

Appendix 2 – Draft Official Plan Amendment

1 Port Street East  
Draft Amendments to Mississauga Official Plan and Port Credit Local Area Plan

Amendments to Mississauga Official Plan

- Amend Chapter 8 Create a Multi-Modal City to add Policy 8.2.2.9 as follows:

Multi-modal connections are intended to be shared streets that accommodate, where feasible, pedestrian and cycling routes primarily, with a secondary purpose of providing vehicular access, including for emergency and service vehicles. The connections are typically absent of traffic control devices. The speed of vehicular traffic movement is substantially reduced, which encourages users of the space to negotiate through passage. Design emphasis is placed on a high quality pedestrian and cycling environment.

INSERT FIGURE (PICTURE OF A SHARED STREET), WITH THE FOLLOWING CAPTION: Multi-modal connections, intended to be shared streets, are absent of traffic control devices and reduce the speed of vehicular movement. This is achieved through design changes such as surface treatments, materials, textures, lighting and the use of minimum radii and lane widths, together with features which introduce intrigue, interest, uncertainty and promote an intelligent response to risk among pedestrians, cyclists and drivers. There is less reliance on signs, signals, road markings, curbs, barriers and other features which imply predictability, standardization and consistency.

- Table 8-4: Road Classification – Local Roads, second table, of Chapter 8 Create a Multi-Modal City, be amended by adding the following:

	Character Area	Street	Jurisdiction	R-O-W Range**
#	Port Credit Community Node	Port Street East (from Stavebank Road to Helene Street)	Mississauga	20-28 m
	Port Credit Community Node	Unnamed Street (North-South Spine)	Mississauga	17-25 m

- Policy 11.2.6.1 be amended to allow the following use:
  - maker spaces*
- Chapter 20 Glossary be amended to add the following:

Maker Spaces means premises, such as community or artisan workshops or community studios, used for producing or making custom-made goods in limited quantities, using techniques that do not involve mass production. The use of these premises and equipment may require a fee.
- Amend Schedule 1: Urban System to be consistent with Map 1 to OPA\_
- Amend Schedule 1a: Urban System – Green System to be consistent with Map 2 to OPA\_ Amend Schedule 4: Parks and Open Spaces to be consistent with Map 3 to OPA\_
- Amend Schedule 7: Long Term Cycling Routes to be consistent with Map 4 to OPA\_
- Amend Schedule 10: Land Use Designations to be consistent with Map 5 to OPA\_ to redesignate portions of the Mixed Use designation to Public Open Space and Greenlands to Public Open Space.

Amendments to Port Credit Local Area Plan

- Section 10.2.4 Harbour Mixed Use Precinct

1<sup>st</sup> Paragraph – be amended as follows:  
“...Development will be at a lower overall scale than the Central Residential Precinct and will step down towards Lake Ontario, except for landmark sites identified in this Area Plan.”

3<sup>rd</sup> Paragraph to be deleted and replaced with the following:  
The marina lands south of Port Street have redevelopment potential. A comprehensive Master Plan was undertaken for the property municipally known as 1 Port Street East, which incorporates extensive public input provided through numerous consultation sessions and used as the basis for site specific policies. The Master Plan can inform development on the subject lands and provides information on how the policies of this Area Plan may be implemented.

New policy be added as follows:

10.2.4.5 It is envisioned that the lands municipally known as 1 Port Street East is developed for an iconic and vibrant waterfront neighbourhood and destination with a full service marina that achieves the following:

- a. is woven into the fabric of Port Credit and the city;
- b. supports the overall vision of Port Credit as an evolving waterfront village;
- c. celebrates the site’s unique urban waterfront context;
- d. promotes development that is financially viable and economically sustainable;
- e. provides for a mix of uses including, residential, office and retail, including indoor and outdoor markets, and maker spaces;
- f. links the marine and cultural histories of the site together; and
- g. draws people to the water’s edge to live, work, make, learn, shop and play.

- Section 13.0 Special Sites, Special Site 8 be deleted and replaced with the following:

**13.1.8 Site 8**  
Insert new Site Map to reflect Areas (See separate document with marked up map)

13.1.8.1 The lands identified as Special Site 8 are located south of Port Street East and east of the Credit River and is municipally known as 1 Port Street East.

13.1.8.x Affordable housing will be provided in accordance with the City of Mississauga’s affordable housing policies.

13.1.8.x The overall ***floor space index (fsi)*** will be between 2.0 and 2.5.

Land Use - Open Space

13.1.8.x A continuous water’s edge promenade linking JJ Plaus Park with the Waterfront Trail and St. Lawrence Park will be provided, and will be generally a minimum of 15 metres in width.

13.1.8.x Area D1 will be the full width of the pier from JJ Plaus Park to the water’s edge (inside of the water’s edge promenade). Its northern boundary will be a minimum of 60 metres from the water’s edge, and its minimum area will be 0.3 ha exclusive of the waterfront promenade and adjacent streets.

13.1.8.x Area D2 will have open street frontages on three sides, be a minimum of 40 metres in its east-west width, and will have a minimum area of 0.13 ha.

13.1.8.x The existing Breakwater/Ridgetown is designed primarily as engineered structures to protect the marina basin and are currently not in a form that would permit public use. Further studies, such as engineering and design, will be required and prepared to the satisfaction of the City and appropriate conservation authority before the area can become integrated as part of the open space network for additional trails and lookouts along the water.

13.1.8.x The City, in partnership with Credit Valley Conservation and other agencies having jurisdiction, will explore the feasibility of potential limited lake fill opportunities adjacent to or within the open space area, including associated habitat improvements.

13.1.8.x Notwithstanding the Public Open Space land use designation, accessory buildings will be less than 500 m2 of gross floor area.

13.1.8.x A detailed Pedestrian Realm Network Master Plan will be prepared to identify and confirm the design of the various open space elements, including the design of any accessory buildings or structures.

- 13.1.8.x Notwithstanding the policies of this Plan, the following additional uses are permitted within Area D:
- a. marina facilities, including floating docks and boat slips, fuel dock and pump-out station, boat repair facilities, and ancillary equipment; and
  - b. on-site winter boat storage.

Land Use – Mixed Use

- 13.1.8.x Notwithstanding the policies of this Plan, the following additional uses are permitted in Area C:
- a. marina facilities, including floating docks and boat slips, fuel dock and pump-out station, boat repair facilities, and ancillary equipment; and
  - b. on-site winter boat storage.

13.1.8.x The proposed boat repair facility will be located adjacent to Port Street East, and within the eastern half of Area C.

13.1.8.x The equivalent of a minimum of five percent of the total gross floor area (gfa) will be provided for at-grade, non-residential uses in Areas A and B. Retail and service commercial uses will be limited in size to a maximum of 3,800 m<sup>2</sup> per individual business.

13.1.8.x A minimum of 6,000 m<sup>2</sup> of office space will be provided in stand-alone or mixed use buildings. A maximum of 20 percent of the proposed gfa for office space may be developed at-grade in any individual building. The remainder of the proposed office space is to be located on floors above-grade.

13.1.8.x Retail and service commercial uses are required at-grade in Area B for all buildings with frontage adjacent to Port Street East or adjacent to Area D.

Urban Design

13.1.8.x Parking facilities located above grade and adjacent to the street system will be entirely screened by “liner” buildings incorporating a mix of uses between the parking structure and street space.

13.1.8.x Parking requirements for the Site will be reduced in recognition of its urban mixed use context. Appropriate parking standards will be implemented by the zoning by-law.

13.1.8.x Buildings on Areas B1 and B2 may be joined together over top of the multi-modal connection, by an above grade arcade. The arcade element must be a minimum of 4-storeys above grade, and will span a minimum of 15-17 metres, at least matching the right-of-way width of the multi-modal connection.

13.1.8.x The City will consider the potential for a landmark building with a maximum height of 22 storeys or 77 metres, whichever is less, on Area A1.

Transportation

13.1.8.x A fine grained street system will be developed consistent with Map X: Street System.

13.1.8.x The City may consider increased or decreased right of way widths and alternative design standards to achieve specified community design objectives for all streets. Changes to right of way widths will require an official plan amendment.

Environment

13.1.8.x Development on the site will be designed to meet the minimum LEED Gold standard.

- 13.1.8.x All development will contribute to the health of the environment and promote innovative infrastructure by incorporating measures such as:
- a. active transportation, and include facilities for pedestrian, cyclists, transit and vehicles;
  - b. efficient and sustainable water, waste water and stormwater management systems;
  - c. site or area specific district energy and/or deep lake cooling systems;
  - d. renewable energy components in all development;
  - e. innovative garbage collection and utility delivery strategies;
  - f. installing green roofs or white roofs; and
  - g. installation of light-coloured paving material or any paving material with a solar reflectance index of at least 29.

13.1.8.x The development of a district energy system will be encouraged in the area or on the site. Where a district energy system is not provided, all development will be required to include on-site renewable or alternative energy systems which produce 25 percent of projected energy use.

Staging of Development

- 13.1.8.x The staging of development on the site will be required to ensure the following:
- a. the need to mitigate existing site contamination issues, prior to any development;
  - b. that the existing marina-related businesses can continue to operate, until alternative and appropriate building spaces and infrastructure are developed to

accommodate their continued and uninterrupted operation; and

c. the requirement that new development incorporate office floor space and other non-residential floor space in conjunction with the development of new residential dwelling units.

13.1.8.x Mississauga will consider development applications on the site in increments of a maximum of 30,000 m<sup>2</sup> of gfa.

13.1.8.x New development on Areas A4 and B4 will not be permitted until other site requirements have been provided and are available on-site or elsewhere in the city, including the following:

- a. appropriate marina-related infrastructure;
- b. office;
- c. retail and service commercial floor space; and
- d. boat repair facility.

Implementation

13.1.8.x In determining community benefit accrued under Section 37 of the *Planning Act*, the following priorities will be considered:

- a. improvements to the components to the public open space;
- b. improvements to the marina facilities;
- c. improvements to streetscape;
- d. public art installations;
- e. establishment of new non-profit community or cultural services and facilities, including child care, library facilities, maker spaces, artist workshops, gallery spaces and/or performance spaces;
- f. provision of dedicated affordable housing units;
- g. achievement of criteria for LEED Platinum status; and/or
- h. provision of district energy and/or deep lake cooling systems that serve the broader Port Credit community.

- Section 14.0 Implementation, Policy 14.4 is deleted and replaced with the following:  
Prior to development, a master plan for the former refinery will be prepared to the City’s satisfaction.

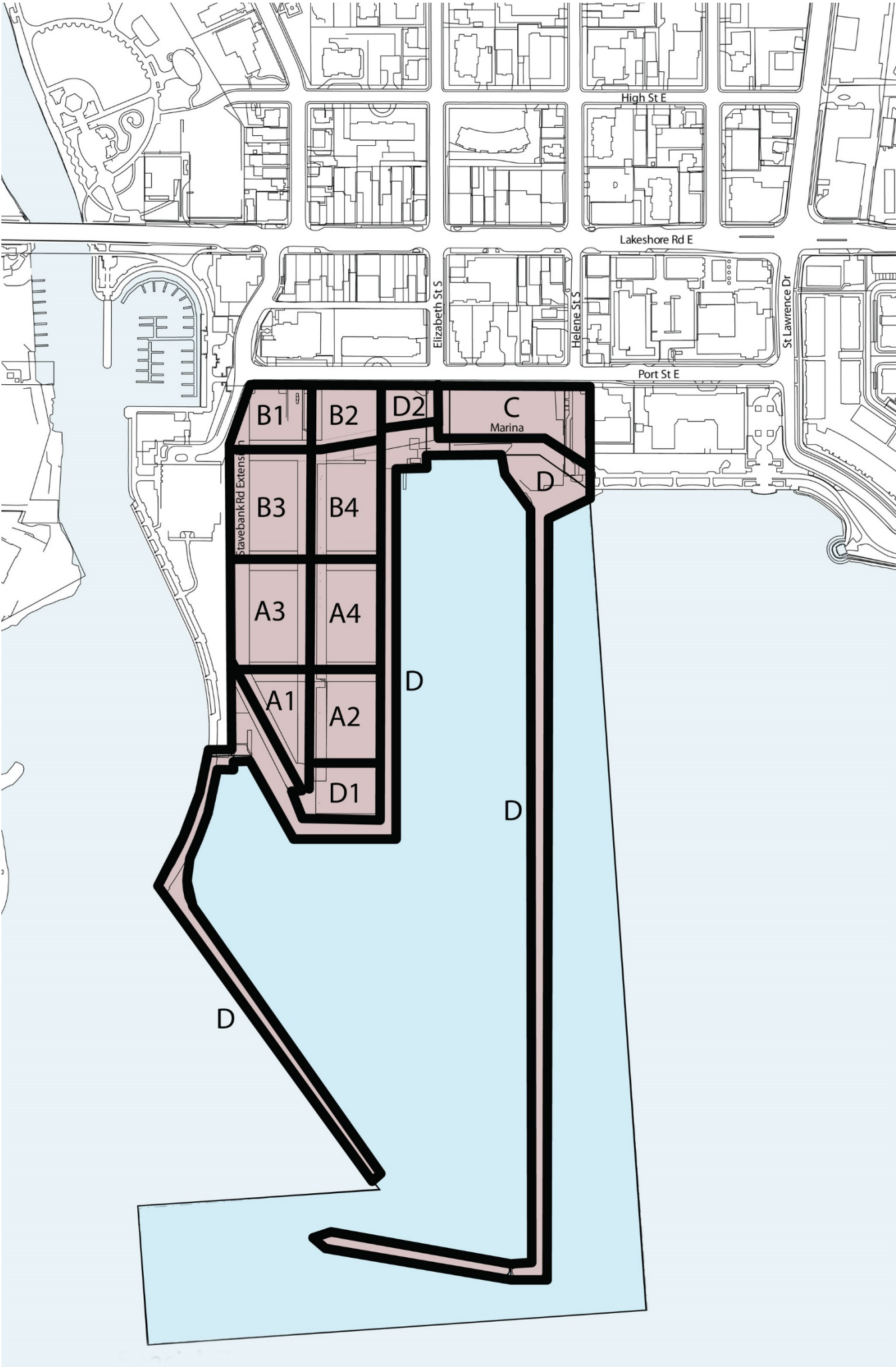
- Amend Schedule 2B Port Credit Community Node Height Limits to be consistent with Map 6 to this amendment.

**Appendix 1: Built Form Guide**

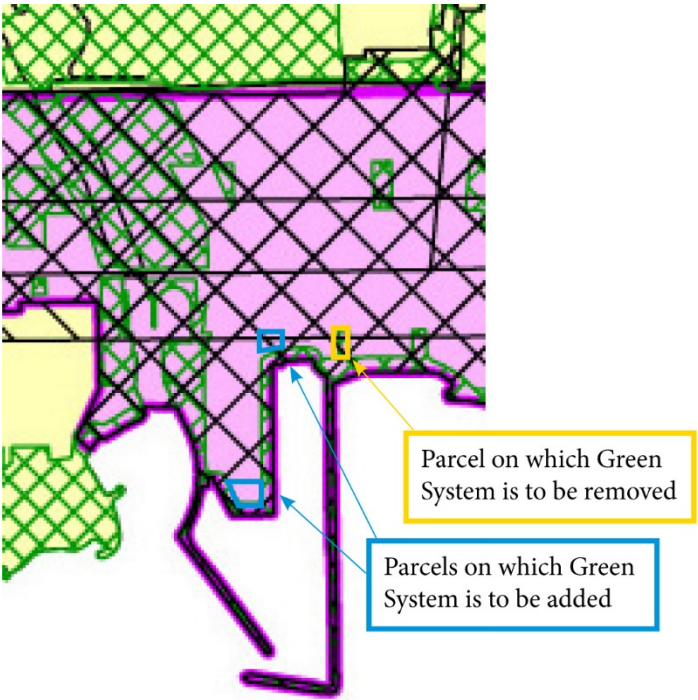
2.3.4 Harbour Mixed Use Precinct

Delete the 3<sup>rd</sup> paragraph and replace with the following:

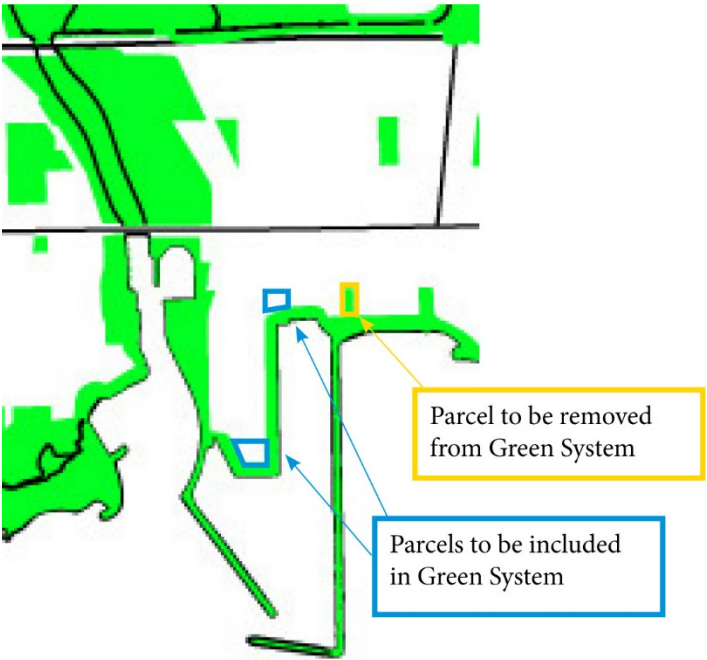
Buildings on the 1 Port Street East site (Special Site 8) have been comprehensively planned and considered as a distinct, urban waterfront neighbourhood. The site is intended to be iconic and vibrant with a full service marina. Notwithstanding the direction provided in this Built Form Guide, all development on Special Site 8 shall be informed by, and generally consistent with the relevant information included within the 1 Port Street East Comprehensive Master Plan (May 2016).



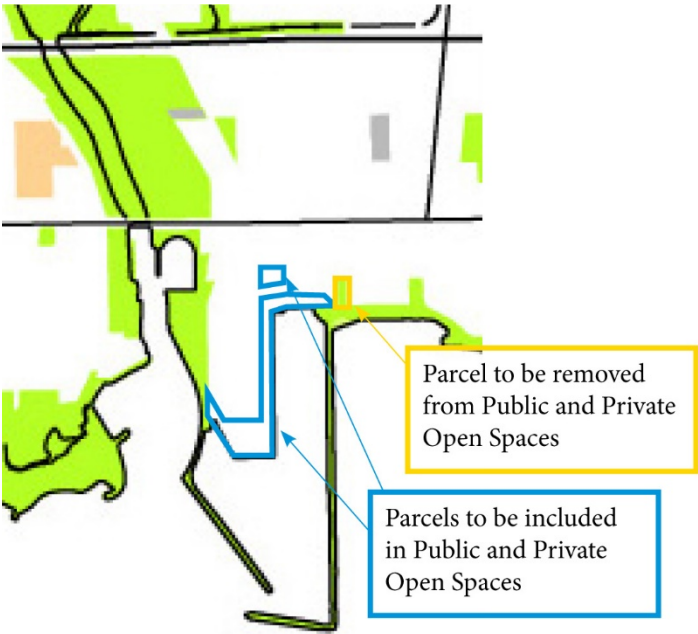
Location Map



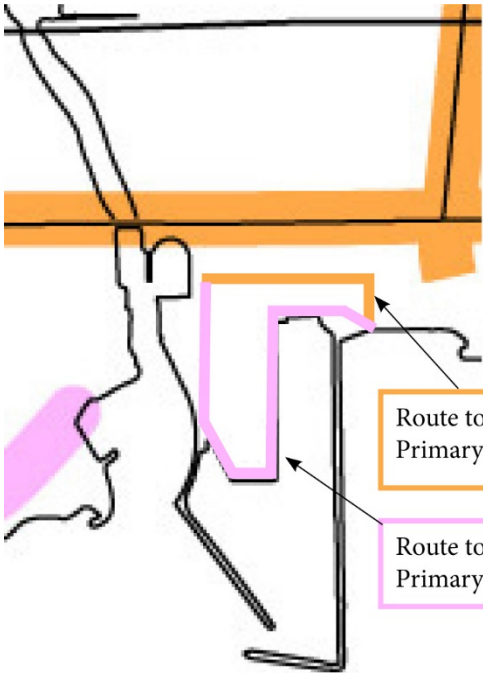
Map 1 to OPA\_: Excerpt of Schedule 1 Urban System



Map 2 to OPA\_: Excerpt of Schedule 1a Urban System – Green System



Map 3 to OPA\_: Excerpt of Schedule 4 Parks and Open Spaces

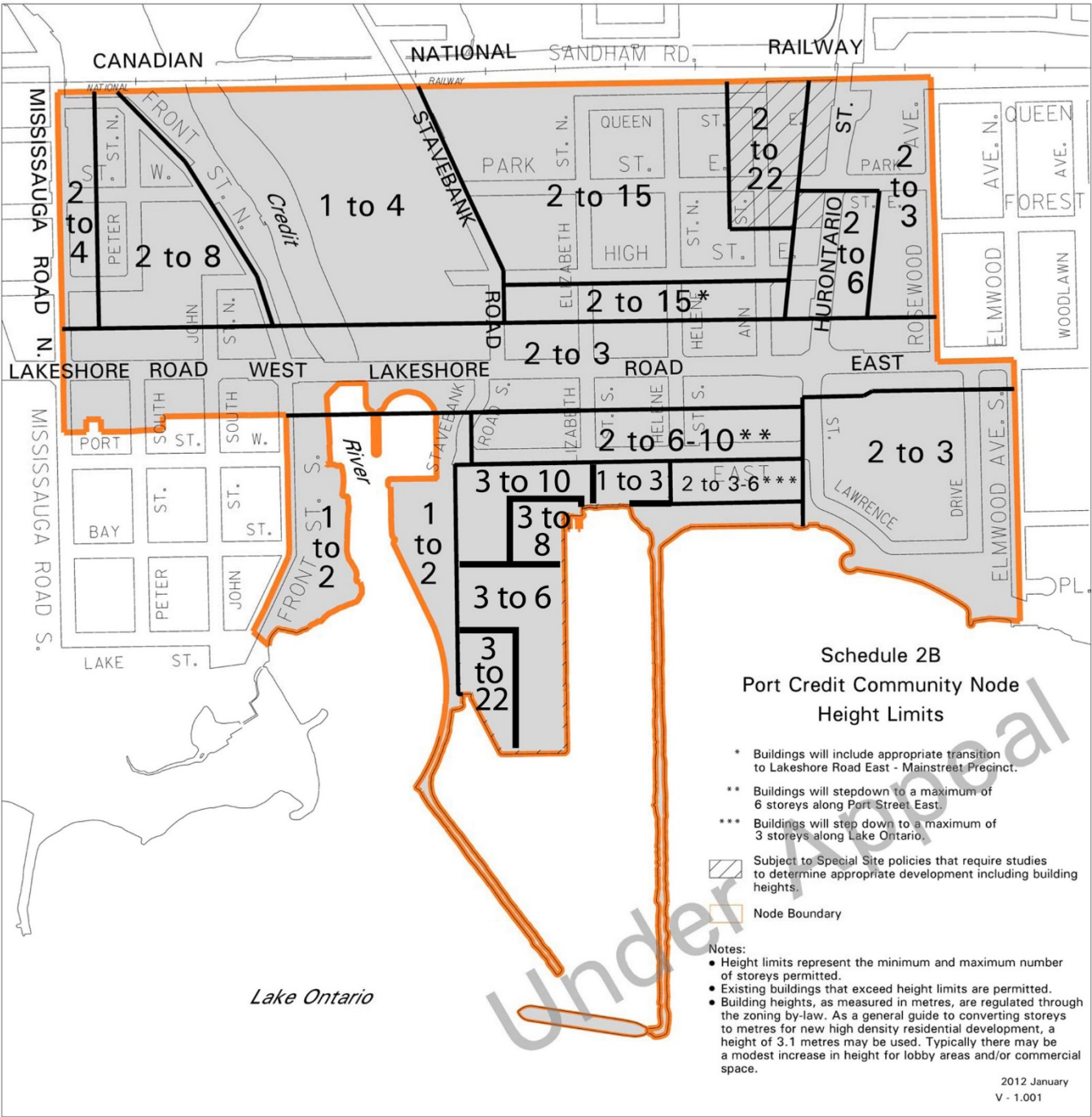


## Map 4 to OPA\_ : Excerpt of Schedule 7 Long Term Cycling Routes



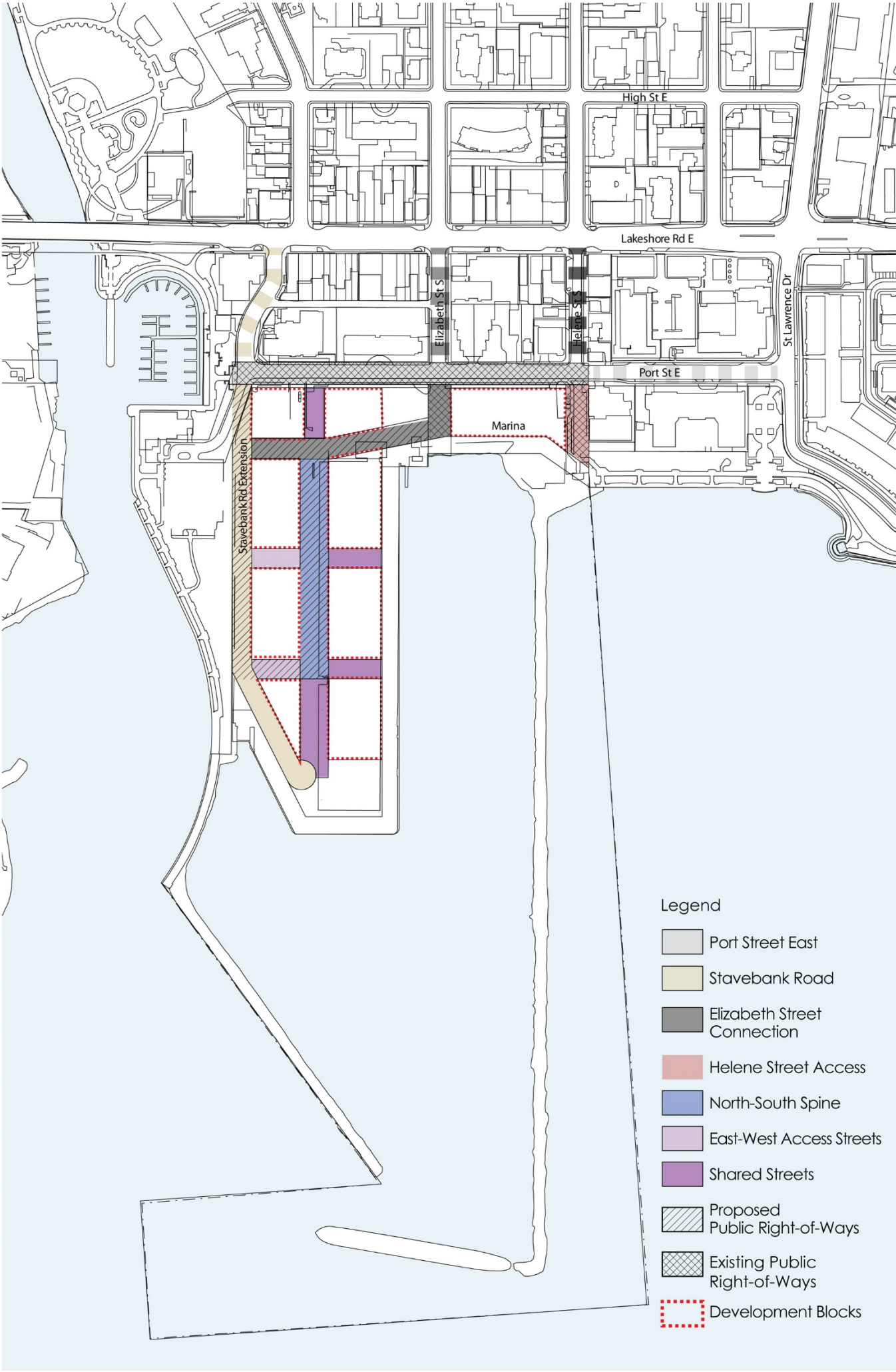
## Map 5 to OPA\_ : Excerpt of Schedule 10 Land Use Designations





Map 6 to OPA\_: Schedule 2B Port Credit Community Node Heights





Map 7 to OPA\_ : Street System