, is provided on the ground level. Due to the way in which both the loft style townhouse units on the 22nd storey and the live-work units on the first storey are configured, an amendment to the Zoning By-law is required to recognize these as one storey each for the purposes of calculating height in storey due to the upper levels provided in both unit types. Typical floor plans for the live-work units and the 22nd storey loft style townhouse units are included within the architectural package submitted with this application and can be found at Drawing A.155 of the architectural package.

The development concept proposes a stepped-back podium/tower built form, with step-backs provided at the ninth and fourteenth storeys. Vehicular access to the underground parking structure will be provided via a two-way driveway accessed from Ann Street. Parking will be provided in 4 levels of underground parking accessible via a ramp on the western edge of the property. A total of 227 parking spaces are proposed. Space to accommodate 248 bicycles will also be provided on-site.

Main access to the residential portion of the building will be provided along the Ann Street frontage, with retail/commercial access to the live-work units provided along the balance of the Ann Street frontage. Outdoor and indoor amenity areas are provided at-grade and on the fourteenth storey. The ground-level commercial/retail space provided through the live-work units and the residential lobby access will provide an active street frontage along Ann Street, while

landscaping and plantings provided along the corner of Ann Street and Park Street East will contribute to the liveliness of the intersection of the two streets.

In order to receive feedback on the preliminary development concept and inform revisions to the plan in advance of a formal submission, the proposal was brought before the City's Urban Design Advisory Panel (UDAP) (February 26, 2019); a group of identified stakeholders (March 13, 2019); and, members of the community through a pre-submission community information meeting (March 25, 2019). The proposed development was also discussed at several additional meetings with staff

Comments provided by the UDAP are summarized below. A formal summary of recommendations from the February 26, 2019 UDAP meeting are attached in **Appendix 3**.

The middle segment of the building (floors 7-15) presents a massing issue and was considered out of character for the area. It was recommended that a more slender massing for the tower's mid-rise component be considered;

- Streetscaping along Ann Street has opportunities for enhancements including an increased setback (approximately 3 metres) to provide for a more robust entrance area and provide for future parallel parking opportunities along the street. Additionally, more attention to the streetscape along Parke Street East is needed;
- Incorporating an office component into the building was supported; and,
- A more solid to glass ratio for the entirety of the building was encouraged.

The Stakeholder Advisory Group meeting comprised of representatives from the Port Credit Business Improvement Association, Town of Port Credit Association and Cranberry Cover Port Credit Ratepayers Association provided an opportunity to review the preliminary plan to obtain feedback and input on the proposal in advance of the community meeting. The project team provided an overview presentation of the proposed development, the planning policy context and an open discussion about the proposal followed. Feedback and comments received at this meeting related to:

- A preference for the removal of retail uses at grade in order to maintain the viability of retail along Lakeshore Road;
- Potential for increased height above 22-storeys, given the building's close proximity to the Port Credit GO Station and adjacency to the future Metrolinx redevelopment;
- Support for reduced parking on-site;
- Provisions of ample bike parking on-site;
- Function/design of outdoor rooftop amenity space located on the mid-portion of the building and,
- Support for proposed materiality.

The pre-submission community information meeting provided an opportunity to obtain further preliminary feedback and comments from the community. The project team provided an overview of the proposal and planning policy context and allowed time for questions (and answers) from those in attendance. In total, approximately 60 people were in attendance at the meeting, in addition to planning staff and Councillor Dasko. A list of themes and comments expressed at the meeting are summarized below:

- Anticipated tenure and target audience of the development (e.g. condominium/investor driven and owner occupied);
- Affordability of units within the development and the provision of affordable units;
- Concerns around the lack of parking;

- Transportation and traffic concerns;
- Green building initiatives being utilized;
- Concerns related to privacy of adjacent apartment buildings as a result of balconies;
- Concerns with wild animals (coyotes, skunks, etc.) in existing structures on site ; and,
- Concern with the loss of open space.

The above-noted feedback was considered, in addition to input provided by staff at the DARC meeting, as well as additional meetings to discuss design and the following changes were made to the proposal in response:

- Reduced mid-portion of the building;
- Reduced number of residential units;
- At-grade retail space replaced with live/work units;

The proposed development has been designed to integrate with the surrounding neighbourhood and leverage its immediate proximity to existing and planned transit. The building has considered existing built form and potential future built form, to the greatest extent possible, in order to interface appropriately with existing and future mid- and high-rise buildings within Port Credit. The proposed development integrates cohesively with the surrounding neighbourhood and will provide an opportunity to intensify an assembly of underutilized parcels within Port Credit in an area identified for growth and intensification at the provincial, regional and local level.

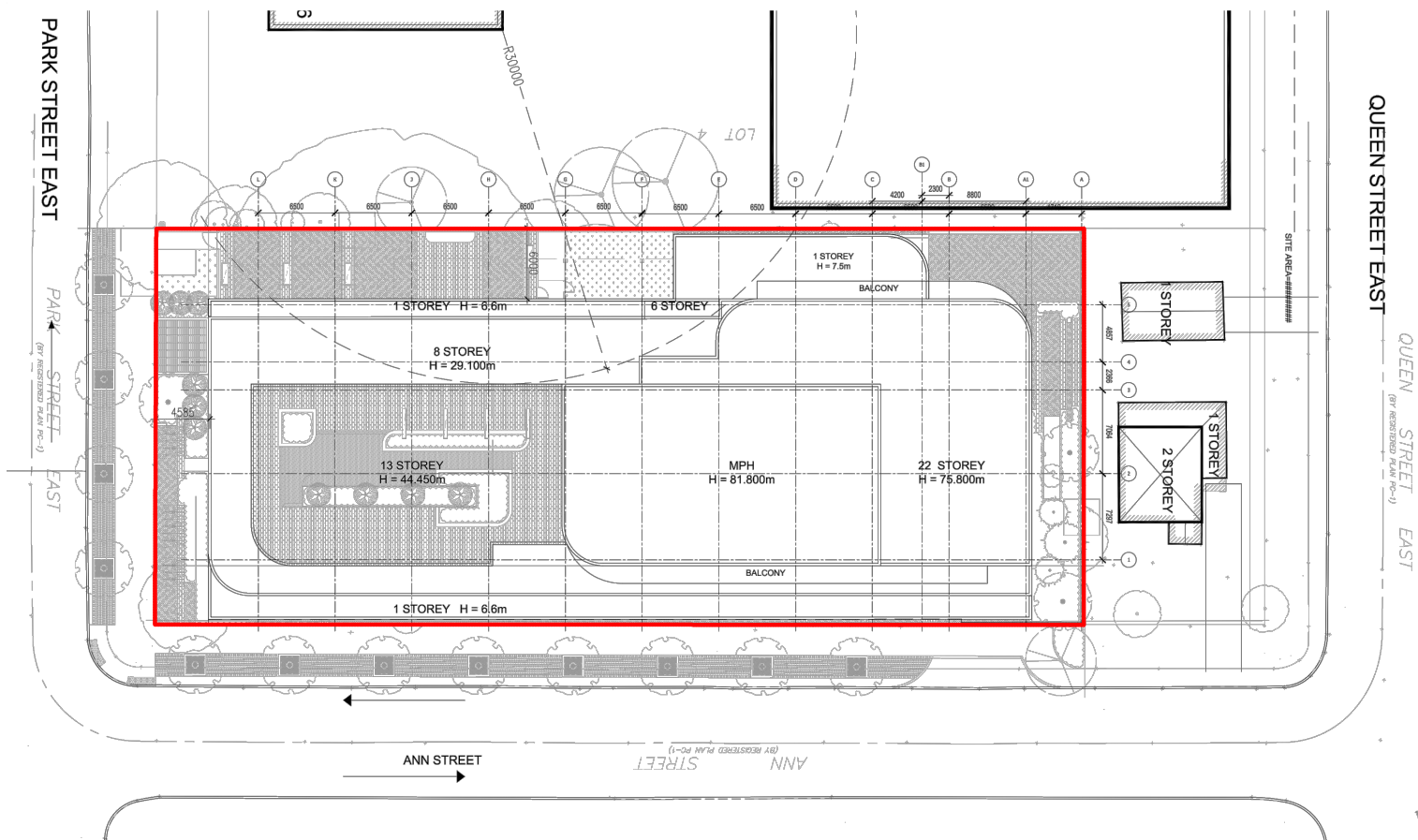
Tables 6 and **7** below displays the proposed development in terms of dwelling type and density and GFA, while **Figure 4** provides a conceptual site plan for the proposed development.

Table 6: Proposed Site Statistics- Unit Breakdown

Description	Units
Residential - 1 Bedroom	9
Residential- 1 Bedroom + Den	82
Residential - 2 Bedroom	150
Residential- 2 Bedroom + Den	52
Residential - 3 Bedroom	20
Live-Work Unit	3
Total units	313 + 3= 316

Table 7: Proposed Site Statistics – Density

Site Area	.26 hectares
FSI	9.2
Total Non-Residential Gross Floor Area (live-work units)	664 m ²



Data Source: 2019-05-21_Rezoning Drawings-Ann Street

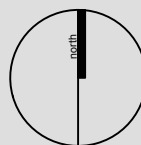
Figure 4
Site Plan

LEGEND

Subject Lands

DATE: May 22, 2019

SCALE N.T.S



78 Park Street E &
22-28 Ann Street
Mississauga, Ontario

N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figure\CAD\16311D - Figure Mapping - Jan 23 2019.dwg

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
442 BRANT STREET BURLINGTON, ON, L7R 2G4
P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

3.2 Summary of Technical Reports

3.2.1 Sun/Shadow Study

IBI Group Architects prepared a Shadow Study Analysis of the development proposal comprising one mixed-use tower located at 22-28 Ann Street and 78 Park Street in the City of Mississauga. The report addresses the specific criteria contained in the City of Mississauga Planning and Building Department's Standards for Shadow Studies (June 2014) and demonstrates that the proposed development will not cause undue impacts with respect to shade. The Shadow Study Analysis demonstrates that the proposed development meets the City's standards for sun and daylight access on neighbouring properties and in the public realm and that the proposal achieves each of the five criteria contained in the City of Mississauga's Standards for Shadow Studies (Residential Private Outdoor Amenity Space, Community Outdoor Amenity Area, Public Realm, Turf and Flower gardens in Public Parks, and Building Faces to allow for the Possibility of using Solar Energy).

3.2.2 Wind Study

Rowan Williams Davies & Irwin Inc. (RWDI) prepared an assessment on wind conditions around the proposed development based on the local wind climate, current design drawings and experience of wind-tunnel testing for similar building projects in the Mississauga area. Based on the local wind climate and the current building design, it is interpreted that wind conditions will be suitable for the intended uses at most pedestrian areas, including public sidewalks throughout year, and building entrances and green spaces at ground in the summer. Higher-than-desired wind activity is expected in the green space around the southwest corner of the proposed tower in the summer, as well as around building entrances along Ann Street in the winter. During the winter, adverse wind conditions on sidewalks near the southwest and northeast tower corners may occur requiring mitigation measures. The development proposal incorporates a number of mitigation measures such as including deciduous and coniferous trees along the Park Street and Ann Street and a 2.5 metre solid wall along the western edge of the property. The Study also recommends recessing the main entrance into the building façade or adding screens on either side of the entrance to provide further wind protection.

3.2.3 Environmental Noise Feasibility Study

Valcoustics Canada Ltd. prepared an environmental noise feasibility study in support of the rezoning application to facilitate the proposed development. With respect to noise, the report identifies that the transportation noise sources with the potential to impact the proposed development are road traffic on Ann Street, Queen Street East, Park Street and Hurontario Street, as well as rail traffic on the Canadian National Railway (CN) Oakville Subdivision line. There are no stationary noise sources in the vicinity that are expected to have a significant impact at the subject site. The sound levels on site have been determined and compared with the applicable Ministry of the Environment, Conservation and Parks (MECP) noise guideline limits to determine the need for noise mitigation. To meet the applicable transportation noise source guideline limits, the report recommends:

- All residential suites in the development require mandatory air conditioning for noise control purposes;

- Upgraded exterior wall construction meeting Sound Transmission Class (STC) 54 (e.g. brick veneer) and upgraded exterior windows with STC ratings as high as 42 could be required to meet the indoor noise criteria; and,
- Sound barriers are not required for noise control purposes at the common outdoor amenity area.

3.2.4 **Railway Vibration Study**

Valcoustics Canada Inc. prepared a Railway Vibration Study in support of the rezoning application. The study concludes that the ground-borne vibration velocity magnitudes due to railway traffic on the CN Oakville Subdivision line measured as the proposed building structure did not exceed the FCM/RAC vibration limit for any train pass-bys. Therefore, vibration mitigation measures are not recommended for this development.

3.2.5 **Tree Inventory and Preservation Plan**

Kuntz Forestry Consulting Inc. prepared a Tree Inventory and Preservation Plan Report for the Subject Lands. The findings of the study indicate a total of 19 trees on and within six metres of the subject property. The removal of 13 trees is required to accommodate the proposed development. The removal of additional two trees is recommended due to poor condition. The remaining four trees can be saved, provided appropriate tree protection measures are installed prior to the proposed development.

3.2.6 **Streetscape Feasibility Study**

A streetscape feasibility study was prepared by WSP Canada Group Limited (WSP). The study includes an existing Utility Plan, based on physical locates by Multiview; a Trench Location Plan, based on the Utility Plan and proposed streetscape improvements. The Study found that there are no conflicts between existing utilities and the proposed trench.

3.2.7 **Traffic Impact Assessment and Traffic Demand Management Strategy**

Lea Consulting Ltd. (LEA) prepared a Transportation Impact Assessment for the proposed development which includes an analysis of existing and future traffic conditions, a parking use study, and transportation demand management analysis.

With respect to existing conditions, the report found that all signalized intersections are operating acceptably with residual capacity during the AM and PM peak hour except Lakeshore Road East/Hurontario Street intersection during PM peak hour. The eastbound left movement is above capacity at this intersection which is impacting the overall capacity of the intersection. The intersection is part of a coordinated corridor, therefore signal time improvements were tested without changing the cycle length.

The results of the study found that the proposed development is estimated to generate a total of 77 (18 In, 59 Out) and 78 (52 In, 26 Out) two-way site trips for the weekday AM and PM peak hours, respectively. The 2031 site trip estimate is 63 (9 In, 54 Out) and 82 (54 In, 28 Out) for the AM and PM peak hours, respectively.

The proposed parking supply will consist of 211 residential and 16 visitor parking spaces, for a total of 227 spaces contained in four levels of underground parking. This represents a deficiency of 97 spaces relative to the City of Mississauga Transportation Master Plan (TMP) recommended parking rates. Based on the literature review, an analysis of comparable developments, and considering the surrounding higher order transit and active transportation facilities, the assessment concludes that the proposed parking rate is appropriate and can be supported.

With respect to Traffic Demand Management (TDM), a comprehensive TDM Plan has been prepared, outlining a number of measures that will reduce site vehicle demand and encourage sustainable travel behaviour. The TDM Plan includes providing unbundled parking for all residential spaces thereby separating parking from residential unit costs. It will allow residents to choose whether or not to obtain a parking space. This measure will support a shift in reduction in car ownership, parking demand and ultimately car trips.

3.2.8 Operations and Safety Assessment

An Operations and Safety Assessment was prepared by Lea Consulting Ltd. in support of the proposed development. The assessment found that vehicles exiting the site will have a sufficient sight line to observe traffic arriving from both the all-way stop controlled intersection at Park Street East and the two-way stop controlled intersection at Queen Street East. Given that the distance between the two-way stop controlled intersection at Queen Street East. Given that the distance between the two adjacent stop controlled intersections is less than 100 m, no vehicle speed concerns are anticipated. In addition, the assessment found that no potential pedestrian or cyclist conflicts have been identified given the proposed building setback from the sidewalk and lack of visibility obstructions for vehicle site access/egress.

3.2.9 Stormwater Management Plan/Report

WSP Canada Group Limited (WSP) prepared a stormwater management report in support of the proposed development. The report demonstrates that the proposed stormwater management strategy will address stormwater management related impacts from the proposed development and will adhere to the City of Mississauga's Development Requirements Manual (2016). In particular, the report concludes that:

- The site is required to retain 5 mm of runoff from each rainfall event to be for reuse on site. Water balance will be addressed through a 13.2 m³ sump volume (equivalent to the post-development 5 mm runoff volume) within the proposed cistern;
- Stormwater runoff from proposed impervious roof areas is considered clean and expected to leave the site effectively unchanged in terms of water quality. 80% TSS removal of the runoff produced by the at-grade impervious surfaces on the site will be achieved through installation of an oil and grit separator. The recommended model is a StormFilter SFPD0806 with two 18-inch high cartridges;
- The 5 mm on-site retention for storage used for water balance will meet the City of Mississauga's minimum 5 mm retention requirement to satisfy erosion control; and,
- Runoff from all areas of the site will be directed to a 88.4 m³ stormwater cistern. Post-development flows have been controlled to below 22.0 L/s in compliance with the target release rate to the municipal storm sewer system by use of a pump with a maximum controlled rate of 18.0 L/s.

3.2.10 Functional Servicing Report

WSP Canada Group Limited (WSP) also prepared a functional servicing report in support of the proposed development. The results of the study illustrated that the proposed development is feasible from a municipal servicing perspective. The results of the study conclude that:

- The proposed water servicing for the site will include a 150 mm diameter domestic water connection branching off a 200 mm diameter fire water connection. The water service connections will be made to the existing 300 mm watermain on Park Street East;
- The proposed sanitary servicing for the site will include a 150 mm diameter sanitary service connecting to the existing 250 mm diameter sanitary sewer on Park Street East. The downstream sanitary sewer capacity analysis demonstrates that the existing sanitary sewer system has adequate capacity to accept the estimated post-development flows from the development without surcharging in any leg; and,
- The proposed storm servicing for the site will include a 200 mm diameter storm service connecting to the existing 375 mm diameter storm sewer on Park Street East. A downstream storm sewer capacity analysis and HGL analysis has been conducted that demonstrates that the existing storm sewer system is surcharged, however the stormwater management control proposed as part of this development will reduce the storm flows from the site and reduce the surcharge in all of the downstream storm sewer legs.

3.2.11 Phase 1 Environmental Site Assessment

A Phase 1 Environmental Site Assessment was prepared by Arcadis Canada Inc. A total of five Potentially Contaminating Activities (PCAs) were identified on the Site during the course of the Phase 1 ESA, as follows:

- PCA 1: the historical presence of heating oil ASTs at 78 Park Street East, 24, 26 and 28 Park Street East (MOECC PCA #28), all inferred to be located in the basements on the buildings.
- PCA 2: the importation of fill material of unknown quantity and quality (MOECC PCA #30) PCAs identified in the Phase I Study Area have been designated as:
- PCA 3: petroleum and coal fuel storage and use for possible steam and power production and/or vehicular refuelling at the former lumber mill that was situated on the GO Station surface parking lot on the north side of Ann Street (MOECP PCA #28); PCA 4: coal storage and rail activities at the former CN yard at the Port Credit railway station on the west side of Queen Street East (MOECP PCA #46) and
- PCA 5: possible dry-cleaning plant operations at ground level in the GO Parking structure to the south (27 Helene Street North) which likely comprised a laundry pick-up and drop-off depot for commuters and local customers and thus would not have been a source of contamination (MOECP PCA #37).

Based on the information provided from interviews with building owner/residents and observations on site, no evidence of any spill residues or of distressed floor slabs or basement walls that could provide ready pathways for the migration of spilled tank contents leakage to surrounding or underlying soil and groundwater was observed in any of the residences. Any fuel losses that might have occurred are thus anticipated to have been limited to minor exterior spillage or splashing during fuel deliveries and would be unlikely to have extended beyond the immediate vicinity of the filler pipes. Furthermore, the effects would be expected to have been

substantially reduced, if not eliminated, by intrinsic biodegradation from naturally occurring biota in the soil. PCA 1, may therefore have resulted in localized Areas of Potential Environmental Concern (APEC) 1 in limited zones in the vicinity of fillers for former ASTs on the exterior of 78 Park Street and 24, 26 and 28 Ann Street. Any soil contamination associated with this APEC would be expected to be proximate to the location of each of the former tank fillers only.

The presence of a dry-cleaning establishment in the parking garage located up-gradient from and adjacent to the west end of the Phase I property would only constitute PCA 5 if operations involved the use and storage of cleaning solvents occurred. No PCA would apply if the former business comprised a depot for laundry pickup and drop off by commuters and local residents, as is probably the case, only and thus no APEC is expected to be present. In the unlikely event that the PCA did exist and that losses did occur, groundwater may have migrated onto the development site to the south east and resulted in APEC 2.

3.2.12 Heritage Impact Statements

Heritage Impact Statements (HIAs) were prepared for three properties situated on the Subject Lands in order to obtain approvals to remove them from the City's Heritage Register and proceed with demolition. The minutes of the Heritage Committee reports and resolutions are provided in **Appendix 2**.

SBA Architects prepared a HIA of 78 Park Street East, in accordance with the City's Heritage Impact Assessment Terms of Reference, in late 2017. On Dec 18th 2017, an assessment of the interior and exterior of 78 Park Street East was completed. The result of the assessment concluded that 78 Park Street East only meets one of nine possible criteria for heritage designation under the Ontario Regulation 9/06, Ontario Heritage Act.

Megan Hobson prepared a HIA of 24 Ann Street, in accordance with the City's Heritage Impact Assessment Terms of Reference, in December 2017. Based on an *Evaluation according to Ontario Regulation 09/06*, the report concluded that the property did not have significant heritage value. Therefore, potential heritage impacts resulting from demolition are negligible.

Megan Hobson prepared a HIA of 26 Ann Street, in accordance with the City's Heritage Impact Assessment Terms of Reference, in December 2017. The report concluded that the property did not meet any of the criteria for Designation under the *Ontario Heritage Act*. The report recommended that the property be removed from the Heritage Register so that a demolition permit could be issued.

3.2.13 Green Building Initiatives

The development proposal incorporates numerous green initiatives that will be employed, or are being considered, including the following:

- High solid to glass ratio in building exterior to assist with energy efficiency;
- The provision of bicycle storage spaces;
- Street tree planting in soil cells below paving to promote healthy tree growth by maximizing soil volumes;
- High efficiency (drip) irrigation for planting beds;

- The inclusion of native plant species to benefit local fauna;
- Use of drought-tolerant plants to reduce irrigation requirements;
- LED Lighting with full cutoff (dark sky-friendly fixtures);
- Stormwater reuse on site for irrigation;
- Use of permeable paving; and,
- Use of high-albedo paving

Further details of the green building initiatives employed will be provided at the Site Plan stage.

3.3 Proposed Zoning By-law Amendment

The Subject Lands are identified as a Community Node and Intensification Corridor in the City of Mississauga Official Plan and are designated Mixed Use in accordance with Schedule 10 of the Official Plan.

The Port Credit Local Area Plan also applies to the Subject Lands and provides additional policies with respect to maximum height permitted in this area. In accordance with the policies of the Local Area Plan, the Lands are located within an area which has a maximum height set at 22 storeys as identified on Schedule 2B of the Plan. Additional site-specific policies require the provision of a minimum of 250 m² of employment generating uses, a maximum tower floor plate of 800 m² for floors beyond the 15th storey, and a minimum 30 metre separation distance between any portion of a building that is eight storeys or higher to another building that is eight storeys or higher.

The Subject Lands are located in the Central Residential precinct, which is intended to have the highest building heights in Port Credit. The development proposal for a 22 storey, mixed use building containing residential dwelling units and live-work units is permitted in accordance with the Official Plan and the Local Area Plan. Floor plates for floors 16-22 do not exceed 800 m² and a 30 metre separation distance is provided from the eighth storey onward. Given that the development proposal meets the policies of the Official Plan and Local Area Plan, there is no Official Plan Amendment required to facilitate the development. Accordingly, Only a Zoning By-law Amendment is required for this development. **A further analysis of the proposal's conformity with the Official Plan and Local Area Plan is provided in Sections 4.6 and 4.7 of this report.**

The Subject Lands are zoned Residential Apartment Zone 2 with Special Exception 48 (RA2-48) by Zoning By-law 0225-2007. The current zoning reflects site-specific zoning regulations which were put in place before the Local Area Plan was approved. As such, the current zoning has not yet been amended to implement the Port Credit Local Area Plan. Accordingly, an amendment to By-law 0225-2007 is required to implement the Local Area Plan generally, in terms of height separation distance and retail space, and facilitate the development on the site as proposed.

The proposed Zoning By-law Amendment will rezone the Subject Lands to Residential Apartment Zone 5 and will add a new special exception in order to accommodate the proposed development (RA5-"X"). Key changes include an increased FSI to reflect the intensified use of the Lands as contemplated by the Local Area Plan; introduction of a minimum amount of non-residential gross floor area; increased maximum gross floor area for the thirteenth storey; and, reductions to setbacks, parking requirements, drive aisle width, landscaped area and amenity space requirements.

A request to amend the existing zone provisions as they apply to the Subject Lands, is warranted and appropriate as demonstrated throughout this report. A copy of the proposed draft Zoning By-law Amendment can be found attached to this report as **Appendix 4**, while a detailed summary and rationale respecting the Zoning By-law in relation to the requested Amendment are provided in **Section 4.7** of this report.

3.4 Public Consultation Strategy

Effective July 1, 2016, changes to the *Planning Act* (O.Reg 545/06 and 543/06) require that applicants submit a proposed strategy for consultation with the public with respect to the application as part of the 'complete' application requirements.

The public consultation process for the proposed Zoning By-law Amendment will follow the *Planning Act* statutory requirements and the City's practices as outlined in the City's planning documents and Official Plan Amendment/ Rezoning process flow chart. Throughout the duration of this process, commenting agencies, members of the public and stakeholders will be given the opportunity to provide written comment with respect to the application.

Once the application has been deemed complete, City staff will circulate the application including all technical reports and supporting studies for comment to commenting agencies and will provide notice of complete application in accordance with the *Planning Act* and a Development Application notice sign will be posted on the Subject Lands and updated throughout the process to identify important dates (e.g. statutory meeting). We understand all application materials will be publicly available for viewing at the Planning and Development counter and our contact information, as well as the City staff contact information, will be available. Additionally, information about the proposal will be included on the City's Development Application map, accessible on the City's website.

A public information meeting under the *Planning Act* will be held in accordance with the regulations of the *Planning Act*. At this meeting, staff will provide the Committee with a report summarizing all comments and feedback received from the public, agencies and stakeholders. Additionally, members of the public will be provided with an opportunity to make oral comments at this meeting. We will be available to meet with the area residents and stakeholders informally, as needed, prior to the City's formal Public Information Meeting.

The consultation strategy described herein will ensure that members of the public are given an opportunity to review, understand and meaningfully comment on the proposal.

4.0 POLICY CONTEXT OVERVIEW AND ANALYSIS

4.1 Provincial Policy Statement (2014)

The Provincial Policy Statement (the “PPS”), issued under Section 3 of the Planning Act, is the guiding policy document that directs the use and development of land in Ontario. The most recent Statement came into effect on April 30, 2014. The PPS provides policy direction on matters of provincial interest related to land use planning and development, encouraging appropriate development that is compact and transit-supportive while protecting resources, public health and safety, and the quality of the natural and built environment.

The PPS strongly encourages the efficient use of land through development patterns that optimize existing and planned infrastructure and public service facilities. These land use patterns promote a mix of housing types, employment, parks and open spaces and transportation choices that prioritize active transportation and transit. Development is encouraged to support strong, livable and healthy communities that enhance human health and social well-being, are economically and environmentally sound, and are resilient to climate change.

An analysis of Provincial policies contained within the PPS, and how the proposed Zoning By-law Amendment application is consistent with these policies, is provided as follows:

Efficient Use of Land

Section 1 of the PPS outlines policies intended to facilitate the development of strong, healthy communities. The PSS states that these communities are supported by promoting efficient development and land use patterns; accommodating a range and mix of residential, employment, recreational and other uses to meet long-term needs; promoting cost-effective development patterns and standards to minimize land consumption and servicing costs; and, promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate (**Policy 1.1.1 a) to h)**).

The preamble of **Section 1.1.3** identifies that it is in the best interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure efficient use of infrastructure and public service facilities and minimize unnecessary public expenditures. In order to achieve these objectives, the PPS states that settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted (**Policy 1.1.3.1**).

Within settlement areas, **Policy 1.1.3.2 a)** directs that land use patterns are to be based on densities and a mix of land uses which efficiently use land and resources; are appropriate for and efficiently use infrastructure while avoiding the need for uneconomical expansion; minimize negative impacts to air quality and climate change; support active transportation; are transit-supportive; and, are freight supportive. Further, **Policy 1.1.3.2 b)** states that a range of uses and opportunities for intensification are permitted, where they can be accommodated. Policy 1.1.3.3 further clarifies how this is to be achieved, stating that “planning authorities shall identify and promote opportunities for intensification where this can be accommodated, taking into account existing building stock or area, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs”.

The proposed development is located within a Settlement Area as defined by the PPS and represents an efficient use of land. The proposed development provides for the optimization of an assembly of underutilized parcels and represents an efficient use of land and resources in the area. The proposal minimizes land consumption and servicing costs by being located within a built-up area that is well serviced by existing and planned infrastructure. The proposed development provides an appropriate level of intensification for an intensification area identified by the City of Mississauga. The proposed development will assist the City and Region in meeting intensification targets and long-term annual housing needs of residents. The proposed development also meets transit-supportive and active-transportation policies identified in the PPS due to the close proximity of the Subject Lands to Port Credit GO station, MiWay bus routes and the planned Hurontario LRT line, parks, trails and open space and community facilities.

Housing and Complete Communities

Section 1.4 of the PPS contains policies related to housing which are intended to provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area. **Policy 1.4.3 b)** states that planning authorities shall permit and facilitate all forms of residential intensification including redevelopment. **Policy 1.4.3 c)** further states that the development of new housing is to be directed towards location where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. Densities for new housing which efficiently use land, resources, infrastructure and public service facilities and supports the use of active transportation and transit in areas where it exists or is to be developed are to be promoted (**Policy 1.4.3 d)**).

The proposed development represents a form of residential intensification in an area where appropriate levels of infrastructure and public services exist. It will efficiently utilize land and infrastructure by providing 313 residential units and 3 live-work units in a compact urban built form on a site which currently consists of low density residential dwellings. The proposed development provides a mix of unit types (1, 2 and 3 bedrooms), in order to ensure housing needs are met for a wide variety of occupants at various stages in their lifecycle, including families. The development will also assist with achieving a transit-supportive density within the area and support the use of active transportation due to the proximity to trails, parks, walking paths, and convenient access to local and regional public transit. The development has been designed to integrate with the surrounding community and will contribute to a mix of housing types in the neighbourhood to meet current and future needs of residents and achieve a complete community.

Transportation and Servicing

Section 1.6 of the PPS contains policies related to infrastructure and public services, including transportation systems. **Policy 1.6.6.2** states that municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Further, intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services are to be promoted. **Policy 1.6.7.4** promotes a land use pattern, density and mix of uses that minimize the length and number of vehicle trips and support current and future uses of transit and active transportation. The PPS further emphasizes the importance of transportation and land use considerations and states that they shall be integrated at all stages of the planning process (**Policy 1.6.7.5**).

The Functional Servicing Report and Stormwater Management Report prepared in support of this application confirm municipal servicing requirements are satisfied. The proposed development is closely integrated with a range of existing and planned transportation infrastructure including the Port Credit GO station, MiWay bus routes and the planned Hurontario LRT line. The proximity of these infrastructure promotes and prioritizes transit usage and will support the reduction in length and number of vehicle trips. The provision of on-site bicycle parking facilities also promotes active transportation. The proposed development also capitalizes on nearby recreational trails and bike lanes along the Lake Ontario shoreline and Hurontario Street in order to further prioritize active transportation. A Traffic Impact Study has been prepared in support of the proposed development which further describes how this proposal responds to and satisfies transportation requirements, including reduced parking and other Transportation Demand Management (TDM) tools.

Supporting Long-Term Economic Prosperity

Policy 1.7.1 states that long-term economic prosperity is to be supported, in part, by promoting opportunities for economic development and investment-readiness; maintaining and enhancing the vitality and viability of downtowns and main streets; encouraging a sense of place through well-designed built form; and providing for an efficient, cost-effective, reliable multimodal transportation system (**Policy 1.7.1 a), c), d) and f)**).

The proposed development contributes to the economic prosperity and vitality of the historic Port Credit Village and the community as a whole. Through intensification that is thoughtful, well-integrated and utilizes high quality urban design, the proposed development will contribute to the population of Port Credit and support a thriving network of businesses along the nearby commercial corridor on Lakeshore Road. Furthermore, the incorporation live-work units, that are capable of providing a variety of at-grade retail/service commercial functions, will contribute to the accessibility of daily needs of current and future residents.

Protecting Natural and Cultural Resources

Section 2 of the PPS outlines policies aimed at conserving bio-diversity, protecting the health of the Great Lakes, and protecting natural heritage, water, agriculture, mineral and cultural heritage and archaeological resources. Specifically, natural features and areas are to be protected for the long term (Policy 2.1.1). Planning authorities are also required to protect, improve or restore the quality and quantity of water and vulnerable surface and groundwater, sensitive surface water features and sensitive ground water features and their hydrologic functions (**Policy 2.2.1 e)**).

Section 2.6 of the PPS contains policies that recognize the importance of protecting and preserving cultural heritage and archaeological resources. **Policy 2.6.1** states that built heritage resources and cultural heritage landscapes are to be conserved. **Policies 2.6.2** states that

development and site alternation shall not be permitted on lands containing archaeological resources or archaeological potential unless significant archaeological resources have been conserved.

The proposed development is not located in a prime agricultural area and does not represent a significant threat to natural features and areas or ground or surface water features.

Three properties that currently exist on the Subject Lands are listed on the Mississauga Heritage Register but are not designated heritage properties. The Heritage Impact Statements prepared in support of this development outline that these listed properties are not worthy of designation under Part IV of the Heritage Act. Additionally, in consultation with the City's Heritage Advisory Committee, all three listed properties have been approved to be de-listed and demolished (Refer to Appendix 2).

Conclusion/Summary Statement

For the reasons outlined above, it is our opinion that the proposed development and related Zoning By-law Amendment is consistent with the policies of the Provincial Policy Statement, 2014.

4.2 Growth Plan for the Greater Golden Horseshoe (2019)

The Growth Plan for the Greater Golden Horseshoe (the "Growth Plan") was prepared and approved under the *Places to Grow Act, 2005* and updated on May 16, 2019. The Growth Plan establishes the long-term framework for growth and development in the Greater Golden Horseshoe (GHH) region which encourages the efficient use of land through the development of complete communities that are compact, transit supportive, and provide a range of housing and employment opportunities. The Growth Plan utilizes a land use planning horizon to 2041.

The Growth Plan builds upon the policy foundations of the Provincial Policy Statement, 2014 and previous Plans and responds to key challenges in the region by providing enhanced policy directions designed to achieve complete communities that are compact, transit-supportive, and make efficient uses of investments in infrastructure and public service facilities while ensuring the protection of agricultural and natural areas and supporting climate change mitigation and adaptation. Guiding principles of the Growth Plan are established to support the achievement of complete communities; prioritize intensification and higher densities to make efficient use of land and infrastructure; provide flexibility to capitalize on economic and employment opportunities; support a mix of housing options; improve the integration of land use planning with planning and investment in infrastructure; protect and enhance the natural environment; conserve and promote cultural heritage; and, integrate climate change considerations into planning and growth management.

The Growth Plan provides policies for where and how to grow, stating that population and employment growth be directed to urban areas and rural settlement areas. Within these areas, the Growth Plan designates between two different areas of growth: the built up area, where growth is to be directed and accommodated through intensification; and, designated greenfield areas, which are generally undeveloped, vacant land, where growth and development should achieve a compact urban form. **The Subject Lands are located in a built up area of Mississauga in accordance with the Growth Plan.**

Provided below is a summary of the policies applicable to the proposed development and how they have been addressed:

Where and How to Grow

Policies 2.2.1.2 and 2.2.1.3 set out the framework to manage forecasted growth to the horizon of the Growth Plan. The vast majority of growth is to be directed to settlement areas that have a delineated built boundary; have existing or planned municipal water and wastewater systems; and, can support the achievement of complete communities. Growth within settlement areas is further focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and, areas with existing or planned public service facilities.

In accordance with Schedule 2 of the Growth Plan, the Subject Lands are located in the built up area of Mississauga, where growth is to be directed. Additionally, the Subject Lands are serviced by municipal water and wastewater systems and are well connected to existing and planned transit, including higher order transit, and support the achievement of complete communities by providing a mix of residential unit types, including live-work units, loft units and standard dwelling units.

Policy 2.2.1.4 a) – g) establishes a framework for the achievement of complete communities which feature a diverse mix of land uses with convenient access to local stores, services, and public service facilities; improve social equity and overall quality of life for all people; provide a range and mix of housing options; expand convenient access to a range of transportation options, including active transportation, public service facilities, an appropriate supply of open spaces, and healthy, local and affordable food options; ensure the development of high quality compact built form and attractive public realm; mitigate and adapt to climate change impacts; and, integrate green infrastructure and low impact development.

The Subject Lands are located in an area identified for intensification by the Province, Region of Peel and City of Mississauga, where convenient access to amenities, which provide for a complete community, are available to residents. The Subject Lands are in close proximity to a range of land uses, services and public service facilities including stores, community centres, and recreational amenities. The proposed development integrates residential and non-residential land uses through the incorporation of live-work units. The proximity to Port Credit GO station and the planned Hurontario LRT provide convenient access to a range of transportation choices with a focus on higher order transit. The proposed development will contribute to the provision of high quality built form by making efficient use of space through the optimization of an underutilized parcel of land that includes a high-rise building that has been designed to integrate with the existing context in terms of materiality and expression.

Built Up Areas

Residential intensification within built-up areas is strongly promoted throughout the Growth Plan. **Section 2.2.2** sets out the general intensification strategy for delineated built-up areas. A minimum of 50% of all residential development occurring annually within Peel Region and the City of Mississauga will be in the delineated built up area (**Policy 2.2.2.1**). Under **Policy 2.2.2.2**, the annual minimum intensification target contained in Peel Region's official plan that is approved and in effect as of July 1, 2017 will continue to apply until the next municipal comprehensive review. **Policy 2.2.2.3 a) – f)** requires municipalities to develop a strategy to achieve minimum

intensification targets which encourages intensification throughout delineated built-up areas which identifies strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development; identifies the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas; encourages intensification generally throughout the delineated built-up area; ensures lands are zoned and development is designed in a manner that supports the achievement of complete communities; prioritizes planning and investment in infrastructure and public service facilities that will support intensification; and be implemented through official plan policies and designations, updated zoning and other supporting documents.

The proposed development represents an intensification opportunity within the delineated built-up area of Mississauga which will provide a variety of unit types and contribute to the achievement of provincial targets for residents and jobs per hectare required by the Growth Plan. Further, the proposed development is located in an area identified by the City of Mississauga Official Plan for intensification and is appropriate given the policy and physical context in Port Credit.

Transit Corridors and Station Areas

Section 2.2.4 outlines policies and targets related to transit corridors and station areas. Planning is to be prioritized for Major Transit Station Areas (MTSA) on priority transit corridors (**Policy 2.2.4.1**). **Policies 2.2.4.3 b) and c)** state that major transit stations on priority transit corridors will be planned for 160 residents and jobs combined per hectare for those that are served by LRT or bus rapid transit; and 150 residents and jobs per hectare for those that are served by the GO Transit rail network. **Policy 2.2.4.6** states that within MTSA's on priority transit corridors, land uses and built form that would adversely affect the achievement of the minimum density targets will be prohibited. Under **Policy 2.2.4.9 a) – d)**, development within major transit station areas will be supported where appropriate by: planning for a diverse mix of uses to support existing and planned transit service levels; fostering collaboration between public and private sectors, such as joint development projects; providing alternative development standards, such as reduced parking standards; and, prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities. Further, lands adjacent to or near existing and planned frequent transit service should be planned to be transit-supportive and supportive of active transportation and arrange of mix of uses and activities (**Policy 2.2.4.10**).

The proposed development is within 50 metres of the Port Credit GO Station and in close proximity to other existing and planned transit infrastructure, including the planned Hurontario LRT. The proposed development will be easily accessed by numerous bus routes including MiWay routes 8, 14, 14A, 19, 23, 23 and 103 and GO Bus lines. A transit station on the Hurontario LRT is planned to be located approximately 100 metres east of the Subject Lands. Further, Port Credit GO Station is identified by the Growth Plan as a Major Transit Station Area. The proposed development will assist in achieving the minimum density target of 160 residents and jobs combined per hectare identified in the Growth Plan for areas served by LRT. The proposed development contributes to a mix of uses i in close proximity to a transit hub which will support and enhance existing and future transit ridership. The proposed development is located in close proximity to existing and planned cycling routes and also contains bicycle parking facilities in order to promote active transportation The reduced parking rate contained in the development application as well as the supporting Traffic Demand Management (TDM) report demonstrate alignment with Growth Plan policies related to transportation.

Housing

Section 2.2.6 contains policies related to housing and the achievement of complete communities. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes (**Policy 2.2.6.3**).

The proposed development offers a range of 1, 2 and 3 bedroom units in a variety of forms, including live-work, loft units and standard dwelling units, which contribute to a range of housing choices for current and future residents of Port Credit and can support a range of household sizes and life stages. Approximately 70% of units will contain at least 2 bedrooms and be larger to accommodate a range of household sizes and incomes. The proposal will support the creation of complete communities by providing for an appropriate density and mix of uses on site which are within close proximity to local and regional transit networks and active transportation infrastructure. A number of nearby amenities that support daily living including schools, community centres, shops, personal services are within a 10-minute walking distance to the Subject Lands.

Infrastructure to Support Growth

Section 3 of the Growth Plan contains policies to ensure that infrastructure is well-planned and integrated within land use planning and environmental protection. Co-ordination of these different aspects of planning allows municipalities to identify the most cost-effective options for sustainably accommodating forecasted growth to support the achievement of complete communities. The Growth Plan states that it is estimated that “over 30 per cent of infrastructure capital costs, and 15 per cent of operating costs, could be saved by moving from lower density development to a more compact built form” (**Preamble, Section 3.1**).

With respect to transportation, **Policy 3.2.2.2 (a)—(d)**) states that the transportation system within the GGH will be planned and managed to provide connectivity among transportation modes for moving people and for moving goods; offer a balance of transportation choices that reduces reliance upon the automobile and promotes transit and active transportation; be sustainable and reduce greenhouse gas emissions by encouraging the most financially and environmentally appropriate mode for tripmaking and supporting the use of zero- and low-emission vehicles; and, offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities, and goods and services. **The proposed development will assist in achieving co-ordination of transportation infrastructure investment by increasing ridership on multiple transit networks including GO Transit, MiWay and the planned Hurontario LRT. The proposal will assist in supporting the use of transit and active transportation through reduced parking rates and the provision of short and long-term bicycle parking areas on site. The proximity of the Subject Lands to both the Port Credit GO Station and the future Hurontario LRT provides opportunities for multimodal access to jobs and cultural and recreation opportunities throughout Port Credit and beyond to the rest of the GGH.**

Section 3.2.6 contains policies related to the coordinated planning for water and wastewater systems and states that municipal water and wastewater systems will be planned, designed and constructed to serve growth in a manner that supports the achievement of the minimum intensification and density targets of the Plan (**Policy 3.2.6.2 b**)). **The Functional Servicing Report and Stormwater Management Report prepared in support of this development proposal demonstrates the municipal water and wastewater system will be able to accommodate the development and does not anticipate negative impacts as a result of the development.**

Protecting Resources

Section 4 of the Growth Plan emphasizes the importance of protecting resources including hydrologic and natural heritage features and areas, agricultural land base, cultural heritage resources, and valuable renewable and non-renewable resources. Collectively, these resources provide essential ecosystem services that are crucial to the sustainability of future development.

The development proposal is located in a built-up area of Mississauga where no natural heritage resources presently exist. It is not anticipated that there will be any negative impacts to natural heritage resources and features or the agricultural land base as a result of the proposed development.

In terms of cultural heritage resources, **Policy 4.2.7.1** states that cultural heritage resources will be conserved in order to foster a sense of place and benefit communities. **The Subject Lands are currently occupied by three properties which were listed on the City's Municipal Heritage Register but have received approval from the City's Municipal Heritage Advisory Committee to be delisted and demolished (refer to Appendix 2).**

Summary/Conformity Statement

The Growth Plan guides development to achieve positive outcomes for the Region and City with respect to the economy, environment, and quality of life. It focuses on ensuring growth and development is directed to appropriate areas with an emphasis on intensification in areas well served by transit and existing and planned infrastructure. The analysis above demonstrates how the proposed development conforms to the Growth Plan by allowing for appropriate intensification, including assisting in the achievement of the minimum targets set out in the Plan, providing transit supportive development that utilizes existing municipal services, contributing complete communities. The development proposes a range of housing opportunities which are well-connected to existing community services, parks and local businesses. As such, it is our opinion that the development proposal and corresponding Zoning By-law Amendment provide conformity with and serve to implement the applicable policies of the Growth Plan.

4.3 2041 Regional Transportation Plan

In March 2018, Metrolinx adopted an update to the 2008 Regional Transportation Plan (RTP), which applies a 2041 planning horizon. The RTP intends to build an integrated transportation system for the GTHA that is comprehensive, connected, accessible, sustainable, and focused on people. The RTP builds upon the framework of the Growth Plan and intends to provide detailed strategies and actions for addressing transportation challenges in the GTHA.

The 2041 RTP identifies a comprehensive transportation development plan for the region, consisting of 1,800 kilometres of rapid transit, 1000 kilometres of cycling infrastructure, and 1,000 lane kilometers of high occupancy vehicle and transit lanes. **Strategy 4** identifies the creation of a system of connected Mobility Hubs and Major Transit Station Areas at key points in the regional transportation network that provide travelers with access to the system, support high density developments, and integrate various modes of transportation with an intensive concentration of places to live, work, shop, and play.

Mobility Hubs are identified and generally defined as "Major Transit Station Areas at the intersection of two or more Frequent Rapid Transit Network routes, designed to support a high

number of boardings and alightings, and facilitate seamless, efficient transfers between modes. They have and/or are planned to have a high density mix of jobs, residences, public services, and other land uses that encourage and support transit use and active transportation or the potential to develop into areas with a high-density mix of land uses.

Port Credit GO is identified as a Mobility Hub in the 2041 RTP, as are the Subject Lands. As demonstrated on Map 3: Existing and In Delivery Regional Rail and Rapid Transit Projects of the RTP, the Subject Lands are located within the Port Credit Mobility Hub and are within 50 m of the GO rail and in proximity to the future Hurontario LRT corridor. Accordingly, the supporting actions and policies developed to achieve Strategy 4 are of relevance to the proposed development. Key policies to be considered include:

- **Policy 4.3**, which states that development is to be focused at Mobility Hubs and Major Transit Station Areas along Priority Corridors identified in the Growth Plan.
- **Policy 4.5**, which intends to plan and design communities, including development and redevelopment sites and public rights-of-way, to support and promote the greatest possible shift in travel behavior consistent with Ontario's passenger transportation hierarchy.

Summary/Conformity Statement

Based on the above, the proposed development is positioned to assist in the implementation of the policy objectives of the 2041 Regional Transportation Plan, including density targets for Mobility Hubs and redevelopment that promotes a shift in travel behaviours through the provision of higher density development and implementation of TDM measures such as reduced parking and unbundled parking which will support alternate modes of transportation. The proposal represents optimization of a development opportunity within close proximity to the Port Credit GO Station. Additionally, the proposal will support the continued vibrancy of Port Credit through the introduction of a context-sensitive built form. As such, it will assist in implementing the vision of the 2041 RTP.

4.4 Peel Region Official Plan (December 2016 Office Consolidation)

The Peel Region Official Plan ("ROP") provides Regional Council with a long-term framework for decision making. The ROP sets the Regional context for detailed planning for the three municipalities that comprise Peel Region (Brampton, Mississauga and Caledon) by protecting the environment, managing resources and directing growth. It also sets the basis for providing Regional services in an efficient manner. The ROP was adopted by Regional Council on July 11, 1996 through By-law 54-96 and subsequently approved by the Minister of Municipal Affairs and Housing on October 22, 1996. Appeals of the Plan were forwarded to the Ontario Municipal Board, which were separated into four OMB hearing phases. All parts of the Plan not under appeal became effective on October 1, 1997. Since this time, the ROP has been updated via Ministry and OMB approvals and various amendments over the years, which have been incorporated into the December 2016 Office Consolidation. The Plan outlines strategies to guide growth and development in Peel Region for the period 2005 to 2031 for the Urban System and 2005 to 2021 for the Rural System.

The Subject Lands are located within the Urban System and the Built-Up Area in accordance with Schedule D: Regional Structure (**Figure 5**) and Schedule D4: the Growth Plan Policy Areas in Peel

(**Figure 6**), respectively. The Subject Lands are also located in close proximity to Hurontario Street and Lakeshore Road West, identified as Major Roads, and a rail corridor in accordance with Schedule E: Major Road Network (**Figure 7**).

In applying the policies of the ROP, the overall goals are:

- To create healthy and sustainable Regional communities;
- To recognize, respect, preserve, restore and enhance the importance of ecosystem features, functions and linkages, and enhance the environmental well-being of air, water, land resources and living organism;
- To recognize the importance of a vital, competitive and diverse economy and a sound tax base, and manage and stage growth in accordance with the financial goals and overall fiscal sustainability of the Region; and,
- To support growth and development which takes place in a sustainable manner.

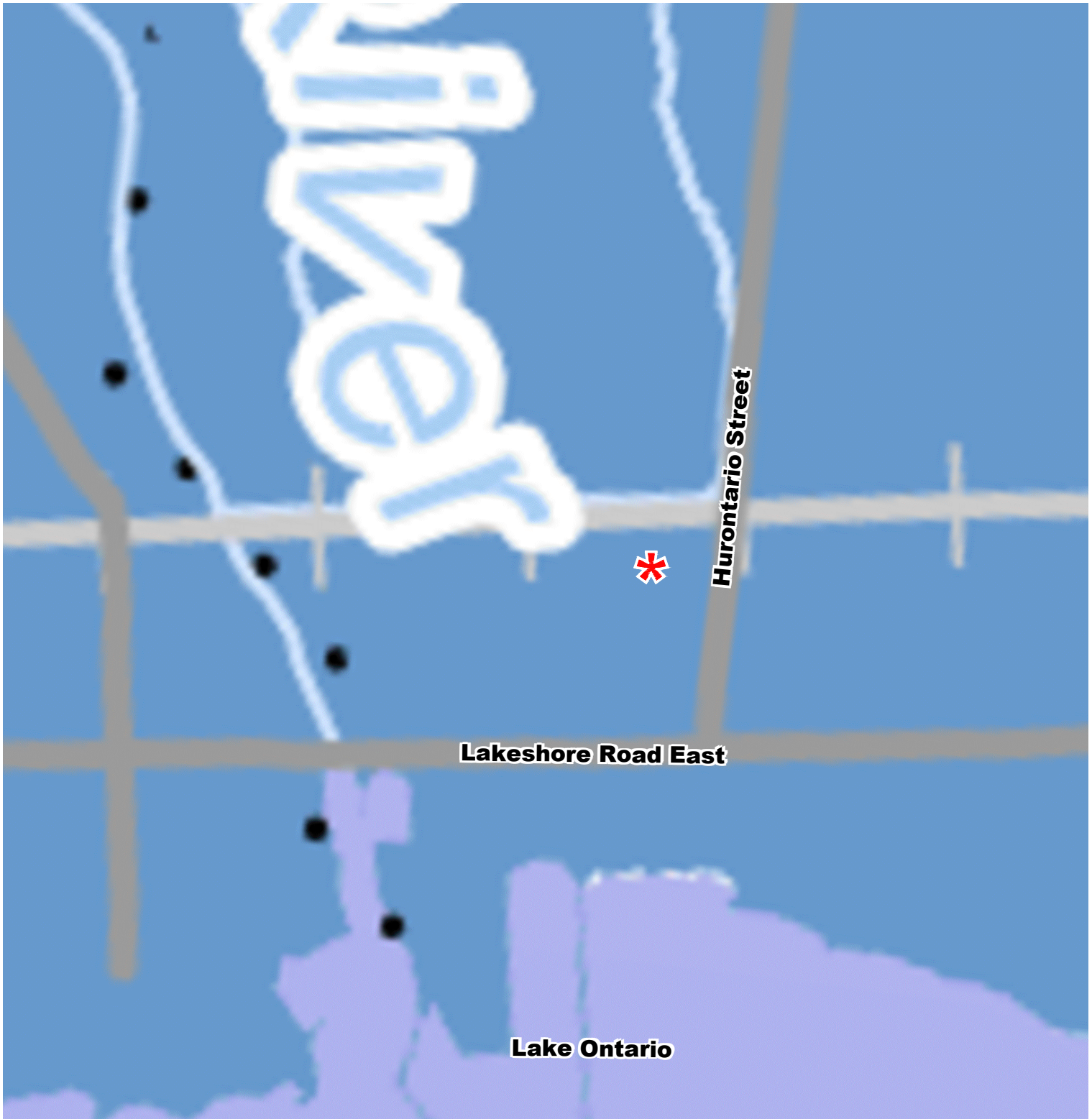
Chapter 4 of the ROP establishes the goals, objectives and policies for growth in the Region, including the population and employment forecasts to provide the framework for future growth in Peel. These forecasts serve as the basis for determining Regional services and establishing land requirements to accommodate growth to the year 2031. Ultimately, it is a goal to ensure that future growth of population, household and employment in Peel is anticipated and planned for, and that existing and future finances and services to accommodate this growth are provided in an effective and efficient manner (**Goal 4.1.2**). In accordance with the Regional Plan, Mississauga's population is anticipated to grow by 107,000 and 55,100 households for a total population of 805,000 and 270,000 households by 2031.

Chapter 5 of the ROP lays out a broad set of land use designations as part of the Regional Structure which are designed to respond to the pressures of growth in the context of a rapidly changing global economy, ongoing government financial restraint and potential effects of the natural environment, resources, residents, workers and communities in Peel. When planning for growth within the Region, it is the goal of the Plan to provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment and recreational and cultural activities which will be served and connected by a multi-modal transportation system and provide an efficient use of land, services, finances and infrastructure while respecting the natural environment (**Goal 5.1.2**).

Lands within the Regional Urban Boundary are referred to as the Urban System while lands outside of the Urban Boundary are referred to as the Rural System and are identified on Schedule D of the Plan. In accordance with Schedule D, the Subject Lands are located within the Urban System of the ROP and are designated as such (**Figure 5**). With respect to development, **Policy 5.3.2.2** states that it is the policy of Regional Council to direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, consistent with the policies of the ROP and the area municipal Official Plans. **The proposed development is located within the Urban Area, which is to be the focus of development and redevelopment.**

A series of general objectives and policies for the Urban System are provided in the ROP. Of particular relevance to the development proposal are the following Objectives:






- To achieve sustainable development within the Urban System (**Objective 5.3.1.2**);



Data Source: Region of Peel Official Plan- Schedule D

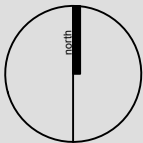
Figure 5
**Region of Peel
 Official Plan**
 Schedule D:
 Regional Structure
 78 Park St E & 22-28 Ann
 Street
 Mississauga, Ontario

LEGEND

-  Subject Lands
-  Urban System
-  Area With Special Polices
-  Waterbody
-  Railway

DATE: May 23, 2019

SCALE N.T.S



N:\16311D - 22-30 Ann Street, Mississauga\2019\Figure\CAD\16311D - Figure Mapping- Jan 23 2019.dwg

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE
 442 BRANT STREET BURLINGTON, ON. L7R 2G4
 P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM



Data Source: Region of Peel Official Plan- Schedule D4

Figure 6
Region of Peel
Official Plan
Schedule D4:
The Growth Plan
Policy Areas in Peel
78 Park St E & 22-28 Ann
Street
Mississauga, Ontario

LEGEND



Subject Lands



Railway



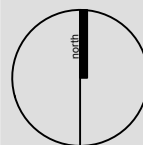
Built-Up Area



Waterbody

DATE: May 23, 2019

SCALE N.T.S



N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figures\CAD\16311D - Figure Mapping- Jan 23 2019.dwg



PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE

442 BRANT STREET BURLINGTON, ON. L7R 2G4
 P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM



Data Source: First Base Solutions Aerial Flown 2016

Figure 7
**Region of Peel
 Official Plan (In
 Effect)**
 Schedule E:
 Major Road Network
 78 Park St E & 22-28 Ann
 Street
 Mississauga, Ontario

LEGEND

Subject Lands

Freeway

Major Road

Railway

DATE: May 23, 2019

SCALE 0.108754

**PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE**
 442 BRANT STREET BURLINGTON, ON. L7R 2G4
 P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figure\CAD\16311D - Figure Mapping- Jan 23 2019.dwg

- To establish healthy complete communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities **(Objective 5.3.1.3);**
- To achieve intensified and compact form and a mix of land uses in appropriate areas that effectively use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services **(Objective 5.3.1.4);**
- To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive **(Objective 5.3.1.5);**
- To recognize the integrity and physical characteristics of existing communities in Peel **(Objective 5.3.1.7);**
- To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age **(Objective 5.3.1.8).**

The proposed development will assist in achieving these goals through the redevelopment and intensification of an underutilized site, with a more compact high density built form. The proposed development is located within close proximity to a variety of commercial, employment and recreational needs and will provide both residential and live-work units, which will contribute to a complete community. Additionally, the proposed development is well served by transit and represents an efficient use of land which utilizes its close proximity to local (bus) and higher-order transit (GO, future LRT) and recreational trails to promote transit usage and active transportation. The range of unit types contained in the proposal will attract new residents to the area seeking proximity to the GO network for commuting to/from work and older residents looking to downsize but remain within the Port Credit community. In providing for an intensified built form, the proposed development respects the physical characteristics of the existing community by integrating with adjacent buildings in its design, taking cues in terms of materials and colour palette from adjacent residential buildings which represent a significant portion of building typology within the Port Credit Community Node.

Within the Urban System, the ROP states that there are urban nodes and corridors identified in area municipal Official Plans and/or are identified by Metrolinx as a Mobility Hub but are not shown on Schedule D. The ROP acknowledges that these areas support intensification and public transit. **(Preamble, Section 5.3.3). The Subject Lands are located within a Mobility Hub identified by Metrolinx and, therefore, should be developed to support intensification and public transit. The proposed development will assist in achieving intensification around transit station areas and promote the use of public transit.**

Section 5.5 of the ROP contains policies related to growth management which are intended to contribute to the achievement of complete communities within the Region.

The ROP directs a significant portion of new growth to built-up areas, and promotes compact urban form, intensification and redevelopment. General objectives related to growth management in the ROP include supporting planning for complete communities that are "compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs" **(Policy 5.5.1.6). Policy 5.5.2.2** states that it is the policy of Regional Council to direct a significant portion of new growth to the built-up areas of the community through intensification. Intensification includes redevelopment, the development of underutilized lots within previously developed areas, infill development and the expansion or conversion of existing buildings. The

ROP states that all types of development can occur within areas already equipped with infrastructure and services (**Preamble 5.5.3**). The ROP utilizes an intensification target of directing a minimum of 40 per cent of all residential development occurring annually within the Region to be within the built-up area (**Preamble 5.5.3**). **As indicated in Figure 6, the Subject Lands are located within a built-up area. The proposed development represents an opportunity for intensification through redevelopment of underutilized lots within the built up area and will assist the Region in achieving its 40% intensification target.**

Objectives to achieve the minimum intensification target are further detailed within the ROP and are provide below:

- To achieve compact and efficient urban forms (**Objective 5.5.3.1.1**);
- To optimize the use of existing infrastructure and services (**Objective 5.5.3.1.2**);
- To revitalize and/or enhance developed areas (**Objective 5.5.3.1.3**);
- To intensify development on underutilized lands (**Objective 5.5.3.1.4**);
- To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments (**Objective 5.5.3.1.5**);
- To optimize all intensification opportunities throughout the Region (**Objective 5.5.3.1.6**); and,
- To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods (**Objective 5.5.3.1.8**).

The proposed development meets the above-noted objectives of the Regional Official Plan by providing for intensification on an underutilized site that is well serviced by transit and can be serviced by existing infrastructure, as demonstrated in the FSR report prepared in support of this proposal. The reduced parking rates proposed also support and align with the objective to reduce automobile dependence. The proposed development will introduce a compatible use and built form to support a vibrant neighbourhood and will reduce automobile dependency by providing convenient access to the Port Credit GO Station and planned Hurontario LRT.

Policy 5.5.3.2.2 states that it is the policy of Regional Council to facilitate and promote intensification. Specifically, intensification is to be accommodated within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area (**Policy 5.5.3.2.3**). **The Subject Lands are located within the built up area, an area identified by the Region for intensification, as shown in Figure 6. The proposed development provides an opportunity for intensification, consistent with the policies of the Plan. Additionally, the Subject Lands are located in an appropriate area for intensification given the close proximity to Hurontario Street and Lakeshore Road East, identified as major Roads, and a rail corridor in accordance with Schedule E: Major Road Network of the ROP, as shown in Figure 7.**

With respect to intensification and density targets, the ROP requires that by 2015 and for each year until 2025, a minimum of 40 per cent of the Region's residential development occurring annually to be located within the built-up area (**Policy 5.5.3.2.4**). The ROP also requires that by 2026 and for each year thereafter, a minimum of 50 per cent of the Region's residential development occurring annually will be within the built-up area and that to 2031, a minimum of 52,000 residential units shall be allocated within the built-up area (**Policy 5.5.3.2.5**). **The proposed development contributes a total of 313 residential units and 3 live-work units in order to contribute to achieving the intensification and density targets identified by the Region.**

Section 5.8 of the ROP contains policies related to the provision of housing in order to meet the full range and needs in Peel through sustainable development patterns. In particular, the Region emphasizes providing an appropriate range of housing types, sizes and densities (**Preamble 5.8**). The ROP contains, in part, the following objectives related to housing:

- To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel (**Objective 5.8.1.1**);
- To foster the availability of housing for all income groups, including those with special needs (**Objective 5.8.1.2**); and,
- To foster efficient and environmentally sensitive use of land and buildings in the provision of housing (**Objective 5.8.1.3**).

Policy 5.8.2.3 of the ROP states that the Region will encourage and support efforts to plan for a range of densities and forms of housing. **Table 4** of the ROP, displayed below, contains the annual minimum new housing unit targets in Peel.

Table 8: Annual Minimum New Housing Targets for Peel Region

	Social Housing	Affordable Rental	Market Rental and Affordable Ownership	Market Ownership
Peel	17%	3%	35%	45%

Section 5.8.5 of the ROP contains policies related to energy efficient housing, guided by an objective to promote energy conservation and technologies that lead to energy efficient housing in existing homes and new residential development (**Objective 5.8.5.1.1**). Energy and water efficient technologies are to be promoted in new residential development, redevelopment, and intensification to the development industry (**Policy 5.8.5.2.1**).

The proposed development will provide for a range of housing types including 1, 2 and 3 bedroom units that will support a range of household types and sizes for current and future residents of Port Credit. The mix of housing units will also support a variety of age groups and will foster a community that accommodates a range of life stages among its residents. The proposed development will also assist in achieving the Region's target to have 45% of new housing units be market ownership. The proposal also incorporates elements of green building design, as described in Section 3 of this report which achieves the Regional goal to promote energy efficient buildings as part of residential intensification.

Section 5.9 of the ROP provides policy direction on the transportation system in Peel. The intention of these policies is to provide a transportation system that serves the needs of residents, employees and visitors through increased sustainability by: considering all modes of travel and promoting the efficient movement of people and goods; focusing on moving people by modes other than single-occupant automobile; maximizing the use of existing transportation infrastructure; increasing travel choices to meet diverse needs; minimizing the environmental and health impacts of transportation; supporting economic development; considering social and cultural objectives; promoting the integration of transportation planning and land use planning; and, developing predictable and sustainable funding for a multi-modal transportation system (**Preamble, Section 5.9**).

The ROP sets out several objectives related to creating a sustainable transportation system, including developing and promoting a sustainable, safe, efficient, effective and integrated multi-modal transportation system (**Objective 5.9.1.2**). It is the policy of Regional Council to support the integration of transportation system planning, land use planning and transportation investment at all stages of the planning process (**Policy 5.9.2.3**). Existing and new Regional transportation infrastructure is to be optimized to support growth in an efficient, compact form (**Policy 5.9.2.5**). As part of the development review approval process, the magnitude and timing of development proposals relative to the anticipated transportation demand of the proposed development, and anticipated cumulative transportation effects on Regional facilities are to be considered (**Policy 5.9.2.8**). **The proposed development will assist in optimizing existing and planned transportation facilities including the GO network and the planned LRT by providing a high density compact built form containing 313 residential units and 3 live-work units in close proximity to existing and future transit stations. Transportation considerations have been integrated into the proposal, as demonstrated by the traffic study prepared in support of this application which demonstrates that the proposal will not cause negative traffic impacts.**

Policies related to the inter- and intra-regional transit network are contained in **Section 5.9.5** of the ROP. Objectives related to the Region's transit system include supporting and encouraging a higher use of public transit and an increase in transit modal share within the Region (**Objective 5.9.5.1.1**) as well as transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, GO Stations and mobility hubs (**Objective 5.9.5.1.4**). **Policy 5.9.5.2.10** states that the Region will encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes. **The proposed development is located in close proximity to the Port Credit GO Station, identified by Metrolinx as a Gateway Mobility Hub, and will provide a transit-supportive density. TDM measures, including reduced parking, will support and encourage higher use of public transit and increase the modal share of transit within Peel. The proposal is located in area identified for growth by the Region and will contribute to the enhanced viability of the Region's transit system.**

The ROP recognizes the transportation system's relationship with, and impact on, the environment. **Objective 5.9.8.1.1** of the ROP is to improve air quality and reduce the greenhouse gas emissions produced by vehicles using Peel's transportation system. The ROP also promotes a transportation system that encourages energy conservation (**Objective 5.9.8.1.2**). **The proposed development will assist in achieving these objectives by promoting and encouraging sustainable transportation modes such as transit and active transportation through the provision of bicycle parking spaces and reduced vehicle parking rates, among others. The proposal's close proximity and access to the adjacent GO Station and multiple active transportation trails will reduce the number of trips taken by private vehicle and improve air quality and reduce transportation-related greenhouse gas emissions.**

With respect to Transportation Demand Management, the ROP contains several objectives aimed at making optimal use of existing and future transportation facilities and services. Relevant objectives are listed below:

- **Objective 5.9.9.1.1:** to reduce auto dependency by promoting sustainable modes of transportation.

- **Objective 5.9.9.1.2:** to provide a range of transportation services to meet the diverse needs of the population.
- **Objective 5.9.9.1.3:** to maximize the capacity of the transportation system to move both people and goods.

The proposed development will assist the Region in achieving the aforementioned objectives by providing a high density compact built form that is transit oriented and promotes sustainable modes of transportation including transit (GO train/bus and MiWay bus) and active transportation (walking and cycling). The proposal will assist in maximizing the capacity of the transportation system to move people throughout the Region and the City through its close proximity to existing and planned transportation services which will enhance ridership for daily needs and reduce car dependency.

Relevant ROP objectives related to active transportation are listed below:

- **Objective 5.9.10.1.1:** to increase the share of trips made using active transportation.
- **Objective 5.9.10.1.2:** to encourage and support the development of a safe, attractive, accessible and integrated network of bicycle and pedestrian facilities that enhances the quality of life, and promotes health, of Peel residents.

The proposed development will assist the Region in promoting active transportation and increasing the share of trips made by walking and cycling. The proposals location to nearby shops, services community amenities and trails encourages walking and cycling for daily needs as opposed to private vehicles. The proposal is located in close proximity to a network of existing and planned active transportation trails along the Lake Ontario waterfront and Hurontario Street which will support active transportation among future residents. The proposal also contains 248 of bicycle parking spaces on-site (222 long-term and 26 short-term) which will accommodate active transportation among future residents.

Conformity Statement

The proposed development meets the applicable goals, objectives and policies of the Peel Region Official Plan and represents an intensification opportunity that supports sustainable, cost-effective, growth. The development will provide a density and built form consistent and compatible with the surrounding area and give residents additional housing choice by providing a mix of one, two, and three bedroom units within a tall building. The proposed development and associated Zoning By-law Amendment will contribute to the achievement of Regional objectives for Urban Areas, Intensification Areas, housing, transportation and healthy communities and is in conformity with the applicable policies of the Region of Peel Official Plan

4.5 City of Mississauga Official Plan (March 2019 Consolidation)

The City of Mississauga Official Plan (MOP) provides direction for the City's growth and articulates a vision for the future of the City. It was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The MOP came into partial effect on November 14, 2012, when the Ontario Municipal Board approved the MOP with modifications. Since this time, certain appeals have been withdrawn; further decisions have been made by the Board; and further amendments have been made to reflect Council approved Official Plan Amendments. The most recent consolidation reflects these decisions up to March 13, 2019. For

those portions of the Plan that remain under appeal, the relevant policies in the Mississauga Plan (2003) will remain in effect.

The MOP provides planning policies to guide the City's development to the year 2031. The policies are intended to direct and manage the change of the City and set the context for the review and approval of development applications.

In accordance with the various schedules of the MOP, the Subjects Lands are designated as follows:

- Community Node (Schedule 1b: Urban System – City Structure) (**Figure 8 and 9**)
- Intensification Corridor (Schedule 2: Intensification Areas) (**Figure 12**)
- Mixed Use (Schedule 10: Land Use Designations) (**Figure 15**)

An analysis of the policies of the Mississauga Official Plan, as they relate to the proposed development and amendment application, is provided in the following sections.

4.5.1 Vision

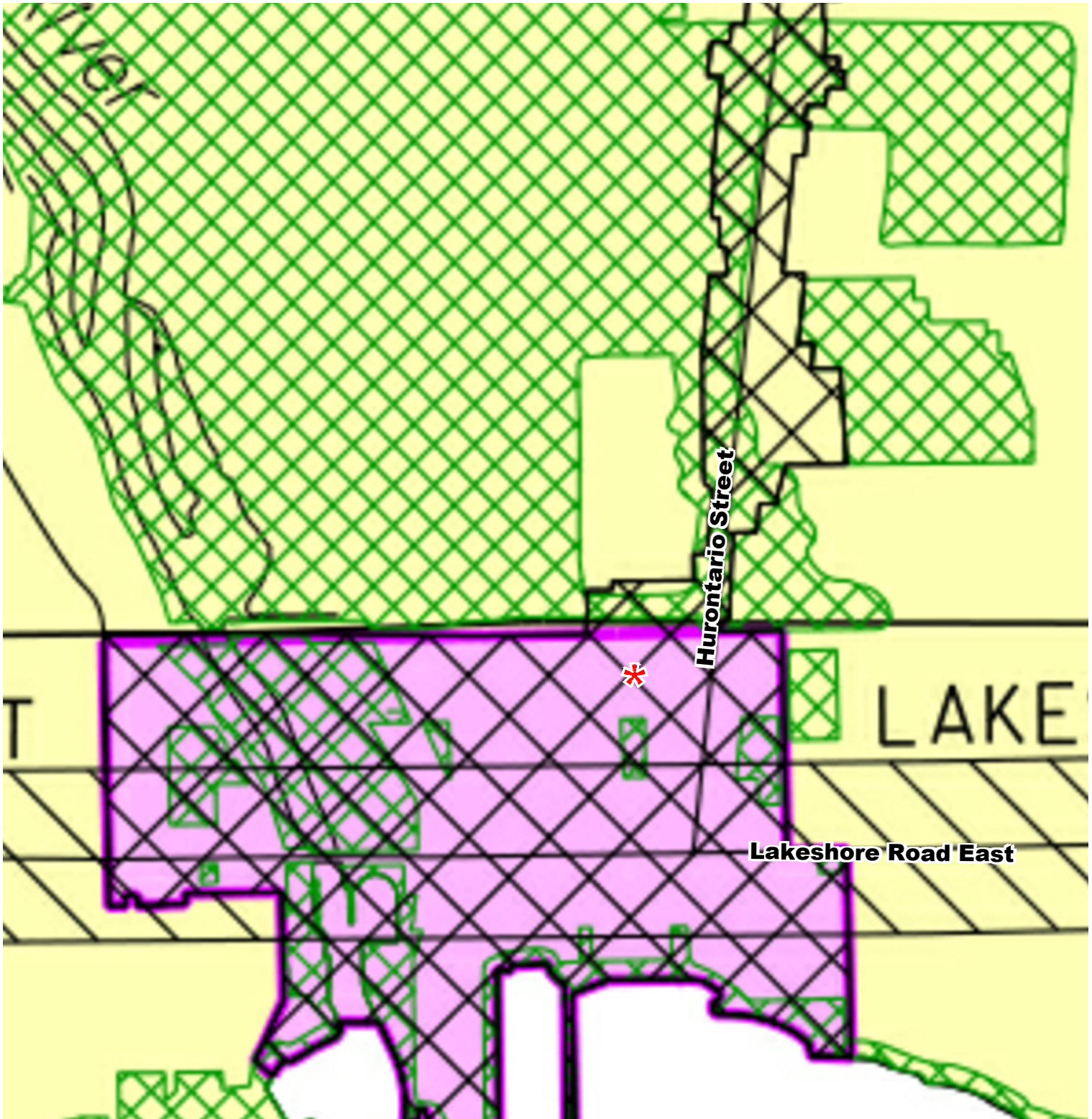
Section 4 of the MOP establishes the vision for Mississauga. The Plan states that that Mississauga will be a beautiful sustainable city that protects its natural and cultural heritage resources; the city will plan for a strong, diversified economy supported by a range of mobility options and a variety of housing and community infrastructure to create distanced, complete, communities; and, that Mississauga will become a resilient city that proactively plans for and has the capacity to respond to challenges and stresses to its natural and built environment.

In order to achieve the vision, eight guiding principles for guiding land use have been established. Of these, the following apply to the proposal:

- Preserve the character, cultural heritage and livability of Mississauga's communities;
- Maintain and promote a strong and sustainable, diversified economy that provides a range of employment opportunities for residents and attracts lasting investment to secure financial stability;
- Provide a range of mobility options for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;
- Plan for a wide range of housing, jobs and community infrastructure resources so that they are able to meet the daily needs of the community through all stages of life; and,
- Support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments.

The development responds to these principles by:

- **Providing a building form and design that is compatible with the existing character of the area;**
- **Incorporating live-work units to provide a range of opportunities for businesses that is flexible to meet the needs of existing and future residents;**
- **Including bicycle parking and linkages to these pedestrian network and public transit network;**
- **Ensuring a mix of unit types, including live-work units; and,**



Data Source: City of Mississauga Official Plan- Schedule 1

Figure 8
**City of Mississauga
 Official Plan**
 Schedule 1:
 Urban Systems

78 Park St E & 22-28 Ann
 Street
 Mississauga, Ontario

LEGEND



Subject Lands



Community Node



Neighbourhood



Green System



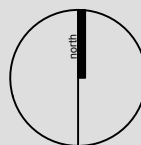
Corridor



Intensification Corridor

DATE: May 21, 2019

SCALE N.T.S

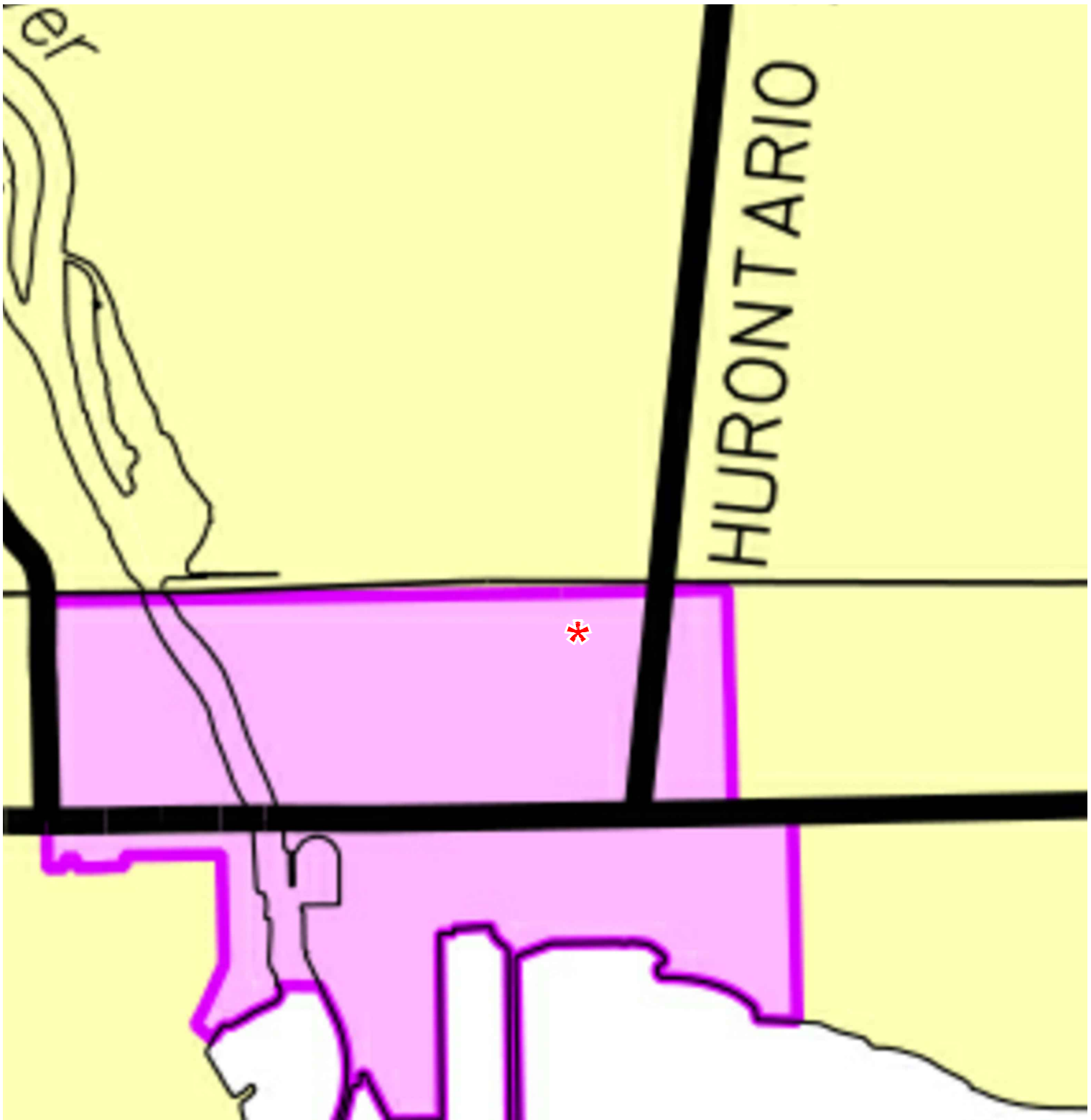


N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figure\CAD\16311D - Figure Mapping- Jan 23 2019.dwg



PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE




442 BRANT STREET BURLINGTON, ON. L7R 2G4
 P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM



Data Source: City of Mississauga Schedule 1B

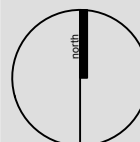
Figure 9
**City of Mississauga
 Official Plan**
 Schedule 1B:
 Urban Systems- City
 Structure
 78 Park St E & 22-28 Ann
 Street
 Mississauga, Ontario

LEGEND

-  Subject Lands
-  Community Node
-  Neighbourhood

DATE: May 21, 2019

SCALE N.T.S



N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figures\CAD\16311D - Figure Mapping- Jan 23 2019.dwg

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE
 442 BRANT STREET BURLINGTON, ON. L7R 2G4
 P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

- **Incorporating high quality urban design which enhances the skyline while protecting view corridors to Lake Ontario.**

A series of strategic actions, categorized in six themes, are also identified within the MOP which are to implement the guiding principles. Of these, the following apply to the proposal:

- Focus on directing growth to locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities;
- Ensure that communities include or provide access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of life;
- Integrate land use and transportation planning and sustainable design so that new development is directed to locations that support existing and planned transit and active transportation facilities; and,
- Ensure that the urban form of the city contributes positively to everyday living in Mississauga.

The development responds to these strategic actions by:

- **Providing 313 units and 3 live-work units in the form of a high density building immediately adjacent to higher order transit including the Port Credit GO Station, the planned Hurontario LRT and a MiWay bus terminal;**
- **Providing growth in close proximity to a variety of retail stores, grocery stores parks, offices and other employment opportunities to support the daily living of residents within the community; and,**
- **Applying TDM practices such as reduced parking and long-term and short-term bicycle parking to encourage and support the use of transit and active transportation.**

4.5.2 Growth Management

The Growth Management policies and objectives for the City are provided in **Section 5** of the MOP. The introduction of this section states that the City's population and employment growth will be encouraged in areas with existing and proposed service and infrastructure capacity, particularly transit and community infrastructure. The City also encourages compact, mixed use development in appropriate locations and enhancing opportunities for walking and cycling. Over time, it is intended that the City will evolve to include a vibrant Downtown, a number of mixed use Major Nodes and Community Nodes, Corporate Centres, stable residential Neighbourhoods and Employment Areas which will coexist with a healthy system of green spaces and be connected by a network of Corridors that support high levels of transit uses and mobility options.

Policy 5.1.1 contains a table displaying the population forecasts for Mississauga from 2009 to 2031. By 2031, the City is anticipated to have a population of 805,000, representing an increase of 75,000, and an employment base of 510,000. To accommodate this growth, **Policy 5.1.2** sets out that the City will ensure there is adequate land capacity to accommodate population and employment growth to 2031. Forecast growth will be directed to appropriate locations to protect ecological functions, public health and safety; utilize existing and proposed services and infrastructure such as transit and community infrastructure; minimize environmental and social impacts; meet long term needs; build strong, livable, universally accessible communities; and, promote economic prosperity (**Policy 5.1.3**). Intensification Areas are to accommodate most of

Mississauga's future growth (**Policy 5.1.4**). Compact, mixed use development that is transit supportive is encouraged by the City (**Policy 5.1.6**). Further, new development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure (**Policy 5.1.9**).

The proposed development will assist the City in achieving the 2031 population forecast numbers by providing 313 residential units within the urban area of Mississauga. The proposal will also contribute to the 2031 employment forecast by providing live-work units. As demonstrated in Figure 10, the Subject Lands are located in an Intensification Corridor in accordance with Schedule 2, suggesting that intensification is appropriate for the area. Further, the proposed development will provide for growth in an area that is appropriate for intensification given the close proximity to existing and proposed transit services such as GO Transit and the Hurontario LRT, and mix of retail, recreational and employment uses which will contribute to a livable and accessible complete community. The Functional Servicing Report submitted as part of this application demonstrates that the proposed development does not exceed the capacity of existing and planned infrastructure.

Section 5.3 of the MOP provides policies related to a City Structure that recognizes the different functions that various areas across the City perform. As noted previously, the Subject Lands are identified as a Community Node in accordance with **Schedule 1b**. Specifically, Community Nodes are intended to provide for a mix of population and employment uses. **Section 5.3.3** provides further policy direction for Community Nodes and notes that these areas provide access to a range of uses required for daily living including local shops and restaurants, community facilities, cultural heritage and entertainment uses, schools, parks, open space and a diverse range of housing stock (**Preamble, Section 5.3.3**). The Port Credit Community Node is specifically identified as exhibiting desirable characteristics of an established Community Node that is compact, mixed use development with walkable streets and a strong sense of place and community identity. Community Nodes are intensification areas and are to achieve a gross density of between 100 and 200 residents and jobs combined per hectare (**Policies 5.3.3.3 and 5.3.3.4**). Further, Community Nodes will achieve an average population to employment ratio between 2:1 and 1:2 (**Policy 5.3.3.6**). Community Nodes are intended to develop as centres for surrounding Neighbourhoods and be a location for mixed use development (**Policy 5.3.3.8**). Development in Community Nodes is to 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 (**Policy 5.3.3.11**). Community Nodes are also to be serviced by frequent transit service that provide city-wide connections and may also be serviced by higher order transit (**Policy 5.3.3.12**). Community Nodes will also be developed to support and encourage active transportation as a mode of transportation (**Policy 5.3.3.13**).

The proposed development will assist the City in achieving the established targets for Community Nodes by providing an additional 313 residential units. Further, the integration of three live-work units will also contribute to the realization of a mixed-use community in Port Credit and contribute to the achievement of the desired employment ratio. The proposal will ensure that the Port Credit Community develops as a mixed used area that is compact, walkable and offers a range of housing due to the Subject Land's close proximity to transit and variety of community amenities within walking distance. The Subject Land's location adjacent to the Port Credit GO Station and planned Hurontario LRT, coupled with the proposal's reduced parking ratio and on-site bicycle storage, will support and encourage transit usage and active transportation.

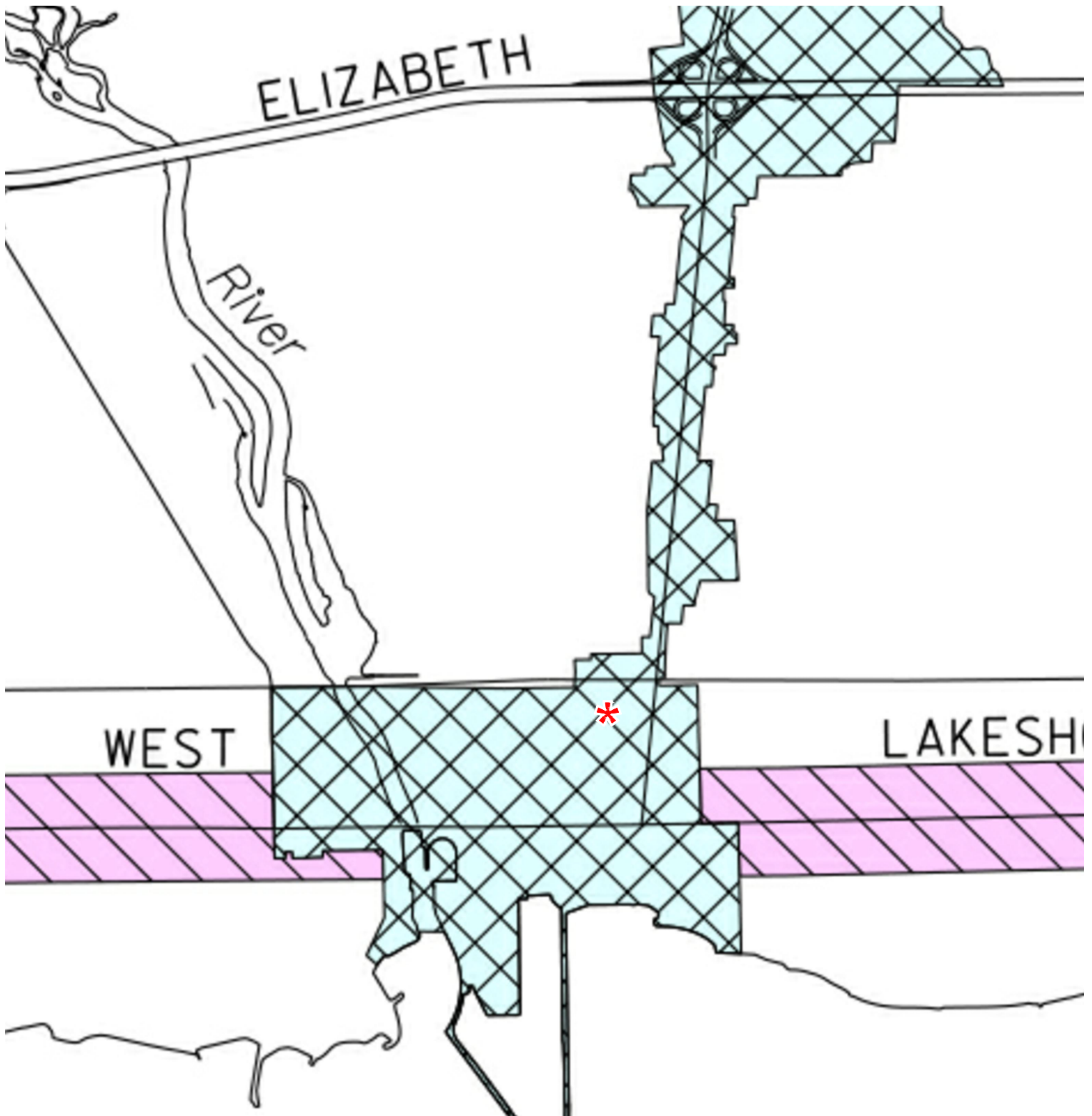
Section 5.4 provides policies related to Corridors. The Subject Lands, and the entirety of the Port Credit Community Node, are located within an Intensification Corridor in accordance with Schedule 1c (**Figure 10**). Some corridors are identified in the MOP where additional policies apply. Hurontario Street has been identified as an Intensification Corridor (**Policy 5.4.11**). Low density residential development is discouraged from located within Intensification Corridors (**Policy 5.4.13**). The Hurontario Street Intensification Corridor is comprised of lands along Hurontario Street from Lake Ontario in Port Credit to the City's limit to the north (**Policy 5.4.14**). The Subject Lands are contained within the Hurontario Street Intensification Corridor as shown in **Map 5-1** of the MOP (**Figure 11**). Light Rail Transit Stations which will be located along the Hurontario Street Intensification Corridor to serve the proposed LRT system are a form of Major Transit Station Areas, as identified on Schedule 2: Intensification Areas and Schedule 6: Long Term Transit Network (**Policy 5.4.15**). The Subject Lands are also located within a Major Transit Station Area.

Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor (**Policy 5.4.3**). Development on Corridors should be compact, mixed use and transit friendly and appropriate to the surrounding Neighbourhood (**Policy 5.4.4**).

The Subject Lands are located in close proximity to an existing Mississauga Transit Terminal, an existing Commuter Rail Station, and a Mobility Hub. The Subject Lands are also located within a 500-metre radius circle from a Major Transit Station Area, providing access to a range of local and higher-order transit facilities. The development proposal provides a mixed-use building in a compact form that is sympathetic to the surrounding context. The proposal replaces existing low -density residential uses with a high density use that provides for an optimization of underutilized lots. The proposed development is consistent with MOP policies related to Corridors and will assist in achieving development that is compact and mixed use within the Hurontario Corridor.

The Subject Lands are located within an Intensification Area in accordance with Schedule 2 (**Figure 12**). **Section 5.5** provides policy direction regarding Intensification Areas, identifying that these are areas where the majority of growth in Mississauga is to be directed. Development in these areas is to promote the qualities of complete communities (**Policy 5.5.5**). Additional relevant policies related to Intensification Areas are summarized below:

- **Policy 5.5.4:** Intensification Areas will be planned to reflect their role in the City Structure hierarchy.
- **Policy 5.5.7:** mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged.
- **Policy 5.5.8:** residential density should be sufficiently high to support transit usage.
- **Policy 5.5.9:** intensification areas will be planned to maximize the use of existing and planned infrastructure.
- **Policy 5.5.13:** Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.






Data Source: City of Mississauga Schedule 1C

Figure 10
**City of Mississauga
 Official Plan**
 Schedule 1C:
 Urban System- Corridors

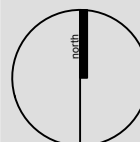
78 Park St E & 22-28 Ann
 Street
 Mississauga, Ontario

LEGEND

-  Subject Lands
-  Corridor
-  Intensification Corridor

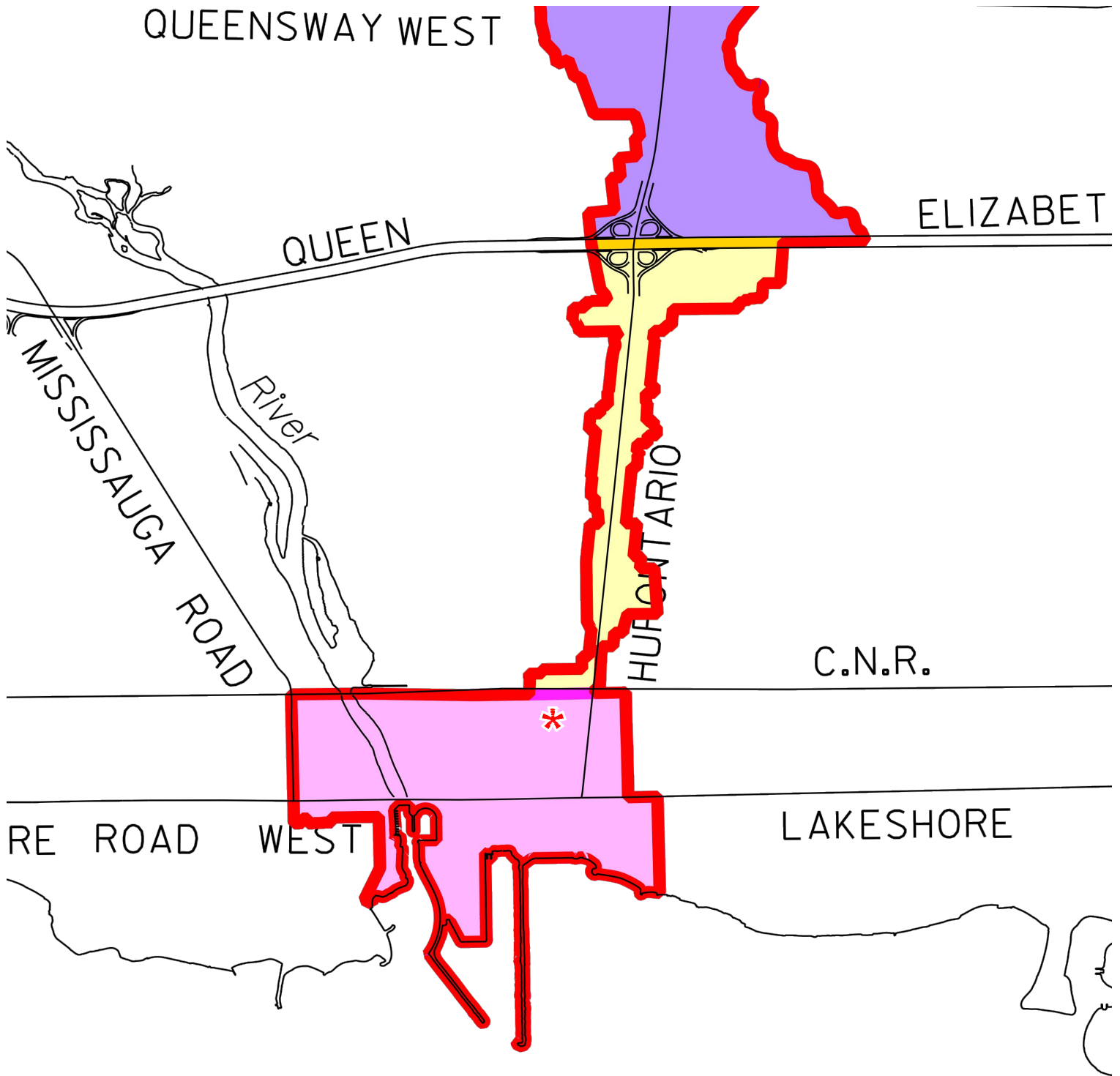
DATE: May 21, 2019

SCALE N.T.S



N:\16311D - 22-30 Ann Street, Mississauga\2019\Figures\CAD\16311D - Figure Mapping- Jan 23 2019.dwg

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE
 442 BRANT STREET BURLINGTON, ON. L7R 2G4
 P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM



ONTARIO

Data Source: City of Mississauga Official Plan- Schedule 2

Figure 11 City of Mississauga Official Plan

Map 5-1:
Hurontario Street
Intensification Corridor
78 Park St E & 22-28
Ann Street
Mississauga, Ontario

LEGEND



Subject Lands



Neighbourhood



Hurontario Intensification Corridor



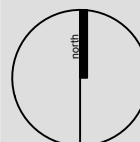
Downtown



Community Node

DATE: May 21, 2019

SCALE N.T.S.

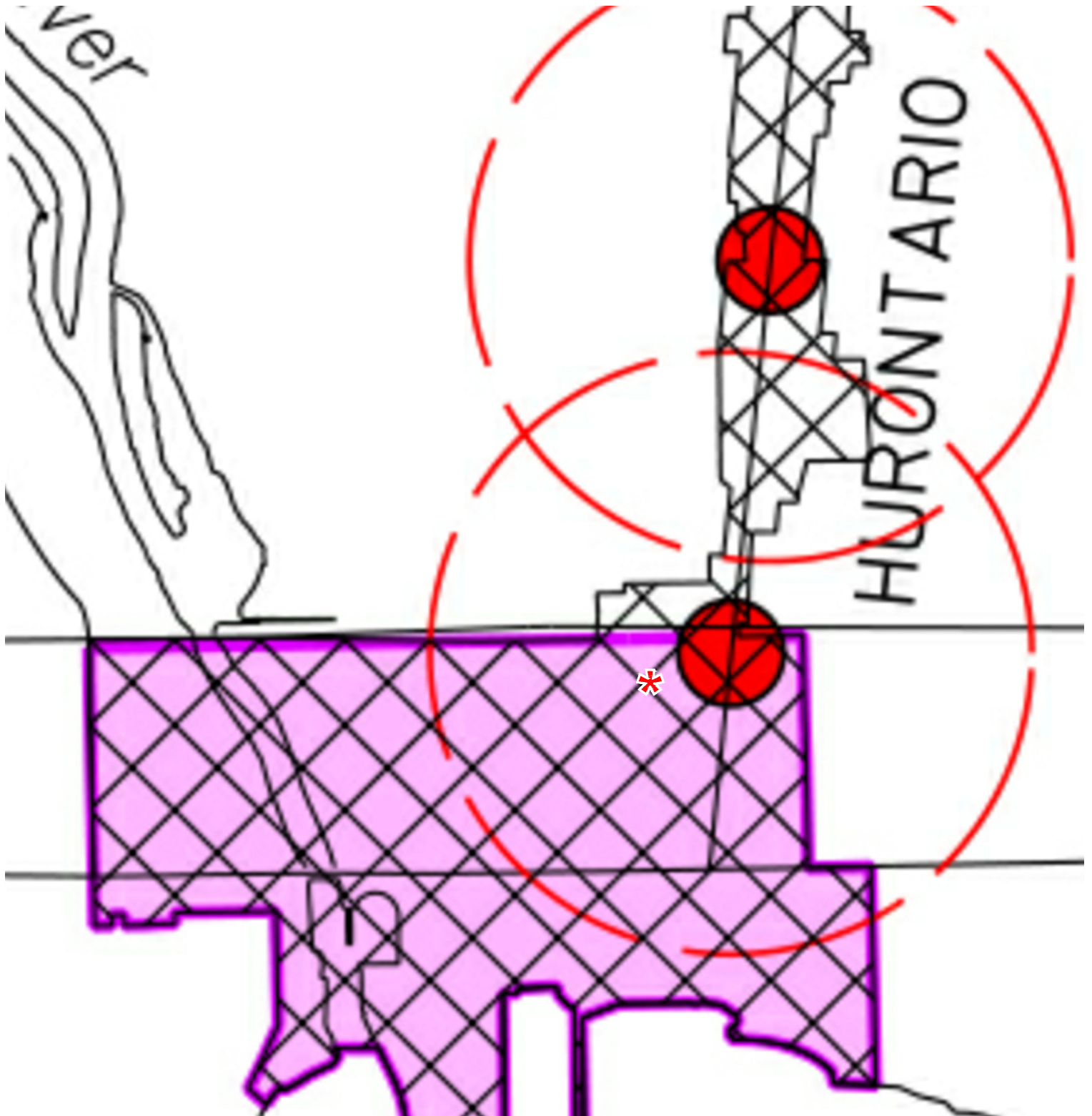


N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figures\CAD\16311D - Figure Mapping- Jan 23 2019.dwg



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

442 BRANT STREET BURLINGTON, ON, L7R 2G4
P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM



Data Source: City of Mississauga Official Plan- Schedule 2

Figure 12 City of Mississauga Official Plan

Schedule 2:
Intensification Areas

78 Park St E & 22-28
Ann Street
Mississauga, Ontario

LEGEND



Subject Lands



Intensification Corridor



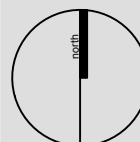
Community Node



Major Transit Station Area
With 500m Radius Circle

DATE: May 21, 2019

SCALE N.T.S.



N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figures\CAD\16311D - Figure Mapping- Jan 23 2019.dwg



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

442 BRANT STREET BURLINGTON, ON. L7R 2G4
P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

- **Policy 5.5.16:** Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.

The proposed development conforms to the City's policy direction for land use by providing for an intensified form of development on an underutilized site within an identified Intensification Area. The proposal will provide a mix of high density housing and live-work units which will support transit usage along both regional and local transportation networks. The proposal will assist in achieving the City's goal to have Intensification Areas maximize the use of existing and planning infrastructure by accommodating demand for growth within the urban boundary and in an area serviced by municipal water and wastewater services and existing and planned transit. The proposal also conforms to the City's policy direction for Major Transit Station Areas by meeting the minimum height requirement of 2 storeys and reflecting the height limit of 22 storeys as identified in the Port Credit Local Area Plan.

4.5.3 Complete Communities

Policies for ensuring that the City develops as a complete community are provided in **Section 7** of the MOP. These policies address elements of urban living particularly important to completing communities, including meeting the housing needs of citizens; providing opportunities for education, continuous learning, physical fitness, leisure and social interaction and worship and spiritual contemplation; protecting and enjoying cultural heritage; providing the inclusion of art and culture in the daily experience of residents and visitors; and creating areas with distinct identity that foster community identity and pride. Ultimately the goal is to create inclusive communities where people are connected, supported and flourish. In order to create a complete community and develop a built environment supportive of public health, **Policy 7.1.3 (a-d)** states that the City will: encourage compact, mixed use development; design streets that foster alternative modes of transportation; encourage environments that foster incidental and recreational activity; encourage land use planning practices conducive to good public health. **The proposed development has been prepared in consideration of these elements and will provide a compact development in close proximity to alternative forms of transportation and publicly accessible greenspace for recreational and leisure activity and, ultimately, will contribute to ensuring Port Credit continues to evolve as a complete community.**

4.5.3.1 Housing

Section 7.2 provides specific policy direction related to housing in Mississauga and states that most future additions to the City's housing stock will be in higher density forms. Housing is to be provided in a manner that maximized the uses of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents (**Policy 7.2.1**). The Plan encourages the creation of new housing in Community Nodes that meets the needs of a diverse population, including young and older adults and families (**Policy 7.2.9**). **Policy 7.2.2 a)** states that the City will provide opportunities for the development of a range of housing choices in terms of type, tenure and price. **Policy 7.2.3** states that when making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. **Policy 7.2.12** states that conversion or demolition of a residential rental property exceeding six dwelling units will not be permitted if it adversely

affects the supply of affordable rental housing as determined by affordable housing targets and rental vacancy rates.

The proposal represents an optimization of several underutilized parcels of land in conformity with the direction of Policy 7.2.1. The proposed development will maximize the use of community infrastructure and meet the housing needs and preferences of residents by providing for a more efficient use of the Subject Lands which will remove three rental units and add 313 condominium units and three live-work units to the city's housing stock. There is a triplex on the Subject Lands which will be demolished to facilitate the redevelopment. The three rental units contained within the triplex are below the threshold for conversion/ demolition identified in Policy 7.2.12 and, therefore, the demolition is permitted. Further, this transformation is appropriate for the area and will contribute to the available housing stock in the area. A variety of unit types are proposed, including 1, 2 and 3-bedrooms units, and live-work units which will provide a range of housing choice in terms of size and price to current and future residents at various stages of life.

4.5.3.2 Heritage Planning

Section 7.4 provides policy direction with respect to the conservation and preservation of cultural heritage resources in the City. **Policy 7.4.1.2** states that Mississauga will discourage the demolition, destruction or inappropriate alteration or reuse of cultural heritage resources. Additionally, the City will require development to maintain locations and settings for cultural heritage resources that are compatible with and enhance the character of the cultural heritage resource (**Policy 7.4.1.3**). **Policy 7.4.1.10** requires that a Heritage Impact Assessment be prepared for any construction, development or property alteration that might adversely affect a listed or designated cultural heritage resources or which is proposed adjacent to a cultural heritage resource. Similarly, **Policy 7.4.2.2** requires documentation, which may be in the form a Heritage Impact Assessment, to be provided to the satisfaction of the City and any appropriate advisory committee prior to the demolition or alteration of a cultural heritage resource. **The properties at 78 Park Street East, 24 Ann Street and 26 Ann Street are properties for which Heritage Impact Assessments were prepared. The findings of each study determined that the existing structures are not worthy of designation under the *Heritage Act*. Based on the findings of the HIAs, the City's Heritage Advisory Committee approved requests to demolish these buildings (see Appendix 2). Accordingly, it can be concluded that the proposal meets the heritage policies of the MOP.**

4.5.3.3 Distinct Identities

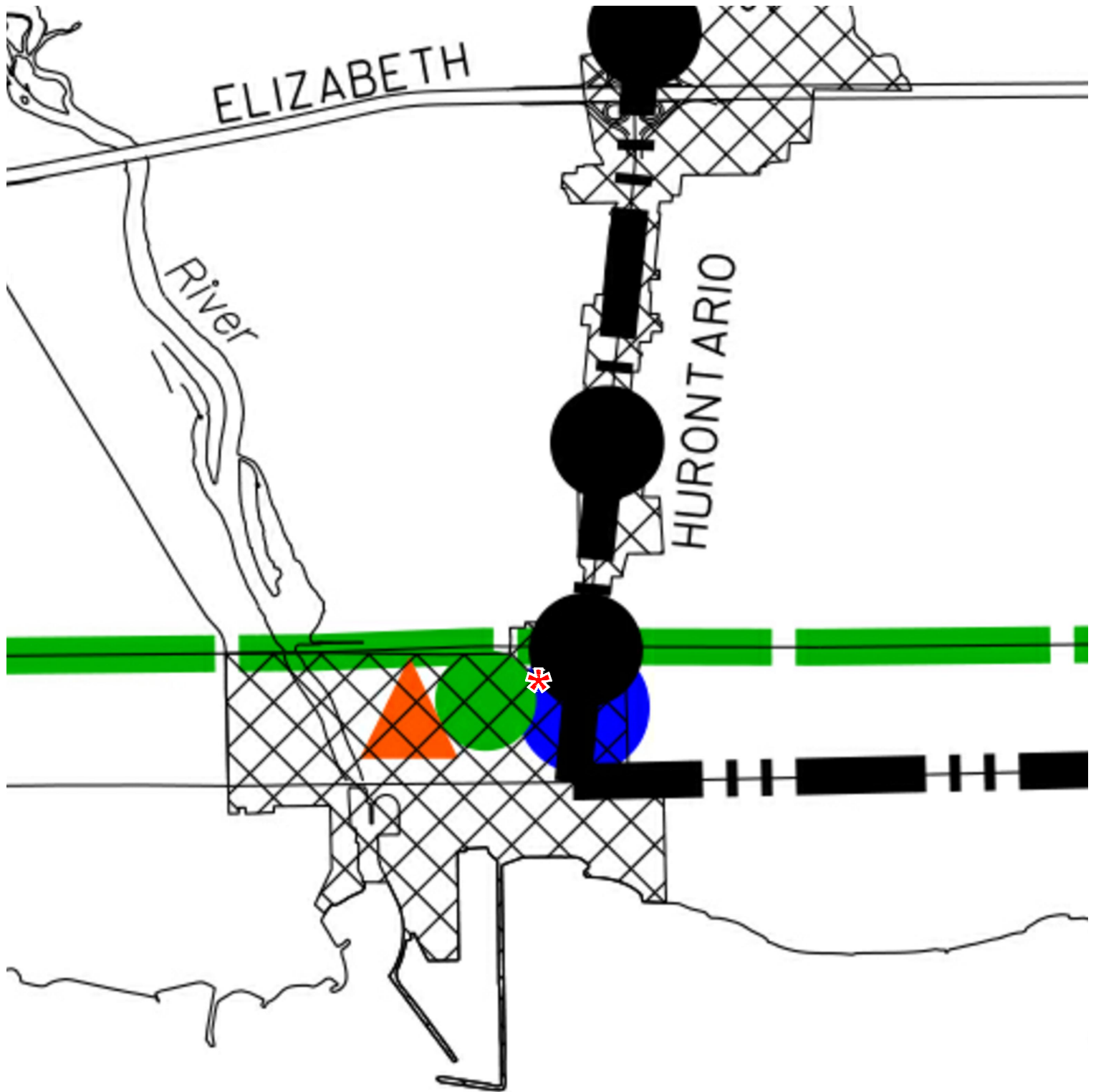
Section 7.6 of the MOP deals with maintaining and creating distinct urban identities through placemaking opportunities throughout Mississauga. The preamble states that new development, particularly the Major Nodes and Community Nodes, a distinct identity should be created based on the history, needs and characteristics of residents. **Policy 7.6.1.2** states that built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition. Additionally, a distinct identify is to be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment and new development will be compatible with the physical, social and environmental attributes of the existing community (**Policies 7.6.1.3 and 7.6.1.5**).

The proposed development incorporates high quality urban design that provides a unique placemaking opportunity for Port Credit. The proposal provides for a pedestrian friendly streetscape and consistent streetwall along Ann and Park Streets that is distinctly urban in nature and reflective of the street typologies identified in the Local Area Plan and Built Form Guide. The prominence of the intersection at Ann Street and Park Street represents an opportunity to create a unique identity through high quality urban design elements which emphasize the Subject Land's proximity to the Port Credit GO Station. Further discussion on urban design elements incorporated into the development proposal is provided in Appendix 5.

4.5.4 Transportation

Section 8 of the MOP contains policies related to creating a sustainable, multi-modal neighbourhood comprised of different modes of travel including transit, vehicular, active transportation, rail and air travel. The **preamble of Section 8.1** states that vehicle trips should be shortened in response to the creation of mixed use nodes that support the daily needs of surrounding residential and business communities. Automobile trips are to be reduced as opportunities to travel by transit, cycling and walking improve. The Subject Lands are located along in proximity to an existing commuter rail station and LRT Station and within an identified Mobility Hub, as shown on **Schedule 6: Long Term Transit Network (Figure 13)**. The following transportation policies are of relevance to the development proposal:

- To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques (**Policy 8.1.8**).
- Encourage TDM strategies that promote transit use and active transportation (**Policy 8.5.1**);
- In reviewing development applications, Mississauga will require area wide or site specific transportation studies to identify the necessary transportation improvements to minimize conflicts between transportation and land use, and to ensure that development does not precede necessary road, transit, cycling and pedestrian improvements (**Policy 8.1.16**);
- Proponents of development applications, will be required to demonstrate how pedestrian and cycling needs have been addressed (**Policy 8.2.4.3**);
- Mississauga will require that access, and parking facilities and other destination amenities for cyclists are incorporated into the design of all buildings and Major Transit Station Areas, as appropriate (**Policy 8.2.4.4**);
- The transit network will be supported by compact, pedestrian oriented, mixed land use development in nodes and where appropriate, in mobility hubs and along Corridors (**Preamble, Section 8.2.4**);
- Off-street parking facilities for vehicles and other modes of travel, such as bicycles, will be provided in conjunction with new development and will: provide safe and efficient access from the road network; provide for the needs of people with disabilities; and, support TDM initiatives (**Policy 8.4.1**);



Data Source: City of Mississauga Official Plan- Schedule 6

Figure 13 City of Mississauga Official Plan

Schedule 6:
Long Term Transit
Network

78 Park St E & 22-28 Ann
Street
Mississauga, Ontario

LEGEND



Subject Lands



Existing Commuter Rail



Existing Commuter Rail
Station



Light Rail Transit Station



Higher Order Transit
Corridor



Mobility Hub



Intensification Corridor



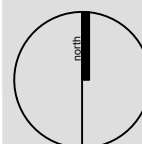
Existing Mississauga
Transit Terminal



Provincial Highway
and Interchange

DATE: May 23, 2019

SCALE N.T.S



N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figures\CAD\16311D - Figure Mapping- Jan 23 2019.dwg



PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE

442 BRANT STREET BURLINGTON, ON. L7R 2G4
P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

- Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters: access to transit; level of transit service; traffic generation; and, impact on the surrounding area (**Policy 8.4.3**);
- Within Intensification Areas, Mississauga will give consideration to reducing minimum parking requirements to reflect transit service levels (**Policy 8.4.7 a**);
- Mississauga will promote the development of land use and transportation facilities around anchor hubs and gateway hubs in a manner that supports the Metrolinx Regional Transportation Plan (**Policy 8.6.1**);

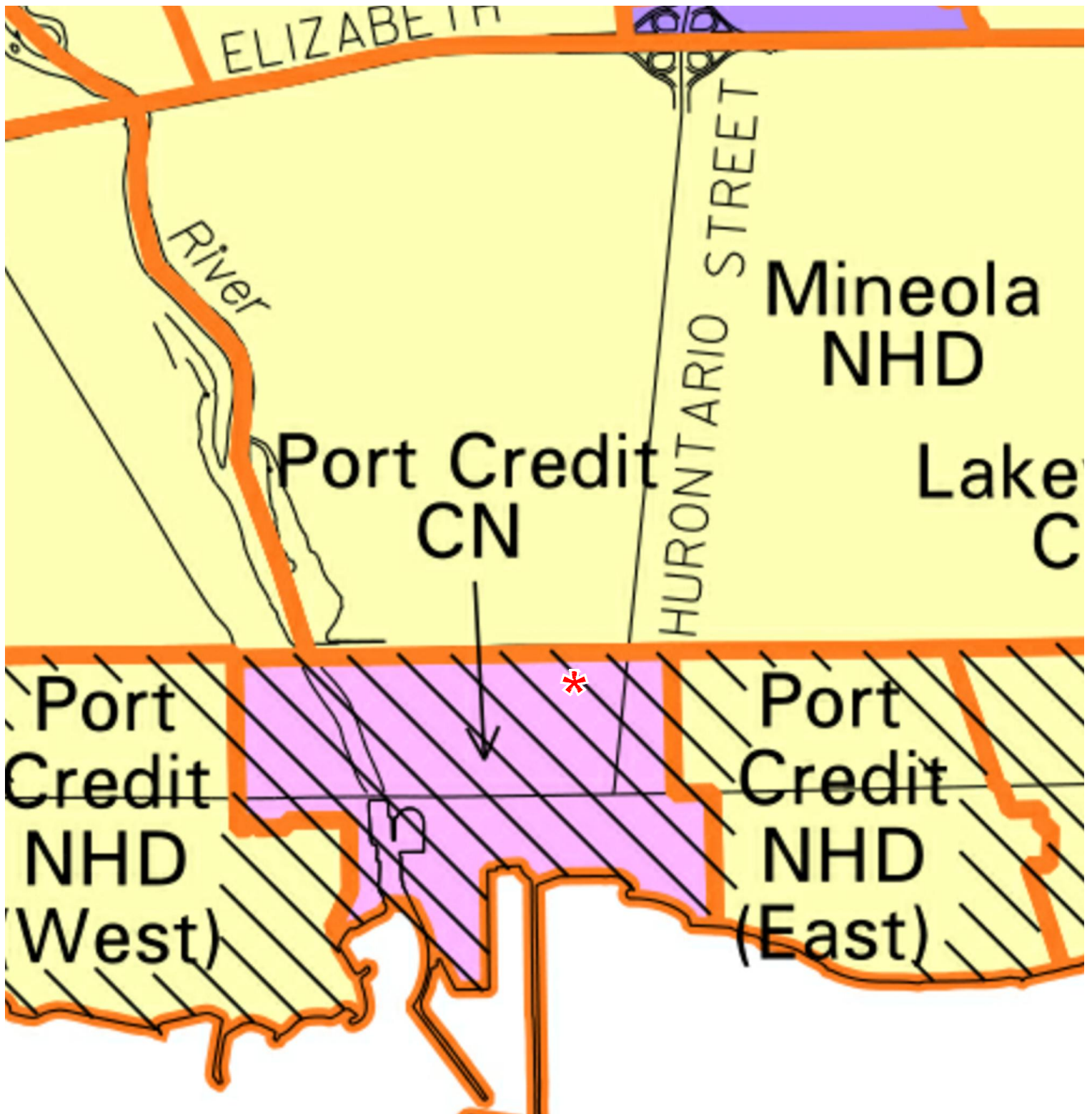
The proposed development will assist the City in supporting the Metrolinx Regional Transportation Plan by providing an intensified use of land through the provision of a high density development on a site where low density residential dwellings currently exist. The location of the Subject Lands within a Major Transit Station Area and Anchor Hub will assist the City in providing development around these hubs in support of the Regional Transportation Plan. A Transportation Impact Study has been prepared in support of the proposed development, which concludes that the proposed development will not negatively impact existing and future traffic conditions for the site. Further details on how the proposed development addresses these transportation policies can be found in the TIA.

4.5.5 Urban Design

Urban Design policies are contained within Section 9 of the MOP, with the ultimate focus being on achieving sustainable urban form based on the urban system and city structure, with high quality urban design and a strong sense of place. This section envisions that that growth will be directed to Intensification Areas (Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas). **A separate urban design analysis has been prepared by MHBC Planning which identifies how the proposal meets the urban design policies of the MOP and Port Credit LAP and responds to guidelines of the Port Credit Built Form Guide, as appropriate. This analysis is provided in Appendix 5.**

4.5.6 Land Use Policies

Section 11 of the MOP provides city-wide general policies for all land use designations, and further detailed policies related to specific land use designations. In accordance with the Plan, the City is comprised of various elements as identified on Schedule 1b: Urban System, where the Subject Lands are designated as Community Node (**Figure 9**). Two additional land use schedules, Schedule 9: Character Areas and Schedule 10: Land Use Designations, are used by the City to apply additional, more specific, land use designation to the various components of the Urban System. The Subject Lands are designated Character Area (**Figure 14**) and Mixed Use (**Figure 15**) on Schedules 9 and 10, respectively.



Data Source: City of Mississauga Official Plan- Schedule 9

Figure 14 City of Mississauga Official Plan

Schedule 9:
Character Areas

78 Park St E & 22-28
Ann Street
Mississauga, Ontario

LEGEND

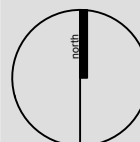
- Subject Lands
- Character Area
- Community Node

Neighbourhood

Character Area Subject to
Local Area Plan

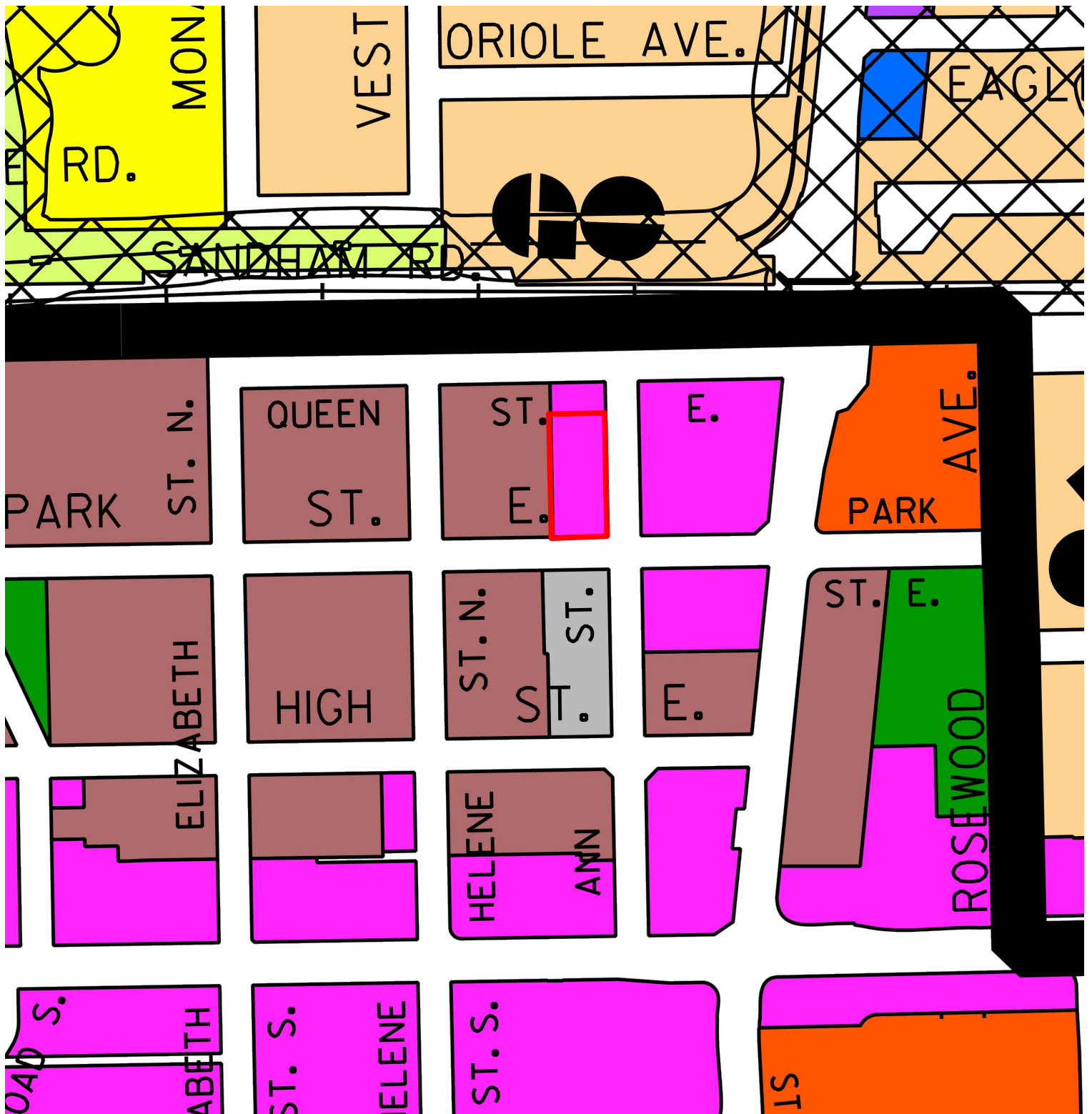
DATE: May 22, 2019

SCALE N.T.S



N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figure\CAD\16311D - Figure Mapping- Jan 23 2019.dwg

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
442 BRANT STREET BURLINGTON, ON, L7R 2G4
P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM



Data Source: City of Mississauga Official Plan- Schedule10

Figure 15 City of Mississauga Official Plan

Schedule 10:
Land Use Designations

78 Park St E & 22-28
Ann Street
Mississauga, Ontario

LEGEND

Subject Lands

Mixed Use

Residential High Density

Residential Low Density I

Residential Low Density II

Residential Medium Density

Utility

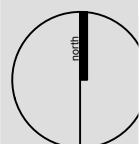
Greenlands

Public Open Space

Motor Vehicle Commercial

DATE: May 21, 2019

SCALE N.T.S



N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figures\CAD\16311D - Figure Mapping- Jan 23 2019.dwg

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
442 BRANT STREET BURLINGTON, ON, L7R 2G4
P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

Section 11.2.6 provides policy direction for lands designated for Mixed Use on Schedule 10. In addition to the uses permitted in all designations, the Mixed Use designation permits the following uses: commercial parking facility; financial institution; funeral establishment; makerspaces; motor vehicle rental; motor vehicle sales; overnight accommodation; personal service establishment; post-secondary educational facility; residential; restaurant; retail store; and secondary office (**Policy 11.2.6.1**). Subsequent policies further describe the specific types and combinations of uses permitted in Mixed Use Areas. The following policies apply to the proposed development:

- **Policy 11.2.6.2:** Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses;
- **Policy 11.2.6.3:** Mixed Use development is encouraged through infilling to consolidate the potential of these areas;
- **Policy 11.2.6.4:** Residential uses will be combined on the same lot or same building with another permitted use; and,
- **Policy 11.2.6.5:** Residential uses will be discouraged on the ground floor.

The proposal responds to and implements these policies as follows:

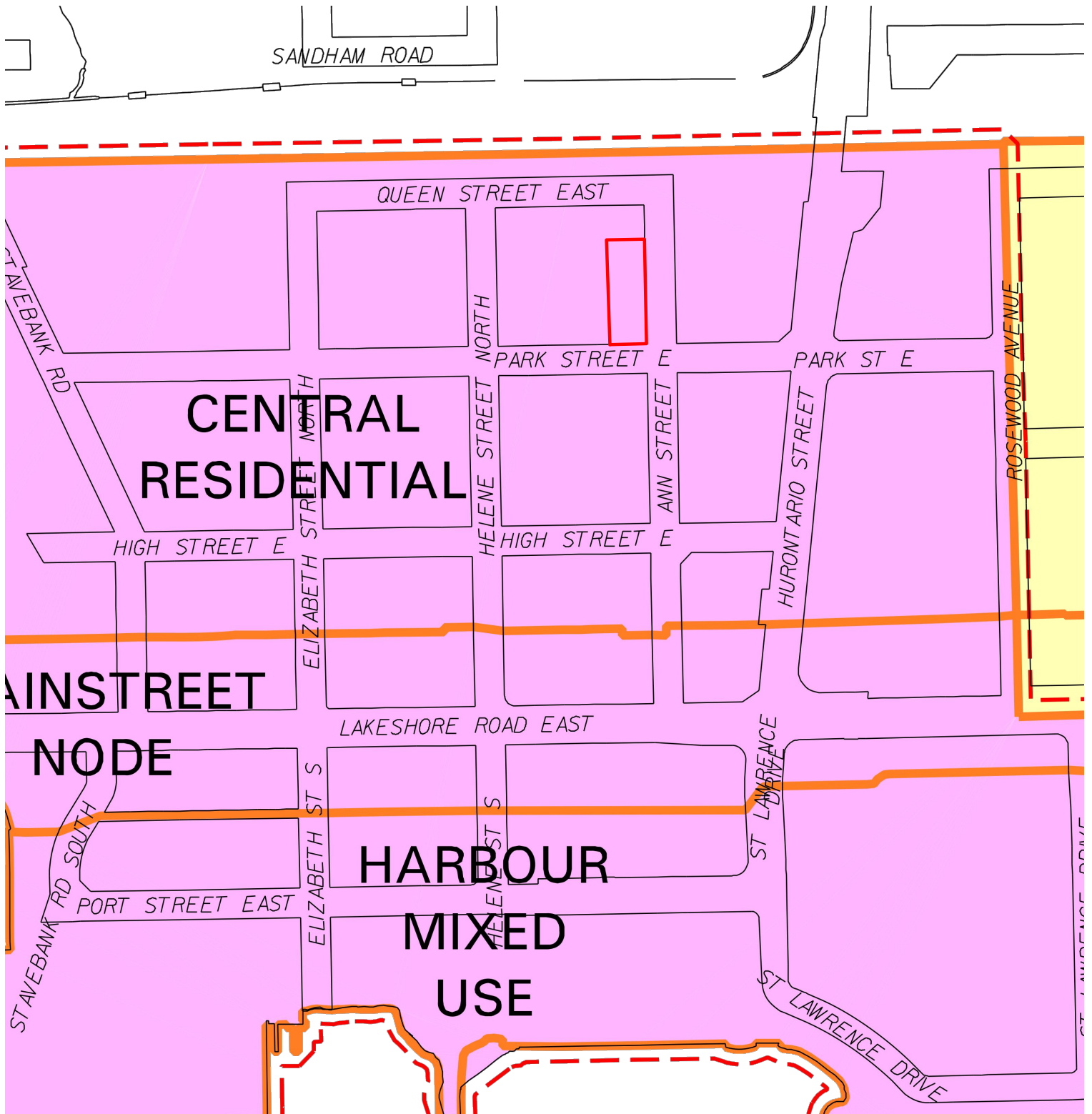
- **A mix of residential and live-work units are provided on site, which will provide for active uses at grade;**
- **The proposal will facilitate the infill redevelopment of a consolidation of five parcels;**
- **The provision of live-work units, as opposed to a more traditional retail space, will provide an appropriate grade-level expression, given the surrounding context which is predominantly residential and will not result in impacts to the viability of the Lakeshore Road West Character Area;**
- **The proposal provides a combination of residential dwelling units and live-work units; and,**
- **Living space provided in the live-work units will not be located at-grade.**

Further modifications to these policies, as they relate to specific Character Areas and Local Area Plans, are contained in subsequent sections of the Plan. All policies related to the Port Credit Character Area are to be read in conjunction with all other policies of the Plan and take precedence in the event of a conflict. A description and analysis of the proposed development within the context of the Port Credit Local Area Plan is provided in the preceding section of this report.

4.6 Port Credit Local Area Plan

The Port Credit Local Area Plan (LAP) provides policies for lands located in South Central Mississauga. The Local Area Plan elaborates on, or provides exceptions to, the policies and schedules of the MOP. The Subject Lands fall within the Central Residential Precinct of the Community Node Character Area in accordance with Schedule 1 of the Port Credit LAP (**Figure 16**).

Section 5 sets out the vision for Port Credit, which is intended to manage change to ensure an appropriate balance is maintained between growth and preservation of character. Ultimately, the vision for Port Credit is for an evolving urban waterfront village with a mixture of land uses, a variety of densities, compact pedestrian and cycling friendly, transit supportive urban forms, a



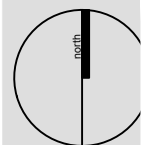
Data Source: Port Credit Local Area Plan- Schedule 1

LEGEND

- Subject Lands
- Community Node Character Area
- Neighbourhood Character Areas
- Precinct Boundary
- Node Boundary

DATE: May 21, 2019

SCALE N.T.S



N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figure\CAD\16311D - Figure Mapping- Jan 23 2019.dwg

MHBC PLANNING
 URBAN DESIGN
 & LANDSCAPE
 ARCHITECTURE
 442 BRANT STREET BURLINGTON, ON. L7R 2G4
 P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

significant public realm, public access to the waterfront, and development that incorporates high quality built form. Relevant Guiding Principles for the Port Credit Character Area are as follows:

- **Policy 5.1.3:** Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and balanced parks and open spaces and reinforcing high quality built form.
- **Policy 5.1.5:** Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision.
- **Policy 5.1.6:** Promote a healthy and complete community by providing a range of opportunities to access transportation, housing, employment, the environment, recreational, educational, community and cultural infrastructure that can assist in meeting the day-to-day needs of residents.

The proposed development will assist the City in achieving the vision and guiding principles for the Port Credit area by contributing to the evolution of the area with a transit supportive, compact, urban form. The proposed parking rate reduction and the Subject Land's close proximity to nearby transit and active transportation facilities promotes pedestrian and cyclist and transit environment. The proposed development balances growth with existing character by directing intensification in an area identified for intensification within the Plan. The proposal also promotes a healthy and complete community by providing a range of opportunities to access infrastructure and services that assist day-to-day needs of residents including the Port Credit GO Station, MiWay transit terminal, shops and restaurants along Lakeshore Road, nearby schools and community centres and the Lake Ontario waterfront.

The Plan recognizes various areas of the community perform different functions and identifies four distinct community elements: the Green System; Community Nodes; Neighbourhoods; and Corridors. The Subject Lands are located within a Community Node, as mentioned above. **Section 5.2.2** of the Plan identifies the Community Node as the focus for the surrounding neighbourhoods, which includes characteristics such as a mixture of uses, compact urban form, and appropriate levels of density. The Community Node is identified as a location for intensification, with opportunities to capitalize on nearby transit networks including the GO Station, identified as a Major Transit Station Area and a Gateway Mobility Hub, and the future Hurontario LRT, through additional height and density where appropriate. (**Preamble, Section 5.2.2**).

The proposed development responds to these policies by directing the provision of 313 high density residential units and three live/work units to an area identified for intensification with direct access to the Port Credit GO Station and MiWay transit terminal. The proposed height of 22 storeys is in accordance with the maximum permitted height on the Subject Lands.

Section 6.1 of the Local Area Plan establishes the manner in which new development will be accommodated within the Community Node. In accordance with **Section 6.1**, the Port Credit Community Node supports many of the day-to-day needs of the community as well as uses and events which attract people from across the city and has been identified as an area for growth through infill and redevelopment.

Policy 6.1.1 states that the City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process. Increase in employment opportunities are to be accommodated on lands designated mixed use, which can accommodate a range of employment uses including retail, restaurants and offices (**Policy 6.1.2**). Intensification is to address matters such as contribution to a complete community; providing employment opportunities; sensitivity to existing and planned context and contribution to the village mainstreet character; respecting heritage; and protecting views and access to the waterfront (**Policy 6.1.6 a) to e)**).

The proposed development is an infill development that addresses the matters associated with intensification in the Local Area Plan. The proposal will provide for employment opportunities through the provision of live/work units, which will contribute to a complete community by providing a mix of residential and employment uses in close proximity to a range of other amenities.

Section 8 of the Local Area Plan contains policies related to creating a complete community within the Community Node with a focus on housing, cultural heritage, community and cultural infrastructure, distinct identity and character, and the waterfront. **Policy 8.1.1** states that the Community Node is encouraged to develop with a range of housing choices in terms of type, tenure and price. **Policy 8.1.3** prioritizes the preservation of existing affordable housing and states that where development applications are proposing the removal of existing affordable housing, the replacement of these units will be encouraged on-site or within the community.

The proposed development will provide a range of housing types including 1, 2 and 3 bedroom units in addition to live-work units that will accommodate a range of household types based on size and price. As noted previously, a triplex containing three rental units is located at 22 Ann Street. While this does not meet the six unit threshold set out in the City's policies and bylaws, the applicant intends to work with staff to consider how to best address the City's housing supply policies and Housing Strategy throughout the application process.

Policies related to Port Credit's transportation system are contained in **Section 9** of the Local Area Plan. **Policy 9.1.14** states that development applications will be accompanied by transportation and traffic studies which will address strategies for limiting impacts on the transportation network. Measures to be included in transportation strategies include: reduced parking standards; transportation demand management; transit oriented design of the development; pedestrian/cycling connections; and access management plan. Development applications requesting increases in density and height are to incorporate measures to limit the amount of additional vehicular demand (**Policy 9.1.15**). 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 (**Policy 9.2.1**). **The traffic impact study prepared in support of this application demonstrates that the proposed development will not result in negative traffic-related impacts. Further, the reduced parking rate incorporated into the proposal is aligned with the transportation strategies encouraged by the Local Area Plan. The reduced parking rate will encourage more residents to use active transportation and transit, including the Port Credit GO Station and Hurontario LRT, which are located in close proximity to the development.**

Section 9.3 identifies the GO Station and its vicinity is identified as a Gateway Mobility Hub and Major Transit Station Area. The area is planned to have connections to higher order transit lines

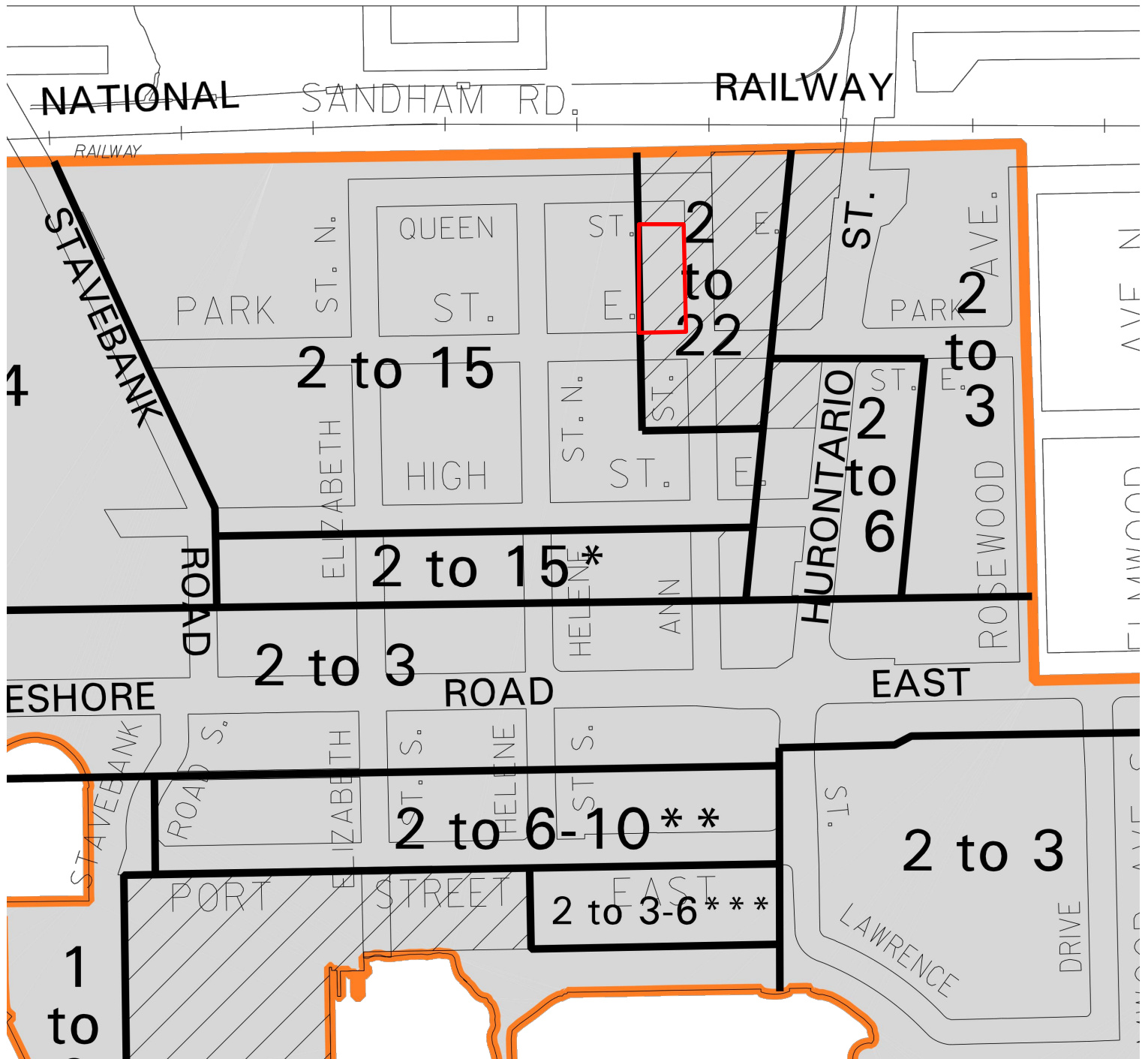
along Hurontario Street and Lakeshore Road East. The Plan states that the focus of future development is to support the planned character of the area, and the functioning of the mobility hub. Investment in infrastructure, building and site design that supports the function of the mobility hub is a priority, including: a vibrant mixed use environment, providing additional employment opportunities and a greater range of commercial establishments; a built form that respects the planned character of the area; safe and efficient pedestrian and cycling connections to surrounding neighbourhoods and transit modes, networks and routes; safe and efficient access for cyclists, and secure storage facilities; strategic parking management, including minimizing surface parking lots; and an attractive public realm (**Policy 9.3.1 a), b), c), d), e), f), h), and i)**).

The proposed development will contribute to the realization and enhancement of a mobility hub by providing a high density development that supports transit oriented development in the immediate proximity of the transit station including 313 residential units and 664 m² of commercial space in the form of live/work units. The proposal also prioritizes active transportation and transit usage by providing reduced parking requirements in addition to amenities for cycling including 222 long-term and 26 short-term bicycle parking spaces. The proposal provides for safe and efficient movement of people which prioritizes pedestrian and cycling movement to nearby transit amenities which are located within close proximity to the development proposal.

Urban form policies are contained in **Section 10** of the Local Area Plan. Development within the Port Credit Community Node is to be in accordance with the minimum and maximum height limits as shown on **Schedule 2A and 2B** of the Local Area Plan (**Figure 17**), and heights in excess of these limits within the Community Node precinct may be considered through a site specific Official Plan Amendment application (**Policy 10.1.2**). Within the Community Node, **the greatest height and density is to be in close proximity to the GO Station and future LRT transit stop at Hurontario Street and Park Street** (**Preamble, Section 10.2**). In accordance with Schedule 2B, a maximum height of 2 to 22 storeys is permitted on the Subject Lands. **The development proposal conforms to the maximum height set out in the Local Area Plan. Accordingly, an Official Plan Amendment is not required. It is important to note that a Zoning By-law Amendment is required to implement the policies of the MOP, which this proposal achieves as demonstrated throughout this report and other supporting studies.**

Policies related to special site and exceptions are contained in **Section 13** of the Local Area Plan. The Subject Lands are identified as Block 4 within Special Site 12 in accordance with **Policy 13.1.12.1**. The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N. Railway, east of Helene Street, and north of High Street, as identified on **Figure 18**. Relevant provisions contained in **Section 13.1.12.2** that apply to the Subject Lands, and how the development responds to these provisions, are discussed below:

- **Policy 13.1.12.2 a)** Maximum building height of 22 storeys permitted throughout the special site area where the tower component is primarily residential, with exception to the lands fronting Hurontario Street. All buildings shall be a minimum of two storeys. **The proposed height of 22 storeys is in accordance with the maximum permitted height in Special Site 12.**
- **Policy 13.1.12.2 b)** Variation in building heights and form should be achieved, including the position of towers relative to each other. **The building has been designed to accommodate required setbacks for a compatible build form.**



Data Source: Port Credit Local Area Plan- Schedule 2B

Figure 17 Port Credit Local Area Plan

Schedule 2B:

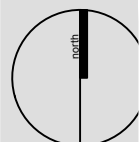
Port Credit Community
Node Height Limits
78 Park St E & 22-28 Ann
Street
Mississauga, Ontario

LEGEND

- Subject Lands
- Subject to Special Site policies that require studies to determine appropriate development including building heights
- Node Boundary

DATE: May 22, 2019

SCALE N.T.S



N:\16311D - 22-30 Ann Street, Mississauga\2019\Figures\CAD\16311D - Figure Mapping- Jan 23 2019.dwg

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
442 BRANT STREET BURLINGTON, ON, L7R 2G4
P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM



Data Source: Port Credit Local Area Plan- Site 12

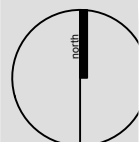
Figure 18
City of Mississauga
Official Plan
Special Site 12

LEGEND

Subject Lands

DATE: May 23, 2019

SCALE N.T.S



N:\16311\1D - 22-30 Ann Street, Mississauga\2019\Figure\CAD\16311D - Figure Mapping- Jan 23 2019.dwg

78 Park St E & 22-28
Ann Street
Mississauga, Ontario

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
442 BRANT STREET BURLINGTON, ON. L7R 2G4
P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

- **Policy 13.1.12.2 c)** A minimum of 30 metres shall be provided between any portion of a building that is eight storeys or higher to another building that is eight storeys or higher. **The proposal meets this requirement and accommodates the required future separation for development to the east.**
- **Policy 13.1.12.2 d)** Maximum size of residential floor plates beyond the 15th storey shall generally be 800 square metres or less. **The development proposal meets this requirement.**
- **Policy 13.1.12.2 e)** Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation). **The development proposal provides variation in façade along both Ann Street and Park Street East through the incorporation of different building materials and entrances.**
- **Policy 13.1.12.2 f)** Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the streetscape and help animate the area, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. The building envelop that faces a public street or gateway entry point will have street level animation. The intent is to achieve visual animation, interest and streetscape improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along two thirds of a building envelope. **The development proposal responds to the surrounding neighbourhood and provides for an active streetwall along Ann Street that incorporates grade-related retail space in the form of live-work units.**
- **Policy 13.1.12.2 g)** All future developments over 1,000 m² shall provide an appropriate mix of non-residential, employment generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. **The development proposal comprises a mixed-use residential building that incorporates a mix of uses including residential condominium units and retail/commercial/office space in the form of live-work units.**
- **Policy 13.1.12.2 h)** The minimum gross floor area of employment-generating uses for Block 4 is 250 square metres. **The development proposal provides 664 m² of non-residential space on the ground floor in the form of live-work units.**
- **Policy 13.1.12.2 j)** Development applications shall demonstrate how transit use, pedestrian circulation, cycling, car and bike sharing, car-pooling, shared parking and other travel demand management measures will be achieved. **The development proposal contains a reduced parking ratio and decoupled parking spaces from condominium units. The development proposal also provides for a mix of bicycle parking spaces and facilities including a bicycle repair area and visitor bicycle parking spaces.**
- **Policy 13.1.12.2 k)** Reduced, transit-supportive parking standards are encouraged for future redevelopment within the Port Credit GO Station Southeast Area. **The**

development proposal responds to its location adjacent to the Port Credit GO Station by incorporating a number of reduced, transit-supportive parking standards. As mentioned above, the development proposal provides justified reduced parking ratio and a decoupled parking arrangement, bicycling parking and bicycle-related facilities.

- **Policy 13.1.12.2 l)** Development applications shall demonstrate how a seamless integration of modes of travel and access is achieved, especially at-grade and on lower floors of buildings. **The development proposal offers direct access to pedestrians and cyclists at grade and provides for enhanced access to the adjacent Port Credit GO Station.**
- **Policy 13.1.12.2 n)** Development applications shall demonstrate how proposed built forms and landscaping adjacent to heritage designated properties will respect natural heritage attributes and mitigate negative impacts on the heritage resources. **As demonstrated in the HIA reports prepared in support of this development proposal, the properties located at 78 Park Street East, 24 Ann Street and 26 Ann Street have been deemed not to be culturally significant. Approvals have been acquired to remove these three properties from the City's Heritage Register and demolish the buildings.**

Based on the above, it is concluded that the development proposal conforms to and implements the applicable policies of the Port Credit Local Area Plan.

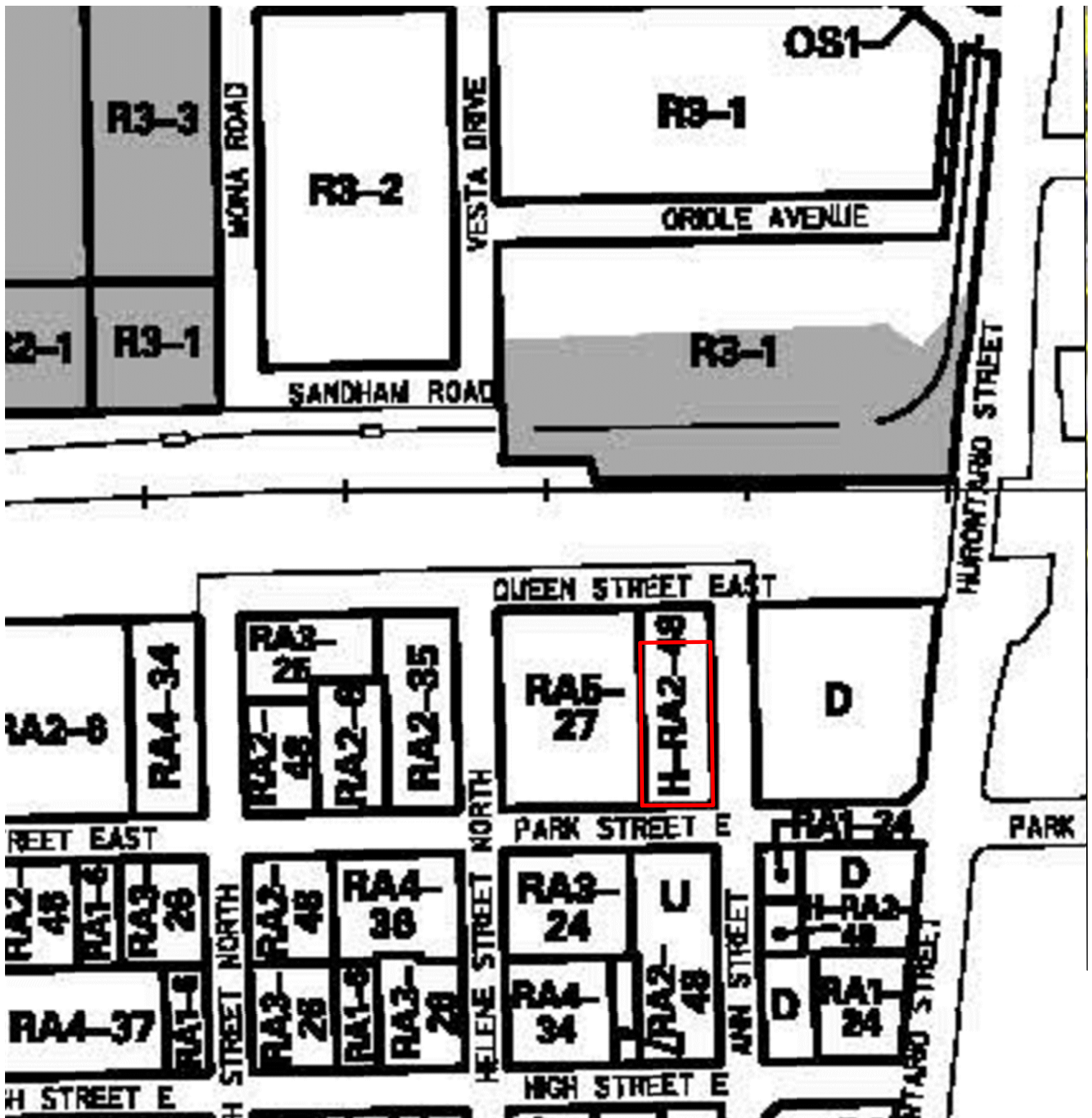
4.6.1 Port Credit Built Form Guide

The Local Area Plan also includes a Built Form Guide as an appendix to the Plan, which is not considered part of the Area Plan, however it is intended to guide the review of development applications and demonstrate how the urban form policies contained within the Plan can be achieved. Proposed development on the Subject Lands is required to be designed in accordance with the urban design policies set out in the Local Area Plan; however, development is not required to conform to the guidelines. Instead, the Guide is intended to ensure development is appropriate for Port Credit and reflects the unique characteristics of the area. Depending on the context or site, exceptions and variation from the Guide may be considered at the discretion of the City in order to provide flexibility.

Discussion on how the development proposal responds to the guidelines contained in the Port Credit Built Form Guide is provided in Appendix 5.

4.7 City of Mississauga Zoning By-law

As noted previously, the Subject Lands are zoned Residential Apartment Zone 2 with special exception (RA2-48) by Zoning By-law 0225-2007 (**Figure 19**). The current zoning reflects site-specific zoning regulations which were put in place before the Local Area Plan was approved. As such, the current zoning has not yet been amended to implement the Port Credit Local Area Plan. Accordingly, an amendment to By-law 0225-2007 is required to implement the Local Area Plan and facilitate the development on the site as proposed.



Data Source: Zoning By-Law

Figure 19

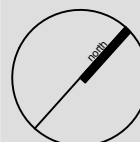
City of Mississauga
Zoning By-Law

LEGEND

Subject Lands

DATE: May 22, 2019

SCALE N.T.S



22-30 Ann Street
Mississauga, Ontario

N:\16311\22-30 Ann Street, Mississauga\2019\Figure\CAD\16311D - Figure Mapping- Jan 23 2019.dwg

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
442 BRANT STREET BURLINGTON, ON, L7R 2G4
P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

Uses permitted in the Residential Apartment Zone include:

- Apartment;
- Long-term Care Building; and,
- Retirement Building.

Additionally, the following uses are permitted on the subjects under special exception RA2-48:

- Detached dwelling legally existing on the date of passing of this By-law;
- Duplex legally existing on the date of passing of this By-law;
- Triplex legally existing on the date of passing of this By-law; and,
- Accessory buildings and structures.

For reference, By-law 0225-2007 defines an apartment dwelling as a building or part thereof, other than a horizontal multiple dwelling or a townhouse dwelling, containing more than three (3) dwelling units, and with shared entrance and exit facilities through common vestibule(s). **The proposed development will provide 313 condominium units, with a shared main entrance located along Ann Street. Therefore, the proposed building is classified as an apartment building and is permitted on the Subject Lands.**

The RA2-48 Zone provisions permit residential apartment dwellings to a maximum height of 8 storeys. The RA2 Zone provisions required by special provision 48 were established in order to recognize the existing uses and allow for the enlargement/expansion of existing uses on the Subject Lands. The proposed 22 storey mixed-use building, therefore, introduces conditions that are not in compliance with the zone provisions of the current zoning on the Subject Lands.

In order to allow for the development as proposed, an RA5 zone with special provisions is being sought. Adjacent and surrounding properties have gone through a similar process to obtain site specific zoning to facilitate development of the area (RA5-27, RA3-24, RA2-48, RA4-34, RA2-35 and RA4-36, among others).

Table 9, below, outlines the zone provisions applicable to the Subject Lands, the requested zone provisions and the proposed development conditions in relation to these zone regulations:

Table 9: Existing and Proposed Zoning Provisions

Zone Regulation	Required (RA2-48)	Requested Zone (RA5)	Proposed Development
Permitted Uses	Apartment Long- Term Care Facility Retirement Building		Apartment Live-work unit
Minimum lot frontage	30.0 m		33.0 m
Minimum floor space index – apartment zone	0.5	1.9	-
Maximum floor space index – apartment zone	1.0	2.9	9.2
Maximum Gross Floor Area- Apartment Dwelling Zone Per Storey for Each Storey Above 12 Storeys	n/a	1,000 m ²	1,117 m ² (13 th storey only)
Minimum Gross Floor Area-	N/A	N/A	250 m ²

Non-Residential			
Maximum height	26.0 m and 8 storeys	77.0 m and 25 storeys	76.0 m and 22 storeys

Minimum Front and Exterior Side Yards

For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m	In accordance with Schedule RA5-XX (see Appendix 4)
For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	8.5 m	
For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	9.5 m	
For that portion of the dwelling with a height greater than 26.0 m	10.5 m	

Minimum Interior Side Yard

For that portion of the dwelling with a height less than or equal to 13.0 m	4.5 m	In accordance with Schedule RA5-XX (see Appendix 4)
For that portion of a dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	6.0 m	
For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	7.5 m	
For that portion of the dwelling with a height greater than 26.0 m	9.0 m	
Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	
Where an interior lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	

Minimum Rear Yard

For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m	In accordance with Schedule RA5-XX (see Appendix 4)
For that portion of the dwelling with a height greater	10.0 m	

than 13.0 m and less than or equal to 20.0 m		
For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	12.5 m	
For that portion of the dwelling with a height greater than 26.0 m	15.0 m	
Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	
Where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached (0174-2017)	7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	

Encroachments and Projections

Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard	1.0 m	1.8 m
Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m	1.8 m	2.0 m
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 m	5.6 m for terraces on the 2nd storey 4.5 m for terraces on the 7th storey 6.0 m for terraces on the 9th storey 27.0 m for terraces on the 14 th storey 1.0 m for balconies on all storeys

Minimum Above Grade Separation Between Buildings

For that portion of dwelling with a height less than or equal to 13.0 m	3.0 m	30.0 m between any portion of a building, exclusive of balconies, that is eight storeys or
For that portion of dwelling with a height greater than 13.0	9.0 m	

m and less than or equal to 20.0 m		higher to another building that is eight storeys or higher, exclusive of balconies
For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	12.0 m	
For that portion of dwelling with a height greater than 26.0 m	15.0 m	

Parking, Loading, Servicing Area and Parking Structures

Minimum parking spaces	498 spaces (calculation based on number of units/bedrooms proposed and tenure and as identified in the Transportation Impact Assessment)	227 Spaces
Minimum setback from surface parking spaces or aisles to a street line	4.5 m	N/A
Minimum setback from surface parking spaces or aisles to any other lot line	3.0 m	N/A
Minimum setback from a parking structure above or partially above finished grade to any lot line	7.5 m	N/A
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m	1.0 m to the front lot line except where adjacent to an intake area where the setback shall be 0.0 m 2.5 m to the interior side lot line 0.0 m to the exterior side lot line 0.0 m to the rear lot line
Minimum setback from a waste enclosure/loading area to a street line	10.0 m	Requirement met
Minimum setback from a waste enclosure/loading area to a zone permitting detached and/or semi-detached dwellings	10.0 m	(Adjacent single detached dwelling is legal-non conforming and the applicable zone does not permit single-detached or semi-detached dwellings); however, requirement is met

Minimum Aisle Width (3.1.1.5.1)	7.0 m	6.7 m
Minimum Landscaped Area, Landscaped Buffer and Amenity Area		
Minimum landscaped area	40% of the lot area	410 m ²
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m	0.0 m along Ann Street 4.5 m along Park Street East, except where restricted by a transformer pad, manhole or intake shaft
Minimum depth of a landscaped buffer along any other lot line	3.0 m	2.0 m, except where abutting a loading area the landscaped buffer shall be 0.0 m
Minimum amenity area	The greater of 5.6 m ² per dwelling unit or 10% of the site area	1,391 m ²
Minimum percentage of total required amenity area to be provided in one contiguous area	50%	Shall not apply
Minimum amenity area to be provided outside at grade	55.0 m ²	Requirement met
Accessory Buildings and Structures	Permitted, subject to criteria set out in Section 4.1.15.1 of the Zoning By-law	N/A
Defined Terms		
Storey	means the portion of a building, structure or part thereof, that is situated between the top of any floor and the top of the floor next above it, and if there is no floor above it, that portion between the top of the floor and the ceiling above it	Notwithstanding the definition of Storey in Section 1.2, the ground level and the 22 nd storey of the building shall be deemed as one storey each for the purposes of calculating height in storeys

The following table summarizes the proposed special exceptions to the RA5 Zone and rationale for these exceptions:

Exception	Rationale
Additional permitted uses	Special Site 12 requires non-residential uses be provided at-grade
Minimum Gross Floor Area- Non-Residential	Special Site 12 requires a minimum of 250 m ² for the Subject Lands

Increased maximum Floor Space Index	Provide a site density that supports transit oriented development
Increased Maximum Gross Floor Area for the 13 th storey	Minor to accommodate design
Maximum Gross Floor Area for the 14 th and 15 th Storey	To align with built form guide
Maximum floor plate for the 16 th -22 nd storeys	To implement Special Site 12 requirements respecting maximum floor plate
Reduced front yard setbacks	To maintain a consistent streetline with existing buildings and provide alignment with recommended setbacks contained within Built Form Guide for this street typology
Reduced side yard setbacks	To provide alignment with recommended setbacks contained within Built Form Guide for this street typology
Reduced rear yard setback	To provide an appropriate buffer between future development and existing single-detached dwelling in the interim, recognizing that the adjacent single detached dwelling will redevelop in the future
Reduced parking	To implement Transportation Demand Management measures
Reduced setbacks for underground parking structure	To provide for parking areas where possible soil cells will be provided to accommodate surface landscaping.
Reduced drive aisle for underground parking structure	The reduced aisle represents a pinchpoint adjacent to the elevator core. All other areas meet the 7.0 metre requirement
Reduced landscape and amenity areas	Revised to reflect an urban infill context
Exception to how storey is calculated in relation to the ground floor and dwelling units on the 22 nd storey	Live-work units and 22 nd storey loft style units both provide mezzanines which are open to below and not full floors in accordance with the Ontario Building Code. These site specific changes respond to comments received from the Urban Design Panel and improve the overall design of the building
Modified separation distance regulation (30 metres for any portion of a building that is eight storeys or higher, exclusive of balconies, to another building that is eight storeys or higher, exclusive of balconies)	Implements Special Site 12 Policies of the Local Area Plan
Modified encroachments for certain terrace layouts	The City of Mississauga Zoning By-law does not have 'terrace' as a defined term. As such, all terraces are considered balconies. The projections for these are measured from the building face and therefore specific exceptions are required for terrace style balconies (e.g. the rooftop amenity space at the 14 th storey projects 27 metres from the building face and an exception is therefore required at this

	location, as well as others as noted in the draft By-law, to deal with this condition)
Addition of defined term "Live-Work Unit" (means a dwelling unit used partly for residential purposes and partly for an office, medical office-restricted, retail store, personal service establishment or repair establishment)	The City's Zoning By-law does not include live-work unit as a defined term within the Definitions section; however, several exceptions in the C4 Zone introduce this as a site-specific defined term. The amendment seeks to introduce the term as it applies to the live-work units proposed for the development on a site-specific basis.
Introduction of regulations for the location of a main entrance and the minimum depth of the non-residential portion of a live-work unit	This regulation will ensure that the non-residential portion of the live-work unit is provided at-grade, along the Ann Street frontage, in accordance with the Official Plan, Local Area Plan and Built Form Guide. It will also allow for some uses associated with both the dwelling portion and the commercial portion (kitchen) to be located at-grade, in the rear portion of the unit
Introduction of a regulation for the location of the residential portion of a live-work unit	This regulation will ensure that the primary portion of the residential area of the live-work unit is contained on the upper level of the unit, with access provided at the ground level

A copy of the Draft Zoning By-law Amendment is included in this report and can be found at **Appendix 4.**

As noted, this amendment is required to implement the Local Area Plan and facilitate the development on the site as proposed.

5.0 SUMMARY AND CONCLUSIONS

As outlined in this report, together with the supporting technical reports, the proposed development and associated Zoning By-law amendment represent an appropriate intensification of the Subject Lands. Based on the existing physical context and surrounding neighbourhood, technical assessment of the proposal, and an analysis of the proposal within the current policy and regulatory context, we conclude the following:

1. The proposal provides an appropriately designed and compatible development for the area that will contribute to the provision of new residential units and the achievement of a complete community, including transit-supportive densities in a Major Transit Station Area;
2. The proposal is consistent with the Provincial Policy Statement;
3. The proposal conforms to the Growth Plan;
4. The proposal is in conformity with the policies of the Peel Region Official Plan;
5. The proposal conforms to the policies of the City of Mississauga Official Plan;
6. The proposal conforms to the City of Mississauga Port Credit Local Area Plan;
7. The proposal conforms to the built form guidelines included in the Port Credit Local Area Plan;
8. The proposal can be adequately serviced and does not create any adverse impacts to the existing site and surrounding area; and,
9. The proposed development is in keeping with the character of the neighbourhood, provides an opportunity for intensification within the built up area and upholds the overall urban structure as set out in the Mississauga Official Plan and Port Credit Local Area Plan.

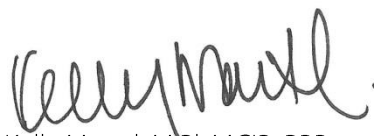
The proposed development is appropriate, justified and represents good planning. Based on these conclusions, the application for Zoning By-law Amendment is appropriate and recommended for approval.

Respectfully Submitted,

MHBC



Dana Anderson, FCIP, RPP
Partner



Kelly Martel, M.Pl, MCIP, RPP
Associate

Appendix **1**

DARC Checklist

Application for Rezoning,
Official Plan Amendment,
and/or Plan of Subdivision -
Submission Requirements Checklist

Planning and Building Department
Development and Design Division
300 City Centre Drive
Mississauga, ON L5B 3C1
Tel: 905-896-5511
www.mississauga.ca

General Information		
Address / Legal Description of Site 78 78 Park St. E. and 22-28 Ann St.	Ward No. 1	Meeting Date Nov.21, 2018
Description of Proposal 22 storey residential building (313 units) with at-grade retail and office space		
Applicant Name Kelly Martel, MHBC	Planner Name D. Ferro	Pre-Application Meeting No. DARC 18-326

General Requirements	Required Reports / Studies (7 copies each, unless noted below)
<input checked="" type="checkbox"/> Complete Application Form	<input checked="" type="checkbox"/> Planning Justification Report
<input checked="" type="checkbox"/> City Application Fees / Deposits	<input type="checkbox"/> Parking Utilization Study
<input type="checkbox"/> Commenting Agency Fee Collection Form	<input type="checkbox"/> Urban Design Study (contact UD for TOR)
<input type="checkbox"/> Region of Peel Commenting Fee	<input checked="" type="checkbox"/> Sun/Shadow Study
<input type="checkbox"/> Conservation Authority Review Fee	<input checked="" type="checkbox"/> Wind Study
<input checked="" type="checkbox"/> Cover Letter	<input checked="" type="checkbox"/> Acoustical Feasibility Study
<input checked="" type="checkbox"/> Context Plan / Map (40 copies)	<input checked="" type="checkbox"/> Arborist Report/Plan (Tree Inventory)
<input checked="" type="checkbox"/> Concept / Site Plan (40 copies)	<input checked="" type="checkbox"/> Tree Preservation Plan
<input checked="" type="checkbox"/> Grading / Site Servicing Plan (35 copies)	<input checked="" type="checkbox"/> Easements / Restrictions on Title
<input checked="" type="checkbox"/> Survey Plan (40 copies)	<input checked="" type="checkbox"/> Streetscape Feasibility Study
<input type="checkbox"/> Draft Plan of Subdivision (50 copies)	<input checked="" type="checkbox"/> Traffic Impact Assessment / Study
<input checked="" type="checkbox"/> Building Elevations (7 copies)	<input checked="" type="checkbox"/> Transportation Demand Management Strategy
<input type="checkbox"/> Draft Official Plan Amendment (3 copies)	<input checked="" type="checkbox"/> Operations and Safety Assessment
<input checked="" type="checkbox"/> Draft Zoning By-law (3 copies)	<input checked="" type="checkbox"/> Storm Water Management Plan / Report
<input checked="" type="checkbox"/> Draft Notice Sign Mock-up (1 copy)	<input checked="" type="checkbox"/> Functional Servicing Report (FSR) (9 copies)
<input checked="" type="checkbox"/> Digital copy (PDF format) of all required documents, plans, drawings, studies and reports on USB memory stick (2 memory sticks)	<input type="checkbox"/> Environmental Impact Statement - Type (i.e. minor or major) to be determined following site visit prior to application submission (9 copies)
<input checked="" type="checkbox"/> List of Low Impact Design Features for Site and Building (1 copy)	<input type="checkbox"/> Slope Stability Study / Top of Bank Survey
<input checked="" type="checkbox"/> Urban Design Advisory Panel	<input type="checkbox"/> Geotechnical Report
<input checked="" type="checkbox"/> Pre-Submission Community Engagement Meeting	<input checked="" type="checkbox"/> Phase 1 Environmental Site Assessment
Other Requirements / Notes	<input type="checkbox"/> Phase 2 Environmental Site Assessment
<input checked="" type="checkbox"/> Underground Parking Plan	<input checked="" type="checkbox"/> Heritage Impact Statement
<input checked="" type="checkbox"/> Concept Plan - including GO Station Lands	<input checked="" type="checkbox"/> Archaeological Assessment
<input checked="" type="checkbox"/> Drainage Proposal	<input type="checkbox"/> Housing Issues Report
	<input type="checkbox"/>

Other Information
<ul style="list-style-type: none">• Application forms can be obtained at http://www.mississauga.ca/portal/residents/pbformscentre• Additional information/reports/studies/plans may be required upon submission of the application• This checklist is valid for one (1) year from the date of the meeting or at the discretion of the Director of Development and Design or his/her designate. In the event that the checklist expires prior to the application being submitted, and/or new policy and/or by-laws apply, another updated checklist may be required• As part of the Public Engagement Strategy for a complete application, and where deemed necessary by City Staff, the applicant will required to host a Community Engagement Meeting prior to submitting an application with surrounding residents to inform the community of the contemplated development proposal and to gather feedback. Further details on the meeting can be obtained by the Planner assigned to the file• Application submission is by appointment only. To book an appointment, please phone 905-615-3200 ext. 4199 or by email at sanja.blagojevic@mississauga.ca• Applicants should consult with the Planning Services Centre of the Development and Design Division to verify the application fee calculation before preparing a cheque. Send your completed Fee Calculation Worksheet (in the application form) to epplans.devdes@mississauga.ca for review

Appendix **2**

Documentation of Mississauga Heritage Advisory Committee Decision to Delist and Demolish

City of Mississauga

Corporate Report



Date: 2018/03/13

To: Chair and Members of Heritage Advisory Committee

From: Paul Mitcham, P. Eng, MBA, Commissioner of
Community Services

Originator's files:

Meeting date:
2018/04/10

Subject

Request to Demolish a Heritage Listed Property: 78 Park Street East (Ward 1)

Recommendation

That the property at 78 Park Street East, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process., as per the Corporate Report entitled "Request to Demolish a Heritage Listed Property: 78 Park Street East (Ward 1)", dated 13th March, 2018 from the Commissioner of Community Services.

Background

Section 27.3 of the Ontario Heritage Act states that an owner wishing to demolish a property that is listed on the City's Heritage Register but not designated under the Ontario Heritage Act must give 60 days' notice of their intention to demolish. The notice must be accompanied by a Heritage Impact Assessment (HIA) that meets the City's terms of reference. The purpose of this legislation is to allow time for Council to consider whether the property merits designation under the Ontario Heritage Act.

The owner of the subject property has submitted a heritage permit application to demolish the existing detached dwelling, which is listed on the City's Heritage Register. The property was listed for architectural reasons. The HIA that supports the demolition application, by Stevens Burgess Architect, is attached as Appendix 1.

The demolition application is a condition of sale for the subject property, as part of land assembly for future redevelopment on Ann Street from 78 Park Street East northwards.

Comments

The owner of the subject property has requested permission to demolish the existing structure. The applicant has provided a Heritage Impact Assessment compiled by Stevens Burgess Architect, attached as Appendix 1. The consultant has concluded that the house at 78 Park Street East is not worthy of designation.

- The subject property has limited cultural heritage value or interest. The house is not abutted by contemporary structures, and while the house and lot on the northwest corner of Park Street East and Ann Street maintains internal integrity, structures on abutting properties are modern or extensively altered.
- An additional listed property is located at the southeast corner of the intersection (19 Ann St): subject to higher degree of alternation, it remains recognizable as a residence contemporary to the subject property
- Some remaining structures on properties north along the west side of Ann St. are likely contemporary, but are moderately to extensively altered, and the east side of Ann St. is the Port Credit GO transit parking lot, resulting in minimal contextual integrity.

Staff visited the site on March 9, 2018. The original house form, massing and shape maintain its integrity as a modest vernacular Gothic Revival cottage inside the lot, within an environment undergoing intensification in the Port Credit GO Transit Station Southeast Area plan.

Regulation 9/06 (attached as Appendix 2) states that a “property may be designated under section 29 of the Ontario Heritage Act if it meets one or more of the criteria” set out in the regulation. Although there is modest heritage value to the property, staff concur with the Steven Burgess Architect’s HIA report that the subject property does not merit heritage designation.

Financial Impact

There is no financial impact.

Conclusion

The owner of 78 Park Street East has applied to demolish the property. The property does demonstrate limited heritage value as a remnant vernacular Gothic Revival cottage, but does not merit heritage designation when reviewed against the criteria for Ontario Regulation 9/06. The applicant’s request to demolish should proceed through the applicable process.

Attachments

Appendix 1: Heritage Impact Assessment

Appendix 2: Ontario Regulation 9/06: Criteria for Determining Cultural Heritage Value or Interest



Paul Mitcham, P. Eng, MBA, Commissioner of Community Services

Prepared by: Joe Muller, RPP, Supervisor, Heritage Planning

(Ward 1)", from the Commissioner of Community Services.

APPROVED (Councillor Parrish)

7.3. Request to Demolish a Heritage Listed Property: 78 Park Street East (Ward 1)

RECOMMENDATION

HAC-0039-2018

That the property at 78 Park Street East, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report entitled "Request to Demolish a Heritage Listed Property: 78 Park Street East (Ward 1)", dated 13th March, 2018 from the Commissioner of Community Services.

APPROVED (L. Graves)

7.4. Request to Demolish a Heritage Listed Property: 7228 Ninth Line (Ward 10)

RECOMMENDATION

HAC-0040-2018

That the property at 7228 Ninth Line, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report entitled "Request to Demolish a Heritage Listed Property: 7228 Ninth Line (Ward 10)", dated March 7th, 2018 from the Commissioner of Community Services.

APPROVED (M. Stolarz)

7.5. Request to Demolish a Heritage Listed Property: 560 Shenandoah Drive (Ward 2)

RECOMMENDATION

HAC-0041-2018

That the property at 560 Shenandoah Drive, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process.

APPROVED (C. McCuaig)

7.6. Request to Demolish a Heritage Listed Property: 6685 Century Avenue (Ward 9)

RECOMMENDATION

HAC-0042-2018

That the property at 6685 Century Avenue, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's

City of Mississauga

Corporate Report



Date: 2019/01/08

To: Chair and Members of Heritage Advisory Committee

From: Paul Mitcham, P. Eng, MBA, Commissioner of
Community Services

Originator's files:

Meeting date:
2019/02/05

Subject

Request to Demolish a Heritage Listed Property: 24 Ann Street (Ward 1)

Recommendation

That the property at 24 Ann Street, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report from the Commissioner of Community Services dated January 15, 2018.

Background

Section 27.3 of the Ontario Heritage Act states that an owner wishing to demolish a property that is listed on the City's Heritage Register but not designated under the Ontario Heritage Act must give 60 days' notice of their intention to demolish. The notice must be accompanied by a Heritage Impact Assessment (HIA) that meets the City's terms of reference. The purpose of this legislation is to allow time for Council to consider whether the property merits designation under the Ontario Heritage Act.

The owner of the subject property has submitted a heritage permit application to demolish the existing detached dwelling, which is listed on the City's Heritage Register. The property is listed because it processes a farm house vernacular within Port Credit. The HIA that supports the demolition application, by Megan Hobson, is attached as Appendix 1.

Comments

The owner of the subject property has requested permission to demolish the existing structure. The applicant has provided a Heritage Impact Assessment compiled by Megan Hobson, attached as Appendix 1. The consultant has concluded that the subject property is not worthy of designation.

The subject property has undergone extensive unsympathetic alterations and is no longer a representative example of Ontario Gothic Revival Cottage vernacular. Original elements of the exterior and interior of the building are limited due to these modifications. The date of

construction is speculated to be circa 1860 - 70 as the dwelling located on the subject property was moved to the present location at some point during the 20th century. This move was undocumented and the builder remains unknown. The subject property is also located within an area of extensive redevelopment which has impacted the contextual value of the property.

Regulation 9/06 states that a “property may be designated under section 29 of the Ontario Heritage Act if it meets one or more of the criteria” set out in the regulation. Staff concurs with Megan Hobson’s HIA report, the subject property does not merit heritage designation.

Financial Impact

There is no financial impact resulting from the recommendation in this report.

Conclusion

The owner of 24 Ann Street has applied to demolish the property. The property does not merit heritage designation when reviewed against the criteria for Ontario Regulation 9/06. The applicant’s request to demolish should proceed through the applicable process.

Attachments

Appendix 1: Heritage Impact Assessment



Paul Mitcham, P. Eng, MBA, Commissioner of Community Services

Prepared by: Brooke Herczeg, Heritage Analyst

7.4. Request to Demolish a Heritage Listed Property: 24 Ann Street (Ward 1)

Members of the Committee inquired about the ownership and plans for this property and adjacent properties in the area. Brooke Herczeg, Heritage Analyst, responded that 78 Park Street had already been approved for demolition at a previous Heritage Advisory Committee (HAC) Meeting and that 26 Ann Street will be coming to the upcoming March HAC meeting. Ms. Herczeg noted that these buildings are being bought by the same owner and that they are ideally going to propose a 22 storey structure.

RECOMMENDATION

HAC-0014-2019

That the property at 24 Ann Street, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report from the Commissioner of Community Services dated January 15, 2018.

Approved (R. Mateljan)

7.5. Heritage Planning 2018 Year in Review

Councillor Parrish directed staff to look into the following matters:

- the application of the 2018 Heritage Grants surplus to the Arts Reserve;
- the application of the fines collected under the OHA to General Operations;
- the creation of a Heritage Reserve, for use on maintenance of city-owned heritage properties; and
- the application of Heritage Grants surplus and the fines collected under the OHA to the Heritage Reserve

Members of the Committee engaged in discussion regarding the amount of the grants and their requirements and they directed staff to look into the following matters:

- an increase in the amount of each grant (currently capped at \$5,000 or \$10,000) to reflect increased costs resulting from inflation;
- the requirement for two quotes for any restoration work, and the requirements to require quotes specific to the heritage elements subject to applicability of the grants vs. any overall renovation, and
- The potential for using Heritage Grants to offset the cost of development applications.

Paula Wubbenhorst, Heritage Planner, noted that Andrew Douglas, Grants Coordinator, Community Services, will attend the March 5, 2019 meeting to provide more information regarding the grants program.

Councillor Carlson directed staff to look into the bigger projects they have and to bring them to a future Committee meeting in order to review the scope and worth of the projects.

City of Mississauga Corporate Report



Date: 2019/02/19

To: Chair and Members of Heritage Advisory Committee

From: Paul Mitcham, P. Eng, MBA, Commissioner of
Community Services

Originator's files:

Meeting date:
2019/03/05

Subject

Request to Demolish a Heritage Listed Property: 26 Ann Street (Ward 1)

Recommendation

That the property at 26 Ann Street, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report from the Commissioner of Community Services dated February 19, 2018.

Background

Section 27.3 of the Ontario Heritage Act states that an owner wishing to demolish a property that is listed on the City's Heritage Register but not designated under the Ontario Heritage Act must give 60 days' notice of their intention to demolish. The notice must be accompanied by a Heritage Impact Assessment (HIA) that meets the City's terms of reference. The purpose of this legislation is to allow time for Council to consider whether the property merits designation under the Ontario Heritage Act.

The owner of the subject property has submitted a heritage permit application to demolish the existing detached dwelling, which is listed on the City's Heritage Register. The property is listed because it is a rare example of a Colonial Revival – Spanish Pueblo within Port Credit. The HIA that supports the demolition application, by Megan Hobson, is attached as Appendix 1.

Comments

The owner of the subject property has requested permission to demolish the existing structure. The applicant has provided a Heritage Impact Assessment compiled by Megan Hobson, attached as Appendix 1. The consultant has concluded that the subject property is not worthy of designation.

The subject property processes a simple plan and shares some characteristics of the Spanish Colonial Style. It was originally constructed as a meeting hall for the Loyal Orange Order No.

165 however due to the lack of documentation, gaining a greater understanding of the relationship this organization had with the community of Port Credit is limited.

The property was sold and utilized by faith groups including the Divine Peace Evangelical Lutheran Church the Unity Church of Mississauga, Faith Incorporated and was most recently converted into a private residence. The transfer of ownership has contributed to significant alterations and modifications leaving little original exterior and interior elements. Much of the property's contextual value has been lost due to 20th century re-development.

Staff concurs with the Megan Hobson's HIA report, the subject property does not merit heritage designation.

Financial Impact

There is no financial impact resulting from the recommendation in this report.

Conclusion

The owner of 26 Ann Street has applied to demolish the property. The property does not merit heritage designation when reviewed against the criteria for Ontario Regulation 9/06. The applicant's request to demolish should proceed through the applicable process.

Attachments

Appendix 1: Heritage Impact Assessment



Paul Mitcham, P. Eng, MBA, Commissioner of Community Services

Prepared by: Brooke Herczeg, Heritage Analyst

7. MATTERS CONSIDERED

7.1. Request to Demolish a Heritage Listed Property: 26 Ann Street (Ward 1)

Robert Cutmore, Citizen Member, spoke to the intensification in this area and noted support for staffs' recommendation.

RECOMMENDATION

HAC-0018-2019

That the property at 26 Ann Street, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to demolish proceed through the applicable process, as per the Corporate Report from the Commissioner of Community Services dated February 19, 2019.

Approved (R. Cutmore)

7.2. Request to Demolish Heritage Listed Properties: 869 Sangster Avenue (Ward 2)

Matthew Wilkinson, Citizen Member, requested that staff discuss with the owner the possibility of changing the façade to be more in line with the building's original style. Brooke Herczeg, Heritage Analyst, noted that she had been in contact with the owner regarding this concern and that she would reopen that discussion.

RECOMMENDATION

HAC-0019-2019

That the property at 869 Sangster Avenue, which is listed on the City's Heritage Register, is not worthy of heritage designation, and consequently, that the owner's request to alter and demolish proceed through the applicable process, as per the Corporate Report from the Commissioner of Community Services dated February 19, 2019.

Approved (M. Wilkinson)

8. INFORMATION ITEMS

8.1. New Heritage Designation Plaque Design

Members of the Committee engaged in discussion and noted that they did not support the new heritage designation plaque design. Councillor Parrish requested that the Memorandum be received and that staff be directed to investigate how they can keep the current plaque design while incorporating the City's rebranding. Tina Mackenzie, Manager, Creative Services, advised that she would investigate different options for the new heritage designation plaque design.

Appendix **3**

Mississauga Urban Design Advisory Panel Meeting Minutes, February 26, 2019

City of Mississauga

Urban Design Advisory Panel



Date: February 26, 2019

Subject: Meeting Minutes

Panel Present:

Moiz Behar (Chair)
Mark Sterling
Nick Poulos
JP Thornton
Peter Turner
Christine Abe
David Dow
Patrick Saavedra
Mitchell Hall
Michael Spaziani
Harold Madi

City Staff:

Andrew Whittemore (Item 2&3)
Lesley Pavan
Sharon Mittmann
Mike Votruba
Hugh Lynch
Dave Martin
David Ferro
Yang Huang
Paul Stewart
Anna Mundy
Sue Ann Laking

Guests:

Mansoor Kazerouni, IBI (P)
Maryam Alavi, IBI
Pasquale Suppa, IBI
Andrew Konev, Edenshaw
Carmen Gerasolo, Edenshaw
Eldon Theodore, MHBC
Kelly Martel, MHBC

Panel Regrets:

Andrew Frontini
David Anselmi
John Hillier

Item 3: 78 Park Street and 22-28 Ann Street**083-2019****3.1 Welcome and Introduction to the Urban Design Advisory Panel**

Chair Introduction: Moiz Behar outlined the protocol for the meeting. The meeting will proceed with a presentation by City staff and questions of clarification, then the proponent's presentation followed by questions to the proponent and concluding with comments and recommendations.

3.2 City Staff Presentation

City Staff Presentation: Yang Huang (Urban Designer) introduced the project and provided an overview with relevant background information. The questions that staff would like the Panel to respond to were outlined.

3.3 Questions of Clarification Posed to City Staff

1. Question - Why is there a 22 storey datum? What is the justification in height limit? Also is there intent to intensify the density of the area given this is an opportune site for intensification?

Answer: The Port Credit GO Transit Hub and Hurontario LRT will be within 100 meters of

the site. This is why the density and height is justifiable in a planning context. A local area plan was recently done (< 10years ago) and heights were justified at 15 storeys everywhere else in that northern node and 22 storeys immediately adjacent to the Port Credit GO Station, based on public engagement and height studies, and it is a community node and, not a major node.

2. Question - Regarding the GO parking lot to the east - are there plans to develop it? What happened to the RFP on that site?

Answer: Since 2015 priorities have shifted with Metrolinx and plans are not certain. Staff confirmed that a joint mixed-use development was originally planned which has now moved to Mimico. Port Credit was supposed to be the original mixed-use development site for Metrolinx with a private developer and consultants.

3. Question - What happens to the property to the north side of the development? Has the city contemplated an extension of the development in a joint manner between landowners or would the city take it over to create something else for the community?

Answer: No plans, the area where the loading dock ramp is located would be hard to connect and possibly land locked.

4. Question - What are the desirable floorplate sizes for levels 7-15?

Answer: For floors 7-10 it would be 1200 m², 11-15 would be 1000m².

5. Question - Is there an FSI cap on this site? Is there a density cap or only height limitations?

Answer: There are height and setback limits rather than FSI.

6. Question - Since Metrolinx is delayed with their plans for the GO Station and LRT extension, has the city contemplated anything in the interim to help define pedestrian flow and connectivity patterns along Queen Street?

Answer: We are currently relying on the existing street and sidewalk system.

7. Question - About the parking lot to the west of the site - can we anticipate any redevelopment to the parking lot structure?

Answer: The proponent answered this question - we have investigated this option but that parking currently serves the existing apartment building and would need to be relocated. This has been looked into comprehensively but the complications of relocation and economics did not allow it.

8. Question - Does the area plan contemplate what is happening regarding the reinvestment of old apartment sites with in-fill development? The structured parking lot would be an ideal site for this.

Answer: Six cities are working collectively on the Tower Renewal initiative; Toronto and Mississauga are two of the six cities.

9. Question - Has this been translated into Official Plan policies yet as it has in Toronto?

Answer: We have some policies that encourage in-fill plans and we are looking into incentivization with partnerships. This includes programs like Tower Renewal. There are timing issues and required legislative changes.

3.4 Proponent Presentation

The proponent's presentation was presented by Mansoor Kazerouni of IBI Group with an overview of the proposal. Mansoor provided an introduction to his team and team members also shared background information on the project (i.e. – hold out component).

3.5 Questions of Clarification Posed to the Proponent

The Panel meeting resumed with questions of clarification posed to the proponent:

1. Question - About the north elevation with the covered loading area – is there a wall there or just columns? Plans seem to have walls and elevation shows columns.

Answer: There's flexibility. Right now we are showing columns but this can be infilled with a screen or easily infilled with a solid wall if the neighbours feel strongly that there may be disruptions.

2. Question - The west elevation is showing windows all the way down the ramp to the parking, is this all glazed?

Answer: There is no reason why it could not be glazed, with the exception of the service area.

3. Question - Is there an alternative approach to the massing or is this massing effectively working with the by-laws? Is this massing an outcome of looking at all the possibilities?

Answer: We at first submitted a dramatic pyramid form to the city and received feedback that it was not in keeping with the character of Port Credit and not something that the community would embrace. We explored multiple built form options and this seemed most appropriate based on the feedback.

4. Question - According to the shadow study the landscape space at the ground level on the west side of the building receives only one hour of sunlight on June 21st at 5-6pm. What are your intentions for this space?

Answer: It is programmed with a communal barbeque and outdoor dining area. We may look

into putting these amenity uses on the roof top instead where there is access to sunlight and views.

5. Question - About the separation distance to the neighbouring building, what height is that applicable to – does it go all the way to grade?

Answer: It is applicable to everything above 8 stories

6. Question - Regarding the tower portion, on the east elevation, going from the 6th floor up, on the north side - is there a different type of treatment used to try to break the massing?

Answer: The intent is to break down the tower a little bit by accentuating the piece that extends above with a white fritted /perforated panel on the balcony, but clear balcony expression on last three units. These are all on the same plane with just different material treatment, delineating the balcony in a way that clearly distinguishes the white portion from the clear portion.

7. Question - How was the main residential entrance conceived and envisioned? Is the right hand side entrance seen as the main entrance primarily for cars and deliveries and the small entry to residential as secondary?

Answer: There are essential service functions that need to be accommodated in this area. The lobby addresses the street as a direct pedestrian entrance and a bit of a side door that allows for deliveries to access the lobby. Not all details have been finalized yet.

8. Question - What are the plans for the existing mature trees between the new buildings and existing tower? Excavating may harm their root system. Is there a way to protect them from the proposed construction?

Answer: The trees are on the neighbouring property and are remaining. This will be part of the rezoning submission and arborist study that's currently underway.

9. Question - Where is the nearest commercial retail function?

Answer: There isn't much retail in the area. Policy requires a minimum of 250 m² of commercial space at grade at this site and we are currently in discussions with the City to see if live/work qualifies. The nearest commercial/retail is at the base of the existing parking garage on the site to the west.

10. Question - What would you consider changing or improving on the project from the onset? What area could be developed differently?

Answer: We would like to add three additional floors on the tower which would allow the southern podium tail extension to be lower.

11. Question - About the GO train noise and the north elevation – how will that be treated?

Answer: This is typically addressed by enhanced glazing standards on maybe half of the façade. The building has a fair amount of solid materials - 55% solid which might help as well.

12. Question - What are the ground floor setbacks on Ann Street?

Answer: They are 5.6 meters from street curb to building face. Park Street is residential and Ann Street is mixed-use, therefore different setback requirements apply.

13. Question - Is parking on Ann Street contemplated as there will be retail and it seems like a fundamental requirement?

Answer: Parking along Ann Street was contemplated but it was decided that it is not an option that will be pursued at this time.

14. Question - Since there are significant wind mitigation issues identified in the wind study and implications for winter conditions for pedestrian walkways - how will this be responded to architecturally?

Answer: We have not addressed the wind study yet; this will come in the second round. We will have to look at what impact canopies and awning have on the public right of way and tree planting and how they interface.

15. Question - What is the height of the ground floor level?

Answer: Currently it is 6 meters but suspect it may have to be raised a little bit.

16. Question - Are the current proposed heights consistent with policy?

Answer: Yes, the height is consistent but the floor plate sizes are not.

17. Question - Has office space has been contemplated?

Answer: There is not enough space at grade and would require separate entrances and an elevator core to the second level. Office space is something we will consider.

18. Question - Is it possible to relocate the ramp to the west side of the building in the dark area where the amenity space is now located? Seems like a space that could be used to free up the north side of the building and floor space for active uses.

Answer: This may be better pedestrian usage and something to look at.

3.6 Concluding Summary and Recommendations

These recommendations and comments will be taken into consideration along with all other input received as part of any application process.

Massing Issue: The Panel was unanimous in their assessment that there is overbuilding going on with the proposal. In reviewing the 3D component and elevations, it was determined that the middle segment (7-15) of the building seems to be a superfluous, tacked-on piece that's out of character for the area. The Panel recommended that this should be looked at very carefully and attempt a more slender massing for the tower mid-rise component, even if it has a strong podium and is meeting the 30m separation. This would address the massing issue the Panel agrees is a concern with this proposal.

Ann Street Component: The Ann St. streetscape seems to be lacking. Current design has the building right at the property line with a small entrance for residential main access or lobby and a fairly large component tacked-on at the end that's potentially noisy and smelly. Perhaps a more traditional, closed-in area may be appropriate. Option of relocating it was discussed as well as setting the building back a little (3 meters). This would yield the opportunity to have a more robust entrance area (canopies, space etc.) and provide future parallel parking opportunities along the street. This area needs to be dealt with in a better manner and will be left for the applicant to review and come up with a solution.

Office Component: In terms of land use, the Panel believes that incorporating an office component into the space may be a good idea. Whether it's on the second floor or elsewhere will be left up to the applicant.

Architectural Design: The Panel believes that more solid to glass ratio for the entirety of the building is needed and highly encouraged, not just on the north side facing the transit corridor.

Streetscape/Landscape: The Panel believes that more attention to the streetscape is needed. Assuming the Park Street streetscape will remain retail, perhaps zero in on that space and what this means regarding quality of landscape along Park Street.

Regarding the space on the west side of the building, a landscape component or treatment is warranted. The amount and type of activity should really depend on wind conditions and actual hours of sunlight that space will get. It may be passive space.

The Panel recommends that the project be brought back for another review at a later date to present any reconsidered designs based on the above-noted feedback and recommendations.

Appendix **4**

Draft Zoning By-law

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER

A by-law to amend By-law Number 0225-2007, as amended

WHEREAS pursuant to sections 34, 36 and 37 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may, respectively, pass a zoning by-law, impose a holding provision and require a public benefits contribution;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following new Exception Table :

4.15.6.X	Exception RA5-X	Map # 8	By-law:
In the RA5-X zone, the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/ regulations shall apply:			
Additional Permitted Uses			
4.15.6.X.1	The following additional uses shall be permitted in the first storey as defined in this exception: (1) Live/Work Unit (2) Amenity Area		
Regulations			
4.15.6.X.2	The provisions of Article 4.1.16 and 4.1.15.3 and the regulations of lines 11.2, 15.1, 15.3, 15.5 and 15.6 Contained in table 4.15.1 of this By-law shall not apply		
4.15.6.X.3	Maximum Floor Space Index	9.2	
4.15.6.X.4	Minimum Gross Floor Area- non-residential	250 m2	
4.15.6.X.5	Maximum Height	76.0 metres and 22 storeys	
4.15.6.X.6	Maximum gross floor area- apartment zone for the 13 th storey	1,200 m2	
4.15.6.X.7	Maximum gross floor area- apartment zone for the 14 th and 15 th	810 m2	
4.15.6.X.8	Maximum residential floor plate per storey for each storey beyond the 15 th storey	800 m2	
4.15.6.X.9	Minimum front yard	As shown on Schedule RA5-XX of this exception	
4.15.6.X.10	Minimum exterior side yard		
4.15.6.X.11	Minimum interior side yard		
4.15.6.X.12	Minimum rear yard		
4.15.6.X.13	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard	1.8	
4.15.6.X.14	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	2.0	
4.15.6.X.15	Maximum projection of a balcony located on the second storey measured from the outermost face or faces of the building from which the balcony projects	5.5 m	

4.15.6.X.16	Maximum projection of a balcony located on the seventh storey measured from the outermost face or faces of the building from which the balcony projects	4.5 m
4.15.6.X.17	Maximum projection of a balcony located on the ninth storey measured from the outermost face or faces of the building from which the balcony projects	6.0 m
4.15.6.X.18	Maximum projection of a balcony located on the fourteenth storey measured from the outermost face or faces of the building from which the balcony projects	27.0 m
4.15.6.X.19	Minimum above grade separation between any portion of a building, exclusive of balconies, that is eight storeys or higher to another building that is eight storeys or higher, exclusive of balconies	30 m
4.15.6.X.20	Minimum number of parking spaces	227
4.15.6.X.21	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to the front lot line	1.0 m, except where adjacent to an intake the setback shall be 0.0 m
4.15.6.X.22	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to the interior side lot line	2.5 m
4.15.6.X.23	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to the exterior side lot line	0.0 m
4.15.6.X.24	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to the rear lot line	0.0 m
4.15.6.X.25	Minimum aisle width	6.7 m
4.15.6.X.26	Minimum landscaped area	400 m ²
4.15.6.X.27	Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands, and/or a Residential Zone with the exception of an Apartment Zone	0.0 m along Ann Street 4.5 metres along Park Street East, except where restricted by a transformer, manhole or intake shaft
4.15.6.X.28	Minimum depth of a landscaped buffer along any other lot line	2.0 m, except where abutting a loading area the landscaped buffer shall be 0.0 m
4.15.6.X.29	Minimum amenity area	1,300 m ² .
4.15.6.X.30	For the purposes of this exception, notwithstanding the definition of Storey in Section 1.2, the 1 st and the 22 nd storey of the building shall be deemed as one storey each for the purposes of calculating height in storeys	
4.15.6.X.31	“Live/Work Unit” means a dwelling unit used partly for residential purposes and partly for	

	an office, medical office-restricted, retail store, personal service establishment, repair establishment
4.15.6.X.32	The non-residential portion of a live/work unit shall have a main front entrance facing Ann Street and shall have a minimum depth of 6 m. The area of the live/work unit beyond the 6 m minimum depth may be permitted to include uses associated with the second level of the unit.
4.15.6.X.33	The residential portion of a live/work unit shall be located primarily on the second level of the unit with access provided internal to the building at the ground level
4.15.6.X.34	All site development plans shall generally comply with Schedule RA5-XX of this exception

2. Map Number 8 of Schedule B to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from “RA2-48” to “RA5-X”, the zoning of Part of the Town Plot of Port Credit, in the City of Mississauga, PROVIDED HOWEVER THAT the “RA5-X” zoning shall only apply to the lands which are shown on the attached **Schedule “A”**, which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the “RA5-X” zoning indicated thereon.

APPENDIX “A” TO BY-LAW NUMBER _____

Explanation of the Purpose and Effect of the By-law

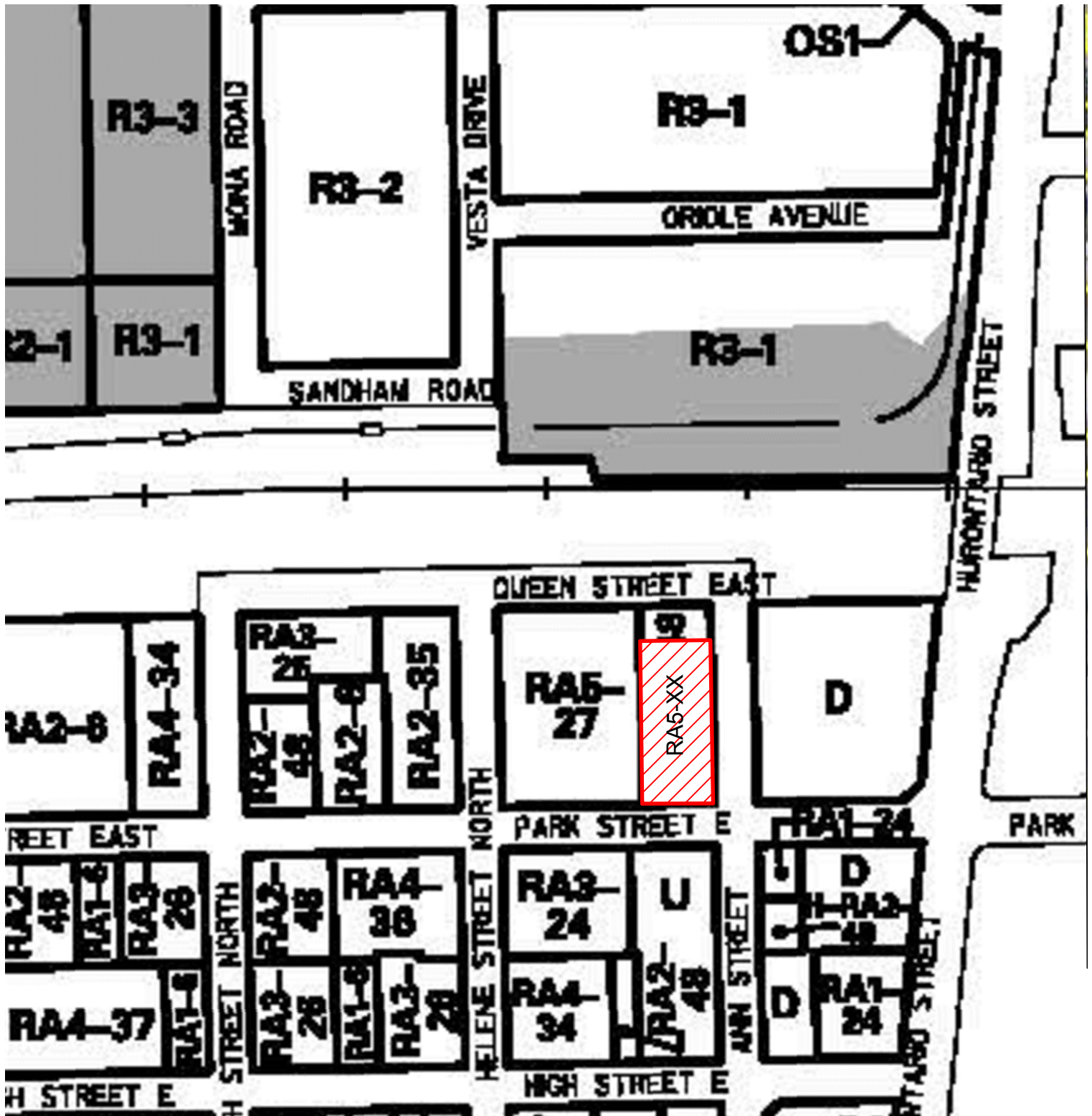
The purpose of this by-law is to permit a 22 storey condominium building on the lands municipally addressed as 78 Park Street East and 22-28 Ann Street (the ‘subject’ lands).

This By-law removes the current RA2-6 zoning provisions that apply to the subject lands in order to apply an RA5 zone with special exceptions (RA5-X)

Location of Lands Affected

The lands are located at the intersection of Park Street East and Ann Street, in the City of Mississauga, as shown on the attached Map designated as **Appendix “B”**

Further information regarding this By-law may be obtained from _____ of the City Planning and Building Department at _____



Data Source: Zoning By-Law No. 0225-2007

Schedule A Proposed Zoning By-Law Amendment

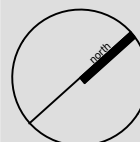
78 Park St E & 22-28
Ann Street
Mississauga, Ontario

LEGEND

- Subject Lands
- Lands to be Rezoned from H-RA2-48 to RA5-XX

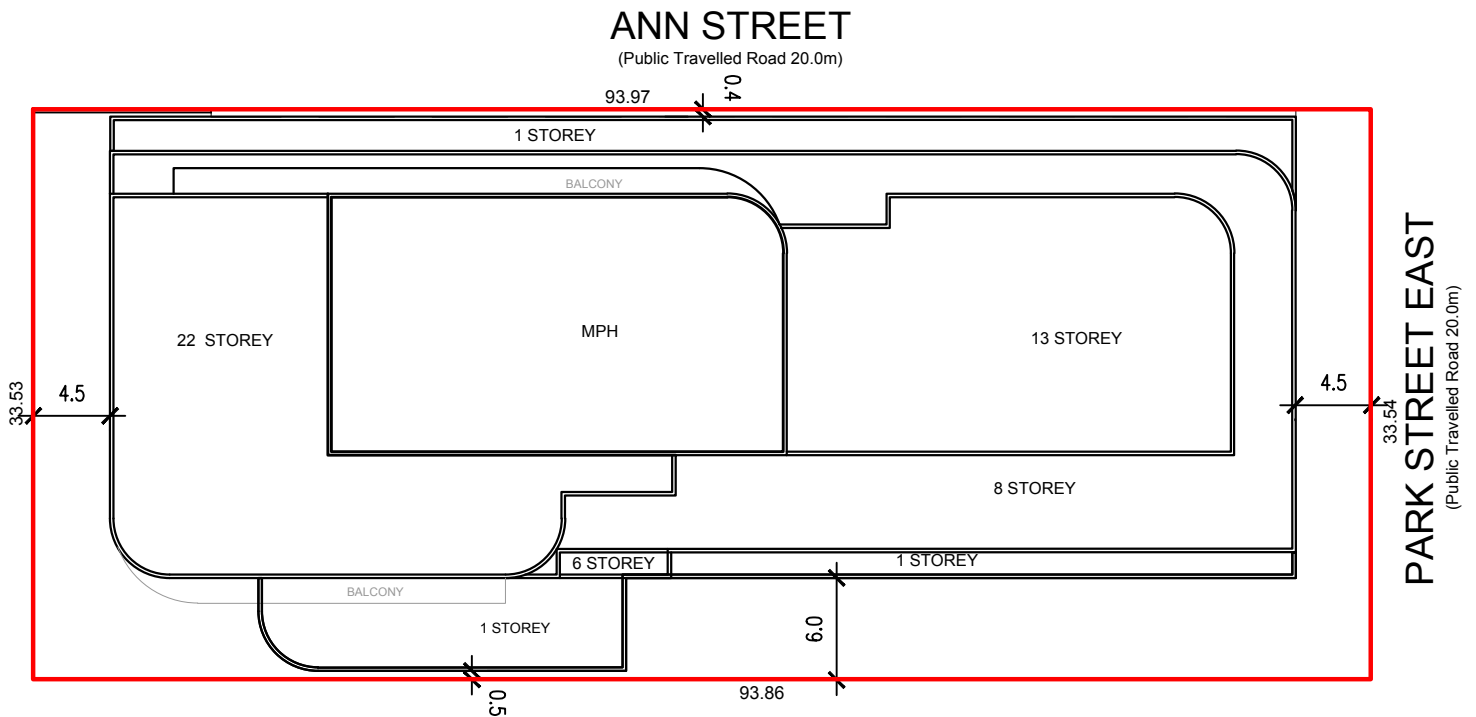
DATE: May 22, 2019

SCALE N.T.S



N:\16311D - 22-30 Ann Street, Mississauga\2019\Figures\CAD\16311D - Figure Mapping - Jan 23 2019.dwg

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
442 BRANT STREET BURLINGTON, ON, L7R 2G4
P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM



Data Source: A.100- Site Plan

Schedule RA5-XX Proposed Zoning By-Law Amendment

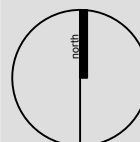
**78 Park Street East &
22-28 Ann Street,
Mississauga, Ontario**

LEGEND

- Lot Boundary
- Buildable Area

DATE: May 24, 2019

SCALE 1:50,000



N:\1631\1D - 22-28 Ann Street, Mississauga\2019\Figures\A.100-SITE PLAN.dwg

MHBC PLANNING
URBAN DESIGN
& LANDSCAPE
ARCHITECTURE
442 BRANT STREET BURLINGTON, ON. L7R 2G4
P: 905 639 8686 F: 905 761 5589 | WWW.MHBCPLAN.COM

Appendix **5**

Response to Urban Design Policy and Guidelines

APPENDIX 5 – RESPONSE TO URBAN DESIGN POLICY AND GUIDELINES

1.0 Site Design and Orientation

Appendix 1 Built Form Guide

It is important to maintain the existing views to Lake Ontario and within Port Credit and ensure that future buildings maintain sky views.

The placement and orientation of new buildings should also be oriented to maximize sky views along the length of Lakeshore Road East and the West Corridor so as not to create a wall effect.

Setbacks on streets where retail is required should generally be 0.0 m to 3.0 m from the property line.

New development must ensure that a minimum of 5.6 m public realm from the sidewalk/street curb to the face of the building can be accommodated to ensure appropriate streetscape treatment can be achieved.

On residential streets (shown on Figure B65 as green) the setback to a building shall be a minimum of 4.5 m and a maximum of 7.0 m depending on the character of the adjacent developments and the configuration of the proposed building.

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.2.1.1 Development will create distinctive places and locales.

The development proposal responds to these policies and guidelines as follows:

- The north-south orientation of the building will respect the existing south-facing views to Lake Ontario, while also creating distinctive views and vistas within Port Credit for travellers to the GO Station.
- The proposal will contribute to the existing skyline within Port Credit while maintaining adequate tower separation distances (30.0m) to minimize the loss of sky views.
- The proposal will contribute to creating an urbanized streetscape by providing a limited east yard setback along Ann Street (identified as a Mixed Use Street on Figure B61), while a setback of a minimum of 4.5 m has been provided along Park Street East to the south (identified as a Residential Street on Figure B61) to allow for an enhanced streetscape treatment.
- The proposal maintains the existing condition of the municipal sidewalk width of 5 m, measured from the curb to the building façade (along Ann Street) to ensure appropriate public realm and streetscape opportunities can be achieved.

2.0 Intensification

Port Credit Local Area Plan Section 10.1

13.1.12 g. All future developments over 1,000 square metres shall provide an appropriate mix of non-residential, employment generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. Where land parcels are too small to accommodate large mixed use development, non-residential land uses are encouraged but not required;

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.

Policy 9.2.1.4 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.

The development proposal responds to these policies and guidelines as follows:

- The proposal includes a mixture of uses including a residential tower and at-grade live/work units in a high quality, compact urban form. The proposal promotes active transportation objectives and goals by reducing vehicular parking spaces, providing bicycle parking spaces as a recognition that this proposal is less than a 5 minute walk to the existing Port Credit GO Station.
- The proposal represents a logical form of intensification given the location of Major Transit Station Area, the existence of tall buildings in the surrounding context and the height permissions in the Port Credit plan. Approval of this development will assist with reinvestment and revitalization of the existing built up area in proximity to a Major Transit Station.

3.0 Safety

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.4.1.4 Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.

The development proposal responds to this policy as follows:

- The proposal will include pedestrian access and a high level of vision glass along the public realm to promote informal surveillance and a high level of safety to the pedestrian. Additionally, sufficient levels of lighting illumination will be provided on the building façade and in the amenity areas to ensure safety for those travelling by and enjoying the outdoor amenity space. One vehicular access point is proposed to ensure conflicts between vehicles and pedestrians are minimized.

4.0 Sustainable Design

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.5.2.8 Site designs that conserve energy will be encouraged. Energy conservation will be addressed at the development application stage and during the preparation of building and site designs. Buildings should be designed, oriented, constructed and landscaped to minimize interior heat loss and to capture and retain solar heat energy in the winter and to minimize solar heat penetration in the summer.

Policy 9.5.2.9 Site designs will be encouraged that minimize the consumption of water.

Policy 9.5.2.10 Site development will be encouraged to meet a minimum standard of LEED Silver or custom green development standards.

Policy 9.5.3.13 Where appropriate, development should be designed to incorporate measures that minimize urban heat island effects.

Policy 9.5.3.14 Buildings should be designed to conserve energy and incorporate sustainable material.

Policy 9.5.3.15 Buildings should be designed to minimize the consumption of water and to utilize stormwater best management practices.

The development proposal responds to these policies as follows:

- The proposed building respects the intent of the above noted policies to promote sustainability, and deploy of series of initiatives that that would further enhance sustainability internal to the building. It is the intent that further details respecting sustainable design will be provided with the formal rezoning application as well as through the subsequent detailed design required for the future site plan.
- The proposed outdoor amenity area on the ground level will contribute to reducing heat island effect through the use of permeable paving with high albedo ratings, non-invasive species, living walls and drought-tolerant plantings to help reduce irrigation.
- A landscaped active green roof is also proposed as part of the proposal to provide for additional amenity space, while also supporting the minimizing of the urban heat island effect.
- A Stormwater Management report is required to be provided as part of the formal rezoning submission which will include further details with respect to sustainable design features of the stormwater facilities for the development.
- All sustainability measures will be refined in the site plan stage.

5.0 Vehicular Circulation

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.5.4.3 The sharing and reduction of access points/driveways will be encouraged to promote pedestrian safety and provide the opportunity for a continuous streetscape.

Policy 9.5.6.3 Development should clearly define areas of access and egress to avoid the creation of entrapment areas.

The development proposal responds to these policies and guidelines as follows:

- In addition to previous stated safety measures, the proposed vehicular and servicing accesses have been consolidated to reduce the number of breaks in the street wall and avoid the creation of entrapment areas, promote pedestrian safety, and ensure an overall continuous streetscape.

6.0 Pedestrian Circulation

Port Credit Local Area Plan Section 10.1

13.1.12 j. Development applications shall demonstrate how transit use, pedestrian circulation, cycling, car and bike sharing, car-pooling, shared parking and other travel demand management measures will be achieved;

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.2.1.22 Development will be designed to support and incorporate pedestrian and cycling connections.

Policy 9.4.1.1 The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes.

Policy 9.1.9 Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.

Policy 9.4.1.2 A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.

Policy 9.4.1.3 Development will support transit and active transportation by:

- a. locating buildings at the street edge, where appropriate;*
- b. requiring front doors that open to the public street;*
- c. ensuring active/animated building façades and high quality architecture;*
- d. ensuring buildings respect the scale of the street;*
- e. ensuring appropriate massing for the context;*
- f. providing pedestrian safety and comfort; and*
- g. providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.*

Policy 9.4.3.2 All development will be consistent with the Mississauga Accessibility Design Handbook.

The development proposal responds to these policies and guidelines as follows:

- The proposed building location provides a high level of connectivity and walkability to planned amenities including the existing Port Credit GO Station.
- As a transit oriented development, the proposal will ensure strong pedestrian connections will be established with the Port Credit GO Station and MiWay Bus connections via the public sidewalk and amenity space.
- The proposal will be consistent with the Mississauga Accessibility Design Handbook.
- The proposed at-grade pedestrian pathways within the amenity area will be linked to the municipal sidewalks to integrate the proposal as part of the larger pedestrian network within the Block. These connections and access to the Port Credit GO Station via the existing municipal sidewalk will promote efficient multi-modal transportation system
- The proposed built form is supportive of active transportation by incorporating numerous design elements such as, entrances fronting onto the public street, provided a high quality architectural

design at the base that is sensitive to are character and animating the building facades for live/work units at grade.

7.0 Massing and Transitions

Port Credit Local Area Plan Section 10.1

10.2.1.1 The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.

13.1.12 h. The following minimum gross floor areas (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:

Block 4: 250 square metres

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.

Policy 9.2.1.10 Appropriate height and built form transitions will be required between sites and their surrounding areas.

Policy 9.2.1.29 Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.

Policy 9.5.1.5 Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.

Policy 9.5.2.2 Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:

- a. providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;*
- b. fronting walkways and sidewalks with doors and windows and having visible active uses inside;*
- c. avoiding blank walls facing pedestrian areas; and*
- d. providing opportunities for weather protection, including awnings and trees.*

Policy 9.5.4.5 Built form will relate to the width of the street right-of-way.

The development proposal responds to these policies and guidelines as follows:

- The massing of the proposed building will provide transition to adjacent low-rise buildings by staggering the building heights ranging between 8, 13 and 22 storeys as the proposal moves north towards the rail tracks. With respect to the existing residential home that abuts to the north, discussions with the owner have confirmed that while they did not want to be part of this development, they do not oppose the development and acknowledge their lands will be redeveloped in the future. It is anticipated that those lands can serve a public park or plaza function which complements this application and future applications on the parking lot to the east.
- The built form relates to the planned right-of-way (ROW) widths by proposing a podium height of 29.10 m adjacent to Park Street East (20 m ROW) when taking into consideration the 4.5m setback. Relative to Ann Street, while the proposed podium height will be higher along Ann Street (20 m ROW), it is with recognition that this frontage serves a landmark façade abutting the Go Station

parking, and therefore would benefit from a steeper angular plane to achieve a greater prominence and presence.

- The proposal provides an articulated massing at the ground-level through at-grade live/work units that average approximately 143 sq m per unit for a combined total area of 664 sq m. The provision of this articulation ensures there is a rhythm and visual interest along the building's façade.

8.0 Compatibility

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.2.1.2 Design excellence will create a vibrant Downtown complemented by communities that retain their own identity and contribute to an overall strong city identity.

Policy 9.5.1.2 Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

- d. street and block patterns;*
- e. the size and configuration of properties along a street, including lot frontages and areas;*
- f. continuity and enhancement of streetscapes;*
- g. the size and distribution of building mass and height;*
- h. front, side and rear yards;*
- i. the orientation of buildings, structures and landscapes on a property;*
- j. views, sunlight and wind conditions;*
- k. the local vernacular and architectural character as represented by the rhythm, textures and building materials;*
- l. privacy and overlook; and*
- m. the function and use of buildings, structures and landscapes.*

Policy 9.5.1.9 Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.

Policy 9.1.3 Infill and redevelopment within Neighbourhoods will respect the existing and planned character.

The development proposal responds to these policies and guidelines as follows:

- The proposal is maintaining the rectangular block size and pattern, similar to the adjacent lots along Park Street East, and abutting the GO Station along Queen Street East, following this urban morphology vertically as part of the built form design.
- The proposal locates the proposed building along the street edge with frontages oriented along Ann Street
- The proposal is providing an enhanced streetscape along the outdoor amenity space / Park Street East frontage by including an enhanced landscaped treatment within a minimum 4.5m setback.

- The proposal is of a contemporary architectural character that utilizes a variety of materials that are both sympathetic to the area character at the base while creating a rhythmic building exterior. The design consists of a unique curvilinear balcony design along the upper storeys of the residential tower component to help celebrate the tower's presence in the skyline.
- The proposal minimizes concerns of overlook and loss of privacy by providing increased setbacks in the tower component of the building and maintaining a separation distance of 30m from adjacent towers.
- The proposed tower floor plate is linear and north facing, helping to minimize shadow impacts by allowing shadows to move quickly, particularly with respect to the proposed outdoor amenity space and adjacent residential uses.
- The proposal will support the planned character of the neighbourhood by providing a mixture of residential uses similar to developments surrounding the subject lands.
- The proposed design will be complementary to the existing adjacent buildings to reinforce an emerging architectural character that is still sympathetic to the existing and emerging architectural style in the Port Credit area.

9.0 Setbacks and Streetwall

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.2.1.28 Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.

Policy 9.2.1.17 Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.

Policy 9.5.3.10 The lower portion of tall building developments will include a built form that achieves street frontage and at grade relationships to support a pedestrian oriented environment.

Policy 9.5.3.5 Front building façades should be parallel to the street. Consideration may be given to allow for periodic indentation for visual relief and features such as urban plazas.

Policy 9.5.6.2 Active building frontages should be designed to face public spaces including entries and windows to ensure natural surveillance opportunities.

The development proposal responds to these policies as follows:

- The proposed development will assist in framing the street edge through limited setbacks to contribute to the creation of a landmark building adjacent to the Port Credit GO Station.
- The facades and massing of the proposed development have been designed to frame the public streets to the east (i.e. Ann Street) and south (Park Street East) to provide a continuous and enhanced building frontage.
- Building openings have been designed to accommodate both pedestrian and vehicular access points and to minimize breakages in the street wall.

- The proposal will provide an urban streetscape condition by defining the street edges with 0 m setbacks from the ultimate property line along Ann Street.
- The street-level frontage along Park Street East will be enhanced by a mixture of landscaping trees and plantings that connect to the at-grade outdoor amenity space.
- The street walls will be consistent in providing a 6.6m high ground floor height and be well articulated with a varied materiality on the façade to create rhythm while supporting uses to achieve active frontages.

10.0 Height

Port Credit Local Area Plan Section 10.1

10.2.1.2 Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:

- overall massing (reduce “wall effect”);*
- visual impact of buildings;*
- protect skyviews; and*
- limit shadow impact.*

10.2.1.3 Buildings over six storeys will maintain distance separations that, amongst other matters, address the following:

- existing distance separations between buildings;*
- overcrowding of skyviews and skyline;*
- protection of view corridors; and*
- privacy and overlook of occupants*

10.2.2.1 Building heights will generally decrease towards the east and west of the precinct, reflecting proximity of either the Credit River Valley or established residential neighbourhoods.

10.2.2.2 Building heights on lots adjacent to the Mainstreet Precinct will demonstrate an appropriate transition.

13.1.12 c. A minimum of 30 metres shall be provided between any portion of a building that is eight storeys or higher to another building that is eight storeys or higher;

13.1.12 d. The maximum size of residential floor plates beyond the 15th storey shall generally be 800 square metres or less;

Appendix 1 Built Form Guide

The maximum floor plates of buildings over 6 storeys, inclusive of balconies, shall be:

- 7-10 Storeys: Maximum floor plate of 1 200 m²
- 11-15 Storeys: Maximum floor plate of 1 000 m²
- 16-22 Storeys: Maximum floor plate of 800 m²

A minimum of 35 to 40 m from any portion of a building that is over 6 storeys to another building that is over 6 storeys is required. Taller buildings require greater separation distances and therefore will be required to meet the 40 m separation distance.

Tall buildings must be set back a minimum of 10 m from side and rear property lines or the centre line of an abutting lane, measured from an external wall or exterior face of balconies to ensure maximum opportunity for fenestration and to ensure appropriate separation distances can be accomplished.

Shadow studies will be required for buildings greater than 10.7 m in height which may cause a new shadow impact on adjacent residential properties, properties identified as listed or designated on the Heritage register, and public parkland, open space and the public realm.

The evaluation of the existing wind conditions in the immediate and surrounding area, prior to the proposed development will be required along with a comparison of the wind conditions based on the proposed development.

The evaluation will include conditions based on seasonal variations (i.e. summer, spring, fall and winter).

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.2.1.8 The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.

Policy 9.2.1.11 Tall buildings will be sited and designed to enhance an area's skyline.

Policy 9.2.1.12 Tall buildings will be sited to preserve, reinforce and define view corridors.

Policy 9.2.1.13 Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.

Policy 9.2.1.14 In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

Policy 9.2.1.15 Tall buildings will address pedestrian scale through building articulation, massing and materials.

Policy 9.2.1.9 Where the right-of-way width exceeds 20 m, a greater building height may be required to achieve appropriate street enclosure in relation to the right-of-way width.

Policy 9.5.3.9 Tall buildings will minimize undue physical and visual negative impact relating to:

- a. microclimatic conditions, including sun, shadow and wind;*
- b. noise;*
- c. views;*
- d. skyview; and*
- e. adjacent cultural heritage resources, open spaces, the public realm, community infrastructure and residences.*

Policy 9.5.3.19 It will be the responsibility of proponents of development applications to comply with Airport height restrictions.

The development proposal responds to these policies and guidelines as follows:

- The proposal is located within 145 m of the Port Credit GO Station, thereby locating a tall building within proximity to an existing Major Transit Station, a location where the tallest buildings are anticipated.
- The proposed building floor plate will reduce with each segment of the building, starting at a Gross Floor Area (GFA) of 1,192.1 sq m at the ground level and transitioning to 633 sq m (GFA) or 800 sq m Gross Construction Area (GCA) from the 13-storey to the 22-storey, generally in keeping with the guidelines for floor plate sizes and maintaining the mandatory 800 sq m floor plate for the 13th-22nd storey as set out in the Plan.
- While a 40.0m separation between towers is preferred by the guidelines, if this were to be implemented, a tall building could not be reasonably developed on the subject lands, prohibiting the site from meeting its optimized density and height as per the Port Credit Plan. The proposal instead instituted as 30.0 m separation, which exceeds that of other municipalities and is in alignment with the policies for 'Special Site 12' which requires that only a 30 metre separation distance be provided. In our opinion, this distance continues to provide for sufficient separation to avoid loss of privacy and protect sky views between towers.
- The orientation of the building along the street edges will further create distinctive views and vistas within Port Credit for travellers to the GO Station, while respecting the existing views corridors.
- A pedestrian wind study has been prepared for the proposal which concludes that microclimatic conditions are acceptable and any potential mitigation measures can be explored as part of a site plan application.

11.0 Façade Articulation & Design

Port Credit Local Area Plan Section 10.1

13.1.12 b. Variation in building heights and form should be achieved, including the position of towers relative to each other;

13.1.12 e. Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation);

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.5.1.13 Buildings with exposure to Provincial Highways or public streets in areas of site plan control will be subject to a higher standard of design to achieve upgraded building elevations and landscaping, including principal doors and window fenestration.

Policy 9.5.2.1 High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment.

Policy 9.5.2.6 Development proponents will be required to demonstrate the successful application of universal design principles and compliance with legislated standards.

Policy 9.5.3.1 Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.

Policy 9.5.3.8 Buildings should avoid blank street wall conditions. Blank walls resulting from phased development, will require upgraded architectural treatment.

The development proposal responds to these policies and guidelines as follows:

- The proposed building will be designed with high quality materials and architectural treatment to promote high quality design along adjacent public streets.
- Features ranging from the articulated building massing to the unique curvilinear balcony design will assist in providing place making and creating a sense of identity to the area.
- Through the use of similar materials to those of existing buildings within the area, the proposal will enhance the local character of the area.
- The proposal will ensure universal design principals are utilized throughout this process and further be refined through the Site Plan Design stage of this process.
- The proposed building will establish a street wall that will animate the public realm through ground floor uses, façade articulation and avoiding blank wall conditions.
- Variations in the proposed building heights through stepping in combination with utilizing a variety of high quality materials will ensure the proposal achieves a high quality façade design.
- Given the narrowness of the subject lands, mid-block connection is not feasible.

12.0 Building Entrances & Ground Floor

Appendix 1 Built Form Guide

Commercial uses will be required along Lakeshore Road East/ West; along Hurontario Street; in proximity to the GO Transit Station where it is an essential component of transit oriented development; along Port Street; and along the routes that connect them as indicated in Figure B58 as areas outlined in blue.

- a. A main front usable door shall face Lakeshore Road East/ West;
- b. Generally retail areas require a minimum of 4.5 m (15 ft.) of clear height from grade and a minimum of 15 m (50 ft.) of frontage;
- c. A minimum of 75% glazing is required for retail storefronts along the street wall;
- d. A minimum 6 m (20 ft.) store front extension around the corner from a primary street where retail is required;

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.2.1.24 Development will face the street.

Policy 9.2.1.31 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.

Policy 9.2.1.32 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.

Policy 9.5.3.2 Buildings must clearly address the street with principal doors and fenestrations facing the street in order to:

- a. ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk;*
- b. provide strong pedestrian connections and landscape treatments that link the buildings to the street; and*
- c. ensure public safety.*

Policy 9.5.3.4 Principal building entrances should be covered with a canopy, awning, recess or similar device to provide visual prominence and pedestrian weather protection.

Policy 9.2.1.25 Buildings should have active façades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.

Policy 9.2.1.26 For non-residential uses, at grade windows will be required facing major streets and must be transparent.

The development proposal responds to these policies and guidelines as follows:

- Entrance areas have been located along the street edge, an active frontage that will be accessible from the public realm. Additionally each live/work unit will occupy a total frontage of 13 m. Though deficient the proposed frontages are appropriate given the flexibility of uses permitted at-grade.
- The placement of the principal entrance for the live/work units at the southeast corner has been strategically located to enhance street prominence.
- At-grade live/work units will achieve a 6.6 m floor to ceiling height with a combination of brick and glazed windows, and occupy majority of the street frontage along Ann Street, and the entire street frontage along Park Street East.
- All principal entrances for the proposed residential tower and live/work space are accessible from the public realm with minimal expected grade changes.
- Principal entrance areas will be articulated to include upper-level building overhead projections that will provide for weather protection for pedestrians.

13.0 Building Materials

Appendix 1 Built Form Guide

New buildings should reference their physical, cultural and historic surroundings through their architectural language and high quality materials. Materials should show sensitivity to their surroundings and should aim to be of the highest quality, responding directly to the existing urban fabric, whether by utilizing similar or sympathetic materials or by positive contrast.

High quality materials will be required in all new developments. The material most widely found in Port Credit is red tone brick. New developments are encouraged to incorporate this material into their development.

Materials that are not dominant in Port Credit are discouraged as the dominant feature of any new development. These materials include architectural concrete block, stucco, spandrel glass and EIFS panels. These materials will not be permitted below the 4th storey. Concrete block is not permitted to be exposed.

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.5.3.11 Building materials should be chosen for their functional and aesthetic quality, sustainability and ease of maintenance.

Policy 9.5.3.12 The choice of building materials should minimize the risk for bird collisions.

Policy 9.5.3.3 Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief.

Policy 9.5.3.6 Street facing façades should have the highest design quality. Materials used for the front façade should be carried around the building where any façades are exposed to the public view at the side or rear.

Policy 9.5.3.7 Buildings will be pedestrian oriented through the design and composition of their façades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.

The development proposal responds to these policies and guidelines as follows:

- The proposal will consist of a mixture of high-quality materials such as red tone brick and glass to articulate the building façade and create a playful rhythm and pattern with each section of building heights.
- These materials have been considered based on aesthetics and durability while reflecting a similar palette and materiality to that of the surrounding community.
- The ground floor of the proposal will utilize predominately glass material to provide a visual connection between the interior and exterior spaces at-grade.
- Bird friendly design options such as decals will be determined at the Site Plan Design stage of this process.

14.0 Roof Design

Appendix 1 Built Form Guide

All rooftop units should be internal to the buildings and hidden from public view.

All mechanical penthouses should be designed and clad with materials to compliment the building façade.

The portion of the roof not utilized as mechanical penthouse should be developed as green roofs and/or useable outdoor amenity space.

The development proposal responds to these policies and guidelines as follows:

- The mechanical penthouse will consist of the same architectural materials and design as the residential tower component to compliment the overall building façade. Additionally, the mechanical penthouse will be stepped back on the north and west sides to be concealed from public view.

15.0 Building Signage

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.2.1.39 Signage will be integrated with the scale and character of built form and will follow universal design principles.

The development proposal responds to these policies and guidelines as follows:

- All signage will comply with the above noted policy.

16.0 Landscaping

Port Credit Local Area Plan Section 10.1

10.2.1.4 New development will provide for landscape areas that, amongst other matters, address the following:

- a. landscaped character of existing properties and the planned function of the precinct;*
- b. provide buffer between uses;*
- c. incorporate stormwater best management practices;*
- d. enhance the aesthetic quality of the area; and*
- e. provide opportunities to enhance the tree canopy.*

Appendix 1 Built Form Guide

A minimum of 30 % landscape area is required for all sites within the Central Residential Precinct, the Riverside Precinct and the Harbour Mixed Use Precinct.

Buildings will generally be set back 4.5 m to 7.0 m to ensure an adequate landscape treatment can be accommodated at grade.

Building scale should be broken down through the use of stepping, projections, canopies, trellises, changes in scale, fenestration patterns, materials and finishes.

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.2.1.30 Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.

Policy 9.3.5.5 Private open space and/or amenity areas will be required for all development.

Policy 9.3.5.6 Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.

Policy 9.3.5.7 Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered.

Policy 9.5.1.12 Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.

Policy 9.5.2.7 Site development should respect and maintain the existing grades on-site.

Policy 9.5.2.13 External lighting for site development should:

- a. be energy efficient;*
- b. utilize dark skylight fixtures; and*
- c. not infringe on adjacent properties.*

Policy 9.5.6.4 Development should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.

The development proposal responds to these policies and guidelines as follows:

- A landscape coverage area of approximately 410 sq m is provided. While this is less than the minimum 30%, it is with recognition that the entire ground floor and podium roof has been utilized as landscaped space for amenity purposes.
- Landscaped areas at grade are located within the 4.5 m setback from Park Street East and within the 6 m wide west side yard setback that hosts an outdoor amenity space.
- Street furniture elements such as lighting, benches, planters, outdoor recreational areas, eating, and lounging areas have been selected based on their positive contribution to the project.
- Strategically placed landscaped buffers and gates will be used to mitigate concerns of noise.
- High-quality landscaping will be provided to enhance visual interest and pedestrian comfort throughout the Subject Lands, in particular the outdoor amenity area.
- The proposal will generally respect existing grades on site.
- It is the intent that the proposal will utilize best practices for stormwater management. Further details will be provided at the time of a formal submission.
- Lighting for the proposal meets sustainability standards to be energy efficient and minimize light trespassing. Lighting fixtures will be specially selected to enhance and ensure for pedestrian safety and comfort.

17.0 Public Realm & Streetscaping

Port Credit Local Area Plan Section 10.1

10.2.1.5 Streetscape will address, among other matters, the following:

- a. setbacks and side yards to reflect the planned function;*
- b. minimize vehicular access points; and*
- c. creating an attractive public realm.*

Appendix 1 Built Form Guide

Buildings fronting onto streets that are required to have retail should be closely spaced with no driveway access points.

The private space that extends from the building face to the public right-of-way must be designed in a such a way that it seamlessly blends with the design of the public realm.

Future sidewalk/boulevard treatment including site elements such as seating and lighting, should match that of the public right-of-way in order to blur the line between public and private realm.

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.1.8 Mississauga will transform the public realm to create a strong sense of place and civic pride.

Policy 9.2.1.16 Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.

Policy 9.2.1.19 The public realm and the development interface with the public realm will be held to the highest design standards.

Policy 9.2.1.21 Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.

Policy 9.2.1.34 Development will utilize streetscape design to provide visual connections to open space, providing enhanced sidewalk and trail connections near open spaces.

Policy 9.2.1.35 Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.

Policy 9.2.1.36 Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.

Policy 9.3.4.5 Development proponents are encouraged to incorporate public art into their developments. Intensification Areas will be priority locations for the installation of public art.

Policy 9.5.4.1 Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.

The development proposal responds to these policies and guidelines as follows:

- All sides of the proposed development are designed to be active frontages that will promote a vibrant and pedestrian friendly-environment, providing at-grade live/work units and interior amenity area uses at-grade.
- Principal entrances for both the live/work units and residential units have been located along active frontages to be accessible from public streets and municipal sidewalks.
- The street-level design will be further defined by providing a mixture of landscaping, in the forms of shrubs, urban street trees and plantings to enhance the frontages to the satisfaction of City staff.
- Potential locations for public art will be considered at the detailed design stage.
- The western portion of the proposal is also designed to provide visual interest and active uses in the form of an outdoor amenity area. This pedestrian only area is provided west of the proposed development to encourage pedestrian movement towards Park Street East and allows for connection the indoor amenity and the proposed live/work units on the ground level.
- The frontages along the outdoor amenity area will be designed to the same standard as the frontages facing public streets.
- Appropriate street furniture will be provided as part of the landscape plan to enhance comfort in the public realm, subject to City review and approval.

Parking, Servicing and Loading

Appendix 1 Built Form Guide

Parking garage ventilation should not be located at grade along any street frontages and should be integrated into the façade of the building.

Service, loading and garbage storage areas should be integrated into the buildings, located interior to the building or alternatively at the rear of the building and screened from the public realm and adjacent residential uses. Parking should be located underground, internal to the building or to the rear of buildings.

Official Plan Section 9: Build a Desirable Urban Form Policy

Policy 9.2.1.37 Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses.

Policy 9.2.1.38 Parking lots and structures should not be located adjacent to major streets.

Policy 9.5.2.11 Site development will be required to:

- a. incorporate stormwater best management practices;*
- b. provide enhanced streetscape;*
- c. provide landscaping that complements the public realm;*
- d. include the use of native non-invasive plant material;*
- e. protect and enhance habitat;*
- f. preserve significant trees on public and private lands;*
- g. incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and*
- h. provide landscaping that beautifies the site and complements the building form.*

Policy 9.5.2.12 Heating, venting and air conditioning equipment and mechanical/utility functions will be located away from the public realm and not be visible from public view.

Policy 9.5.3.16 Buildings should coordinate and integrate vehicular and servicing access to minimize their visual prominence.

Policy 9.5.5.1 Parking should be located underground, internal to the building or to the rear of buildings.

Policy 9.5.5.5 Secure bicycle parking will be provided in developments.

Policy 9.5.5.6 Site plans will demonstrate the ability for shared servicing access between adjacent developments.

The development proposal responds to these policies and guidelines as follows:

- The proposed design will ensure all functional services and parking of the building will be located internal to the building and minimized where possible to ensure an active frontage is maximized and a comfortable pedestrian realm is achieved.

- All parking and bicycle parking is proposed to be underground, internal to the building, avoiding any visually imposing surface parking.
- Shared access between adjacent developments is not applicable to this development given the development represents the majority of Ann Street.

Yours Truly,

MHBC

A handwritten signature in black ink, appearing to read 'Eldon Theodore', with a large, stylized initial 'E'.

Eldon Theodore, BES, MUDS, MCIP, RPP, LEED AP
Partner

A handwritten signature in black ink, appearing to read 'Taylor Gascoigne', with a stylized, cursive script.

Taylor Gascoigne, HBA, BURPL
Senior Planner and Urban Designer