

# **55 PORT STREET EAST, PORT CREDIT**

## **OFFICIAL PLAN AND ZONING BY-LAW AMENDMENTS**

### **// PLANNING RATIONALE AND URBAN DESIGN ANALYSIS**

MARCH 2018



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# 1.0 // INTRODUCTION

This Planning Justification Report has been prepared in support of an application made by FRAM Building Group for the redevelopment of the property located at 55 Port Street East, Port Credit (the site). The site is located in the City of Mississauga, specifically within the Port Credit neighbourhood adjacent to the Lake Ontario foreshore.

The applicant is requesting an amendment to the City of Mississauga Official Plan, as well as a Zoning By-Law Amendment, in order to permit the construction of a residential building that responds to the sites context and the desired character of the Port Credit neighbourhood as set out in various strategic planning documents.

This report provides:

- an overview of the history of the site;
- an outline of the site and surrounding development;
- a description of the proposed development;
- a detailed review of relevant policies applicable to the site; and
- a discussion of various policies and issues related to the proposed amendments.

The proposal contemplates the development of a 10 storey residential building. A total of 35 dwellings are proposed to be delivered in the new building, as well as 56 underground parking spaces and 28 bicycle spaces. Landscaping will be provided on the ground level and also in the form of green roofs. A render of the future building is provided at Figure 1.

The site is located in the Port Credit neighbourhood, immediately adjacent to the Lake Ontario foreshore and waterfront trail. The site is within 500 metres of the Port Credit Go Station, and also within walking distance of a range of shops and non-residential uses along Lakeshore Road.

The proposed development supports the aims and objectives of the applicable planning policy, namely the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Mississauga Official Plan, including the Port Credit Local Area Plan. These policies seek to deliver complete communities through intensification and infill development, which ensures the efficient use of land, infrastructure and transit services.

Overall, the proposed development conforms with all the provincial planning policy directions; specifically with the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Mississauga Official Plan; will make efficient use of lands located close to transit infrastructure; and is compatible with, and contributes to, the surrounding context and the evolving neighbourhood character.

This Planning Rationale and Urban Design Analysis should be read in conjunction with the Architectural Plans prepared by Giannone Petricone Associates (GPA) and other technical consultant reports.

## 1.1 APPLICATION HISTORY

Pre-application dialogue has occurred between the applicant and City staff. On October 18, 2017 a pre-application meeting was held with the Development Application Review Committee (DARC). Following this meeting, feedback was provided on the range of supporting documents and technical reports which would be required with the submission.

The proposal was also presented to the Mississauga Urban Design Advisory Panel (the Panel) on January 23, 2018. Based on the meeting minutes, the Panel was generally supportive, with comments provided on a number of matters such as materiality; tree retention; the relationship to, and future of, Helene Street; and the location of the rooftop enclosure. The Panel concluded that the proposal was well articulated and decided that they do not need to review the proposal further, subject to final determination by City staff.



Figure 1 – Render of the proposal (GPA)

## 2.0 // THE SITE AND SURROUNDS

### 2.1 THE SITE

The site is located at 55 Port Street East, Port Credit in the City of Mississauga.

The site is rectangular in shape and has a total area of 2,312.1m<sup>2</sup>. Currently, an existing 3.5 storey non-residential building is located in the rear portion of the site and the remainder of the site area is occupied by a surface parking lot with access from Port Street East. Landscaping is currently provided along the Port Street East frontage of the site, and at the rear of the site adjoining St Lawrence Park.

### 2.2 SURROUNDING CONTEXT

The Port Credit neighbourhood is an evolving area, with an existing mix of building forms and typologies. The Port Credit Local Area Plan prescribes the following vision for the area: *“...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 significant public realm, public access to the waterfront and development that incorporates high quality built form”*.

The existing context of the neighbourhood, in particular the context immediately surrounding the site, is evolving to accommodate new investment and growth. The immediate context of the site is discussed below, as well as a more general outline of the existing and evolving character of Port Credit.

#### Immediate Context

The site is bound on two sides by road frontages, being Port Street East to the north-west and Helene Street South to the south-west. Across Port Street East, there are a mix of lower scale and higher scale residential buildings, comprising of an eclectic mix of building heights. The building typologies range between single houses to high-rise apartment buildings.

To the south-west of the site, across Helene Street South, there is an existing marina which is the subject of a recently approved site-specific Official Plan and Zoning By-Law amendments. The development anticipated on the marina site is discussed in further detail throughout this Rationale, but generally comprises the creation of a new mixed use development with buildings ranging up to 22 storeys in height.

Adjoining the north-eastern boundary of the site is an existing residential building, known as The Regatta (65 Port Street East), which steps in form to the waterfront. The underground parking garage of The Regatta condominiums was designed to provide access to the future underground parking garage on the subject site. As such, vehicular access into the underground parking garage of the subject site will be shared with the existing Regatta complex, as vehicles will move through The Regatta underground to access the future underground garage of the subject site.

To the south-east of the site is St Lawrence Park which includes landscaping and a trail along the Lake Ontario waterfront. Further to the south and south-east of St Lawrence Park is Lake Ontario. An aerial view illustrating the site and surrounds is provided at Figure 2.



Figure 2 – Aerial view of the site and immediate context (Google / USI)

## Neighbourhood Context

The Port Credit neighbourhood is a mixed-use area which is generally bound by the Go Transit railway line to the north and Lake Ontario to the south. Stable residential neighbourhoods are located in the eastern and western portions of the area, with the central zone containing a more eclectic mix of buildings and land uses. In this central zone, medium to higher densities are located around the Go Transit station, Lakeshore Road and the waterfront. The City recognizes Port Credit as both a Community Node and Character Area, with a unique historical character, mature residential areas, and supportive public services and infrastructure. As a Community Node, growth is also anticipated for the area, and has been recently evidenced on a number of sites, such as the Nola condominiums, which are all contributing to the evolution of Port Credit. Photographs illustrating the varying character of the neighbourhood are provided at Figure 3.

Under the Port Credit Local Area Plan, Lakeshore Road is acknowledged as the *'main street'* of the neighbourhood, providing the majority of services and facilities along a street flanked by lay-by parking, sidewalks, and street furniture. Port Credit Village Square is a major local and regional attraction at the intersection of Lakeshore Road and Hurontario Street. This Square functions as a key gateway into Port Credit and is framed by two high-rise buildings situated on the north-west and north-east corners.

Another important aspect of the area is the waterfront, with significant parkland and public access available along Lake Ontario. The Port Credit Local Area Plan describes the neighbourhood as *"...a mixed use community, which is both physically and visually accessible to the waterfront"*. The waterfront of Mississauga is an evolving landscape, anchored by two significant underutilized brownfield parcels, being One Port Street (discussed further below) and the Imperial Oil lands in Port Credit. Planning for the regeneration of these significant renewal parcels is currently underway, with aims to reconnect the waterfront to the city, retain public access to Lake Ontario's shoreline and respect the fabric of adjacent neighbourhoods. Albeit on a smaller scale, the proposal too incorporates these aims.

## Transport Connectivity

Well-located in the Port Credit neighbourhood, the site is approximately 500 metres south-east of the Port Credit Go Station. This Go Station provides regional connections to Toronto Union Station, which in turn provides connections to a wide variety of metropolitan and regional services. Go Transit services are also available to the west towards the Hamilton city centre.

A range of bus transit services are located within a short walking distance of the site, primarily along Lakeshore Road. These services provide connections more locally within Mississauga, such as an express service to the Mississauga city centre.

Lakeshore Road, located in close proximity to the site, is a primary arterial road for vehicles travelling east and west along Lake Ontario. The site is also a short distance from Hurontario Street, another arterial road, which provides a north-south connection between Lakeshore Road and the Queen Elizabeth Way, which in turn connects to the wider regional highway network.



Figure 3 – Photographs of the Port Credit neighbourhood context

### 2.3 RECENT SURROUNDING APPLICATIONS

As outlined in Section 2.2, the Port Credit neighbourhood has an evolving context, with demand for growth being accommodated in a variety of smaller and larger infill sites. There are two noteworthy recent developments which have been approved in close proximity to the site. These include the No Frills site and the Marina site, with the latter known as One Port Street. The approved development on these sites reflects the intended character of the Port Credit neighbourhood, acknowledging a need for density in building forms which are respectful to the existing character of the locality and important natural features such as Lake Ontario.

#### The No Frills development

On February 12, 2014, the City of Mississauga Council passed an Official Plan Amendment and Zoning By-Law Amendment for the 'No Frills redevelopment', being the ten storey redevelopment of land at the southeast corner of Lakeshore Road East and Elizabeth Street South. The redevelopment comprises a mixed use commercial/office and condominium building with a maximum height of ten storeys, amended from the as-of-right permission which only allowed three storeys. The Official Plan and Zoning By-Law Amendments approved on the site allowed for an increase to the maximum building height, for a ten storey building which City staff determined would contribute to the diverse and transitional context of Port Credit. The building adopts a stepped nature, as illustrated in Figure 4.



Figure 4 – Rendered view of the envisaged No Frills Development (source: City of Mississauga Corporate Report dated May 22, 2012)

## One Port Street

On July 5, 2017, the City of Mississauga Council approved Official Plan Amendment (OPA) Number 65 (as adopted by By-law 0134-2017) to implement a Master Plan for the One Port Street (marina) site. This Master Plan was originally approved by City Council on June 8, 2016.

The One Port Street site is located immediately adjacent to the subject site, and occupies a significant 27.7 hectare portion of the Mississauga waterfront. The site comprises both a land and water component, with the land component occupying approximately 6.8 hectares. The approved Master Plan and OPA allows for a range of building heights up to 22 storeys, as illustrated in Figure 5. Along Port Street East, there is a general building height of between 3 and ten (10) storeys. A mix of residential, office, retail and recreational uses will be delivered on site, as well as new roads, open spaces and improved parkland which connects to the existing waterfront trail adjacent to the subject site.

Given the size and scale of the One Port Street site, it will significantly influence the character of Port Credit, contributing to the intensification of the precinct and the evolution of the prevailing built form in the neighbourhood.



Figure 5 – Rendered view of the envisaged One Port Street development (new buildings shown in white)

# 3.0 // THE PROPOSED DEVELOPMENT

## 3.1 DESCRIPTION OF PROPOSAL

The proposed development comprises a new residential building of ten (10) storeys plus rooftop amenity and mechanical penthouse. The existing building on the site will be demolished to allow for the new residential building. The proposed building form will comprise a low scale base podium element, followed by a taller prismatic tower element located on the front portion of the site closest to Port Street East. A single parking level will be provided below ground.

The site plan for the proposal is illustrated in Figure 6.

A total of 35 dwelling units will be contained in the new building. These residential units will each have access to a private terrace or balcony. The majority of units will be provided with multiple aspects, allowing for views to both the water and city and ensuring good access to light, air and views. Amenity spaces will be provided on the ground level and rooftop level for all residents. The ground level amenity space has been located along the south-western boundary of the site to Helene Street as requested by the Mississauga Urban Design Advisory Panel. An outdoor amenity area will be available directly from the internal area, taking advantage of the available water views and southern aspect.

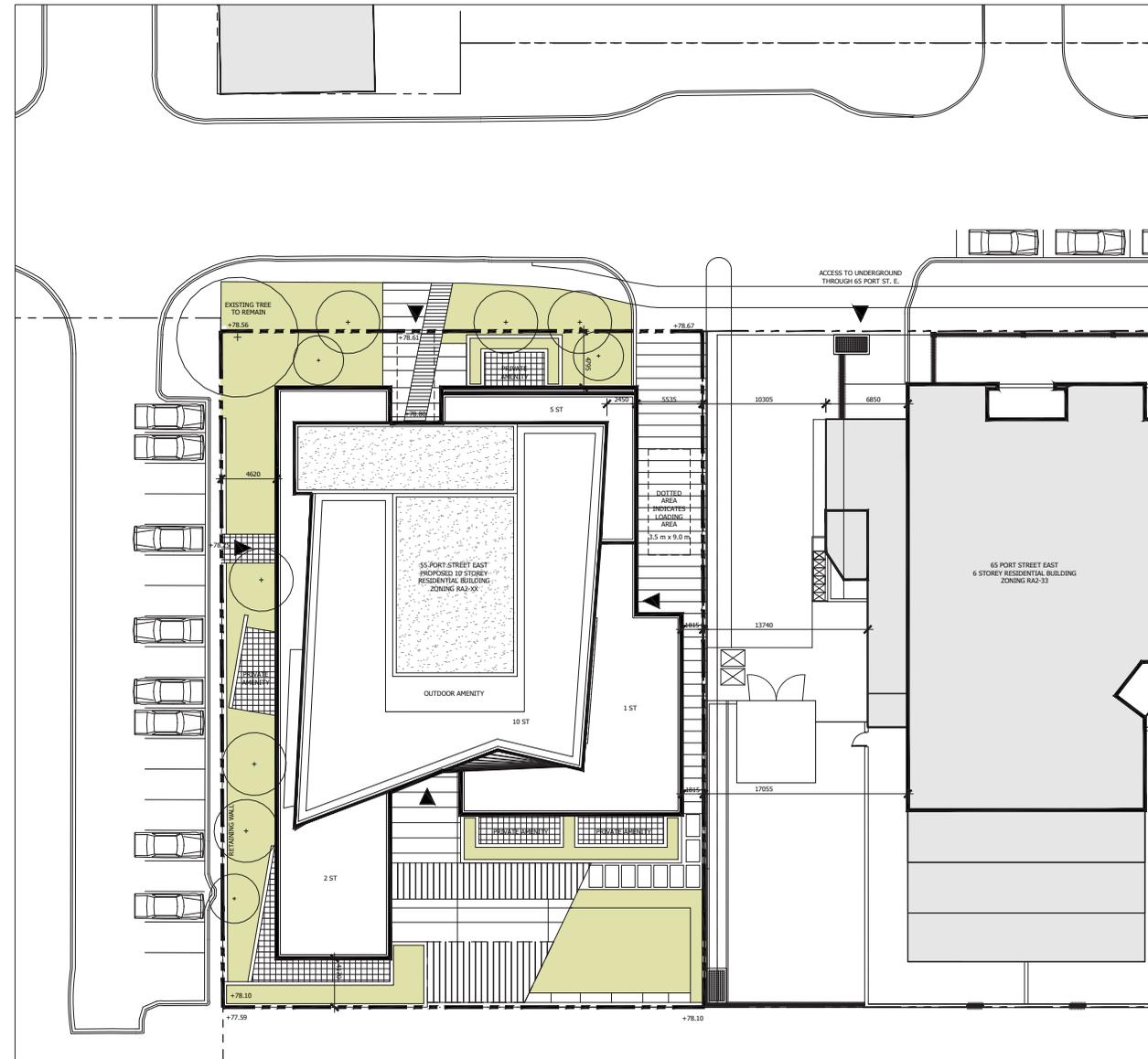


Figure 6 – Proposed site plan (source: GPA)

A range of unit sizes are anticipated within the new residential building. Across the 35 units, there is an average unit size of 162.2 square metres, reflecting a larger size as demanded by the local market. The precise distribution of units will be finalized during the Site Plan Approval process.

A total gross floor area (GFA) of 6,192 square metres is proposed in the new building (compared to 4800 square metres currently permitted in the zoning by-law). This proposed GFA results in a density of 2.7 times the site area (compared to a density of 2.5 currently permitted). The overall building will be ten (10) storeys plus a mechanical penthouse. This represents an increase of four (4) storeys in height above the current zoning permissions.

A render of the proposal is provided at Figure 7. The materiality illustrated in this render is consistent with the current design direction, but as noted at the Mississauga Urban Design Advisory Panel, the materials to be used will be subject to further design development as the project proceeds.

A section through the proposed new building and select elevations are provided at Figures 8 to 10.



Figure 7 – Render of the proposed building viewed from Port Street East (source: GPA)

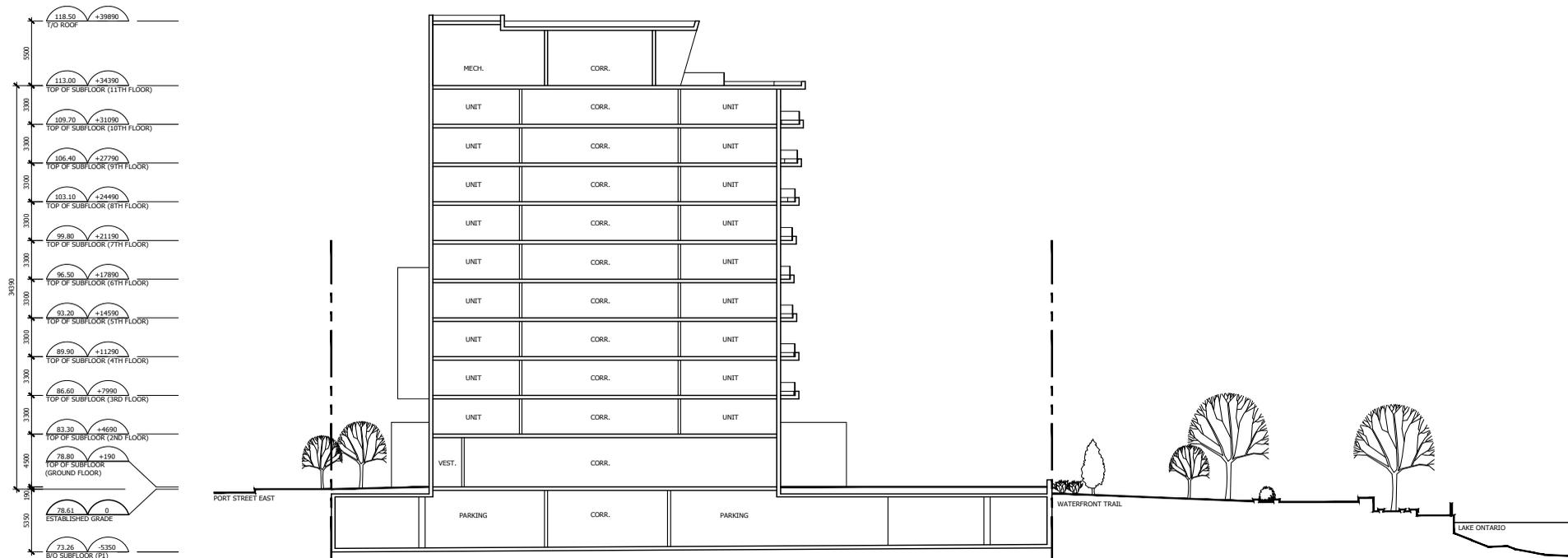


Figure 8 – North-south section through the proposed building  
(source: GPA)

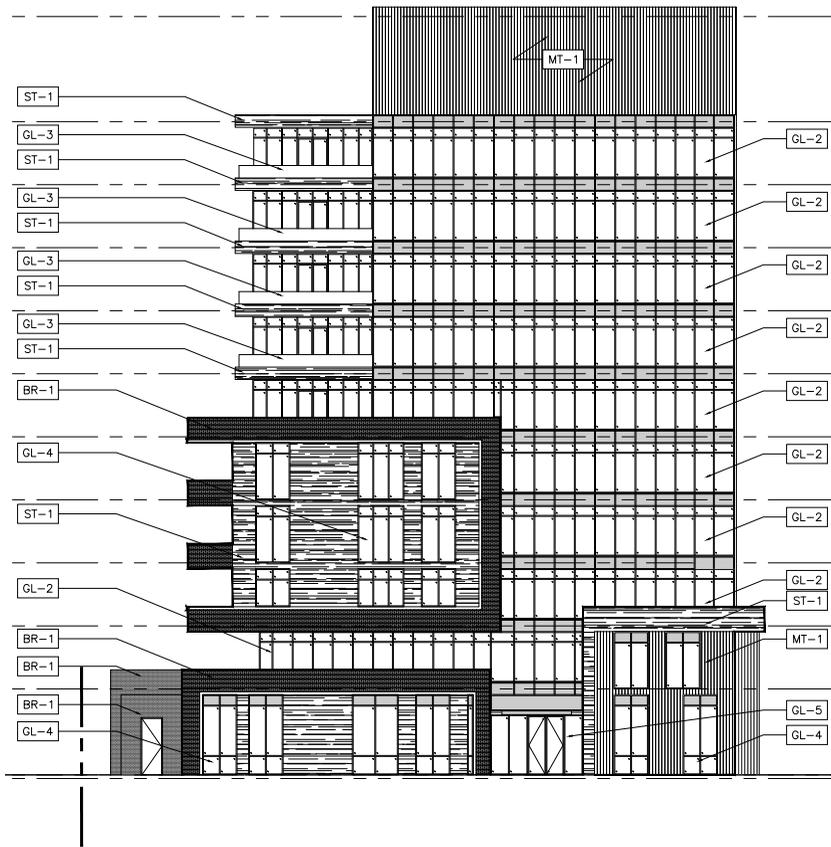


Figure 9 – Northern elevation of the proposed building (source: GPA)

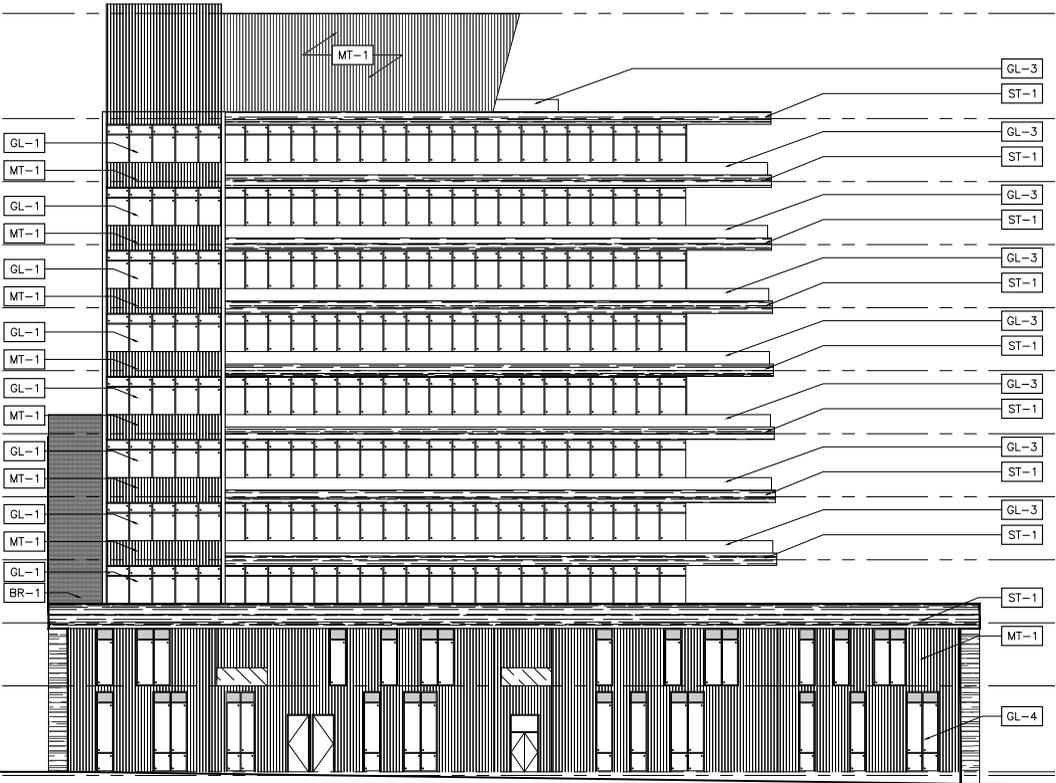


Figure 10 – Western elevation of the proposed building (source: GPA)

## Access

Vehicular access to the new building will be shared with the adjoining residential condominiums (Regatta) to the east of the site along Port Street East. Specifically, access from, and egress to, Port Street East will be shared with Regatta, with vehicles entering/exiting the new building's single underground level via Regatta's existing underground parking ramp and garage. Loading access to a dedicated bay will be from Port Street East. This loading bay is positioned in the north-eastern corner of the site, adjacent to the loading bay for Regatta.

Pedestrian access to the new building will also be from Port Street East. A lobby is positioned on the ground level with a frontage to the street, allowing for pedestrian access/egress.

## Parking

Vehicular parking will be provided within a single underground parking level. A total of 56 vehicular parking spaces will be provided on this level. Seven (7) visitor parking spaces will be provided, and the remaining 49 spaces will be for the residential units. Additionally, 28 bicycle parking spaces will be on the site. The arrangement of the basement level is illustrated at Figure 11.

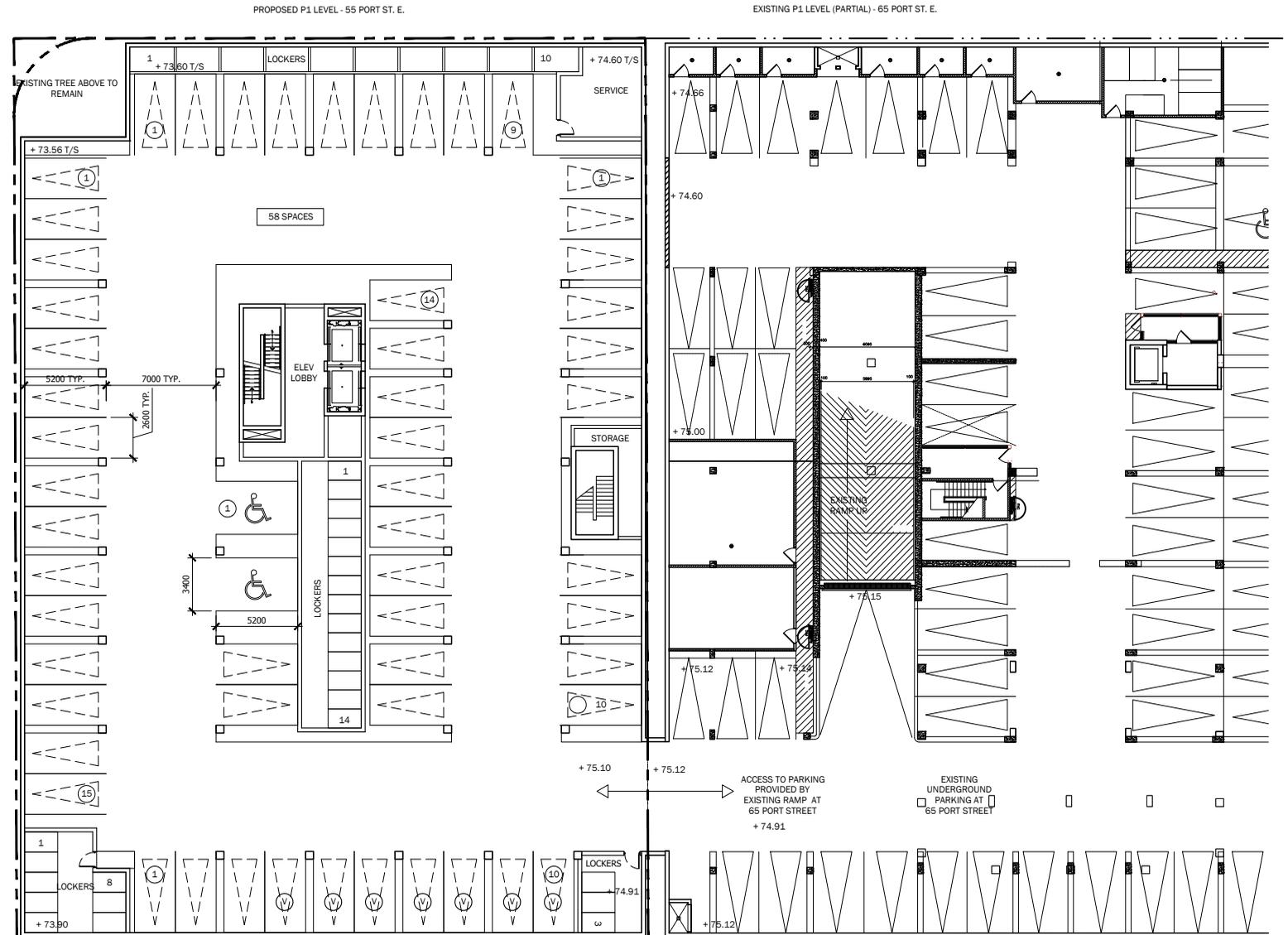


Figure 11 – Underground parking arrangement and adjoining Regatta underground parking (source: GPA)

## Landscaping

A comprehensive landscape scheme is envisioned for the proposed development. Landscaping will be focused on the ground level, and on the upper roof level in the form of a green roof.

The ground level landscaping will seek to stitch the site into the surrounding public realm, namely creating a relationship to the landscape of the Lake Ontario waterfront, the public realm of Helene Street South and the Port Street East public realm. The ground level landscaping will soften and green the edges of the site, as well as provide a subtle delineation between the public and private realms. It is intended that the tree located in the north-western corner of the site be retained, but as reinforced by the Mississauga Urban Design Advisory Panel, retention of this tree may not be possible due to required civil works. If this tree is unable to be retained, replacement landscaping would be provided in this location.

At the upper roof level, landscaping will be provided to maximize the sustainability features of the future building and enhance the setting for residents utilizing the rooftop amenity space.

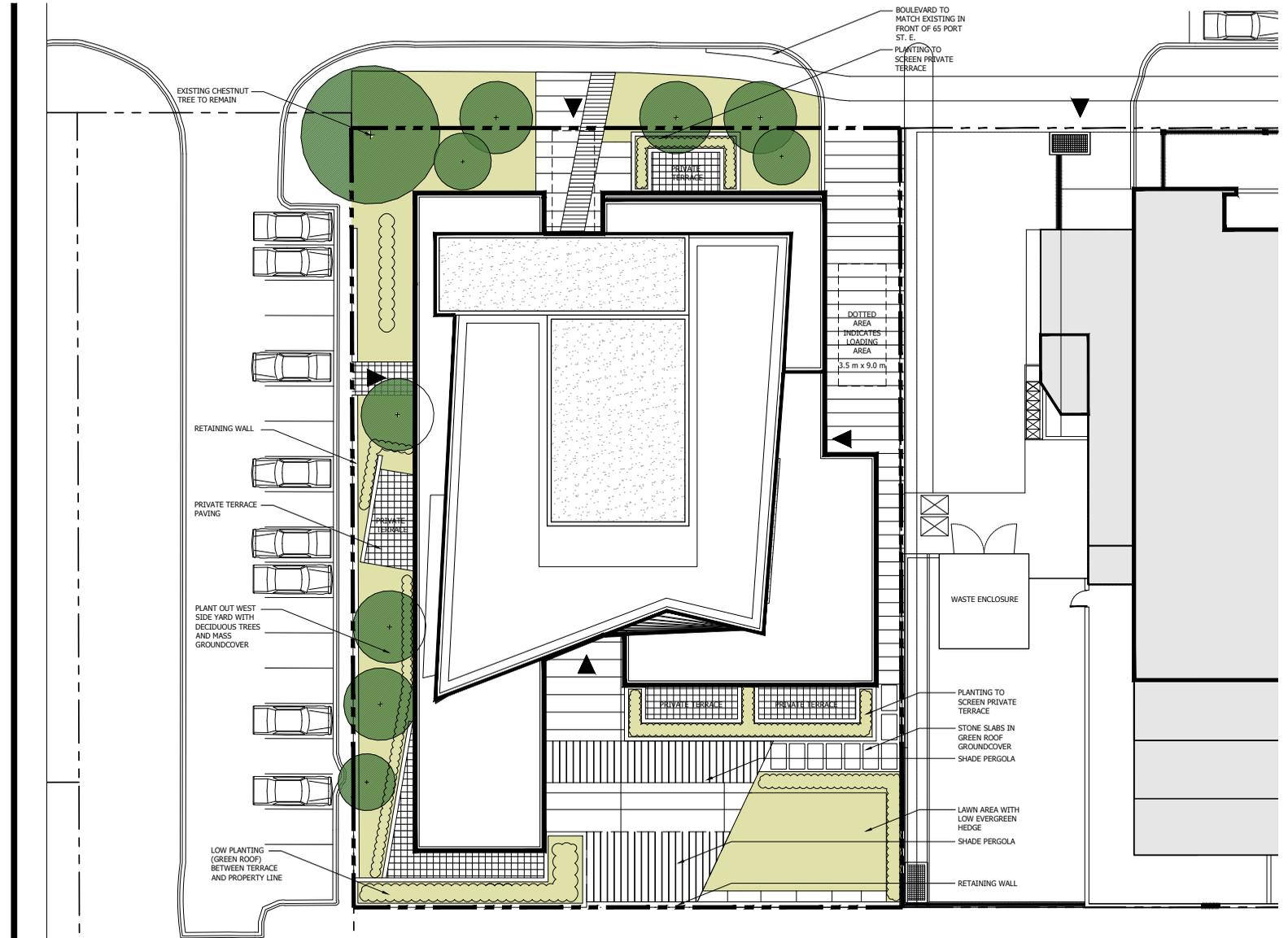


Figure 12 – Ground Level landscape concept (source: GPA)

## 3.2 REQUIRED AMENDMENTS

An Official Plan Amendment and Zoning By-law Amendment are required to facilitate the proposed development and intended outcomes. These amendments are detailed below.

### 1. Official Plan Amendment

The proposal requires an Official Plan Amendment, specifically to introduce Special Site XX to Section 13.0 of the Port Credit Local Area Plan in order to permit the proposed residential building of ten (10) storeys. Schedule 2B of the Port Credit Local Area Plan (Port Credit LAP) prescribes a height limit of 2 to 3-6 storeys on the site. Under the existing Official Plan policies of Schedule 2B, buildings on the site are required to step down to a maximum of three (3) storeys along Lake Ontario.

The Official Plan Amendment will seek to allow a ten (10) storey building on the site stepping down to two storeys along Lake Ontario.

The Official Plan Amendment is technical and minor in nature as it seeks to align the future development with an improved outcome specific to the context of the site. The proposed development is in conformity with all other aspects of the in-force Official Plan.

### 2. Zoning By-law Amendment

An amendment is required to the current site-specific Zoning By-law in relation to the height, maximum floor space index (FSI), maximum gross floor area (GFA), maximum dwellings and setbacks/height regulations relevant to the site. Table 1 lists the proposed standards for the new site-specific Zoning By-Law, which will replace a number of the current site-specific standards.

The proposed Zoning By-Law Amendment required to facilitate the proposal is consistent with the broad Official Plan policies and more specifically the policies under the Port Credit LAP. The amendments also conform with the relevant provincial planning policies as outlined further in Section 4.0 of this Rationale, therefore they are appropriate.

Regulations	Control	Numeric control
4.15.3.XX.1	The provisions of Article 4.1.15.1 of this By-law shall not apply and the regulations of Lines 4.15.3.33.3, 4.15.3.33.7, 4.15.3.33.8, 4.15.3.33.11, 4.15.3.33.16, 4.15.3.33.17, 4.15.3.33.18, 4.15.3.33.19, contained in Table 4.15.3.33 of this By-Law shall not apply	
4.15.3.XX.2	Maximum number of apartment <b>dwelling units</b> in the Buildable Area identified on Schedule RA2-XX of this Exception	35
4.15.3.XX.3	Maximum <b>floor space index - apartment dwelling zone</b>	2.7
4.15.3.XX.4	Maximum <b>gross floor area - apartment dwelling zone</b> permitted in the Buildable Area identified on Schedule RA2-XX of this Exception	6,300m <sup>2</sup>
4.15.3.XX.5	No minimum gross floor area - non-residential is required	
4.15.3.XX.6	Maximum height above established grade where the distance from the rear lot line is 0 m to 14.7 m	8.8 m and 2 storeys
4.15.3.XX.7	Maximum height above established grade where the distance from the rear lot line is greater than 14.7 m	35 m and 10 storeys
4.15.3.XX.8	All site development plans shall comply with the regulations of Line 4.15.3.33.26 contained in Table 4.15.3.33, except for the minimum building separation between Buildable Area 'A' and Buildable Area 'B', where a minimum distance of 15 metres is permitted.	

Table 1 – Zoning By-Law amendments required

## 4.0 // PLANNING POLICY CONTEXT

### 4.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The latest version of the PPS came into effect on April 30, 2014, and it applies to planning decisions made on or after that date. Section 3 of the Planning Act requires all planning decisions and applications to be consistent with the policies in the PPS.

The policy directions under the PPS provide guidance on matters related to land use planning and development with the aim of securing the long-term prosperity, environmental health and social well-being of the Province. The PPS includes policies to encourage Ontario's municipalities to build healthy, livable and safe communities through intensification, and directing development to already settled and well-serviced areas. This pattern of land use makes more efficient use of existing infrastructure and resources. The proposal achieves the form and pattern of land use change envisioned by the PPS. Those sections from the PPS most relevant to the proposed development are outlined below:

#### **Section 1.1 - Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns**

*Section 1.1.1* of the PPS outlines a number of criteria to sustain healthy, livable and safe communities. These include promoting efficient development and land use patterns, and promoting cost-effective development patterns and standards that minimize land consumption and servicing costs.

*Section 1.1.2* states that “sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years”, and that within settlement areas, this land shall be made available through intensification and redevelopment. The PPS defines intensification as the development of a site at a higher density than currently exists through the redevelopment of existing, vacant or underutilized lots, or through infill development and building expansion. The proposal directly seeks to implement the desire of intensification through redeveloping a currently underutilized site which contains a building with a low density.

*Section 1.1.3* relates to settlement areas and focuses on the type of land use patterns that should emerge within settlement areas, and how planning authorities should identify and promote opportunities for intensification and redevelopment. Settlement areas are to be based on densities and a mix of land uses which make efficient use of land and resources; are appropriate for, and effectively use, available and planned infrastructure facilities; support active transportation; and are transit-supportive. Specifically, *section 1.1.3.4* requires appropriate development standards to promote intensification, while maintaining appropriate levels of public health and safety. This application seeks to provide appropriate development standards.

The proposal seeks to intensify the current use of the site, allowing for a higher density and compact built form that is within walking distance of existing transit infrastructure. The proposed amendments to the Official Plan and Zoning By-Law will establish appropriate height, density, dwelling standards and setbacks reflective of the sites location in the identified intensification area of Port Credit.

These standards will allow the land to be developed with a density that reflects the contextual qualities of the site including the available access to services, facilities and transit infrastructure.

#### **Section 1.4 - Housing**

Section 1.4 of the PPS promotes the development of new housing types and densities to meet the projected requirements of current and future residents through residential intensification and redevelopment (1.4.1). The PPS also encourages the development of new housing in areas where appropriate levels of infrastructure and public service facilities are/or will be available for current and future needs. The site is in such an area, being 500 metres from the Port Credit Go Station and within walking distance of multiple bus transit stops. *Section 1.4.3* encourages compact residential development which minimizes the cost of housing and makes efficient use of available land resources, as proposed in this instance.

A total of 35 new dwellings will be provided through the proposal, contributing to the housing availability in an area with good levels of infrastructure and public service facilities. The proposal will contribute to the mix of housing in the local area, with housing specifically designed to meet current market demand.

### **Section 1.5 - Public Spaces, Recreation, Parks, Trails and Open Space**

Although the site does not comprise public land, it adjoins St Lawrence Park and the waterfront trail, which are important components of public space on the foreshore of Lake Ontario. The proposal conforms with the aims of the PPS as it will create a safer environment for the existing park (1.5.1a), generating greater opportunities for natural surveillance over the park, as well as retaining opportunities for access to the shoreline with an appropriately setback built form (1.5.1c).

### **Section 1.6 - Infrastructure and Public Service Facilities**

Section 1.6 of the PPS requires that new development promotes efficient use of existing water, sewer and transportation infrastructure. The proposal is set to occur within an existing built-up area and it is considered that there is suitable water and sewage facilities available to the site. Section 1.6 also recommends the integration of transportation and land use considerations at all stages of the planning process, with the intent to support current and future transit use and active transportation. The proposal builds on the existing transit infrastructure available in close proximity of the site, ensuring the land use planning of the site reflects the opportunities available from the existing infrastructure.

### **Section 1.7 - Long-Term Economic Prosperity**

Section 1.7 of the PPS aims to support long-term economic prosperity by optimizing the availability and use of land, resources, infrastructure and public service facilities in the long-term. The proposed development will establish an appropriate density on an infill site which is well serviced by transit infrastructure, services and facilities. The proposal is in conformance with a range of the aims under Section 1.7 of the PPS in that it will contribute to a sense of place by providing a well-designed built form (1.7.1d) and it comprises the development of a brownfield site (1.7.1e). Overall, the development of such an infill site which is well serviced will ensure the efficient use of land and protect the long-term prosperity of the locality.

### **Section 1.8 - Energy Conservation, Air Quality and Climate Change**

Section 1.8 of the PPS states the planning authorities shall support energy efficiency and improved air quality through land use and development patterns that promote compact form and a structure of nodes and corridors, promote the use of public transit, and improve the mix of employment and housing choices to shorten commute journeys. The proposal supports a pattern of development reflective of this aim, delivering a compact development on an infill site close to public transit.

### **Summary and Conclusions**

The PPS provides high level guidance on land use planning and development, seeking to create healthy, livable, safe and complete communities which maximize both planning for, and use of, existing infrastructure. The proposal, including the proposed amendments to the Official Plan and Zoning By-Law, is in conformance with the PPS as it will contribute to the creation of a complete community in an identified intensification area which directly supports the use of existing infrastructure. The proposal provides a compact, well-designed building form with appropriate density standards on a currently underutilized infill site. Importantly, the proposal will deliver much needed housing which contributes to the long-term economic prosperity of the Province.

## 4.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) is a provincial plan that defines how and where long term growth and development should occur in the Greater Golden Horseshoe, which includes the City of Mississauga. The Government of Ontario released the Growth Plan in 2006 under the terms of the provincial Places to Growth Act, 2005. Considering the municipalities around Lake Ontario as one region working together, the Growth Plan establishes a vision for regional growth. It includes policies addressing transportation, infrastructure, land use planning, urban form, housing, and natural heritage protection on a regional scale. The Places to Grow Act states that all decisions by municipalities under the Planning Act shall conform to the Growth Plan.

The proposed development implements a number of policies in the Growth Plan. The most relevant policies are discussed below.

### Section 1.2.1 - Guiding Principles

The Growth Plan is based on the following principles: building compact, vibrant and complete communities; planning and managing growth to support a strong and competitive economy; protecting and enhancing valuable natural resources of land; optimizing the use of existing and planned infrastructure to support compact and efficient growth.

The proposal contributes to the creation of a complete community, delivering housing that will support healthy and active living in a location that is close to services and facilities catering to people's daily needs. The proposal provides an appropriate intensification of a currently underutilized site close to existing transit infrastructure and protects access and views to the Lake Ontario waterfront, in turn protecting and enhancing the natural beauty and qualities of this resource.

### Section 2.2.1 – Managing Growth

Policies in Section 2.2.1 of the Growth Plan outline how development must accommodate future growth. The proposed development conforms with the policy of managing growth as it: directs growth to a built-up area of the community through intensification in a compact built form; reduces automobile dependency through the development of a transit-supportive development near existing transit infrastructure and a pedestrian-friendly urban environment by connecting to the existing waterfront trail; provides convenient access to the transit network, publicly-accessible open space and healthy, local, and affordable food options; and directs development to an existing settlement area that is serviced by municipal water and wastewater systems.

### Section 2.2.3 – Urban Growth Centres

Policy 2.2.3 of the Growth Plan recognizes urban growth centres, intensification corridors and major transit station areas as key locations for intensification, and encourages intensification throughout built-up areas. The subject site is located within the Port Credit Community Node which is earmarked as an opportunity to provide intensification where existing infrastructure is available. The proposed development is in conformance with the intensification policies as set out in the Growth Plan as it will involve the redevelopment of a currently underutilized site with a more compact built form that delivers housing near existing infrastructure and services.

### Section 2.2.4 – Major Transit Station Areas and Intensification Corridors

Section 2.2.4 of the Growth Plan elaborates further on Policy 2.2.3, noting that major transit station areas and intensification corridors should be designated in official plans, and planned to achieve increased residential and employment densities to ensure the viability of existing and planned transit service. The site of the proposal is in a major transit station area serviced by the GO Transit rail network. As such, a target of 150 residents and jobs combined per hectare is established under the Growth Plan. The Port Credit Local Area Plan (2014) states that the existing neighbourhood contains a density of 115 residents and jobs combined per hectare, meaning there is a need to increase the density. The proposal will contribute to the achievement of the Growth Plan target by providing new well-designed housing in the major transit station area designated for intensification.

### **Section 2.2.6 – Housing**

Section 2.2.6 of the Growth Plan more directly relates to municipalities and sets a requirement for housing strategies to be prepared by each upper- and single-tier municipality. The underlying objective for these housing strategies is that sufficient supply of land should be designated for intensification and redevelopment to deliver new housing in the region. The Port Credit Local Area Plan (2014) identifies the locality as a Community Node where intensification is anticipated. The proposal supports this policy for intensification as it delivers new housing on a site classified for redevelopment.

### **Section 3.2 - Infrastructure To Support Growth**

The policies of Section 3 in the Growth Plan support the notion that dense and compact urban forms are a key driver in the efficient use and investment in a variety of infrastructure, including transportation, water, waste removal, and community services. The proposed development conforms with these policies, as it facilitates compact growth in a designated Community Node which is well-served by existing infrastructure and municipal services.

#### **Section 3.2.1 - Integrated Planning**

Policy 3.2.1 of the Growth Plan identifies that infrastructure planning, land use planning and infrastructure investment must be coordinated. The proposal seeks to capitalize on the existing infrastructure investment of the GO Transit rail network, supporting the viability of this network by providing additional housing within walking distance of the Port Credit Go Station and express bus services to the Mississauga city centre.

#### **Section 3.2.3 - Moving People**

Policy 3.2.3 of the Growth Plan sets out criteria for transit planning and development. Among these criteria is one which requires that a high population and employment density is provided to support existing and planned transit service levels. The proposed development will directly contribute to this aim by providing additional housing on a site located within walking distance of the Port Credit Go Station and express bus services to the Mississauga city centre. The density and compact built form sought for the site aligns with the existing infrastructure, ensuring land use and transport are integrated with opportunities for increasing the modal share of transit.

### **Summary and Conclusions**

The Growth Plan sets a high level policy direction for growth and intensification in appropriate places, such as major transit station areas. The proposal conforms to the relevant policies of the Growth Plan. The site is well-situated in the Port Credit Community Node, an area identified as a major transit station area where intensification is to occur given the existing infrastructure which has been invested in the area. The proposed residential development will ensure a co-ordinated and appropriate intensification of land is provided in a compact building form on a currently underutilized site. New housing will be delivered through the proposal within walking distance of transit and day-to-day services and facilities, fulfilling various policies of the Growth Plan.

### 4.3 REGION OF PEEL OFFICIAL PLAN

The Region of Peel Official Plan is a long-term plan which provides further guidance for planning and development in Mississauga. A recent amendment to the Official Plan (ROPA 27) requires municipalities, such as the City of Mississauga, to incorporate the Healthy Development Framework into their official plans. ROPA 27 was introduced in 2017 to achieve conformity to Provincial initiatives around health and the built environment, age-friendly planning, and technical and administrative updates.

The proposal conforms to the Healthy Development Framework in that it will provide additional density on a well-located site, with immediate access to transit, services and active recreational infrastructure. More generally, the proposal conforms to the separate chapters and policies of the Region of Peel Official Plan as set out below.

#### Chapter 2 – The Natural Environment

Chapter 2 of the Region of Peel Official Plan addresses the natural environment. This chapter sets out a broad range of policies to protect Peel’s natural environment, with an ultimate goal to create and maintain a system of environmental features to ensure a resilient and self-sustaining natural environment. The proposal conforms to the suite of policies, in particular with Policies 2.2.3, 2.2.5 and 2.2.6 in that it will promote sustainable development and ensure groundwater management and remediation of land along Lake Ontario’s shoreline.

Policy 2.2.6 provides direction on protecting the integrity of Lake Ontario. The proposed development conforms to this policy by protecting, maintaining and enhancing the Lake Ontario foreshore, in particular by providing generous building setbacks from the foreshore.

#### Chapter 3 – Resources

The Region of Peel uses Chapter 3 of the Official Plan to set out policies to protect its natural and cultural resources. Notably, it promotes supporting initiatives of the Waterfront Regeneration Trust including protecting the Lake Ontario Waterfront Trail (3.5.2.5), the preservation of cultural heritage resources (3.6.1), and energy efficient land use and development patterns (3.7.1.1 and 3.7.2.1). The proposal conforms to these policies by providing generous setbacks to the Lake Ontario foreshore, maintaining access to the Lake Ontario Waterfront Trail and providing a development outcome that is compact with appropriate intensification. A. M. Archaeological Associates prepared a Stage 1 Archaeological Assessment for the site, determining that the documentary research and site visit indicate that archaeological potential has been removed from the entire site by intensive and extensive disturbance. As such, the proposal is not in conflict with policy 3.6.1 in relation to protecting cultural archaeological resources.

Overall, the proposal will provide an enhanced built form along Lake Ontario, promoting a harmonious relationship between humans and the natural environment by providing a well-designed and compact built form adjacent to a high quality natural resource.

## Chapter 5 – Regional Structure

Chapter 5, Regional Structure of the Region of Peel Official Plan, provides policy direction for, among other things, growth management, housing, and transportation. The Region of Peel’s goal for growth and development is articulated in policy 5.1.2: “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”. These communities are anticipated to be served and connected by a multi-modal transportation system and provide an efficient use of land, public services, finances and infrastructure, while respecting the natural environment, hazards and resources, and the characteristics of existing communities in Peel.

The proposed development achieves a range of policies in Chapter 5 by:

- remediating a brownfield site according to provincial standards (Policy 5.1.3.3);
- redeveloping a site within the already identified Urban System (Policies 5.3.2.2 and 5.5.1.1);
- achieving an intensified land use and compact built form that capitalizes on existing available services (Policies 5.3.1.4; 5.5.2.2 and 5.5.3.2.2);
- contributing to a complete community that is compact, well-designed and transit oriented that offers a range of living and recreational opportunities (Policies 5.3.1.3; 5.5.2.1 and 5.8.1.1);

- providing increased residential units in an identified intensification corridor on a site close to transit and a mix of services (Policies 5.3.3.2.5; 5.3.3.2.6 and 5.5.3.2.3 )
- contributing to Mississauga’s required residential development within the built-up area (Policy 5.5.3.2.4);
- reducing auto dependency through the provision of active transportation infrastructure such as bicycle parking and housing close to transit (Policies 5.9.9.1.1; 5.9.9.2.1(a); 5.9.10.1.2); and
- creating a compact built form with a residential land use to foster and support the use of active transportation (5.9.10.2.4)

## Summary and Conclusions

The proposal conforms to the Region of Peel Official Plan as outlined above, and in particular with the Healthy Development Framework. The proposal provides a compact, well-designed built form and intensified land use in an identified intensification area that is well serviced by transit, services and active recreational infrastructure.

More generally, the proposal conforms to the separate chapters and policies of the Official Plan by providing protection of the natural environment at the Lake Ontario foreshore (Chapter 2); and making use of existing resources through providing development on existing urban land (Chapter 3).

#### 4.4 MISSISSAUGA STRATEGIC PLAN

Mississauga's Strategic Plan establishes a 40-year vision for the City. The Strategic Plan sets forward over 100 priority actions to reinvent Mississauga into a collection of diverse, vibrant, connected, and innovative spaces that celebrate its history, villages, and waterfront location. The proposal supports the objectives of the Strategic Plan as it will provide a new and well-designed building and at-grade landscaping on the Lake Ontario waterfront. The new building form will contribute to the visual interest of the Port Credit skyline and encourage a more transit-oriented city through providing housing close to existing transit services.

#### 4.5 CITY OF MISSISSAUGA – OFFICIAL PLAN

In 2010, the City of Mississauga adopted its new Official Plan which guides growth and development in the city to the year 2031. The Plan provides an urban hierarchy and urban system to guide growth, in addition to policies that promote valuing the environment; developing complete communities supported by a multi-modal transportation network; building a desirable urban form; and fostering a strong economy. The main Official Plan document does not provide specific policies for the Port Credit Neighbourhood. Instead, as detailed in Chapters 14 and 16 of the Plan, policies for lands within the Port Credit Neighbourhood are contained in the Port Credit Local Area Plan, which is deemed to be an overall component of the wider Official Plan. A range of the general Official Plan policies are supported by the proposal as outlined below.

#### Chapter 4: Vision

Chapter 4 of the Official Plan builds on the direction of the Region of Peel Official Plan by establishing a vision for Mississauga "as a sustainable city that protects its natural and cultural heritage resources, including the Lake Ontario waterfront Credit River and other valley corridors, and its established, stable neighbourhoods". This vision will be achieved by valuing the environment; supporting the development of complete communities; creating a multi-modal city; building a desirable urban form; and fostering a strong economy.

The proposal contributes to the achievement of this vision, providing a well-designed new building and accompanying landscaping on the Mississauga waterfront, stitching the site into the waterfront landscape. The future building to be facilitated through the proposed amendments will be suitably setback from Lake Ontario, with the relocation of as-of-right density to a slimmer and more articulated massing with an overall more sensitive built form response to the waterfront context. This more sculptural building will deliver an appropriate density for the surrounding context, responding to the evolving neighbourhood form and allowing the preservation of established, stable neighbourhoods where growth is not desired.

#### Chapter 5: Direct Growth

Mississauga is comprised of multiple layers, including the Green System, City Structure, and Corridors. The Official Plan directs forecasted growth to particular areas as informed by these layers to ensure that resources and assets are managed in a sustainable manner (Policy 5.1.3). Generally, growth is directed to maintain the City's natural, environmental, and cultural resources, and create compact, mixed use development that is transit supportive (Policies 5.1.5 and 5.1.6). The proposal will achieve all of these aspects, in particular conserving and protecting the environment by locating the new building massing in a stepped form away from the natural resource of Lake Ontario.

The Port Credit neighbourhood is designated as a Community Node under Policy 5.3.3.1. Community Nodes are identified as intensification areas with more urban, pedestrian friendly, walkable streets and a strong sense of place and community identity (refer to Figure 13). Community Nodes are anticipated under the Official Plan to achieve a gross density of between 100 and 200 residents and jobs combined per hectare, a range similar to the Growth Plan target of 150 residents and jobs combined per hectare. The proposal will directly contribute to the achievement of this minimum density target for Port Credit, at the same time providing an enhanced urban form that contributes to the desirable built form characteristics identified for a Community Node.

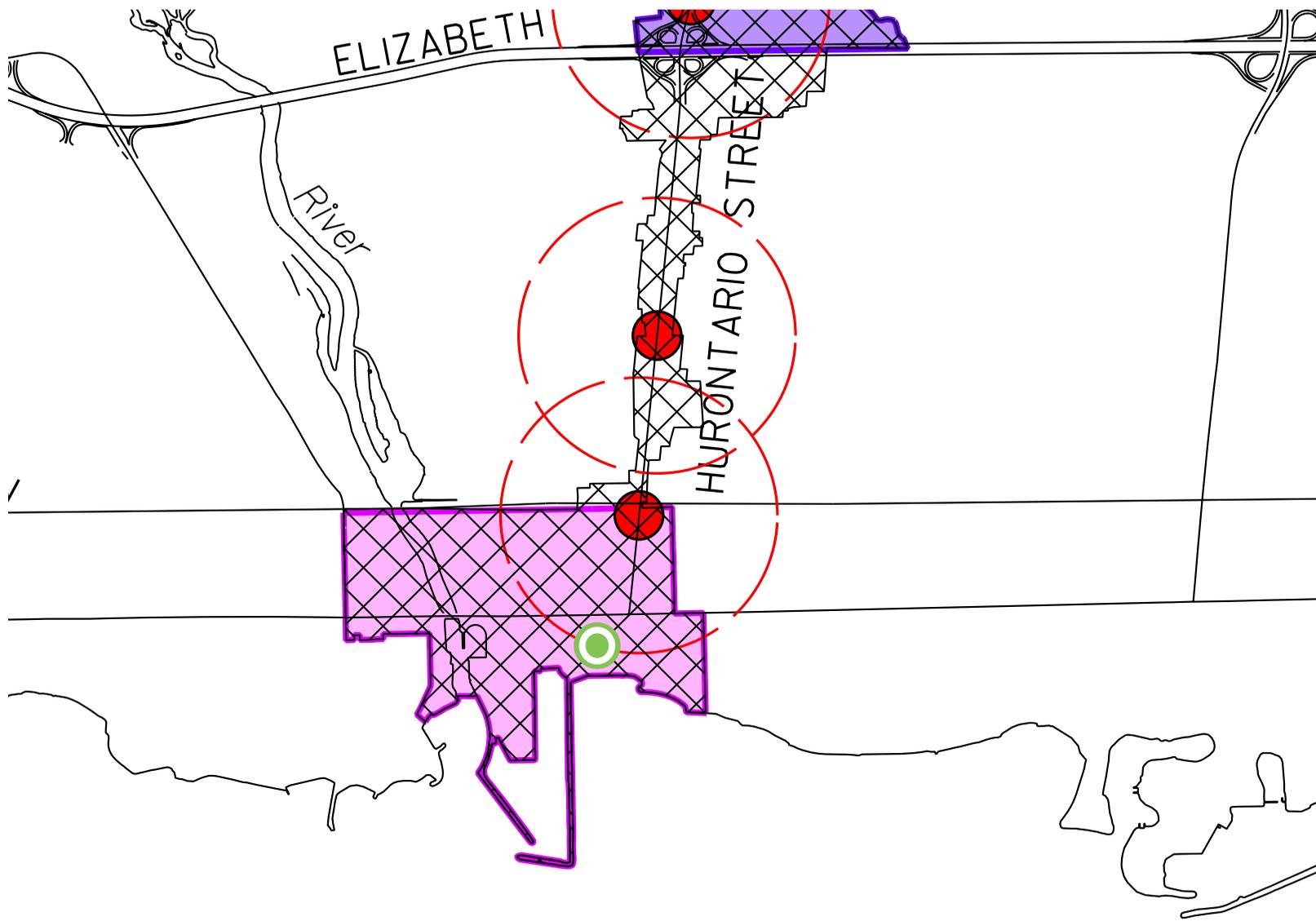


Figure 13 – Intensification Areas as identified in the Mississauga Official Plan

 The Site

**Chapter 6: Value the Environment**

Chapter 6 of the Official Plan establishes the City’s direction for protecting the environment, identifying a green system, and providing policies on water, air, and soil. Section 6.3 provides policy direction for the City’s Natural Heritage System, Urban Forest, Natural Hazard Lands, and Parks and Open Spaces. The proposal conforms to the policies of Section 6.3 by providing an appropriate development setback from the Lake Ontario shoreline, increasing the as-of-right setbacks for the majority of the building form, and creating a seamless landscaped interface with the waterfront green system as delineated in Schedule 1a of the Official Plan.

**Chapter 7: Complete Communities**

The Official Plan encourages complete communities through the policies of Chapter 7, aligning with the Growth Plan. Policy 7.1.3 encourages compact, mixed-use development with streets that facilitate alternative modes of transportation including public transit, cycling, and walking. The proposal will offer a compact development, well located adjacent to the waterfront green space network and in proximity to existing transit, such as the Port Credit GO Station and additional day-to-day services and facilities, therefore conforming to these policies.

*Policies 7.2.1 to 7.2.12* relate to housing, with a focus on providing new and well-designed housing that meets the needs of the community. The proposal conforms to these policies by providing large and spacious condominium units, contributing to the availability of housing, the range of housing choice in Mississauga and catering to people of all ages and abilities.

Policies 7.6.2.1 to 7.6.2.6 relate to the Lake Ontario Waterfront and the communities fronting the natural system which spreads 22 km across the city. The proposal conforms to these policies as it will ensure the foreshore is retained for public use and enjoyment; it is designed sensitively to enhance the waterfront trail through providing more generous setbacks to Lake Ontario; it will not affect key view corridors, rather it will frame the view corridor of Helene Street South; and it will overall enhance and promote the image and identity of Mississauga as a waterfront city through providing a contemporary, modern and architecturally refined new building on the skyline of Lake Ontario.

#### **Chapter 8: Create a Multi-Modal City**

The Official Plan recognizes the importance of developing a multi-modal transportation system to reduce auto dependence and support multiple ways of moving throughout the city (Policy 8.1.1). Given the scale of the site, the proposal does not include the creation of any new streets or transit infrastructure, but it does support the policies of Chapter 8 in that it will allow for a more appropriate density and intensification, resulting in new housing in a prime location with access to a range of active transportation infrastructure and transit. The site is located 500 metres from the Port Credit Go Station, allowing future residents to walk to an array of transit options, and in turn supporting a reduction of auto dependence.

#### **Chapter 9: Build a Desirable Urban Form**

Chapter 9 of the Official Plan guides the establishment of a sustainable urban form with high quality design and a strong sense of place. New development should respect the existing and planned character within neighbourhoods (Policy 9.1.3), and enhance Corridors while providing appropriate transitions to neighbouring uses (Policy 9.1.5). The proposal will contribute to the creation of a distinctive place along the Lake Ontario foreshore, with a new building achieving design excellence through a sculptured massing and more articulated building form that could not be readily achieved with the as-of-right restrictions.

The new building will contribute to the vibrancy of the waterfront and terminus of the Hurontario Street corridor, framing the view corridor of Helene Street South to Lake Ontario. Importantly, the proposal is in conformance with the policies of Chapter 9 in that it:

- respects the scale and character of the surrounding area, particularly the evolving and varied height context of the area (explored further in Section 4.0 below) (Policy 9.2.2.3 (c));
- provides an appropriate transition to the adjacent neighbourhood to the north-east, with particular attention given to providing massing on Port Street East rather than Lake Ontario (Policy 9.5.1.2);
- will provide a built form outcome that contributes to a safe and comfortable pedestrian environment, with sufficient setbacks from the street frontages and greater separation to the waterfront trail (Policy 9.5.2.2);

- supports the active transportation network of the waterfront trail through appropriately located massing (Policy 9.5.2.3);
- will achieve street frontage activation where possible by creating at grade relationships to residential units and the ground level amenity space, in turn supporting a pedestrian oriented environment (Policy 9.5.3.10);
- will create a street edge condition that enhances the surrounding public streets and St Lawrence Park (Policy 9.5.4.1); and
- will provide parking underground (Policy 9.5.5.1).

#### **Chapter 11: General Land Use Designations**

The site is designated as mixed use under the Official Plan, as illustrated in Figure 14. The proposal conforms to the policies for the mixed use designation as it will infill an existing site with greater density, providing residential uses in a single building. Policy 11.2.6.2 encourages buildings to contain a mix of permitted uses. Policy 11.2.6.4 states that residential uses will be combined with other uses, and Policy 11.2.6.5 discourages residential uses on the ground floor. Despite these policies, Policy 11.2.6.6 permits single use residential buildings, subject to the City's satisfaction. A single residential-use building is proposed in this instance given the small scale of the site and the surrounding character of existing development which is predominately residential in nature. The site size, scale and location is not conducive to a mix of uses, particularly non-residential uses which would be better co-located in existing focused areas, such as along Lakeshore Road, or in planned locations such as the One Port Street site.

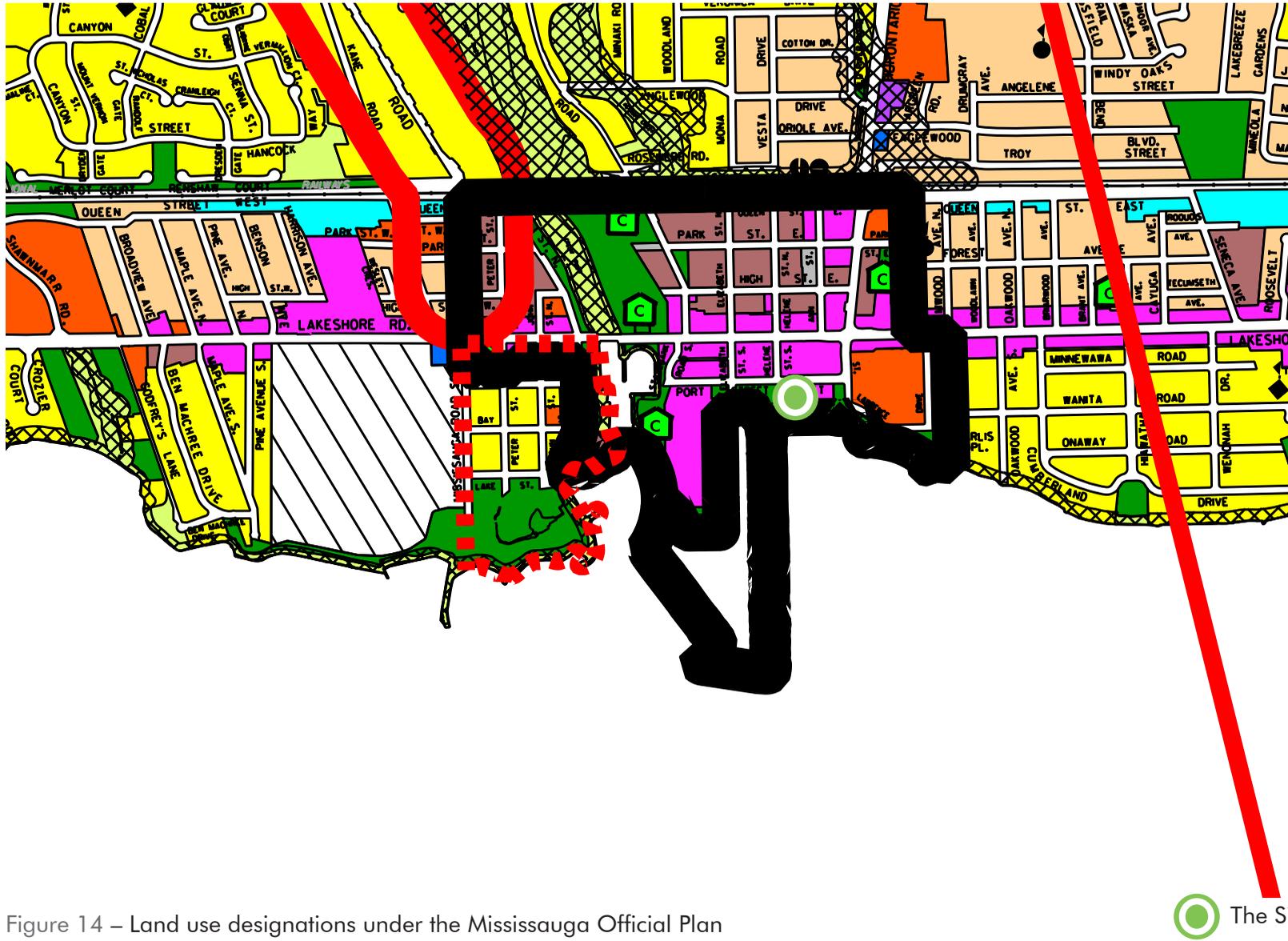


Figure 14 – Land use designations under the Mississauga Official Plan

**Chapter 14: Community Nodes and Chapter 16: Neighbourhoods**

The site is located within the Port Credit neighbourhood, one of 22 neighbourhoods in the city. Sections 14.7 and 16.20 of the Official Plan note that policies for the Port Credit neighbourhood are located in the Port Credit Local Area Plan, which is addressed in Section 4.6 below.

**Summary and Conclusions**

The proposal conforms to the key objectives and policies of the Mississauga Official Plan. The proposal will deliver additional density in a designated Intensification Area, facilitating a well-designed and sensitively massed building that will contribute positively to the character of the Port Credit Community Node and allow for housing to be constructed which meets the needs of the community. The single-use residential building is permitted under the Official Plan and will ensure a range of Official Plan policies are achieved. The proposal provides particular care and attention to the environmental context of the site, with generous setbacks to the foreshore of Lake Ontario and a massed building that seeks to provide height and density close to the more urban context of Port Street East rather than the public space of St Lawrence Park and Lake Ontario.

#### 4.6 PORT CREDIT LOCAL AREA PLAN

The Port Credit Local Area Plan (the Local Area Plan) provides specific policies for the entire Port Credit neighbourhood, including the site. The site is located within the Community Node area of Port Credit (refer to Figure 15). A community node is noted as similar to a major node but with lower heights and densities, providing a transition in form and density from areas of very high growth to established neighbourhoods. Ultimately, a community node is an area which can accommodate moderate intensification and growth.

The Plan recognizes that additional height and density may be appropriate in the vicinity of the Port Credit GO station and future Light Rail Transit station, such as on the site. The exact extent of this additional height and density which should be permitted is to be determined through further analysis. This proposal has provided such an analysis, and determines that a height of 10 storeys and density of 2.7 times the site is appropriate, particularly given the proposed sculptural massing and setbacks/stepbacks sought, which align with the wider context of the Port Credit neighbourhood. The proposal is in conformance with the guiding principles of the Local Area Plan as it:

- enhances the character of the neighbourhood by providing a building that is compatible in scale, design and land use with the remainder of the neighbourhood, both in respect of the existing and future context (Section 5.1.1);

- supports Port Credit as a distinct waterfront community by maintaining public access to the shoreline and protecting views and vistas to Lake Ontario through a well-massed form focused on Port Street East rather than the foreshore (Section 5.1.2);
- enhances the general public realm, and in particular the adjoining St Lawrence Park, by providing generous setbacks to the foreshore and landscaping around the edges of the site (Section 5.1.3);
- supports the preservation, restoration and enhancement of the natural environment by providing generous setbacks to Lake Ontario, and relocating density from the foreshore to a slimmer and sculptured building form fronting Port Street East (Section 5.1.4);
- balances growth by providing density in an identified Community Node in close proximity to the existing Port Credit GO Station, away from stable neighbourhoods where growth is not desired (Section 5.1.5); and
- promotes a healthy and complete community by providing residential units near transportation, employment, the natural environment of Lake Ontario, recreational infrastructure such as the waterfront trail, educational, community and cultural infrastructure (Section 5.1.6).

More specifically, the site provides a desirable and appropriate urban form outcome for the mixed use area of the Port Credit Community Node as mandated by Section 10 of the Local Area Plan. The proposed single-residential land use is permitted in the mixed use area as described in Chapter 11 of the Mississauga Official Plan, and is appropriate given the specific qualities of the site.

The proposal conforms with the objectives and policies of the Community Node character area as it will provide additional height and density close to existing transit; continues to provide a transition to the waterfront from the Central Residential Precinct to the north / north-west; allows for a building form that achieve sky views and separation to other buildings; maintains existing view corridors; and continues to maintain public access along the waterfront. Ultimately, when considered against the criteria of Section 10.1.2 in the Port Credit LAP, the height increase of four storeys is appropriate for the site as the proposal:

- achieves the overall intent, goals and objectives of the Port Credit LAP;
- will deliver a new residential building on a site with an appropriate size and scale;
- will achieve a compatible building form with the immediate context and planned/approved character of Port Credit;

- provides for an appropriate transition in both built form and land use, maximizing public and private view sharing, minimizing shadows and limiting overlooking;
- provides design sensitivity to the Lake Ontario waterfront; and
- provides a density suitable for the neighbourhood in terms of vehicular and traffic management.

### Summary and Conclusions

The proposal is in conformity with the key objectives and policies of the Port Credit Local Area Plan. The proposal will contribute additional density in an identified major transit station area and Community Node that is close to existing transit, and in turn, allows for stable neighbourhoods to be maintained. An appropriate transition in building height and form will be achieved on the site from the surrounding areas of higher growth, with particular attention to a transition from Port Street to Lake Ontario, while maintaining and addressing key view corridors and vistas. The built form outcome to be facilitated is desirable for the evolving character of Port Credit and the waterfront mixed use precinct.

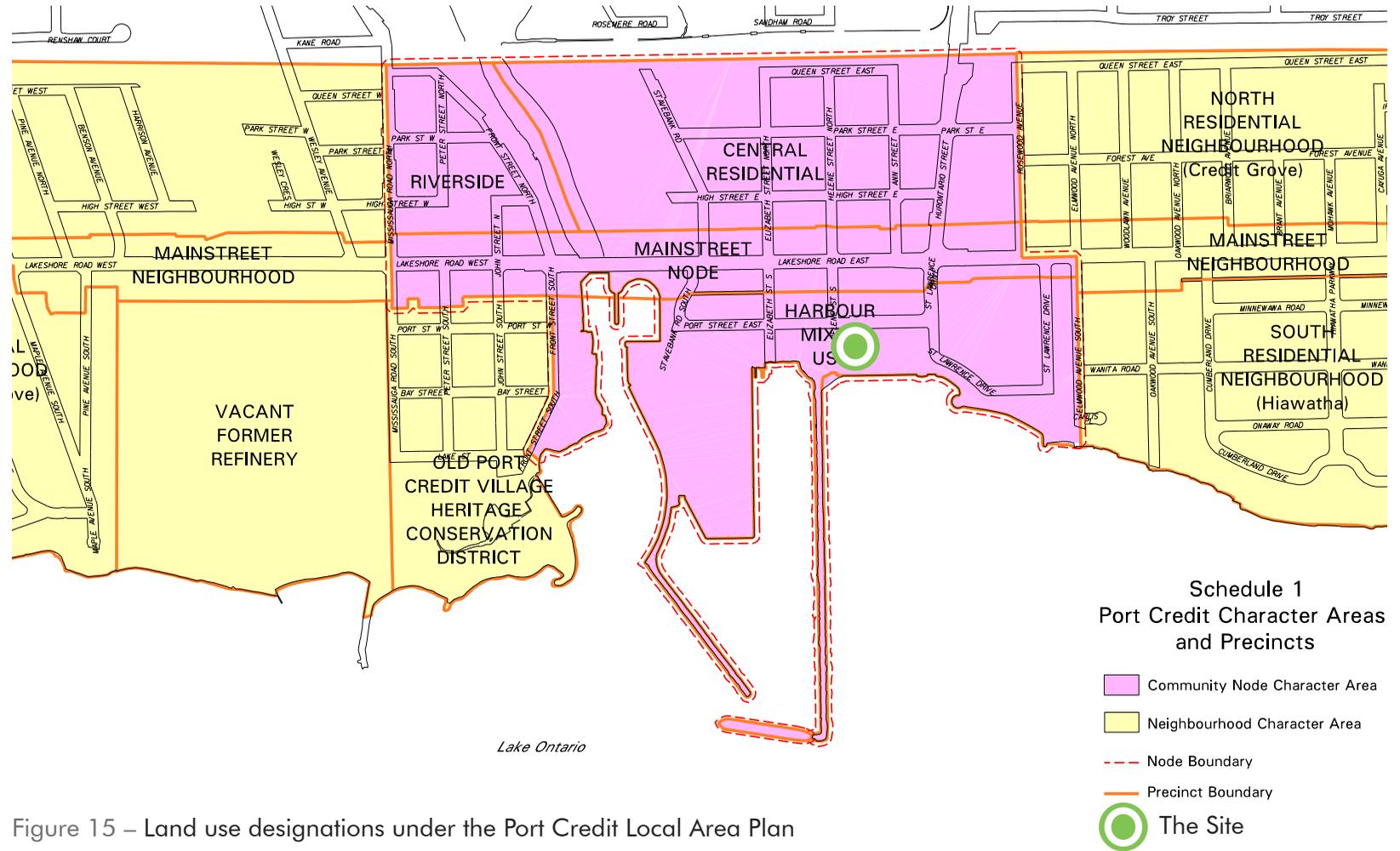


Figure 15 – Land use designations under the Port Credit Local Area Plan

## 4.7 PORT CREDIT BUILT FORM GUIDE

The Port Credit Built Form Guide (the Guide) demonstrates how the urban form policies of the Local Area Plan can be achieved. The Guide is to be used during the design and review phase, meaning it is a good resource for to consider in the review of the proposed amendments. The proposal has had meaningful regard for the Guide, conforming to the key objectives and principles stated in the context of the site and the opportunities present.

The proposal is consistent with the Guide in the following ways:

- a building form is to be achieved with smaller floor plates at the upper levels, avoiding a bulky taller building and contributing to a more interesting and graceful skyline, also reducing potential shadow impacts and a loss of sky views (Section 2.4.1);
- the lower level of the building will have a larger floor plate, allowing for greater design flexibility and the creation of a street wall along Helene Street to frame the key public view along this street (Section 2.4.1);
- the maximum building length of the tower portion is 34.6 metres, less than the 35 metres recommended in the Guide (Section 2.4.1);
- a floor plate of approximately 800m<sup>2</sup> is achieved for the taller element of the building above the base, being substantially less than the 1,200m<sup>2</sup> floor plate limit recommended (Section 2.4.1);
- separation distances over 35 metres are achieved to surrounding buildings over six storeys (Section 2.4.2);
- the building will contribute to the current eclectic mix of low and high rise buildings in Port Credit, new housing stock and mature landscaping (Section 2.4.2);
- the placement and orientation of the building allows existing views to Lake Ontario and within Port Credit to be maintained, in particular along the view corridor of Helene Street South and the foreshore (Section 2.4.3);
- well-oriented and lively spaces will be created that contribute positively to the wider public realm, in particular the new amenity space on the ground floor close to Helene Street and St Lawrence Park (Section 2.4.5);
- supporting studies demonstrate that no adverse shadow or wind impacts are anticipated given the location of the site on the waterfront, and the proposed sculptured massing of the building which comprises a slim and articulated form (Sections 2.4.5.1 and 2.4.5.2);
- 74% of the Port Street East frontage will be addressed by the building (Section 2.4.8);
- landscaped edges will be provided on the site, connecting to the surrounding public domain, and overall achieving landscaping over 36% of the site (Section 2.4.9);
- the loading area will be located in a similar position to the adjoining Regatta complex, ensuring these uses are grouped in proximity and allowing the majority of the Port Street East frontage to be active while still accommodating the functional requirements of loading (Section 2.4.11);
- parking will be underground, ensuring vehicles are not visible from the public realm (Section 2.4.11);
- the rooftop mechanical penthouse will be positioned and designed to be integrated into the building form (Section 2.4.12);
- the existing view along Helene Street South will be enhanced and maintained through the alignment of the building form to the street and providing a setback from the site boundary (Section 2.5);
- the proposed landscaped setback around the building, and the prominent design of the southern edge of the building, will ensure an attractive edge is created to the public space of St Lawrence Park on the waterfront trail and to the adjacent future marina development (Section 2.6); and
- continued public access will be provided along the waterfront, with the public space of St Lawrence Park showcased through setting back the majority of density on the site to the Port Street East frontage (Section 2.7).

Another consideration of the Guide is building use given the mixed use classification of the neighbourhood. The proposal seeks to provide a singular use, consistent with the surrounding character of many buildings in Port Credit, in particular the immediate surrounding area which is predominantly residential. Given the immediate surrounding character, and the qualities of the site, it is most appropriate that residential uses be provided on the ground level rather than isolated non-residential uses disconnected from the more focused mixed-use location of Lakeshore Road.

Commercial and non-residential uses, as recommended in Section 2.4.6 of the Guide, are better located in areas where a greater focus of non-residential uses can be supported, such as on the larger marina site to the south-east or along Lakeshore Road where non-residential uses are already clustered. Despite a singular residential use being provided in the building, the proposal remains in conformance with the underlying policies of the Guide.

Building on comments received from the Mississauga Urban Design Advisory Panel, a more public setting has been provided to the Helene Street South frontage, with opportunities for building access and the location of the amenity area placed to allow greater activity along this building edge. Furthermore, the positioning and intended design of the rooftop mechanical penthouse will ensure that it reads as an extension to the building form, being an integrated element which contributes to the architecture of the new building. As such, the location of this element is appropriate.

The scale of the building in light of the site area is also a consideration under the Guide. Section 2.4.4 of the Guide discusses the provision of buildings over six (6) storeys only on corner sites with dimensions of at least 40 metres by 45 metres. Despite the subject site having slightly alternative dimensions (34m by 48.8m), the building form is appropriate and will result in a better outcome than the as-of-right development as explored throughout this Rationale. The building form has been designed with particular care to the foreshore, with greater setbacks provided than envisaged under the existing zoning by-law.

These greater setbacks have allowed for the building density to be relocated from the foreshore to the upper levels of the building, providing a more slender and articulated building form, but requiring additional height. While an alternative outcome to the Guide, the built form sought in this proposal will provide a significantly enhanced relationship with the foreshore, increasing opportunities for key benefits such as protecting and reinforcing key public views, maintaining view opportunities from surrounding buildings, the creation of an interesting sky line on the waterfront and general sky view opportunities both at a neighbourhood scale and along the waterfront trail.

## Summary and Conclusions

The proposal achieves a desirable built form outcome as mandated by the Guide. The massing, scale and form of the proposal will ensure that a contextual development is delivered that responds to the surrounding neighbourhood and contributes to the character of the waterfront mixed use precinct. The building will be slender and sensitively setback from Lake Ontario, allowing for view sharing and mitigating any potential adverse impacts associated with shadowing or wind, an improvement on the as-of-right scenario. The height of the building will contribute to the achievement of a transition in scale across Port Credit and will provide another building in the eclectic mix of building heights characteristic of the neighbourhood. The singular residential use proposed for the building will provide a consistent use with the immediate surrounding context and contribute to the vibrancy of the neighbourhood and available housing in proximity to transit, facilities, services and natural resources. The ground plane landscaping will provide a positive setting to the existing St Lawrence Park, enhancing the edge of the public domain and allowing for the waterfront trail to be showcased through the renewal of the site.

## 4.8 ZONING BY-LAW 0225-2007

Zoning By-law 0225-2007 regulates development in the City of Mississauga. A site-specific zoning by-law was approved by City Council (By-law No. 0308-2011), and it sets out a number of regulations related to additional permitted uses, maximum number of dwelling units, minimum landscaped area, minimum/maximum floor space index, minimum/maximum gross floor area (apartment dwelling zone and non-residential), maximum height, setbacks and parking, amongst other detailed matters. These regulations are captured under exception 33 to the RA2 zone (Exception RA2-33).

Under the zoning by-Law, the site is permitted a range of uses, including apartment dwellings. A number of amendments to the zoning by-law are required to permit the proposed development, as identified in Section 3.2 of this Rationale. No amendment is required to the permitted range of uses.

The required amendments are generally modest, and they relate primarily to an increased maximum height which will deliver a more refined and sensitively massed building in light of the waterfront location. A minor increase in density is sought to accompany the more refined and sculptured building form which is being adopted.

A further site-specific exception will be sought in the Zoning By-Law amendment, creating specific regulations for the subject site which will facilitate the proposed development.

## Summary and Conclusions

A number of modest amendments to the prevailing zoning by-law are required to facilitate the proposed development. These amendments, which specifically relate to the maximum height, density, gross floor area, total number of units and other regulations, can generally be regarded as modest or minimal variations from the by-law and do not represent a significant departure from the vision and development framework prescribed in the Mississauga Official Plan and more specifically, the Port Credit LAP. The proposed development continues to achieve the general intent of the by-law as it advances the development of a new residential building on the subject site at an appropriate height and density which contributes to the Community Node of Port Credit

## 5.0 // PLANNING ISSUES AND ANALYSIS

The following chapter sets out an analysis of the key planning issues relevant to the proposal and within the context of the amendments sought to the Official Plan and Zoning By-Law.

### 5.1 INTENSIFICATION AND DENSITY

The provincial and municipal principle of intensification has guided the proposed development, particularly given the sites location in a major transit station area. An intensification of the site is sought, with a desire to make better use of the available infrastructure and community facilities in the surrounding locality. A marginal and modest increase in density is sought, with a floor space index increase of 0.2 of the lot area. This minor increase in density will allow for a greater number of residents to access the benefits associated with the site.

Currently, the site is occupied by a 3.5 storey non-residential building and a surface parking lot. This represents a substantial underutilization of the site given the proximity of transit, services, facilities and natural amenities. The sites location and attributes encourage intensification, with the Port Credit Go Station and regional bus transit services located within a short walking distance of the site. As well as excellent connectivity to transit, there are a wide range of day-to-day services and facilities located within close proximity of the site along Lakeshore Road.

The intensification of the site will also enable a greater number of people to live within proximity of high quality natural amenities. The Lake Ontario foreshore offers excellent recreational opportunities, particularly in the form of St Lawrence Park which immediately adjoins the site. Lake Ontario also offers an excellent outlook for residents, contributing to a high quality of life.

Furthermore, the intensification of the site and modest density increase sought will be contained in a compact and high quality built form that contributes to the character and skyline of Port Credit, improving the appearance and utilization of the site compared to the current situation. Overall, the proposed development will allow for a more intensive use of the site, aligning the development of the site with the provincial and municipal strategic objectives.

## 5.2 MASSING, BUILT FORM AND HEIGHT

The basis of the proposed amendments is to provide an improved built form outcome on the site compared to the as-of-right permissions. A complete analysis of the site has been undertaken by GPA to determine the most suitable built form, generally maintaining the density standard, but providing a sculptured form that better responds to the immediate and surrounding context. This analysis and the resulting design evolution of the proposed form is illustrated in Figure 16.

The proposal seeks to shift massing from the lower portion of the building, to a more refined and slender tower form. This will in turn allow for a more articulated building that presents an interesting and more slender form, in turn increasing opportunities for the protection of key public views and outlook for future residents. The slender form of the tower will also minimize shadowing affects of new development on the site. Compared to the as-of-right outcome, the shadow cast by the new building will be more slender and faster moving. A Shadow Study has been prepared by GPA and is provided under separate cover.

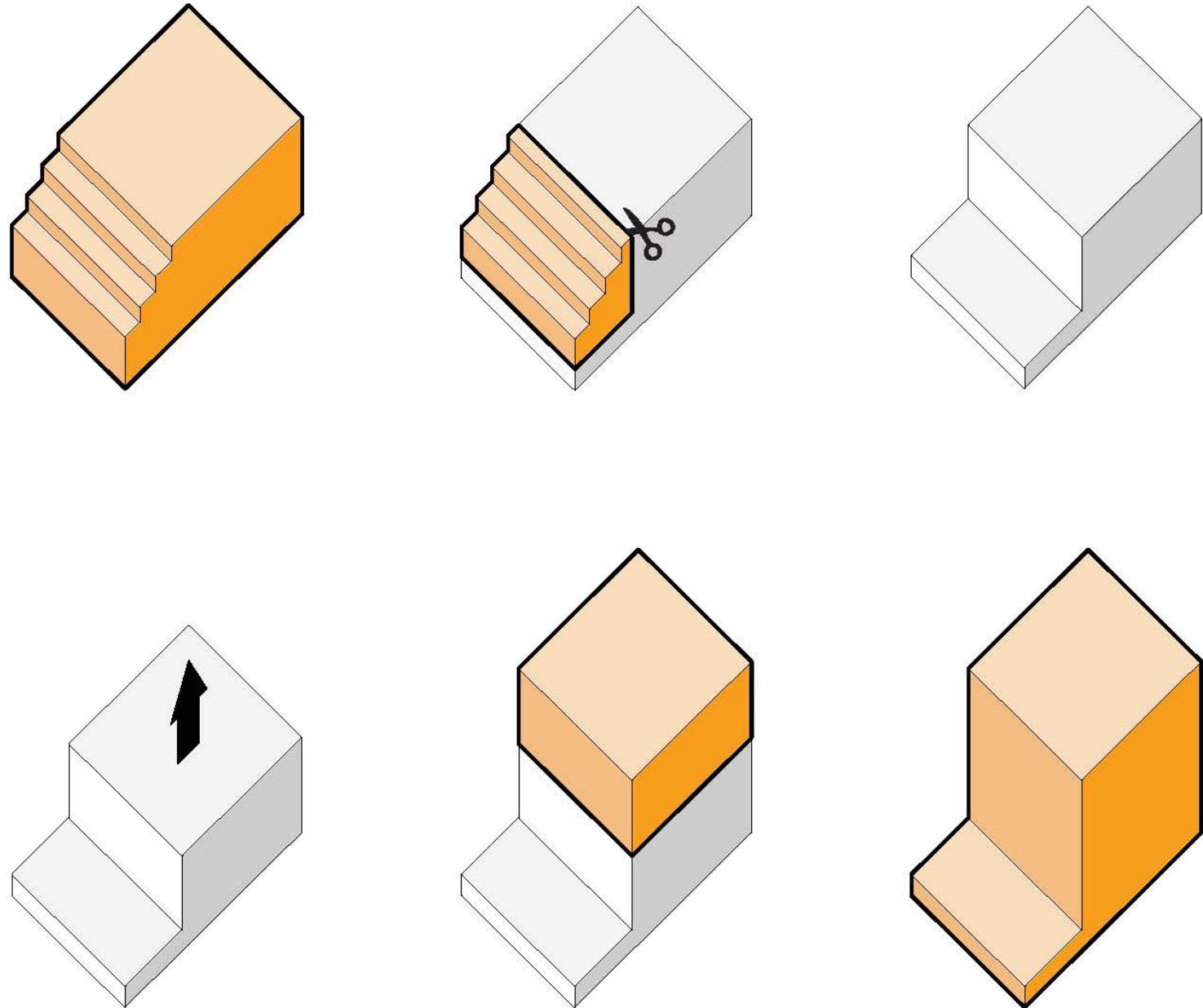
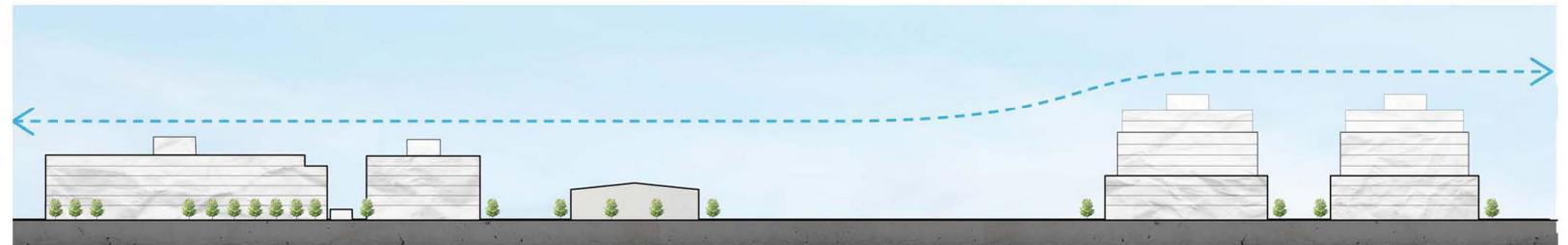


Figure 16 – Design evolution of the proposed massing (source: GPA)

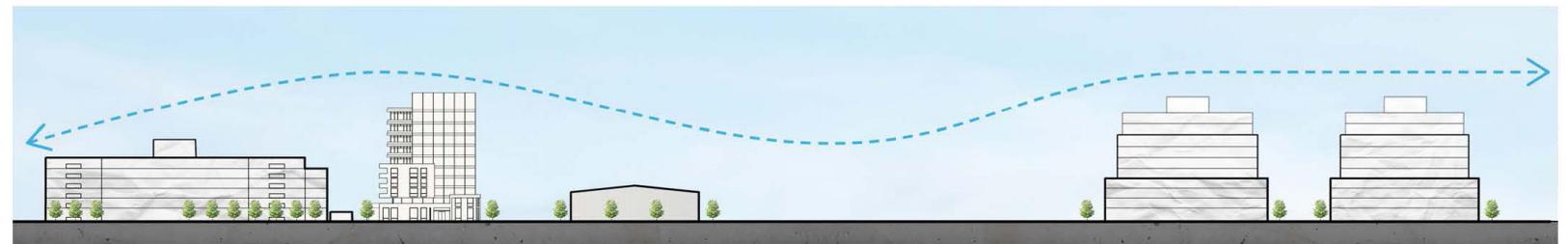
The Port Credit Built Form Guide has been a useful tool in determining the most appropriate built form outcome on the site. The proposed massing aligns with the content and principles of the Guide, providing an outcome which delivers improvements not only to immediately surrounding neighbours, but also more widely across the Port Credit community node.

The Guidelines state that “*The skyline is the finger print of Port Credit*”. The proposal seeks to contribute to this skyline, delivering a new building on the skyline of Lake Ontario that provides interest, but retains a relationship with surrounding and future buildings. The proposed height will contribute to the rhythm of the skyline along the waterfront, providing a height and massing that aligns with the One Port Street site further to the west. The contribution of the new building is illustrated in Figure 17 compared to the as-of-right scenario where limited enhanced is provided to the skyline.

A lower scale podium form has also been integrated into the design and will be emphasized through future materiality. This lower form, illustrated in Figure 18, will align with Regatta to the east and the future marina building across Helene Street South to the west.



AS OF RIGHT SCHEME



PROPOSED SCHEME

Figure 17 – Lakeshore Road East skyline with as-or-right massing compared to the proposed massing (source: GPA)



INTEGRATION WITHIN URBAN FABRIC

Figure 18 – Lakeshore Road East skyline and lower scaled massing of the building form (source: GPA)

The height of the proposal is also in keeping with the eclectic mix of buildings in Port Credit. As outlined in Section 2.2, the Port Credit neighbourhood has a vast array of building typologies and heights (refer to Figure 19). The neighbourhood and Lake Ontario skyline are interspersed with a range of taller buildings including more recent approvals on the No Frills site and the adjacent One Port Street (marina) site. The proposed building height at ten (10) storeys is in keeping with the shorter of the tall buildings in the neighbourhood, delivering a height that is recognized and common in the area, but still contributing to the eclectic mix.

The proposal is unique in that it does not propose a simple stepped massing similar to more recent buildings in Port Credit, such as the No Frills development, but provides a shorter base element and taller prismatic form fronting Port Street East. The new building massing will be provided at a similar height to many established, and recently approved buildings, ensuring a general consistency is achieved in the general massing and height common to the Port Credit community node as illustrated in Figure 19. Ultimately, this form will deliver an interesting and refined building to Port Credit, contributing to the evolving character of the neighbourhood.



Figure 19 – Surrounding existing and approved building heights (source: Google Maps / USI)

### 5.3 VIEWS

A key driver of the proposed built form amendments has been to maximize view sharing, both for users of surrounding public areas and for surrounding private residents. The Port Credit Built Form Guide discusses the need to protect sky views, in particular along Lakeshore Road and more generally towards Lake Ontario. The Guidelines state that “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”. The proposed built form, while not specifically on Lakeshore Road, will avoid the creation of a continuous street wall along Port Street East through allowing for a slightly taller, yet more refined building with a low scale base which frames the public view corridor along Helene Street South.

To ensure the view corridor is retained on Helene Street, the base building edge has been defined to the street and a setback enforced along the entire boundary. The rationalized scale of the podium near Lake Ontario will allow for greater sky views along Helene Street as illustrated in Figure 20. This massing and alignment will ensure that the view of Lake Ontario down Helene Street is framed by the building on the site and the anticipated future building on the One Port Street site (refer to Figure 20). Sky views from St Lawrence Park along the Lake Ontario waterfront will also be greatly enhanced with the majority of the building massing set back from the waterfront interface with the site. The lower scale setting provided to St Lawrence Park will contribute to the public nature of the waterfront trail and allow for an appropriate pedestrian scale to be maintained with clear sky views.

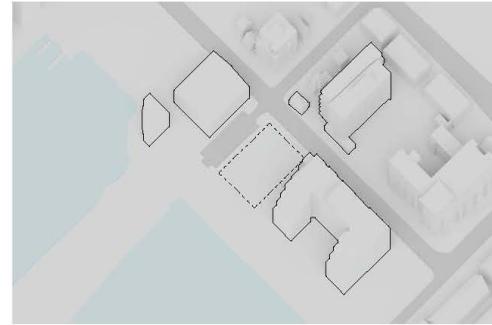


Figure 20 – Enhanced view corridor along Helene Street South (source: GPA)

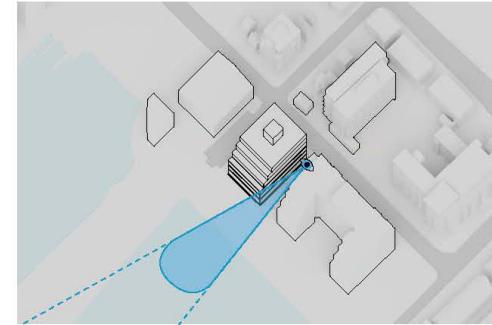
In terms of maximizing private views, there has been a desire to shift the massing of the building from the lower levels, to a slimmer, but taller, building form fronting Port Street East. The result of this is the creation of greater view sharing opportunities with surrounding buildings. Namely, view sharing from 65 Port Street East and 70 Port Street East will be improved with the proposed building form compared to the as-of-right scenario (refer to Figure 21 and 22).

The increased building setback and opportunity for a more articulated building form on the site will ensure that residents of these surrounding buildings are able to appreciate a greater extent of Lake Ontario compared to the as-of-right scenario.

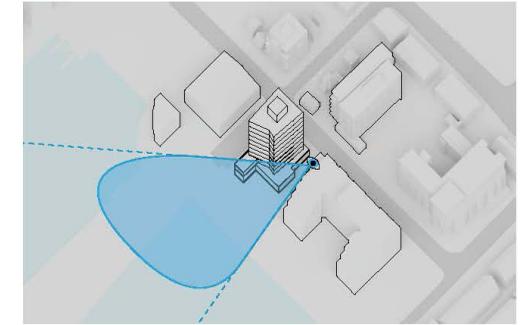
Overall, an enhanced outcome is achieved for public and private view sharing with the proposed built form.



INITIAL PLOT



AS OF RIGHT SCHEME - VIEW CORRIDOR FROM 65 PORT STREET EAST



PROPOSED SCHEME - VIEW CORRIDOR FROM 65 PORT STREET EAST

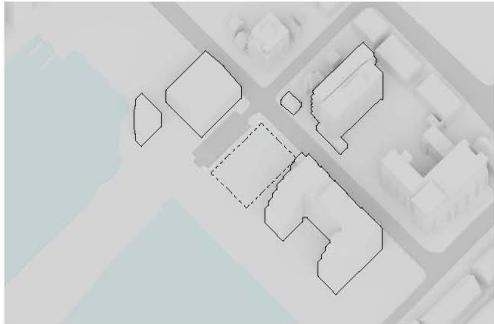


AS OF RIGHT SCHEME - VIEW CORRIDOR FROM 65 PORT STREET EAST

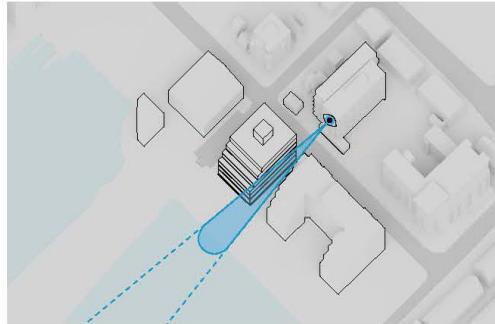


PROPOSED SCHEME - VIEW CORRIDOR FROM 65 PORT STREET EAST

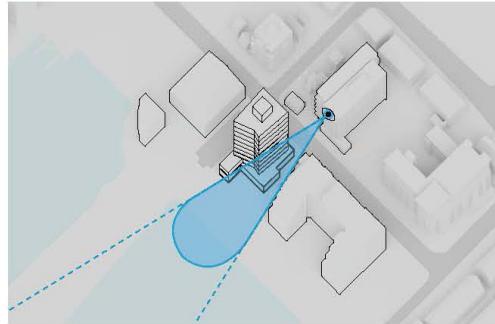
Figure 21 – Enhanced view sharing from 65 Port Street East (source: GPA)



INITIAL PLOT



AS OF RIGHT SCHEME - VIEW CORRIDOR FROM 70 PORT STREET EAST



PROPOSED SCHEME - VIEW CORRIDOR FROM 70 PORT STREET EAST



AS OF RIGHT SCHEME - VIEW CORRIDOR FROM 70 PORT STREET EAST



PROPOSED SCHEME - VIEW CORRIDOR FROM 70 PORT STREET EAST

Figure 22 – Enhanced view sharing from 70 Port Street East (source: GPA)

## 5.4 SHADOWS

A Shadow Study has been prepared by GPA and is provided under separate cover. This Shadow Study illustrates the shadow cast by the proposed building form compared to the as-of-right scenario. Dates in June, September and December are considered in the Shadow Study, illustrating the key times where shadows may fall onto surrounding public spaces and residential dwellings.

The criterion provided in the Mississauga Standards for Shadow Studies are generally achieved with the proposed form. A slight variation is sought for the shadow cast on the northern sidewalk of Port Street East at 12:12pm on September 21. The duration of this shadow is limited as it is cast for a period of 36 minutes. This situation is similar to the future outcome for the buildings anticipated on the One Port Street site further to the west, where shadowing will occur on the northern sidewalk of Port Street East given the approved building heights. Furthermore, the Standards specifically identify Hurontario Street and Eglinton Avenue as important streets where sidewalks should be protected. These streets are markedly different to Port Street East in that they are more mixed use and active pedestrian streets, while Port Street East is a lower trafficked pedestrian environment. As such, this variance is considered acceptable given the limited duration of the shadow cast, the nature of Port Street East and the future condition anticipated for the northern sidewalk of Port Street East.

Overall, the shadow anticipated from the proposal will be limited on the key public areas of the Port Street East sidewalk, St Lawrence Park and the wider Lake Ontario waterfront during September and the winter months where greater sunlight is desired.

## 5.5 WIND

Gradient Wind Engineering Inc. has prepared a Pedestrian Level Wind Study to support the proposal and determine the appropriateness of the proposed form in light of grade-level wind conditions. Based on an assessment of the proposal using Computational Fluid Dynamics (CFD) test results, Gradient Wind Engineering has confirmed that all grade-level areas within and surrounding the site, including surrounding sidewalks, building access points, and the grade-level outdoor amenity area, as well as the St. Lawrence Park and Waterfront Trail, will be acceptable for the intended pedestrian uses on a seasonal and annual basis. The proposed development is anticipated to have a generally neutral affect on existing wind conditions.

## 5.6 TRANSPORT AND PARKING

R. J. Burnside & Associates Ltd (Burnside) has prepared a Transportation Study to support the proposal. The Transportation Study examines the existing and future road network operations, determining the potential impact of the proposal. Burnside have also provided comments on the proposed delivery / refuse pick-up vehicle access and opportunities for Transportation Demand Management (TDM).

During the morning and afternoon peak hours, generally all intersections studied by Burnside are currently operating, and anticipated to operate in the future, with excess capacity. The intersections at Lakeshore Road East / Helene Street and Lakeshore Road East / Hurontario Street currently exceed capacity. Despite this, the proposed development is only expected to contribute an additional eleven (11) trips in the AM peak hour and nine (9) trips in the PM peak hour.

Burnside has determined that this is less than typical daily variations in traffic and will not be noticeable on the road network.

An analysis of access to the loading/refuse pickup area was also been undertaken by Burnside for a Region of Peel refuse truck. The analysis determined that a refuse truck will be required to reverse to/from Port Street to access the loading/refuse area.

From a TDM perspective, Burnside noted that the site is well located to encourage pedestrian movements, given the availability of existing pedestrian infrastructure. The site is also located in close proximity to existing transit infrastructure. The proposal will also provide cyclist facilities, such as bicycle parking, encouraging more active modes of transportation.

## 5.7 ACOUSTIC

Valcoustics Canada Inc. has prepared an Environmental Noise Feasibility Study to accompany the proposal. The noise sources which may potentially affect the proposed development have been identified as road traffic, rail traffic and mechanical equipment from nearby residential buildings.

Valcoustics has undertaken an assessment of these potential noise sources on the proposal in light of the criteria in the applicable Ministry of the Environment and Climate Change (MOE) and Region of Peel noise guidelines. From this assessment, the following recommendations have been provided by Valcoustics for the proposed development:

- all dwelling units will require mandatory central air conditioning;

- exterior walls should be upgraded with a Sound Transmission Class (STC) rating of 54 and exterior windows with STC ratings as high as 34 may be required; and
- exterior wall and window STC requirements should be reviewed once building plans are finalized, typically at the time of a building permit application.

With the implementation of these recommendations, Valcoustics has confirmed that the proposal is appropriate from an acoustic perspective.

## 5.8 STORMWATER

A Functional Servicing and Stormwater Management Report has been prepared by Urbantech West. This report outlines the existing servicing and stormwater infrastructure relevant to the site, and provides a description of the anticipated servicing design and approach required for the proposed development. Urbantech West conclude that the proposal can be serviced via existing storm sewer, sanitary sewer and watermain infrastructure on Port Street East. Importantly, Urbantech West determine that the proposed development does not adversely impact any of the surrounding infrastructure or residential development.

## 5.9 ARCHAEOLOGY

A. M. Archaeological Associates have prepared a Stage 1 Archaeological Assessment to determine the potential archaeological value of the site. Through a combination of documentary research and a site visit, A. M. Archaeological Associates has confirmed that archaeological potential has been removed from the site by intensive and extensive disturbance.

## 6.0 // CONCLUSION

The proposed development will deliver a new 10 storey residential building with 35 dwellings and associated landscaping improvements. The amendments sought in this application will facilitate a redevelopment that ensures an appropriate intensification of land is achieved on a site that is well-located in walking distance of transit, within immediate proximity of many day-to-day services and facilities, and has immediate access to natural amenities along Lake Ontario. The proposal will better stitch the site into the waterfront of Lake Ontario, providing enhancements to the quality of the waterfront at the ground plane and contributing to the interest and variety of the Port Credit skyline.

An amendment is required to the Mississauga Official Plan to allow for a ten storey building that better responds to the sites context. No amendment is proposed to the land use designation and the proposal conforms with all other policies of the Mississauga Official Plan. It has been demonstrated through this Planning Rationale that the additional height and modest increase in density sought will not have any adverse environmental impacts, and will in fact provide a better outcome compared to the as-of-right permissions. The proposed Official Plan and Zoning By-Law amendments, which will facilitate the proposed development, offer an enhanced outcome on the site and to the surrounding context as:

- The eastern edge of Helene Street will be defined and engaged by the podium form, with a new landscaped edge created that provides an attractive frontage to the public realm.
- A comprehensive landscaping strategy of the ground plane will provide an enhanced setting to the public realm of St Lawrence Park on the Lake Ontario foreshore.
- The building form to be achieved, including the proposed height and density, is compatible with the surrounding context and the evolving neighbourhood character of the Port Credit Community Node, particularly the anticipated developments at the No Frills site and One Port Street site.
- The refined and slender tower form will provide an interesting addition to the Port Credit and Lake Ontario skyline, contributing to the eclectic mix of building heights in the neighbourhood.

- The taller and more articulated building envelope will allow for faster moving shadows, with limited shadows falling on the surrounding public realm fronting Lake Ontario.
- The lowered podium massing and refined building tower form will allow for greater view sharing, both from the surrounding public realm and from existing private residences.
- Intensification of the site and the modest increase in density will maximize the number of residents living within close proximity of transit, services, facilities and natural amenities.
- The minor increase in density will further contribute to the achievement of provincial planning policy directions, namely the achievement of minimum density targets in the major transit station area around Port Credit Go Station.

Ultimately, the proposed development conforms to, and is consistent with, the overarching strategic planning goals and objectives for the Port Credit Community Node, namely contributing to the intensification and efficient land use policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the City of Peel Official Plan and the Mississauga Official Plan. The modest amendments sought to the Official Plan and Zoning By-Law are technical in nature and in keeping with the intent and purpose of these documents in providing a building form which contributes to the eclectic and transitional character of the precinct. The proposal will provide an enhanced outcome compared to the existing planning framework, delivering intensification in a compact and well-designed residential building that responds to the opportunities and sensitivities of the waterfront site.



**// APPENDIX //**

# A // DRAFT OFFICIAL PLAN AMENDMENT

**EXPLANATORY NOTE TO PROPOSED  
OFFICIAL PLAN AMENDMENT  
NUMBER XX**

**TO THE MISSISSAUGA OFFICIAL PLAN OF THE  
CITY OF MISSISSAUGA  
PLANNING AREA**

City of Mississauga File No. \_\_\_\_\_

The Proposed Official Plan Amendment applies to lands located at the south-eastern corner of Port Street East and Helene Street South, in the City of Mississauga. The lands are legally described as Blocks 9 and 10 in Registered Plan 43M-1463, and are known municipally as 55 Port Street East.

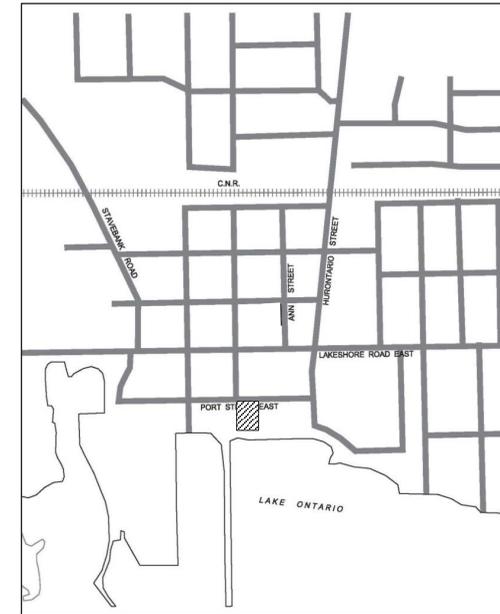
The purpose of the Official Plan Amendment is to amend the height limit applying to the subject site as contained in Schedule 2B of the Port Credit Local Area Plan. This Official Plan Amendment proposes to introduce Special Site XX to Section 13.0 of the in-force Port Credit Local Area Plan in order to permit a residential apartment building with a height of 10 storeys.

Amendment No. XX

to the Mississauga Official Plan for the

City of Mississauga Planning Area

The following text and map designated Schedule "A" attached hereto constitutes Amendment No. XX



**PURPOSE**

The purpose of the Official Plan Amendment is to amend the height limit applying to a 2,312 square metre (24,886 square feet) parcel of land located at the south-eastern corner of A Port Street East and Helene Street South as contained in Schedule 2B of the Port Credit Local Area Plan, with a Special Site policy.

This Amendment will permit the development of a proposed 10-storey residential building with 35 apartment units on the subject site.

## LOCATION

The subject site is located at the south-eastern corner of Port Street East and Helene Street South in the City of Mississauga. The site is legally described as Blocks 9 and 10 in Registered Plan 43M-1463, and are known municipally as 55 Port Street East.

## BASIS

The subject site is located in the Port Credit Community Node. It is currently designated *Mixed Use* and is located within an area identified as part of the Harbour Mixed Use precinct. This area is identified in the Port Credit Local Area Plan as a place for intensification and is intended to contain a mixture of uses and densities. Building heights of up to 22 storeys are permitted within the Harbour Mixed Use precinct.

The development concept for the subject site consists of a 10-storey tower stepped back over a two-storey podium, creating a residential apartment building with 35 units. The proposed development includes private indoor and outdoor amenity spaces, at-grade landscaping, 58 underground parking spaces, and 40 bicycle parking spaces.

Schedule 2B of the Port Credit Local Area Plan prescribes a height limit of 2 to 3-6 storeys on the site. Under the existing Official Plan policies of Schedule 2B, buildings on the site are required to step down to a maximum of three storeys along Lake Ontario. The Official Plan Amendment will seek to allow a ten storey building on the site stepping down to two storeys along Lake Ontario. The required technical amendment to the Official Plan is minor, given that the proposed development is in conformity with all other elements of the Mississauga Official Plan, and given that the proposal results in a more enhanced built form outcome for the waterfront setting of the subject site.

This Amendment would introduce Special Sites XX to Section 13.0 of the Port Credit Local Area Plan in order to permit the proposed residential building of ten storeys. The Official Plan Amendment is appropriate from a planning standpoint for the following reasons:

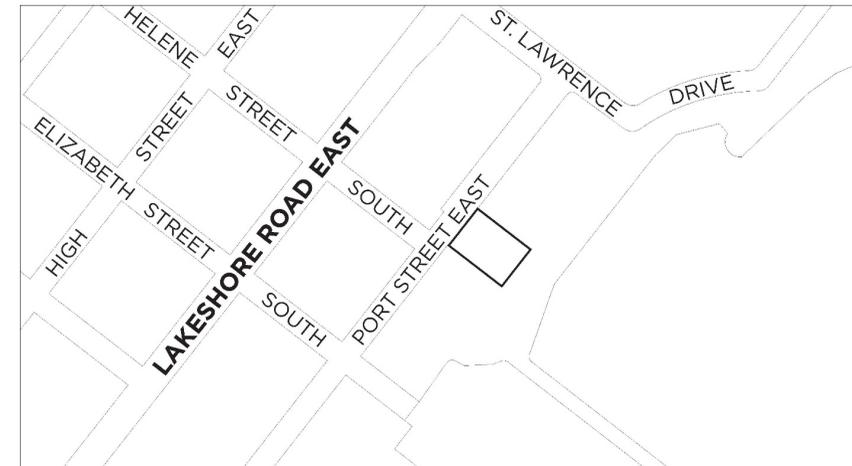
- i. The site is an underutilized property located within the Port Credit Community Node which is a designated Intensification Area, and is therefore an appropriate location for infill and redevelopment.
- ii. The proposed development represents a compact land use pattern that makes more efficient use of land and existing infrastructure resources, including nearby transit services. The subject site is also located within a designated Major Transit Station Area, which is recognized in the provincial Growth Plan and in the Mississauga Official Plan as a focus area for intensification and higher density transit-oriented development.
- iii. The proposed development has been carefully designed to respond to the built form and scale of the surrounding Port Credit context, in particular the evolving context of the Harbour Mixed Use precinct. The massing, height and built form of the proposed building have been oriented to fit appropriately within the surrounding context, and strategically designed to minimize impacts on surrounding uses. The relocation of massing and density from the Lake Ontario foreshore to a more slender and articulated tower form will minimize overshadowing and increase opportunities for view sharing.

- iv. The proposed development is consistent with local and provincial planning policy directions; is aligned with the evolving character and built form for the precinct, and is compatible with the surrounding context.

## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. The Port Credit Local Area Plan Special Site Policies are hereby amended by adding the following key map and text to Section 13.XX as Special Site XX:

13.XX Site XX



The lands identified as Special Site XX are located at the south-eastern corner of Port Street East and Helene Street South.

Notwithstanding the provisions of the Desirable Urban Form policies, a residential building with a maximum height of 10 storeys is permitted.

## IMPLEMENTATION

Upon the approval of this Amendment by the City of Mississauga, the Zoning By-law applicable to the subject lands will be amended to the appropriate classification, in accordance with the intent of this Amendment.

Provisions will be made through the rezoning and site development plan approval process of the lands subject to the Amendment, for development to occur subject to the approved site development plan, to ensure that development occurs in accordance with the intent of the Amendment.

Provisions will be made through the rezoning of the lands subject to this Amendment, for development to occur subject to approved site development, architectural and landscape plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and designed.

#### INTERPRETATION

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

This Amendment supplements the intent and policies of the Local Area Plan.

Upon approval of this Amendment, Section 13.0 of the Port Credit Local Area Plan will be amended in accordance with the intent of this Amendment.

# B // DRAFT ZONING BY- LAW AMENDMENT

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 section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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 Exception Table:

4.15.3.XX	Exception: RA2-XX	Map # XX	By-law:
In a RA2-XX zone the permitted <b>uses</b> and applicable regulations shall be as specified for a RA2 zone except that the following <b>uses/regulations</b> shall apply:			
<b>Regulations</b>			
4.15.3.XX.1	The provisions of Article 4.1.15.1 of this By-law shall not apply and the regulations of Lines 4.15.3.33.3, 4.15.3.33.7, 4.15.3.33.8, 4.15.3.33.11, 4.15.3.33.16, 4.15.3.33.17, 4.15.3.33.18, 4.15.3.33.19, contained in Table 4.15.3.33 of this By-Law shall not apply		
4.15.3.XX.2	Maximum number of apartment <b>dwelling units</b> in the Buildable Area identified on Schedule RA2-XX of this Exception	35	
4.15.3.XX.3	Maximum <b>floor space index - apartment dwelling zone</b>	2.7	
4.15.3.XX.4	Maximum <b>gross floor area - apartment dwelling zone</b> permitted in the Buildable Area identified on Schedule RA2-XX of this Exception	6,300m <sup>2</sup>	
4.15.3.XX.5	No minimum <b>gross floor area - non-residential</b> is required		
4.15.3.XX.6	Maximum <b>height</b> above established grade where the distance from the <b>rear lot line</b> is 0 m to 14.7 m	8.8 m and 2 storeys	
4.15.3.XX.7	Maximum <b>height</b> above established grade where the distance from the <b>rear lot line</b> is greater than 14.7 m	35 m and 10 storeys	

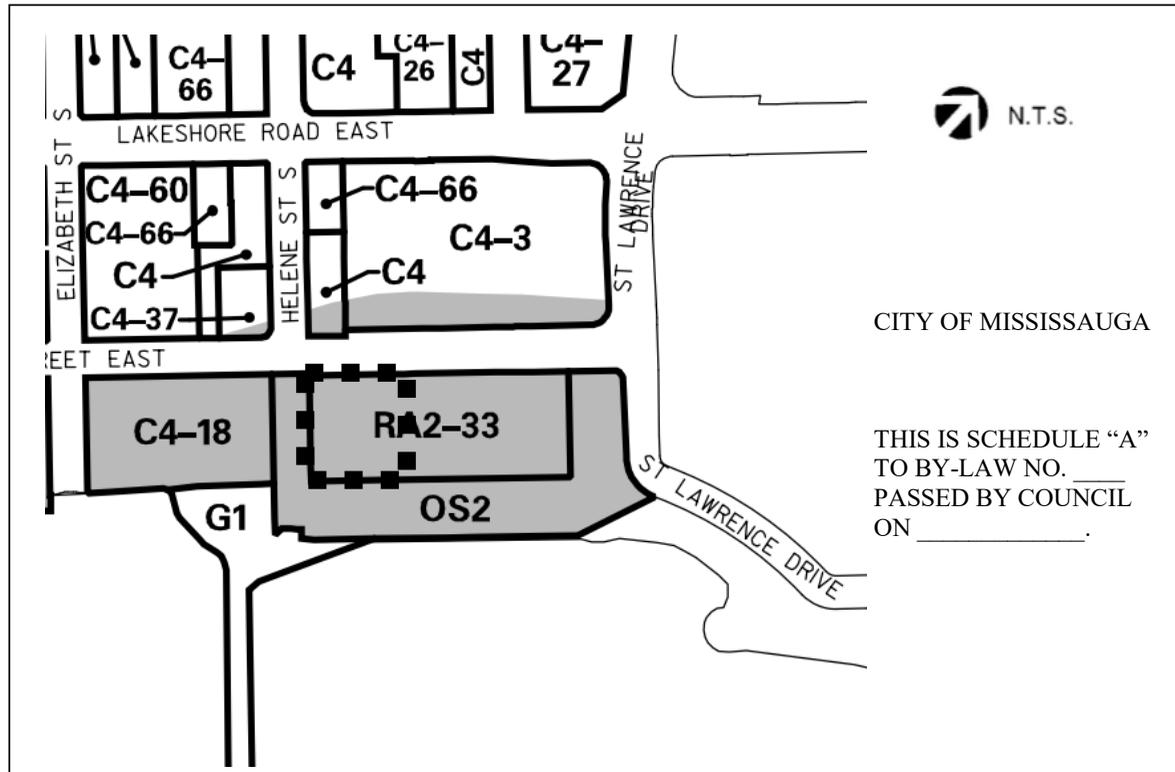
4.15.3.XX	Exception: RA2-XX	Map # XX	By-law:
In a RA2-XX zone the permitted <b>uses</b> and applicable regulations shall be as specified for a RA2 zone except that the following <b>uses/regulations</b> shall apply:			
4.15.3.XX.8	All site development plans shall comply with the regulations of Line 4.15.3.33.26 contained in Table 4.15.3.33, except for the minimum building separation between Buildable Area 'A' and Buildable Area 'B', where a minimum distance of 15 metres is permitted.		

- 2. Map Number 08 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 "RA2-33" to "RA2-XX" the zoning of 55 Port Street, in the City of Mississauga, PROVIDED HOWEVER THAT the "RA2-XX" 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 "RA2-XX" zoning indicated thereon.
- 3. This By-law shall not come into force until Mississauga Official Plan Amendment Number XX is in full force and effect.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 201\_.

\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK



**APPENDIX "A" TO BY-LAW NUMBER \_\_\_\_\_**

Explanation of the Purpose and Effect of the By-law

*The purpose of this By-law is to amend the Zoning By-law Number 0225-2007 for the lands known as 55 Port Street East to permit a residential apartment building with a maximum height of ten storeys. The proposed development includes a 10-storey apartment building with a total of 35 residential units. The "RA2-XX" zone category permits an apartment dwelling with increased height and gross floor area.*

Location of Lands Affected

*The subject lands are located on the south-eastern corner of Port Street East and Helene Street South in the City of Mississauga, as shown on the attached Map designated as Schedule "A".*

Further information regarding this By-law may be obtained from \_\_\_\_\_ XX \_\_\_\_\_ of the City Planning and Building Department at 905-\_\_\_\_\_ ext. \_\_\_\_\_.

