



AGENDA

PLANNING & DEVELOPMENT COMMITTEE

THE CORPORATION OF THE CITY OF MISSISSAUGA

MONDAY, DECEMBER 2, 2013 - 7:00 P.M.

COUNCIL CHAMBER, 2ND FLOOR - CIVIC CENTRE
300 CITY CENTRE DRIVE, MISSISSAUGA, ONTARIO L5B 3C1
<http://www.mississauga.ca>

Members

Mayor Hazel McCallion	
Councillor Jim Tovey	Ward 1
Councillor Pat Mullin	Ward 2
Councillor Chris Fonseca	Ward 3 (Chair)
Councillor Frank Dale	Ward 4
Councillor Bonnie Crombie	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Katie Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10
Councillor George Carlson	Ward 11

Mumtaz Alikhan, Legislative Coordinator, Office of the City Clerk
905-615-3200 ext. 5425 / Fax 905-615-4181
email: mumtaz.alikhan@mississauga.ca



Live stream at <http://www.mississauga.ca/videos>

PLANNING & DEVELOPMENT COMMITTEE – DECEMBER 2, 2013

CALL TO ORDER

DECLARATIONS OF (DIRECT OR INDIRECT) PECUNIARY INTEREST

APPROVAL OF PREVIOUS MINUTES

Planning and Development Committee Meeting of November 11, 2013

MATTERS TO BE CONSIDERED

1. Sign Variance Applications – Sign By-law 0054-2002, as amended
File: BL.03-SIG (2013)
2. Report on Comments – Draft Port Credit Local Area Plan and Built Form Guide – Ward 1
File: CD.03.POR
3. **SUPPLEMENTARY REPORT**
Rezoning Application to permit an office within the existing residential dwelling, 330 Queen Street South, West side of Queen Street South, South of Princess Street
Owner: Three Nuts Inc.
Applicant: David Brown Associates, **Bill 51**, (Ward 11)
File: OZ 11/009 W11
4. Section 37 Community Benefits Report, 1224, 1230, 1240 and 1244 Cawthra Road and 636 Atwater Avenue, Southwest corner of Cawthra Road and Atwater Avenue
Owner: Windcatcher Development Corporation
Applicant: Lethbridge & Lawson Inc.
File: OZ 11/016 W1

ADJOURNMENT



Corporate Report

Clerk's Files

Originator's
Files

BL.03-SIG (2013)

DATE: November 12, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: December 2, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Sign By-law 0054-2002, as amended**
Sign Variance Applications

RECOMMENDATIONS: That the Report dated November 12, 2013 from the Commissioner of Planning and Building regarding Sign By-law 0054-2002, as amended, and the requested five (5) Sign Variance Applications described in Appendices 1 to 5 to the Report, be adopted in accordance with the following:

1. That the following Sign Variances **be granted:**

- (a) Sign Variance Application 13-06174
Ward 4
Glen Davis Group
77 City Centre Drive

To permit the following:

- (i) A third and fourth fascia sign located between the limits of the top floor and parapet of an office building.
- (b) Sign Variance Application 13-06030
Ward 4
Tim Hortons – Square One Shopping Centre
100 City Centre Drive

To permit the following:

- (i) One (1) fascia sign not located on the unit occupied by the business.
- (c) Sign Variance Application 13-04185
Ward 5
Prologis
300 Courtneypark Drive West

To permit the following:

- (i) Four (4) directional signs with a sign area of 2.2 sq. m. (23.9 sq. ft.) and a height of 2.74m (9.0 ft.).
- (d) Sign Variance Application 13-04640
Ward 5
Westwood Mall Holdings Limited
7205 Goreway Drive

To permit the following:

- (i) A third ground sign fronting Goreway Drive.
- (e) Sign Variance Application 13-0470
Ward 4
Square One/Oxford Properties
100 City Centre Dr.
 - (i) Four (4) ground signs not located on the property where the business is located.
 - (ii) Four (4) ground signs each with a proposed height of 9.14m (30.0 ft.).
 - (iii) Five (5) signs that project above the parapet of the building.
 - (iv) Three (3) fascia signs that project 1.98m (6.5 ft.) from the building face.

BACKGROUND: The *Municipal Act* states that Council may, upon the application of any person, authorize minor variances from the Sign By-law if in the opinion of Council the general intent and purpose of the By-law is maintained.

COMMENTS: The Planning and Building Department has received five (5) Sign Variance Applications (see Appendices 1 to 5) for approval by Council. The application is accompanied by a summary page prepared by the Planning and Building Department which includes information pertaining to the site location; the applicant's proposal; the variance required; an assessment of the merits (or otherwise) of the application; and a recommendation on whether the variance should or should not be granted.

FINANCIAL IMPACT: Not applicable.

CONCLUSION: Council may authorize minor variances from Sign By-law 0054-2002, as amended, if in the opinion of Council, the general intent and purpose of the By-law is maintained. Sign By-law 0054-2002, as amended, was passed pursuant to the *Municipal Act*. In this respect, there is no process to appeal the decision of Council to the Ontario Municipal Board, as in a development application under the *Planning Act*.

ATTACHMENTS: Glen Davis Group
Appendix 1-1 to 1-9

Tim Hortons – Square One Shopping Centre
Appendix 2-1 to 2-6

Prologis
Appendix 3-1 to 3-11

Westwood Mall Holdings Limited
Appendix 4-1 to 4-6

Square One/Oxford Properties
Appendix 5-1 to 5-27



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Darren Bryan, Supervisor Sign Unit





SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

November 12, 2013

FILE: 13-06174

RE: Glen Davis Group
 77 City Centre Drive - Ward 4

The applicant requests the following variance to section 13 of Sign By-law 0054-2002, as amended.

Section 13	Proposed
Two fascia signs are permitted to be located between the limits of the top floor and parapet of an office building.	A third and fourth fascia sign located between the limits of the top floor and parapet of an office building.

COMMENTS:

The proposed fascia signs are located one each on the north and south side of the building. Two additional signs were approved under a separate permit, located one each on the north and east side of the building.

Since only two of these fascia signs can be seen at the same time, the Planning and Building Department therefore has no concerns with the requested variance.

LETTER OF RATIONAL
77 City Centre Dr., 2nd Floor

On behave of:

The Glenn Davis Group (operate two creative marketing agencies (DAVIS & Bridgemark) that employ 130 staff and bring 25m of revenue annually to Mississauga from the United States and Canada. We are involved in many charitable organizations locally and globally, and has run their business from Mississauga for over 40 years.

Occupying the enter 2nd floor of the East and West towers of the 77 City Centre Dr.

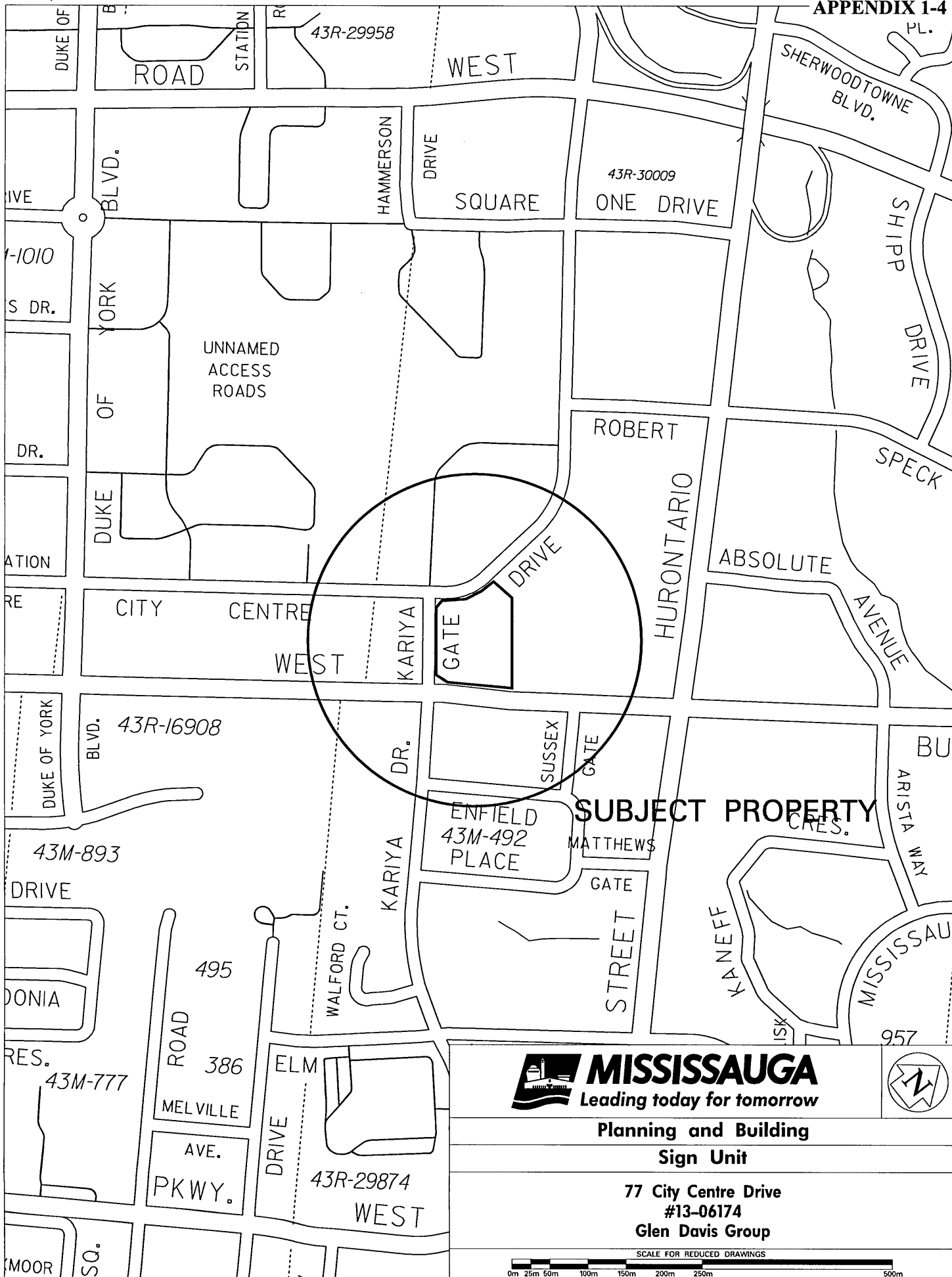
We are applying for a sign variance because an office building over three (3) storeys in height only permit two (2) additional signs located at between the limits of the top floor and roof level.

The original building in one point in time was expanded, and now is made of two towers (East, and West), that are almost independent, and joined only with junctional passage)

We hope that you can see the design and the nature of the two towers can be seen as two buildings. And as such causes no conflict, and allow some leniency.

On behave The Glenn Davis Group
& Capital Signs & Imaging
Sincerely



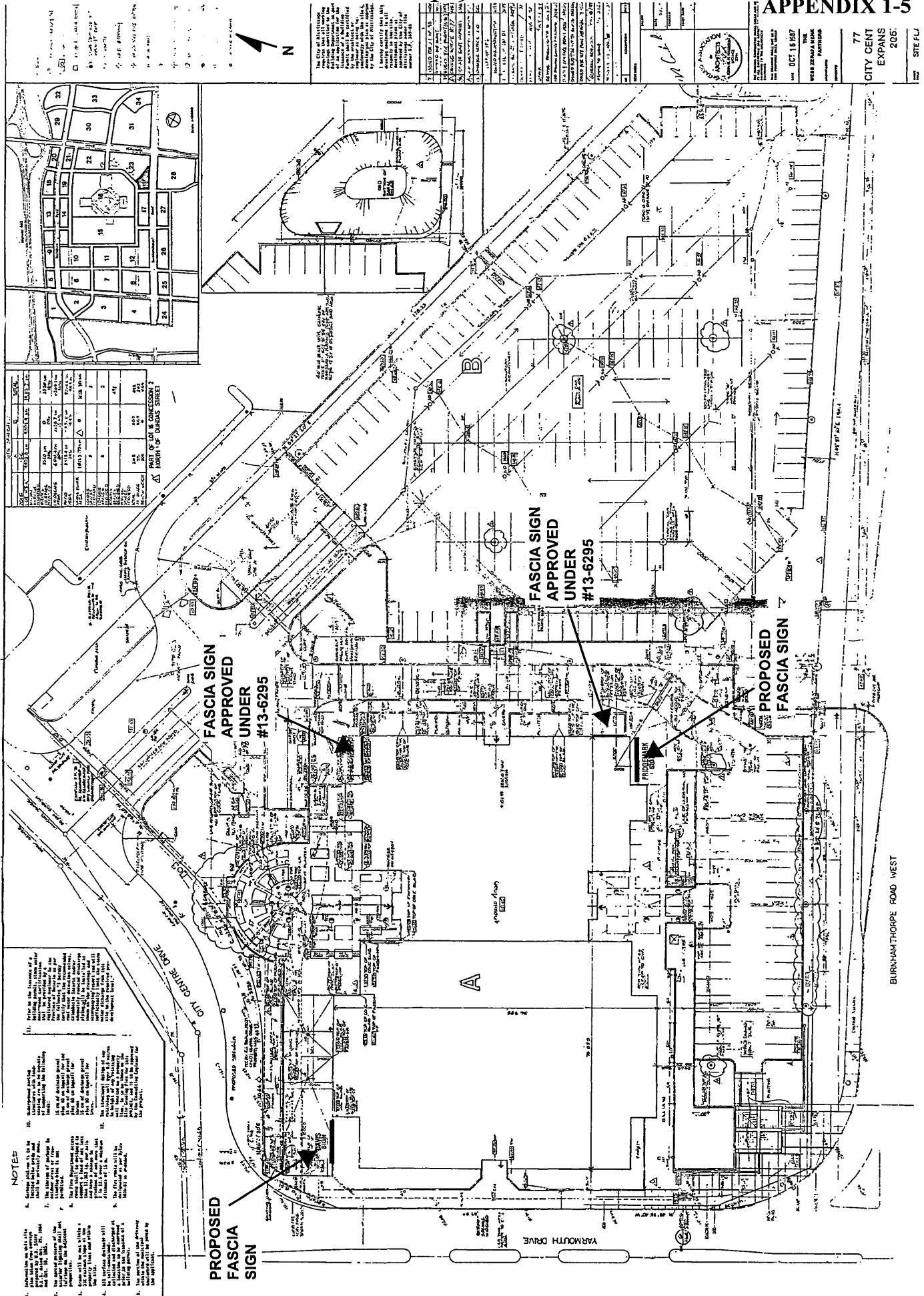


MISSISSAUGA
Leading today for tomorrow

Planning and Building
Sign Unit

77 City Centre Drive
#13-06174
Glen Davis Group

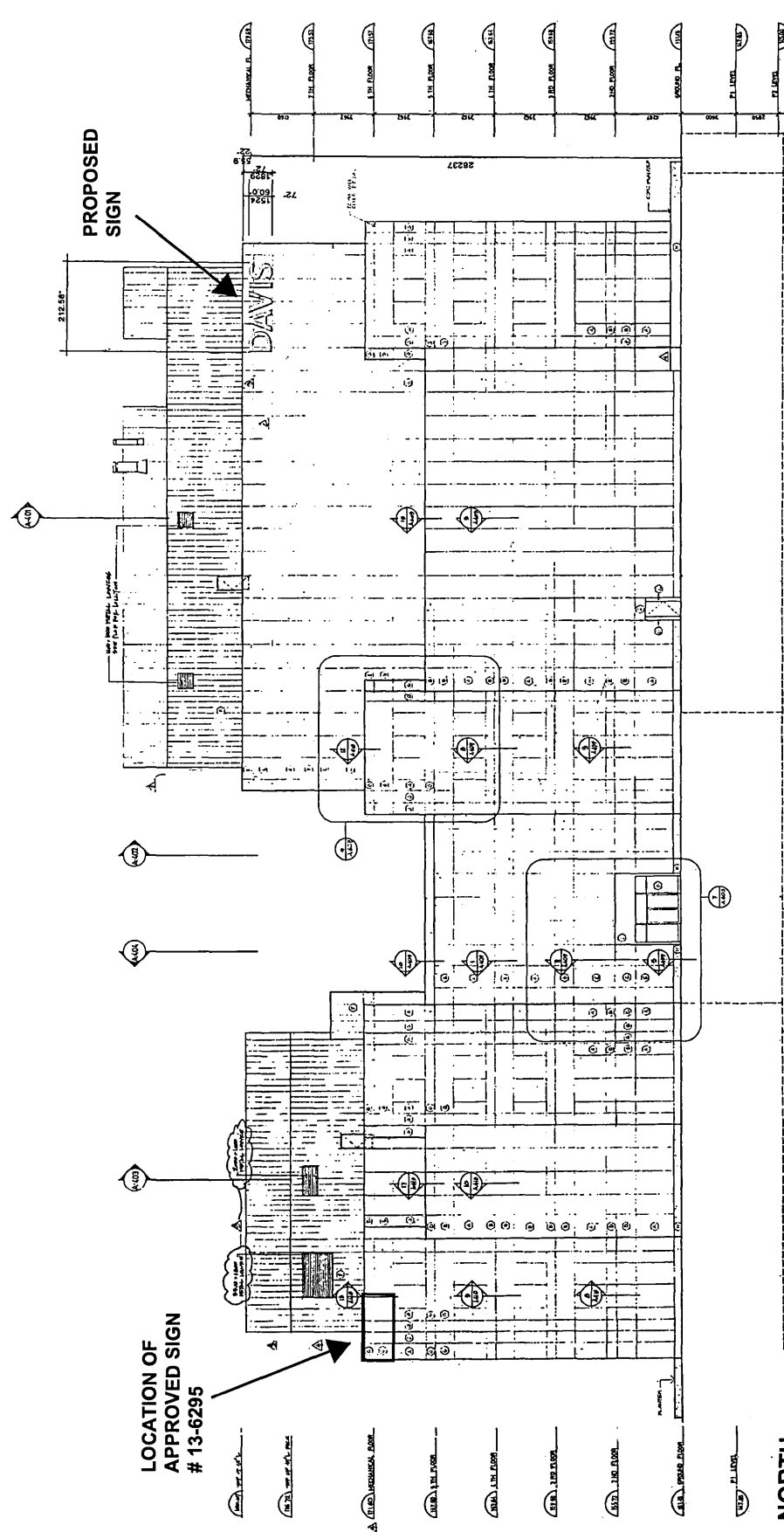




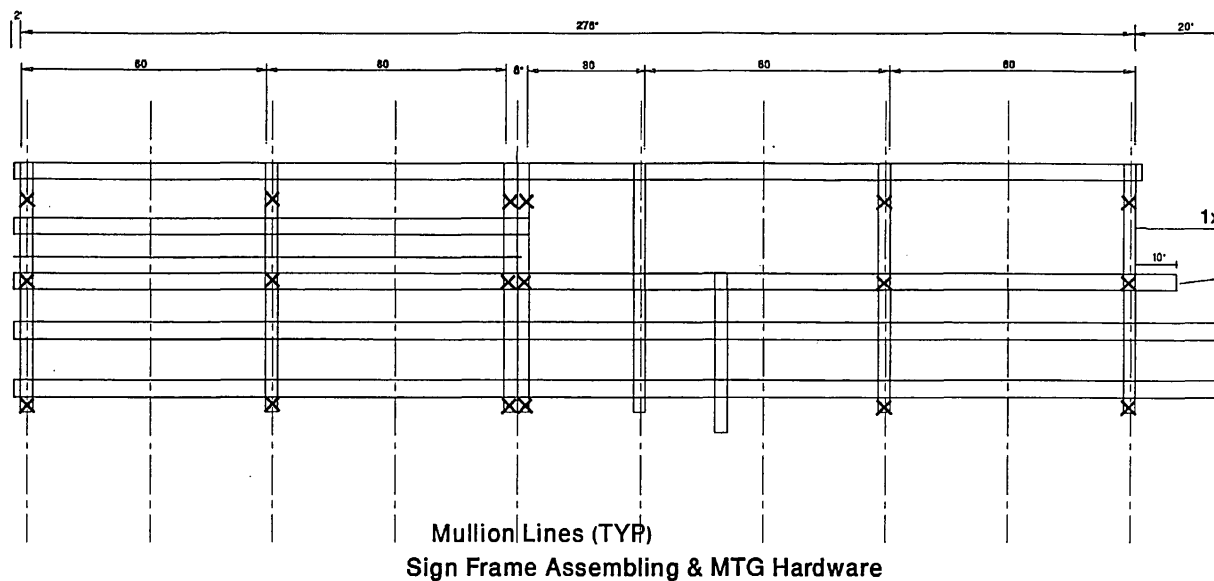
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- 3. PAINTED BRICK
- 4. GLASS BRICKS
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- 7. GLASS CURTAINS
- 8. GLASS PARTITIONS
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- 10. GLASS WINDOWS
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NORTH
ELEVATION



Fasteners Ass'y all Stainless Steel

1-1/4 X 8" Threaded Rod

1-Fender Washer

1-Locking Washer

1-Nut

1x3"x1/8 Aluminum Tubes(TYP)

4X1/16" C Ch Frames Ass'y's Mounting

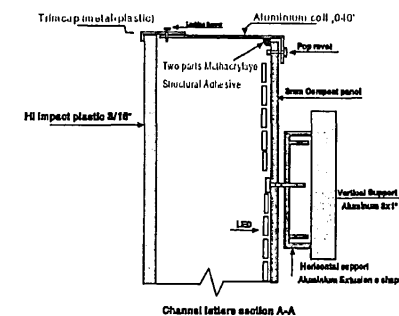
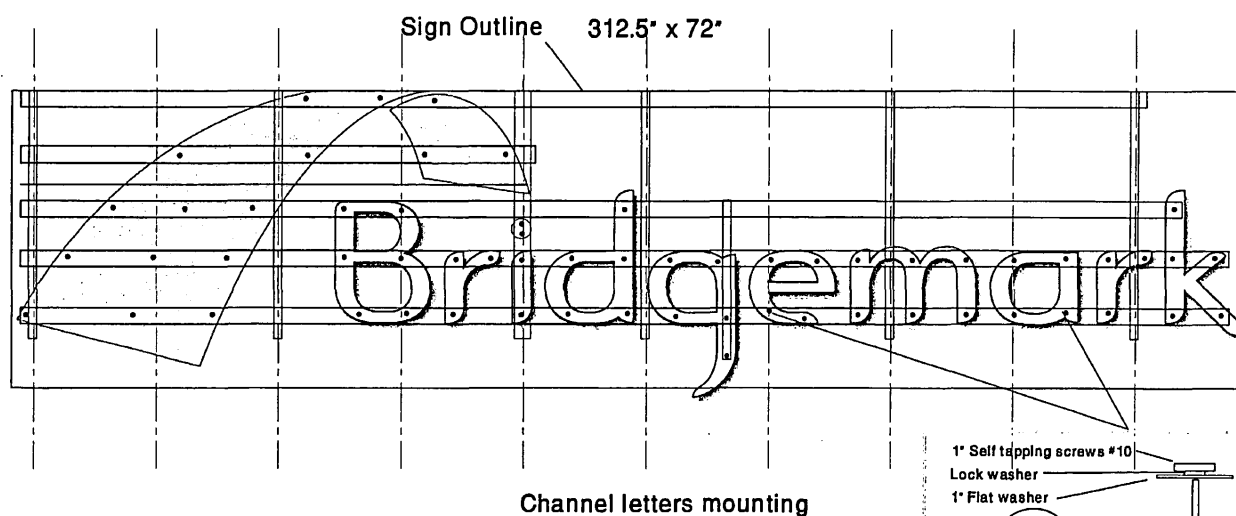
Fasteners Ass'y all Stainless Steel

1-1/4 X 8" Threaded Rod

1-Fender Washer

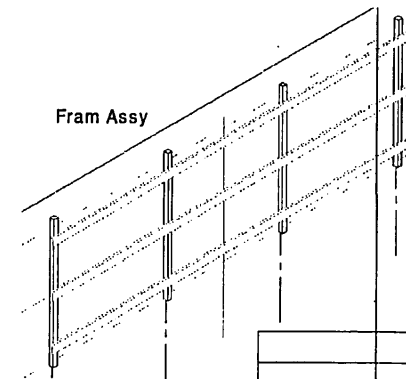
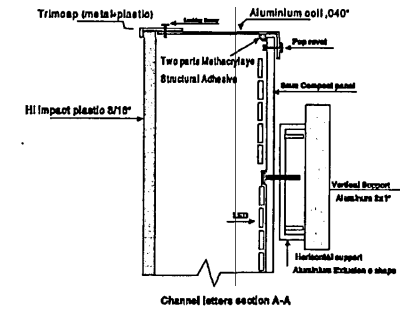
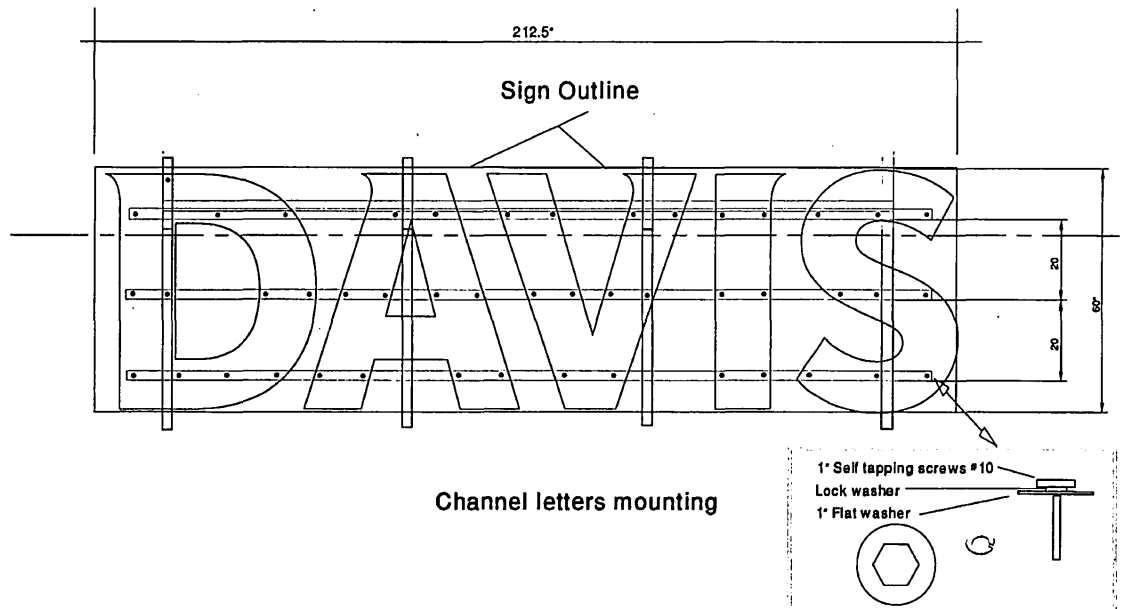
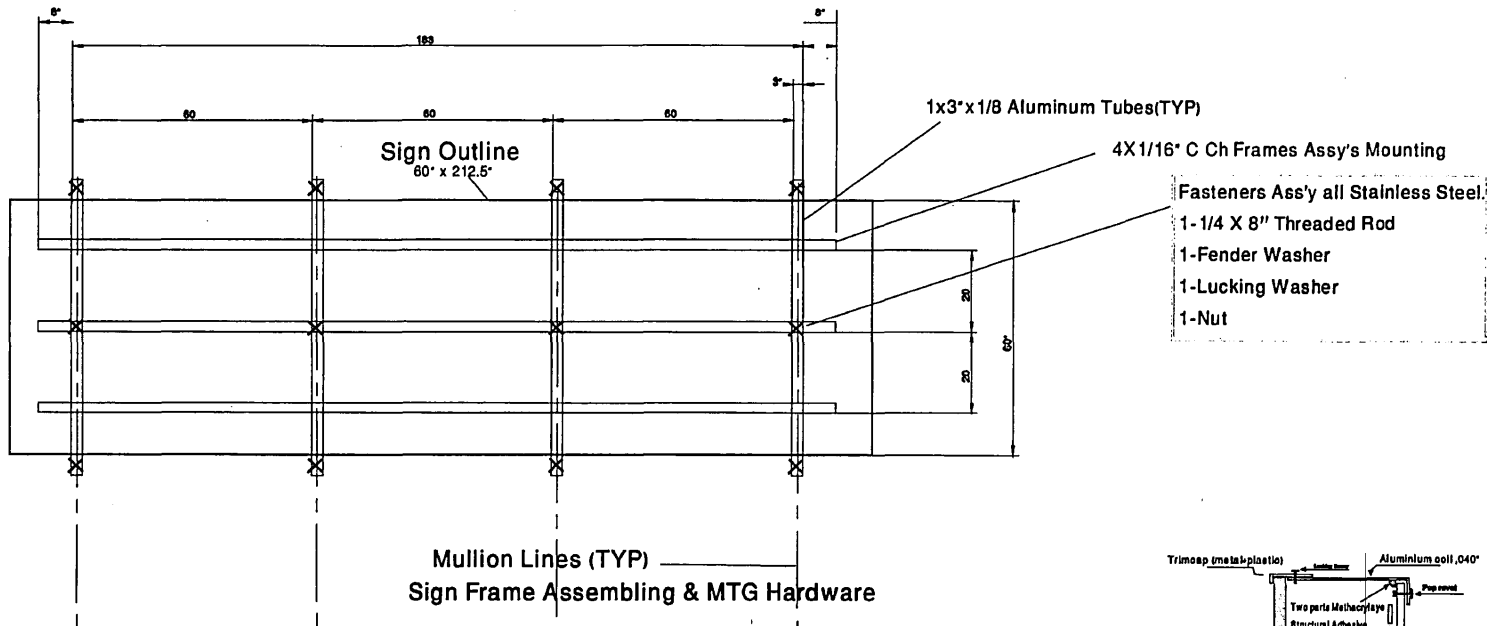
1-Locking Washer

1-Nut



CAPITAL SIGNS & IMAGING
905-629-8008
9-1295 EGLINTON AVE. E.
MISSISSAUGA ON L4W 3E6

July 24 2013 CAP/240713/BRIDGEMARK/02



CAPITAL SIGNS & IMAGING
905-629-8008
9-1295 EGLINTON AVE. E.
MISSISSAUGA ON L4W 3E6

July 05 2013 CAP/050713/DAVIS/02



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

November 12, 2013

FILE: 13-06030

RE: Tim Hortons – Square One Shopping Centre
100 City Centre Drive – Ward 4

The applicant requests the following variance to section 13 of Sign By-law 0054-2002, as amended.

Section 13	Proposed
A fascia sign must be located on the unit occupied by the business.	One (1) fascia sign not located on the unit occupied by the business.

COMMENTS:

The Tim Hortons fascia sign is proposed to be located above a mall entrance, on the south elevation of Square One Shopping Centre, between the main mall entrance and the Wal-Mart entrance. The Tim Hortons restaurant is located internal to the mall, yet is in close proximity to the mall entrance.

The location, size and design standard of the proposed fascia sign is consistent with other fascia signs located at Square One. Precedent for the placement of this sign has been established through the approval of similar signage over entrances at Square One.

The Planning and Building Department therefore finds the variance to be acceptable from a design perspective.



Operated by The TDL Group Corp.
374 Sinclair Road, Oakville, Ontario, L6K 2Y1

21-August-2013

City of Mississauga
300 City Centre Drive
Mississauga, Ontario, L5B 3C1

Attention: Building Department - Sign By-law unit

RE: Letter of Rational – Sign Variance
Tim Hortons (Unit 1-849) – Square One Shopping Centre
100 City Centre Drive, Mississauga, ON

Building Permit 13-5030 for a Tim Hortons interior to the Square One Shopping Centre was recently approved, and the restaurant subsequently constructed and opened. An associated fascia sign is required to support this new location. *Please note that a sign permit is concurrently being requested with this variance application.*

The relief from the City of Mississauga's Sign By-law 0054-2002 that is required and the proposed variance is as follows:

General Provisions – Section 4 (10) - (438-03)

By-law 0054-2002 specifies that a sign permit will only be issued for a sign located on the property. The Sign By-law Unit has made us to understand that the intent of this provision is also specific to the unit, and not just the property. The proposed fascia sign is on the property, but as the unit is internal to the mall, the fascia sign would not be on the exterior wall of the unit. As such, a variance is required to allow the proposed location of the exterior fascia sign.

Analysis of Variance Requested:

The purpose of the proposed exterior fascia sign and its location is to draw attention to the mall entrance closest to the Tim Hortons restaurant, given the location of the subject unit is not visible from the exterior of the mall.

The proposed sign maintains the design standards shared by other fascia signs on the property and its location will help improve the overall functionality of the mall, with respect to pedestrian traffic, as it draws attention to a mall entrance that is not often used.

The proposed location of the fascia sign – and requested variance - will not result in any adverse impacts to the conditions on the property or the surrounding area, and is minor in nature.

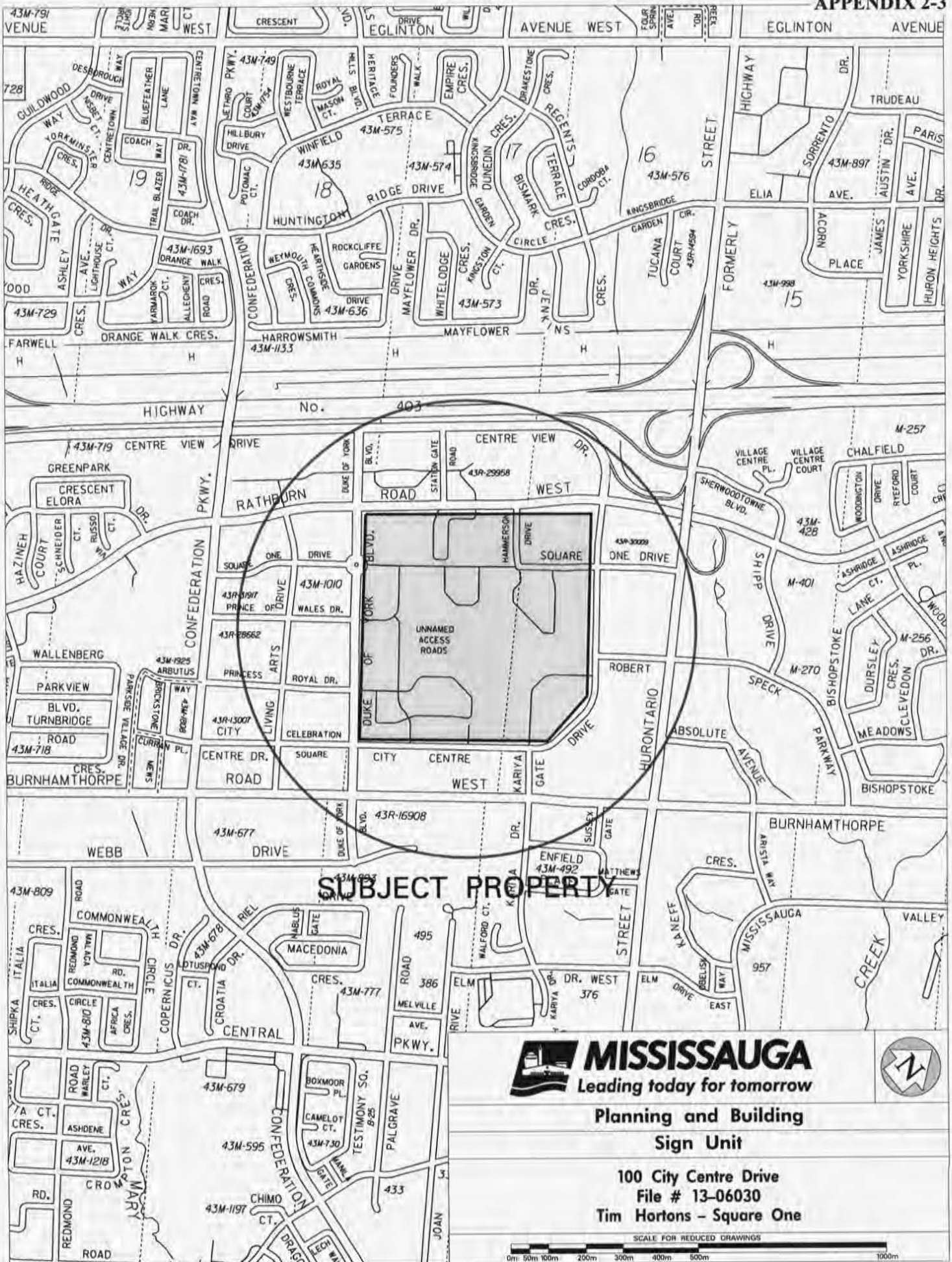
Please accept this letter and enclosed drawings as our application for a sign permit and variance at the subject site. If you have any further concerns or question, please do not hesitate to contact us.

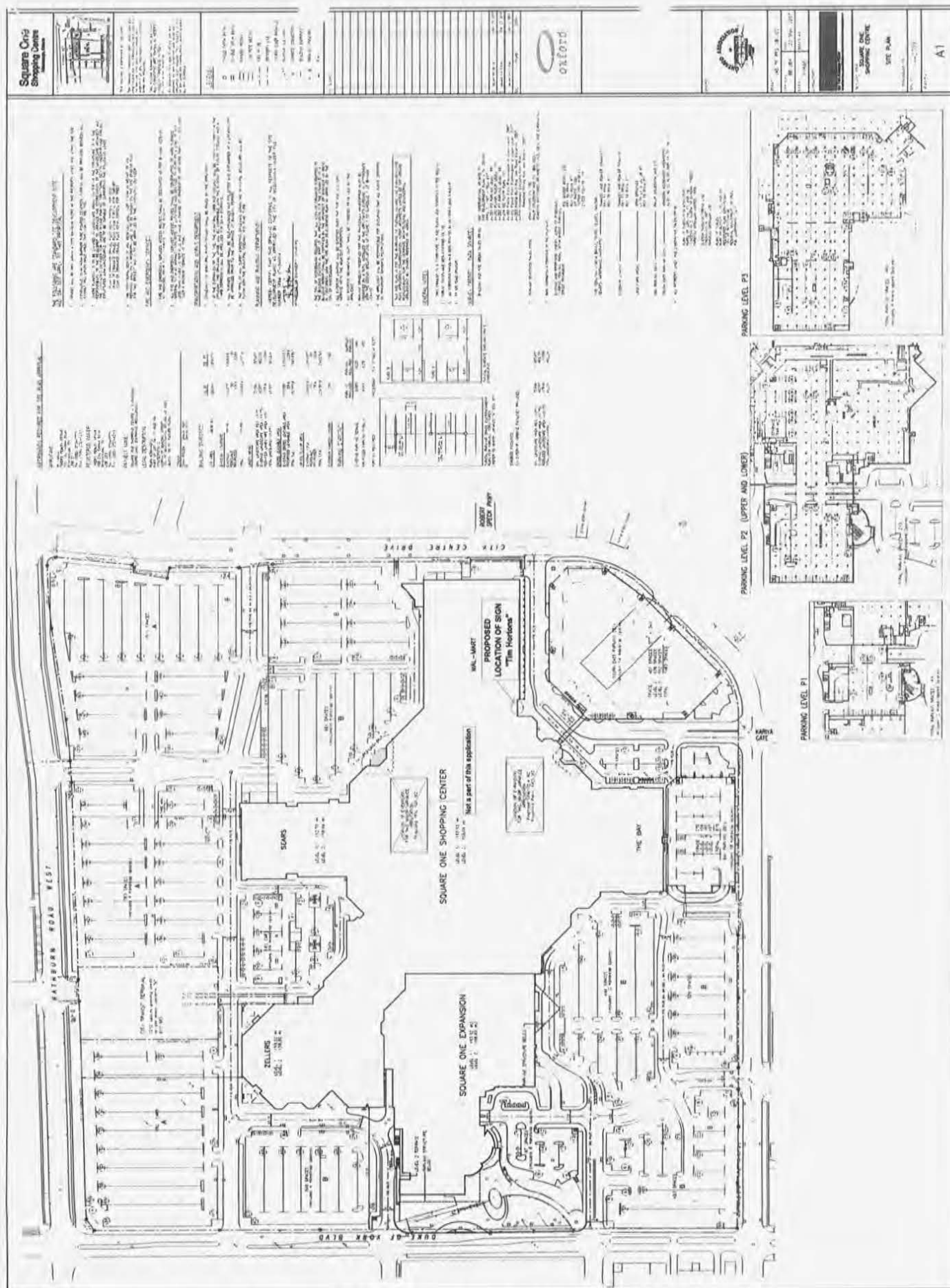
Yours very truly,

THE TDL GROUP CORP.

Opani Mudalige, Planner
Ontario Development Team

CC: Leo Palozzi, MCIP, RRP - Project Manager - Planning



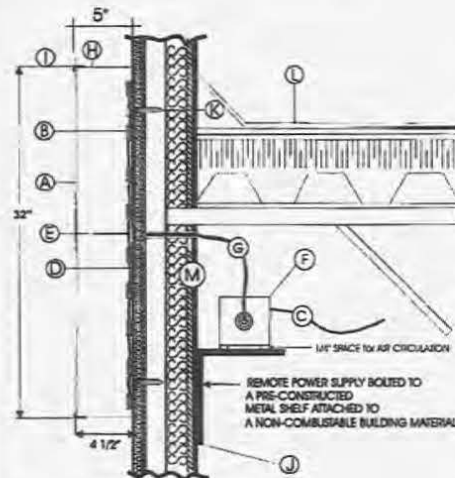


NEW 32" LED CHANNEL LETTERS (1) REQUIRED - SEE ELEVATION FOR PLACEMENT



SPECIFICATIONS:

3/16" 2793 RED ACRYLIC FACES
1" SILVATRIM FACE RETAINER -
PIGMENTED TO MATCH HUNTER RED
FABRICATED .040 ALUMINUM RETURNS
AND .064 ALUMINUM BACKS
ALL RETURNS GRIP GUARD HUNTER RED
CL-5 LED RED BY SLOAN (ILLUMINATION)
AC/DC POWER SUPPLY
ON/OFF SWITCHES AS PER C.S.A.
STANDARDS



CROSS SECTION A-A
SCALE: N.T.S.

NOTES:
DESIGN WIND PRESSURE IS 18 PSF (SUCTION)
ICE LOAD 0.031MM APPLIED TO FACE AREA OF WALL SIGNS
MOUNTING BOLTS TO SAE GRADE 2 OR STAINLESS STEEL TYPE 304 OR 316
INSTALL HUB ANCHORS PER MFG INSTRUCTIONS AND RECOMMENDATIONS

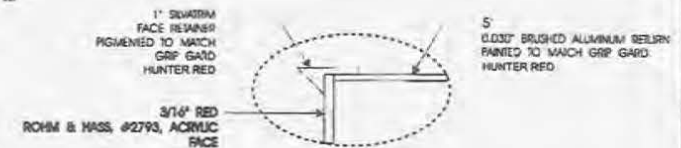
- (A) 3/16" RED 2793 ACRYLIC FACES Rohm & Hass
- (B) CL-5 RED LED MODULES by SLOAN
- (C) Electrical Lead to 120V
- (D) .064 Aluminum BACKS
- (E) 5/8" SEAL BUSHINGS
- (F) 120V REMOTE POWER SUPPLY
- (G) 12 VOLTS DC (250 VA) SECONDARY
- (H) .040 Aluminum RETURNS - painted GRIPGUARD HUNTER RED
- (I) 1" VINYL SILVATRIM FACE RETAINER pigmented to match HUNTER RED
- (J) Support Shell for ADAPTOR
- (K) 4" LONG 1/4" DIA. WOOD SCREW
- (L) EXISTING ROOF DECK
- (M) EXISTING EXTERIOR WALL (SEE WALL CONSTRUCTION DETAILS)

EXISTING EXTERIOR WALL CONSTRUCTION DETAIL:
REFERENCES: WALL SECTION

ACRYLIC STUCCO FINISH
12.5" PLYWOOD BEHIND
40MM RIGID INSULATION
12.5" DANS GLASS GOLD
150 METAL STUD @ 400 C/C

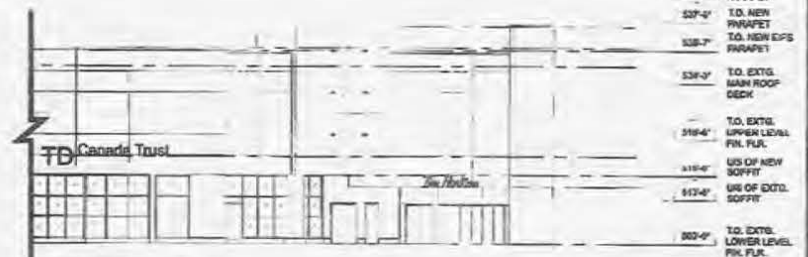
SIGNAGE	WEIGHT	# FASTENER
T	17 LBS	3
SH	26 LBS	6
Hortons	103 LBS	12
TOTAL	146 LBS	20

TOTAL AREA OF SIGNAGE = 34.2 SQ.FT.



FACE RETAINER DETAIL
SCALE: N.T.S.

NOTES:
MIN. 4 FASTENERS PER LETTER (6 FOR 'H')
FASTENERS TO HAVE OVERSIZED WASHERS AND
TO BE LOCATED NEAR TOP & BOTTOM EDGES



FRONT ELEVATION VIEW

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SIGNAL COSTS.

daynite
SIGN EXCELLENCE

DAY NITE SIGNS CANADA INC.
P.O. BOX 588-4888
41 DELTA PARK BLVD., BRAMPTON, ON, L6Y 9E7
(905) 585-4301 WEB SITE: www.daynitesigns.com

CUSTOMER: TDL #102952	DRAWN BY: PETER.L.	ORG. DWG.#	DATE: 20-AUG-2013
LOCATION: 100 City Cir Sq One Mississauga, ON	SCALE: NOTED	SIZE: 8 1/2"x11"	STORE: # 102952
APPROVED BY:	DATE:	PAGE (1)	
FILE DESCRIPTION: New Illuminated Channel LED letters 32"	REVISED BY:	REVISED DATE:	



"CONCEPTUAL RENDERING"

SQUARE ONE SHOPPING CENTRE MISCELLANEOUS



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

November 12, 2013

FILE: 13-04185

RE: Prologis
300 Courtney Park Drive West - Ward 5

The applicant requests the following variance to section 18 of Sign By-law 0054-2002, as amended.

Section 18	Proposed
A directional sign shall have a maximum sign area of 0.75 sq. m. (8.0 sq. ft.) and a maximum height of 1.2m (4.0 ft.).	Four (4) directional signs with a sign area of 2.2 sq. m. (23.9 sq. ft.) and a height of 2.74m (9.0 ft.).

COMMENTS:

The proposed signs are to replace existing signs which were approved, with a variance, under file 08-1191.

The applicant requests larger directional signs to address the high volume of truck traffic through their site. The increased height is needed for the drivers, who are in an elevated position in the trucks. The proposed signs are well designed and will not detract from the streetscape. In this regard, the Planning and Building Department finds the proposed signs acceptable from a design perspective.

**PROLOGIS**

RE: Prologis – Mississauga, ON – Variance request

Address: 300 Courtneypark Drive West


To Whom It May Concern:

There are two main reasons why we are applying for a variance for these signs:

One, we are seeking to improve visibility for the tenant monument and/or directional signs at a warehouse in an industrial area where the traffic is predominantly tractor trailers.

Two, we would like to increase the Prologis brand awareness and customer traffic to the area, thus improving vacancy rates. Prologis has recently rebranded their logo and developed a standard family of signs to be used in all of North America. We would like to install the standard signs in order to maintain and project the Prologis brand image. This logo and brand is identifiable by our tenants and their customer base and is extremely important to the success of Prologis in attracting tenants in the Toronto, ON area.

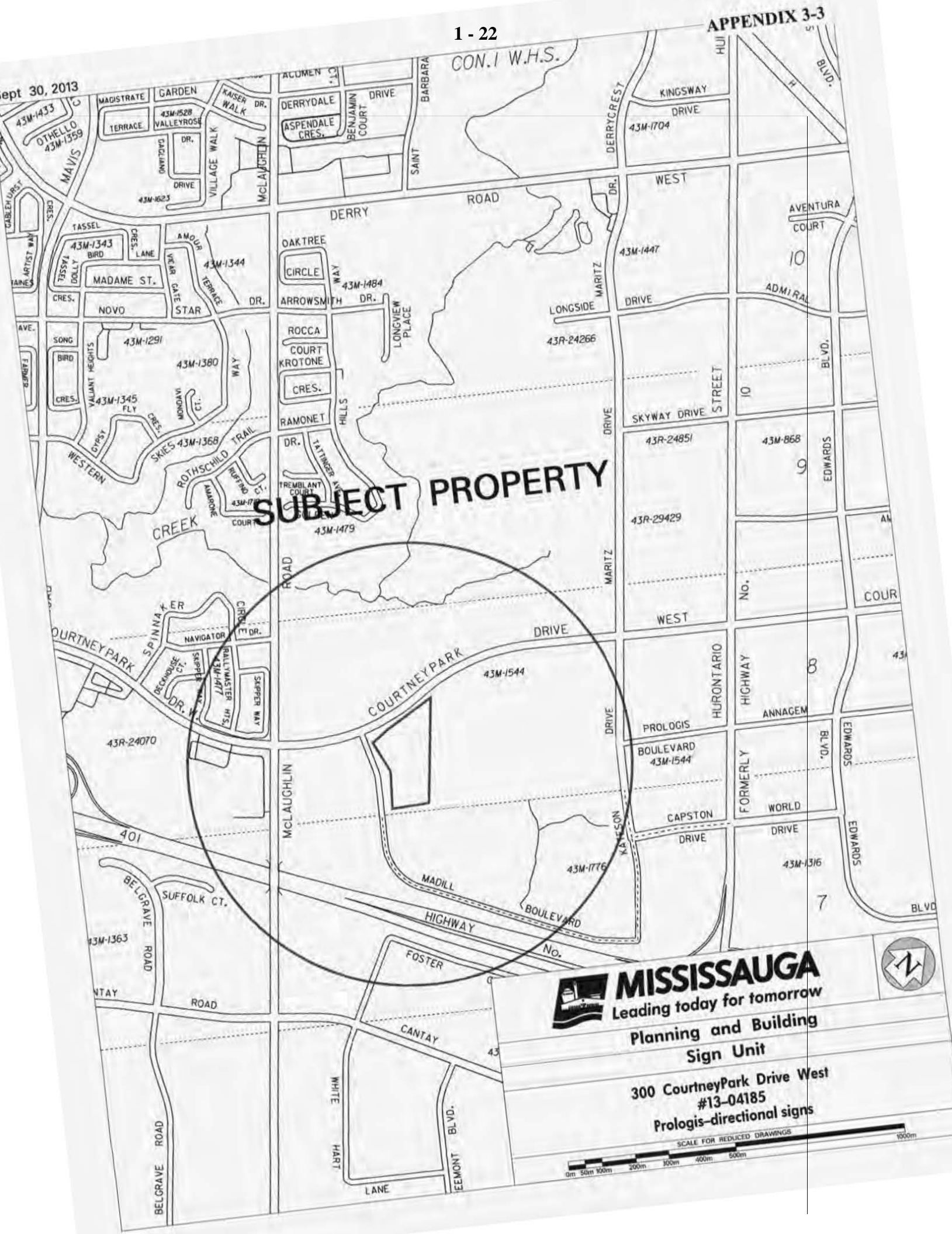
Thank you for your consideration.



John Drake, VP Market Officer, Prologis

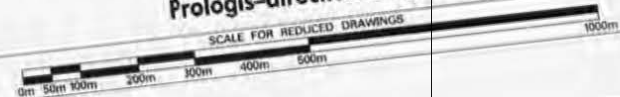
June 26/2013
Date

Sept 30, 2013



MISSISSAUGA
Leading today for tomorrow
Planning and Building
Sign Unit

300 Courtney Park Drive West
#13-04185
Prologis-directional signs



Prologis Mississauga Gateway Centre

Mississauga, Ontario

MASTER PARK PLAN

SITE STATISTICS

SITE AREAS:

GROSS SITE AREA:	97.76 AC
GROSS SITE COVERAGE:	42.80%
BUILDING FOOTPRINT (TOTAL):	1,803,998 SF

BUILDING STATISTICS:

NO. 200	
AREA:	649,914 SF
AUTO STALLS:	255 STALLS
TRAILER STALLS:	87 STALLS
NO. 205	
AREA:	93,306 SF
AUTO STALLS:	134 STALLS
NO. 255	
AREA:	110,255 SF
AUTO STALLS:	92 STALLS
TRAILER STALLS:	11 STALLS
NO. 300	
AREA:	412,413 SF
AUTO STALLS:	198 STALLS
TRAILER STALLS:	37 STALLS
NO. 425	
AREA:	244,115 SF
AUTO STALLS:	150 STALLS
TRAILER STALLS:	60 STALLS
NO. 450	
AREA:	293,995 SF
AUTO STALLS:	170 STALLS
TRAILER STALLS:	44 STALLS



PROLOGIS™



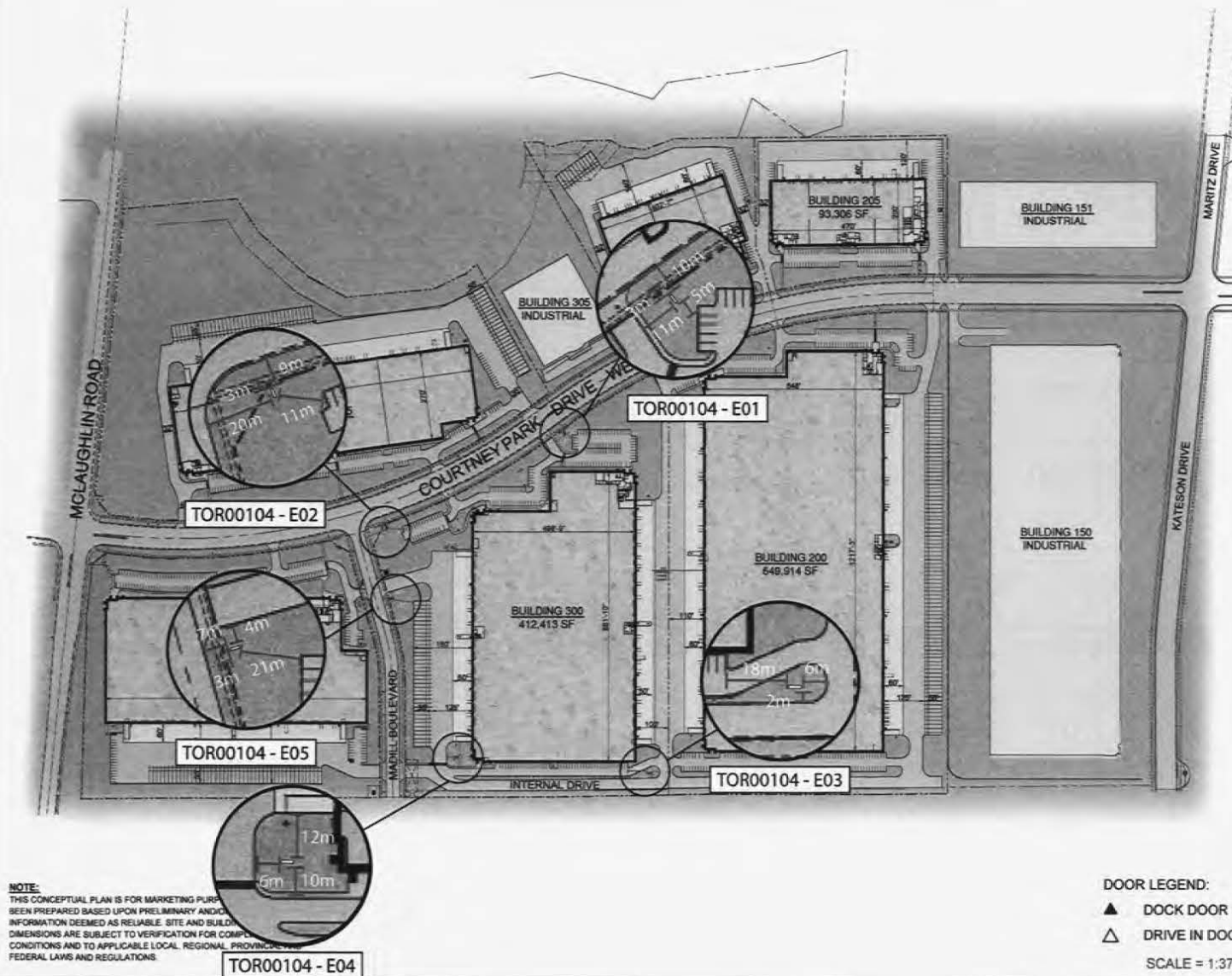
185 The West mall, Suite 700
Toronto, Ontario M9C 5L5
Telephone (647) 258.2600
Facsimile (647) 258.2601

October 17, 2012

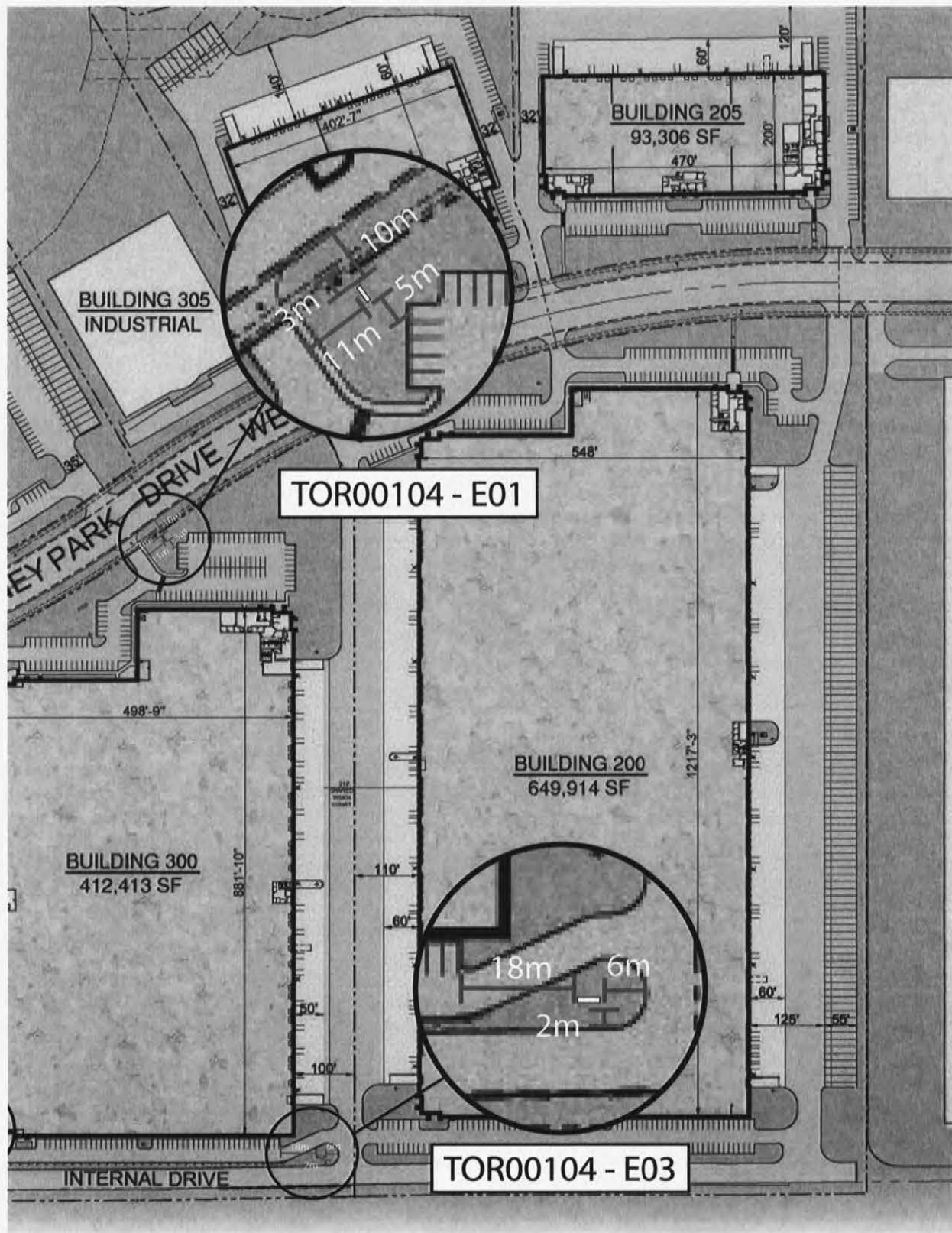
DOOR LEGEND:

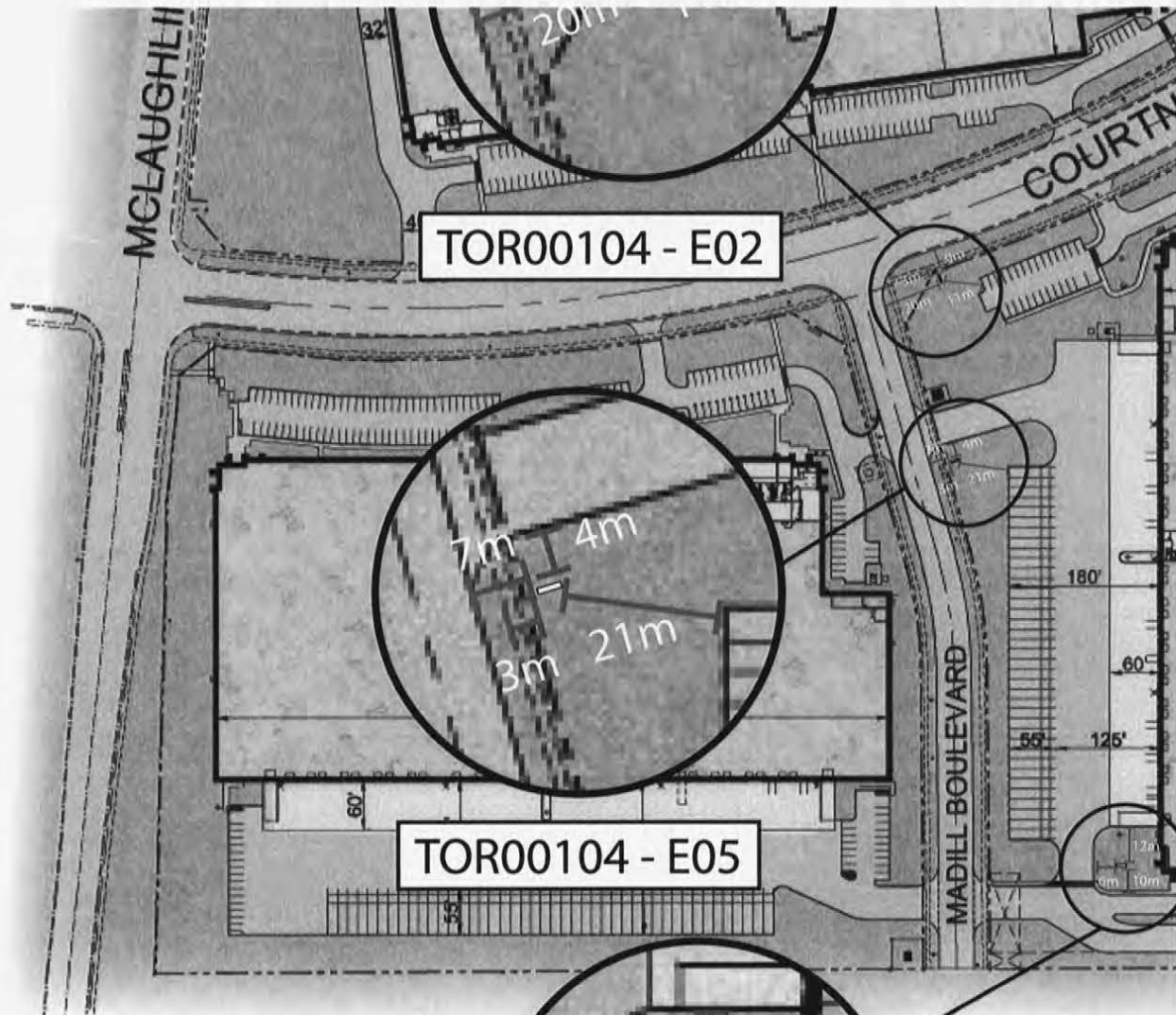
- ▲ DOCK DOOR
- △ DRIVE IN DOOR

SCALE = 1:3700



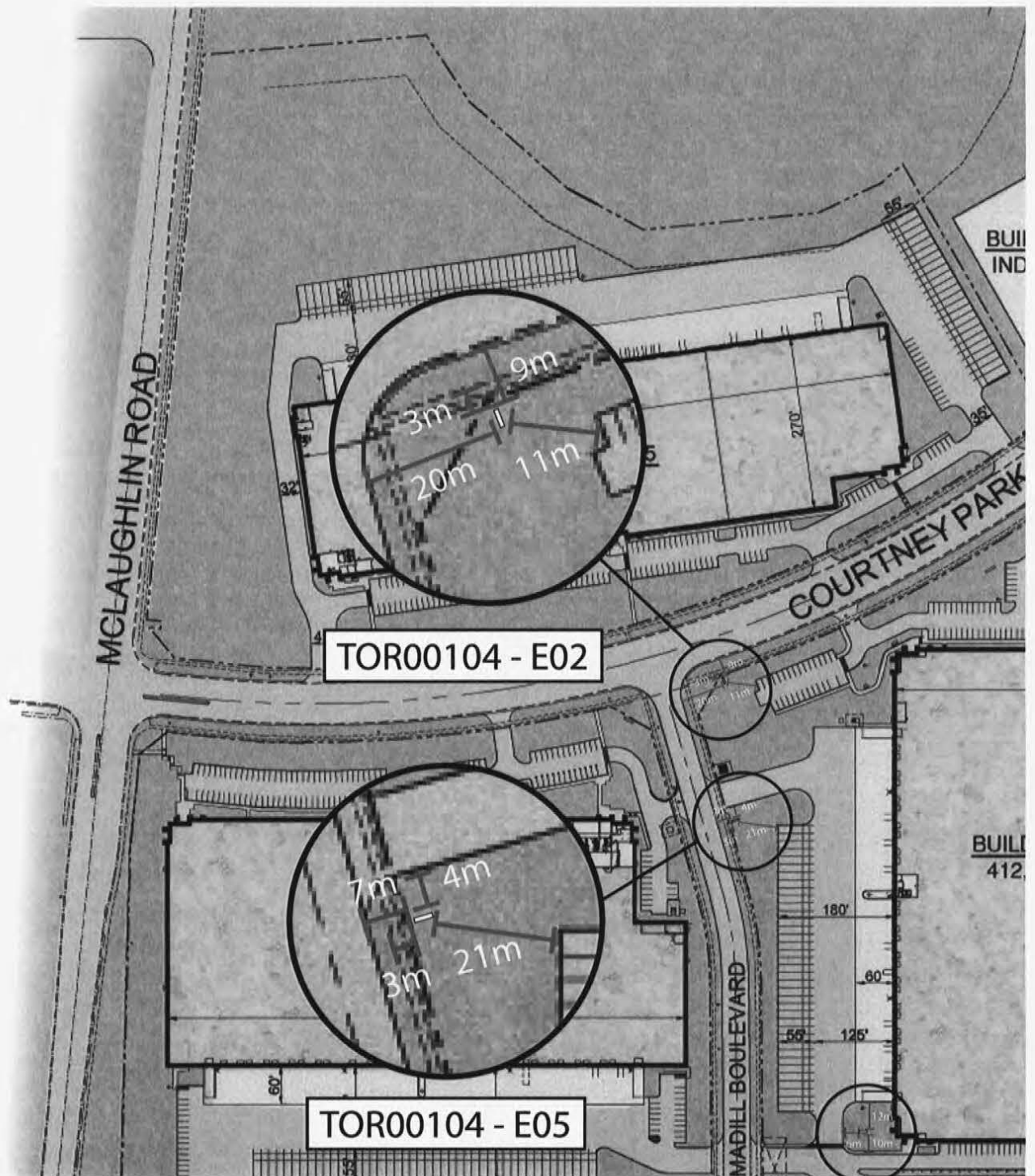
NOTE:
THIS CONCEPTUAL PLAN IS FOR MARKETING PURPOSES ONLY. IT HAS NOT BEEN PREPARED BASED UPON PRELIMINARY AND/OR UNRELIABLE INFORMATION DEEMED AS RELIABLE. SITE AND BUILDING DIMENSIONS ARE SUBJECT TO VERIFICATION FOR COMPLIANCE WITH ALL APPLICABLE LOCAL, REGIONAL, PROVINCIAL, AND FEDERAL LAWS AND REGULATIONS.



**NOTE:**

THIS CONCEPTUAL PLAN IS FOR MARKETING PURPOSES ONLY. IT HAS NOT BEEN PREPARED BASED UPON PRELIMINARY AND/OR SURVEY DATA. THE INFORMATION DEEMED AS RELIABLE. SITE AND BUILDING DIMENSIONS ARE SUBJECT TO VERIFICATION FOR COMPLIANCE WITH ZONING CONDITIONS AND TO APPLICABLE LOCAL, REGIONAL, PROVINCIAL AND FEDERAL LAWS AND REGULATIONS.

TOR00104 - E04



Approved By _____ Date Approved _____	Type C	Rev A
Code 13193	Job Number 13193	Sheet Number BVM130.1



E01 – ground sign



E02 - directional



E03 - directional



E04 - directional



E05 - directional



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

November 12, 2013

FILE: 13-04640

RE: Westwood Mall Holdings Limited
7205 Goreway Dr. – Ward 5

The applicant requests the following variance to Section 13 of Sign By-law 0054-2002, as amended.

Section 13	Proposed
Two (2) ground signs are permitted to front Goreway Dr. for this property.	A third ground sign fronting Goreway Dr.

COMMENTS:

The proposed ground sign will replace an existing ground sign located near the intersection of Goreway Drive and Etude Drive. The subject property has a frontage of approximately 540m along Goreway Drive with multiple vehicle entrances. Two additional multi-tenant ground signs are located near vehicle entrances to the mall property along Goreway Drive.

The proposed ground sign is well designed and will not detract from or clutter the streetscape due to the spacing from the other two signs on the property. The Planning and Building Department therefore finds the variance acceptable from a design perspective.

City of Mississauga
300 City Centre Drive
Mississauga ON
L5B 3C1

Attn: Building Dept & City Council

RE: 7205 Goreway Drive, Malton - Freestanding Sign Variance

To whom it may concern,

This letter is in regards to the Westwood Mall commercial plaza listed above. Our client is requesting permission for the erection and display of one ground sign, displaying static copy and not intended to move in any manner, at the south west frontage of the premises, fronting Goreway Drive and near the intersection of Goreway Drive and Etude Drive.

The proposed ground sign has a height of 7.493 metres with a sign identifying "Westwood Square". The proposed ground sign is to be set back 1.31 metres from the east of the Goreway Drive frontage and set back 15 metres from the intersection of Goreway Drive and Etude Drive.

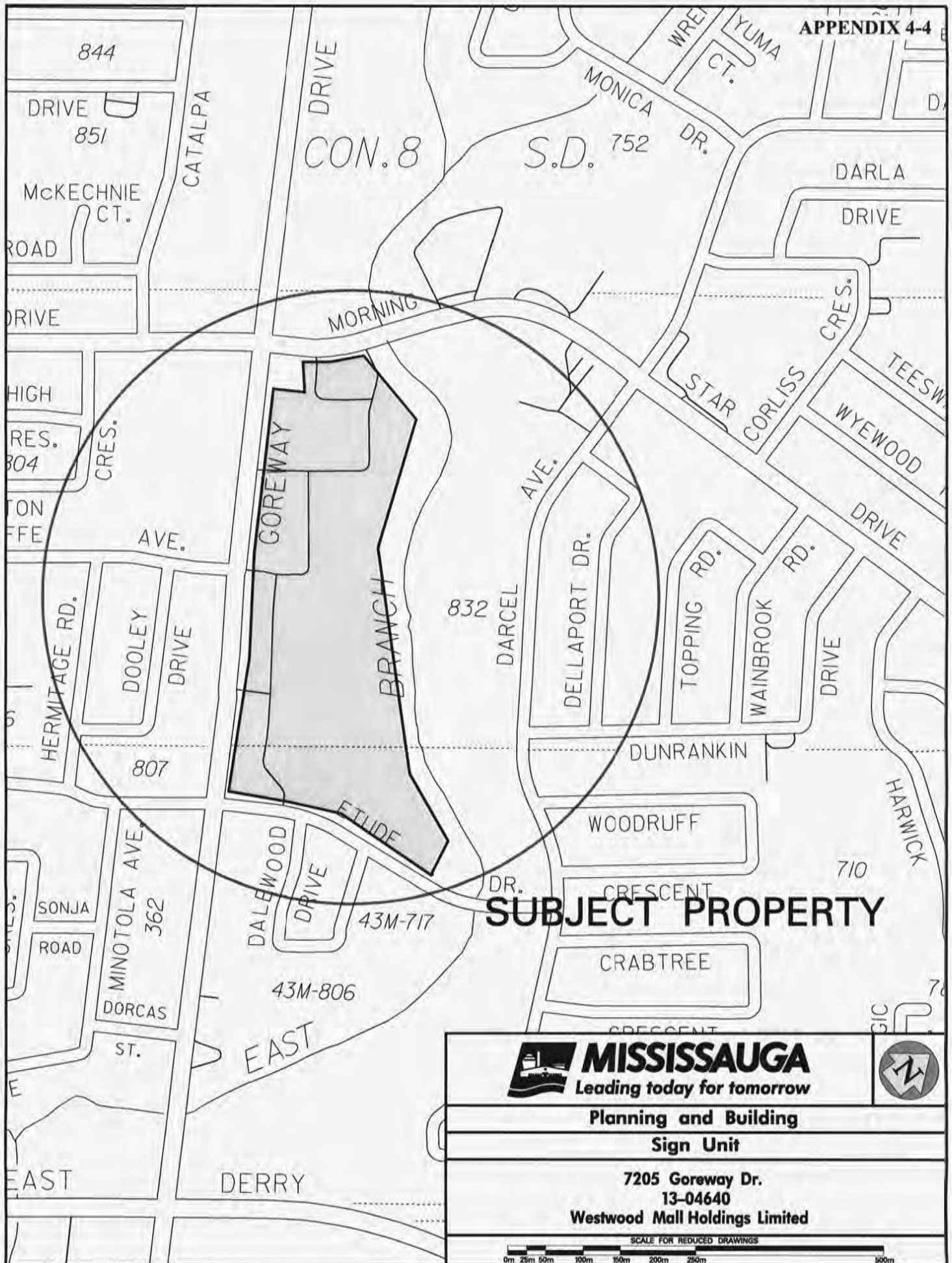
Two other ground signs with the same dimensions have been approved. The other two ground signs have the same design and they are 157 meters and 430 meters north of the proposed sign respectively.

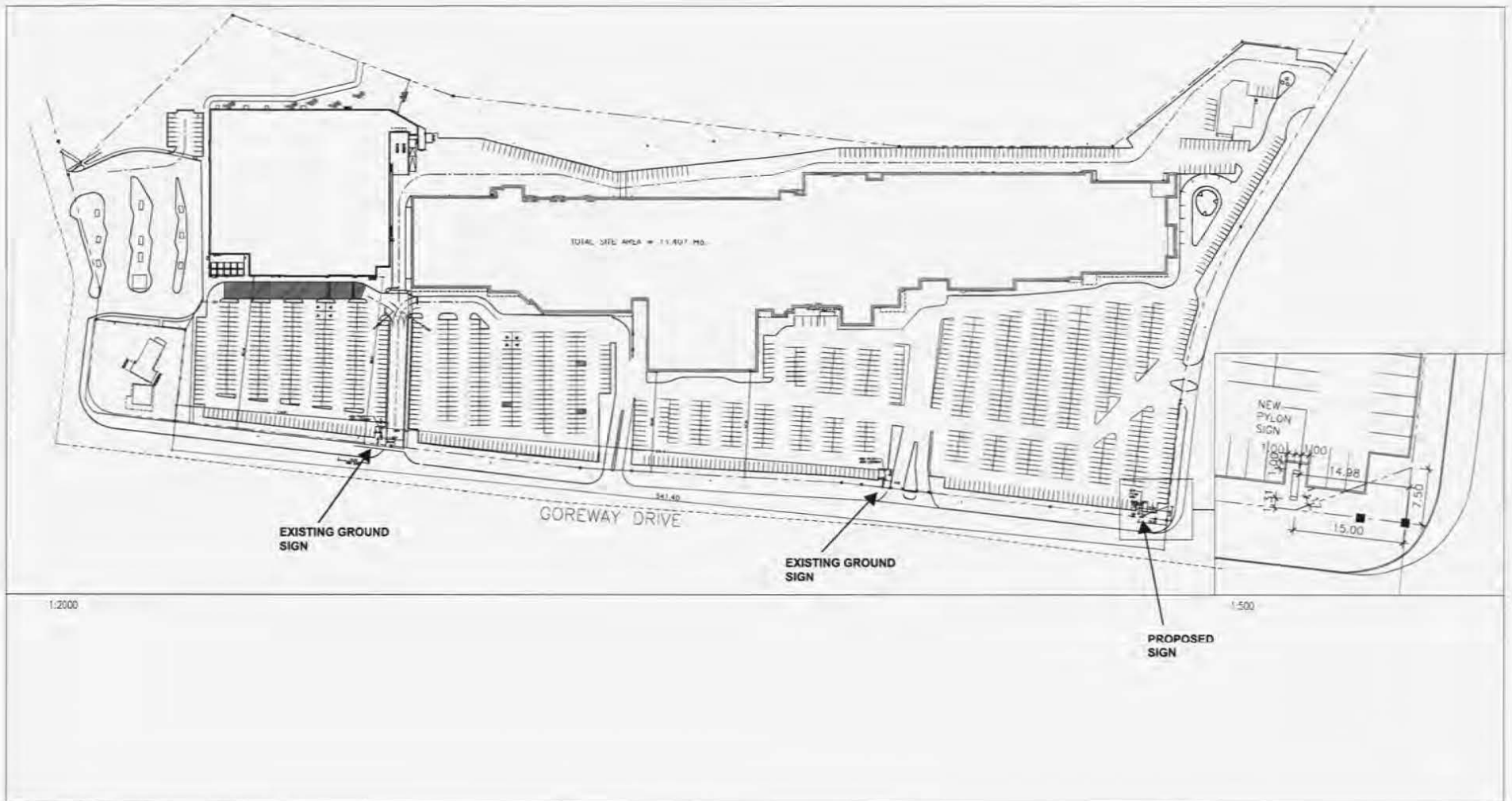
The bylaw states that a shopping mall is allowed to have 2 ground signs per frontage on a site that is over 4ha. Due to future development plans of the site we are unable to re-locate this Pylon sign on the Etude frontage as it will conflict with our proposals, therefore we will need this third pylon sign to be located along the Goreway Drive frontage of the site.

Also, part of our rationale for the variance application is that the whole site frontage along Goreway Drive is over 500 meters in length. This makes it hard for people driving north on Goreway to see where Westwood Square is. On top of that, even though the Wal-Mart parcel is part of the Westwood Square, it has a separate civic address and it should count as a different frontage. Another reason is the fact that if we do not replace the existing

sign, the old sign will look completely out of place as it is of a different design.

The proposed sign locations would not hinder or compromise public safety as all sight lines on site would be retained. Please advise the undersigned if you have any questions or concerns regarding this application.





SHOPS AT WESTWOOD SQUARE

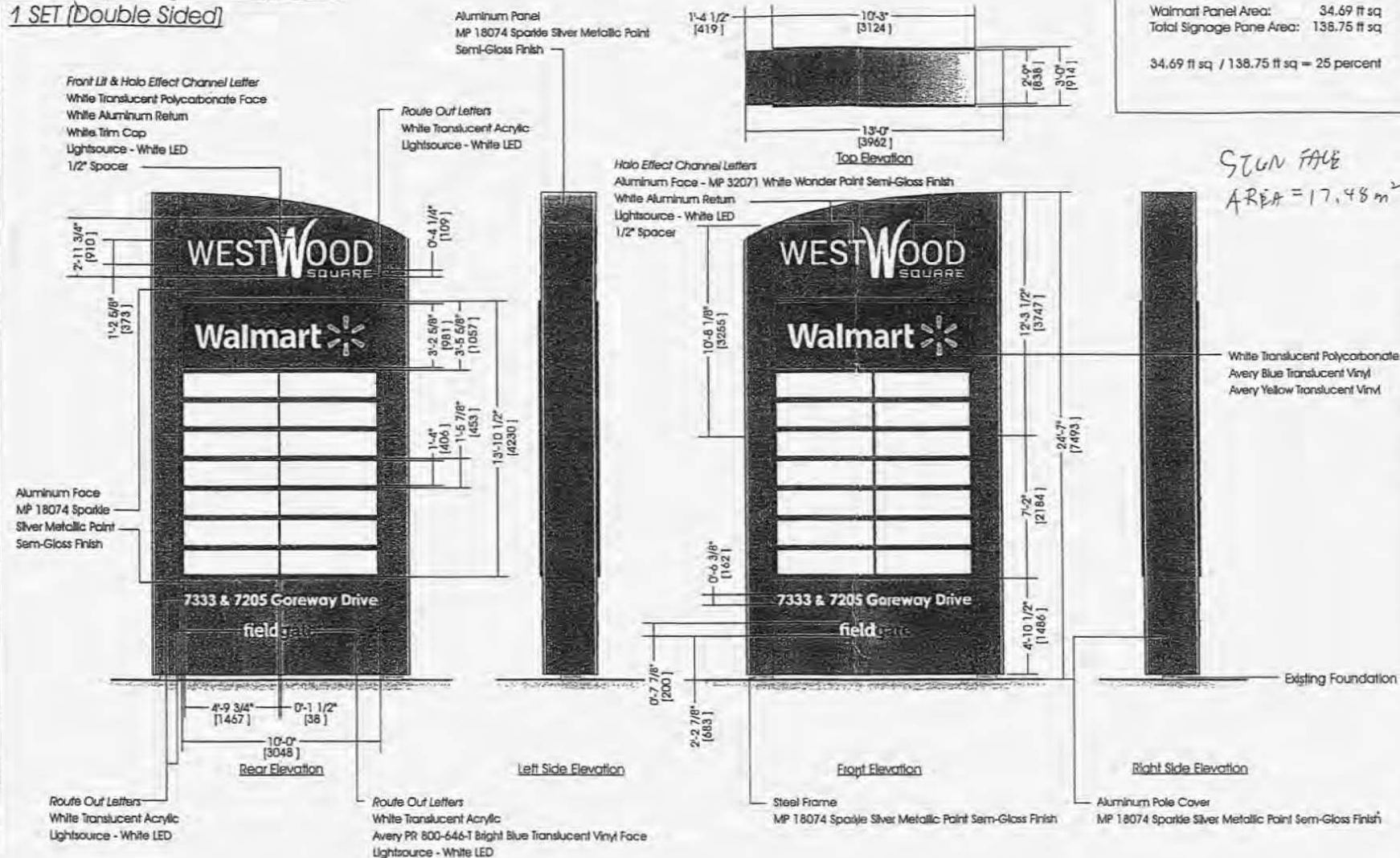
7205 GOREWAY DRIVE
MISSISSAUGA, ONTARIO

FEBRUARY 27, 2013

Kohn

Kohn Partnership Architects Inc.
116 Spadina Avenue, Suite 501, Toronto ON M5V 2K6
Tel 416.703.6700 www.kohnarchitects.com

Item 3: Pylon Sign 03 - Option 3
1 SET (Double Sided)



FORWARD

60 Emblem Cou
 Ontario M1S 1B
 Tel: 416.291.441
 Fax: 416.291.441
 E-mail: info@for

CLIENT

Fieldgate - Wes

LOCATION

7333 Gateway D

PROJECT

Pylon Sign

DRAWN BY

Jason

FILE NAME

PYLON SIGN 03-

DATE OF DRAWING

Feb 26, 2013

SCALE

3/16" = 1ft

SALESPERSON

Freda

REMARKS

CLIENT APPROVE

ART DEPT. APPRO

- ☒ All sizes to be confirmed upon site check.
- ☒ All colours to be confirmed by client.
- ☒ Client will pin point exact position at site.
- ☒ This drawing is for concept only, not for quotation & production.
- ☐ This is the final free of charge revision, the next change is subject to a service fee of \$50.00 per change.
- ☒ This change is subject to a service fee of \$50.00 per change.
- ☒ Refer to structural drawing before fabrication & installation.



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

November 12, 2013

FILE: 13-04703

RE: Square One/Oxford Properties
 100 City Centre Dr. – Ward 4

The applicant requests the following variances to Sections 4, 13 and 17 of Sign By-law 0054-2002, as amended.

Section 4	Proposed
Signs must be located on the property for which the business is located.	Four (4) ground signs not located on the property where the business is located.
Section 13	Proposed
A ground sign is permitted to have a maximum height of 7.5m (24.7 ft.).	Four (4) ground signs each with a proposed height of 9.14m (30 ft.)
Section 17	Proposed
Signs must not project above the top of the parapet of the building	Five (5) signs that project above the parapet of the building.
Section 17(1)	Proposed
Fascia signs are permitted to project a maximum of 0.60m (2.0 ft.).	Three (3) fascia signs that project 1.98m (6.5 ft.) from the building face.

COMMENTS:

Ground Signs

The proposed variances are to permit four ground signs for Square One Shopping Centre to be installed on other lands owned by the applicant. The signs also exceed the maximum permitted height. A variance was approved in 2010 under file #10-00873 to permit four ground signs with heights of 12.0m each in the same locations as those proposed under this application. The signs approved in 2010 were never installed.

Planning and Building therefore finds the variance to be acceptable.

Signs Located Above the Parapet

Five fascia signs are proposed to be located above the parapet of the building. These signs will replace existing signs in the same locations which identify the main shopping centre entrance locations. The Planning and Building Department therefore finds the variances acceptable from a design perspective.

Projecting Fascia Signs

Three projecting fascia signs are proposed at entrances to the parking garages around the shopping centre. The excessive size of the signs is required to direct patrons to the available parking. Square One is currently undergoing renovations which will greatly reduce the available parking on the property. The signs located on the parking garages will assist patron in finding available parking and improve traffic flow around the property. The Planning and Building Department therefore finds the variances acceptable.

Signage Programs

Street Furniture

Media Architecture



Kramer Design
Associates Limited
103 Dupont Street
Toronto, ON M5R 1V4

T. 416.921.1078
F. 416.921.9934
www.kramer-design.com
info@kramer-design.com

May 24th, 2013

Planning and Building Department
Building Division
300 City Centre Drive
Mississauga, ON L5B 3C1

Re: 100 City Centre Drive (Square One Shopping Centre) – Signage Variance Rationale
PL 43m1010 BLKS 19, 21, PT BLKS 1, 16, 20
Refer: Application # SIGN 13 4703

The following signs require a variance to Sign By-Law 0054-2002 as per the below:

1. Property Pylon Signs

Refer: Drawing No. W8.0-W8.14
Sign types: S0, S62, S86, S121

1.1 Rationale

The proposed three property ground signs are warranted as the scale and design functions as effective, gateways from three distinct points of arrival into Square One Shopping Centre.

Attention has been paid to the urban context working with project architects JPRA and retail master plan architects MMC to create a more significant sense of arrival for visitors and residence to Square One Shopping Centre. The scale, orientation and relationship to the street considers the aesthetic quality of form and finishes from all views.

The property pylons integrate programmed lighting, property branding and backlit displays that can be used to promote events and flagship tenant promotion.

Pylons are designed to provide a public service; identifying primary entrance points to Square One from a distance and allowing vehicles to choose the appropriate entry lane.

Monument signs to include landscape improvements at the base.

1.2 Architectural Integration

The proposed property pylons signs have been placed in coordination with the overall architectural design. The scale, material selection and finishes fully coordinate with renovations to Square One Shopping Centre.

1.3 Buildings and Streetscape Consistency

Scale of signs, use of materials reinforces the quality of the Square One revitalization and represents and enhancement to the public realm.

1.4 Adjacent Properties

Will not adversely impact adjacent properties

1.5 Public Safety

Will not adversely impact public safety



2. Entrance Signs

Refer: Drawing No. W11.0-W11.2

Sign types: S84

2.1 Rationale

The proposed three building entrance signs are warranted as the scale and design functions as effective, building entry portal for visitors arriving from surface parking and seeking a specific entrance into Square One Shopping Centre.

Attention has been paid to the urban context working with project architects JPRA and retail master plan architects MMC to create clearer entry portals that achieve a strong sense of welcome into Square One Shopping Centre.

Entrance Signs are designed to coordinate with overall new exterior and interior wayfinding signs.

2.2 Architectural Integration

The proposed entrance signs have been designed in coordination with the overall architectural design. The scale, material selection and finishes fully coordinate with renovations to Square One Shopping Centre.

2.3 Buildings and Streetscape Consistency

Scale of signs, use of materials reinforces the quality of the Square One revitalization and represents and enhancement to the public realm.

2.4 Adjacent Properties

Will not adversely impact adjacent properties

2.5 Public Safety

Will not adversely impact public safety

3. Parking Blade Signs

Refer: Drawing No. W5.0-W5.2

Sign Types: S69, S106, S120

3.1 Rationale

The proposed three parking garage structure identification blade signs are warranted as the scale and design functions as effective, advanced notification of individual multi-storey garages within the Square One property.

The amount of surface parking is being significantly reduced due to development intensification on the Square One property. A new south expansion for Holt Renfrew Department store will see the elimination of 'Surface Lot No. 3' and partial elimination of 'Surface lot Number 4', the multi-storey parking garages 1,2 and 5 will quickly become the primary source of customer parking. The proposed blade signs have been scaled appropriately for this important identification function. The blade signage will improve traffic flow and safety as well as customer service.

New wayfinding will direct customers to one of three garages, a fourth garage is planned as part of the property south expansion making the clear distinction of each garage extremely important.

Signs will make use of large, lit numbers that are consistent with overall wayfinding program.

3.2 Architectural Integration

The proposed parking blade signs have been designed in coordination with the overall architectural design. The scale, material selection and finishes fully coordinate with renovations to Square One Shopping Centre.

**3.3 Buildings and Streetscape Consistency**

Scale of signs, use of materials reinforces the quality of the Square One revitalization and represents an enhancement to the public realm.

3.4 Adjacent Properties

Will not adversely impact adjacent properties

3.5 Public Safety

Will not adversely impact public safety

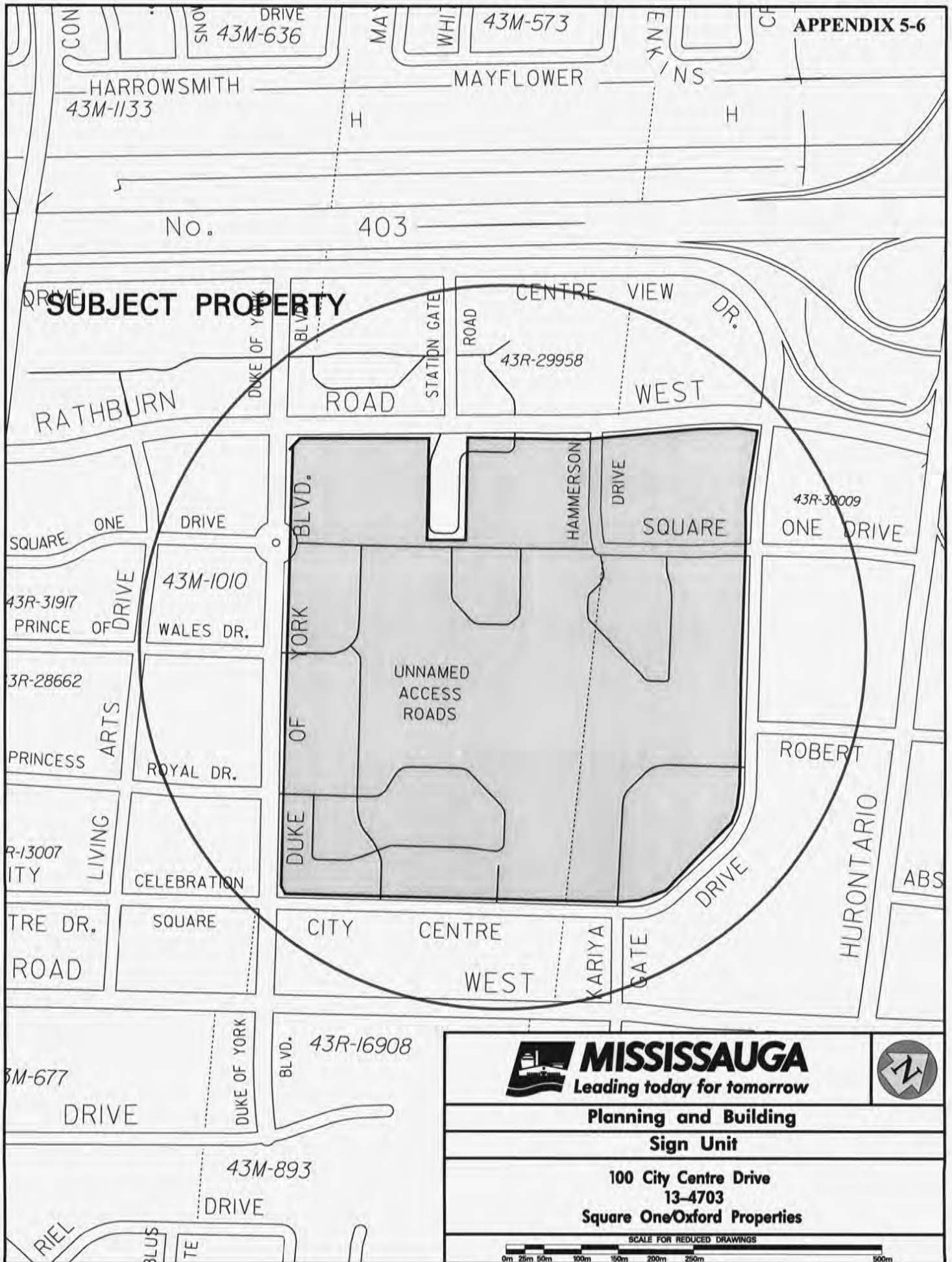
Should you require any additional information, please contact the undersigned.

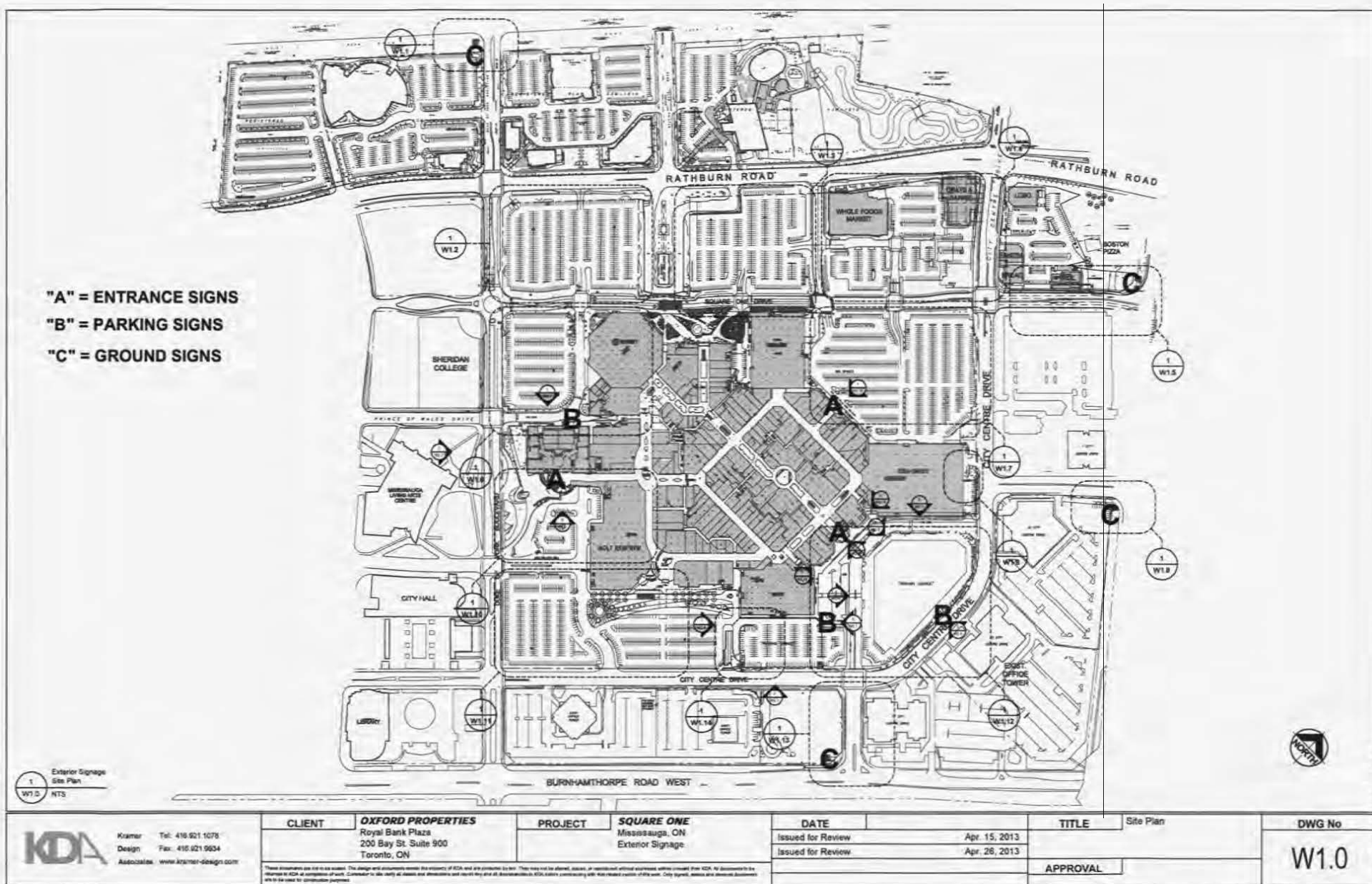
Best Regards,

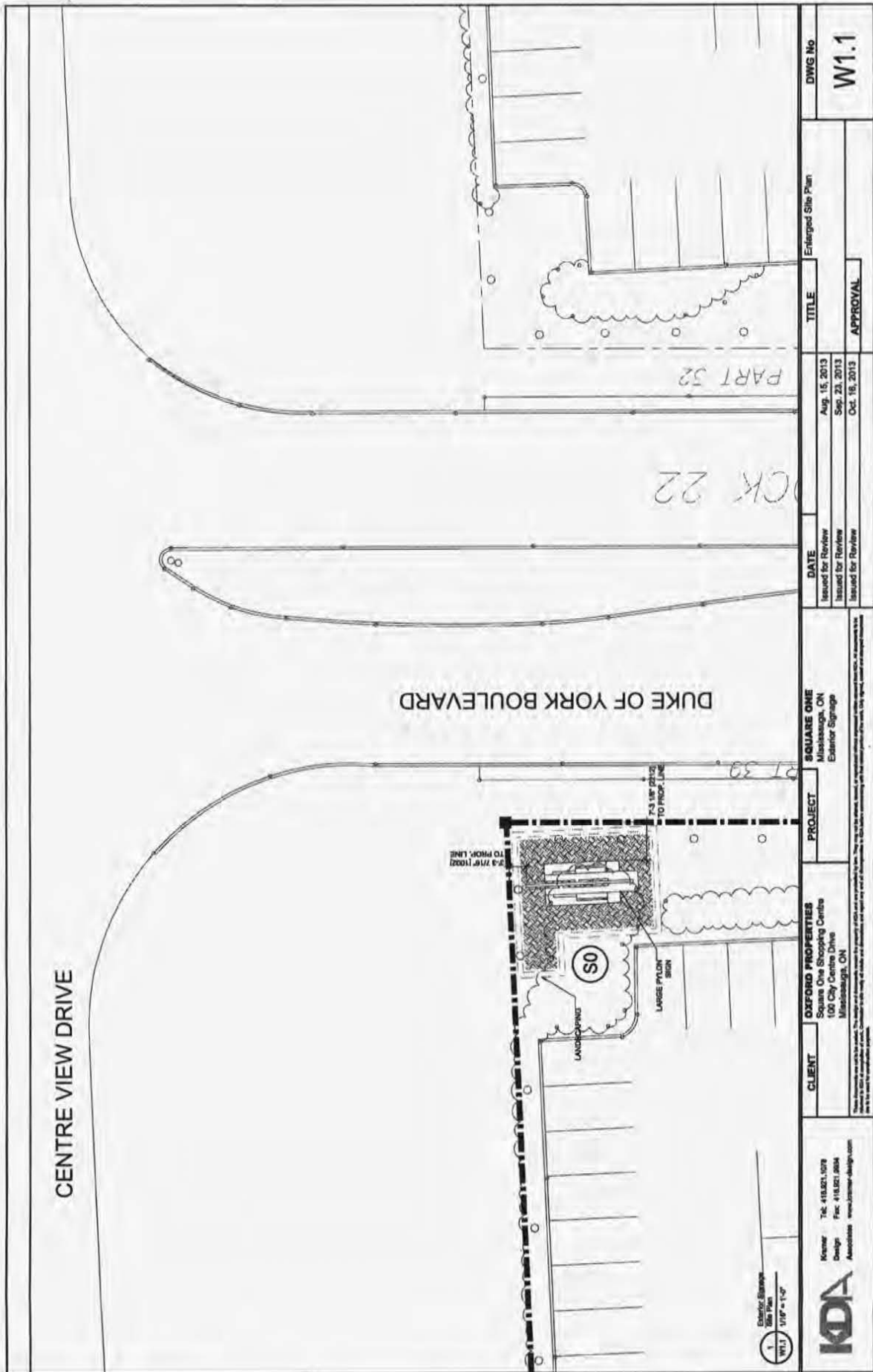
A handwritten signature in black ink, appearing to read 'Jeremy Kramer'.

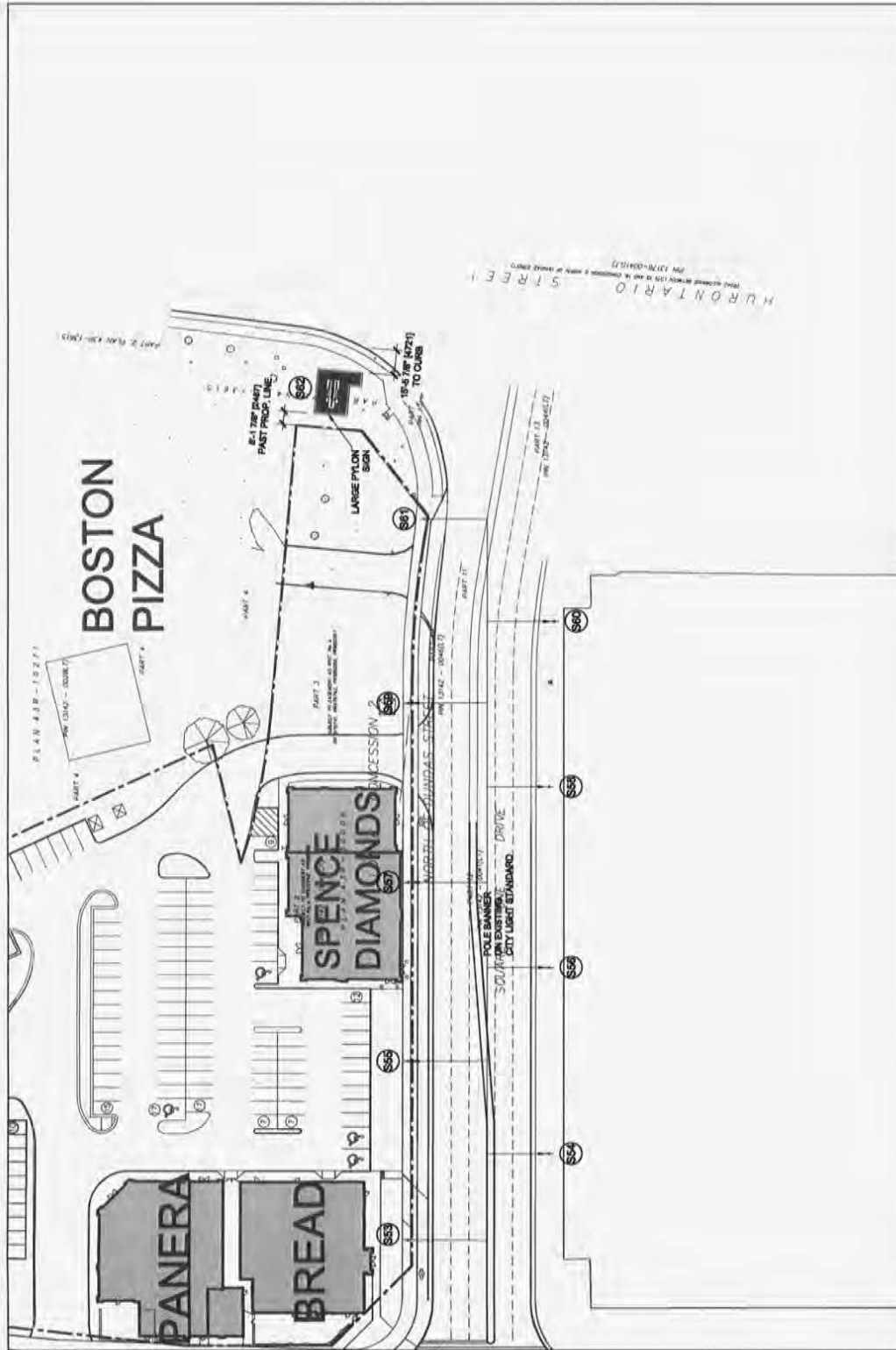
Jeremy Kramer / Principal & Creative Director
AOCAD, SEGD, IAAPA

cc. Al Cabral – Oxford Properties Group
Donald Pickett – Oxford Properties Group
Brian McCall – KDA
Janet Young – KDA
Adam Kelly – KDA







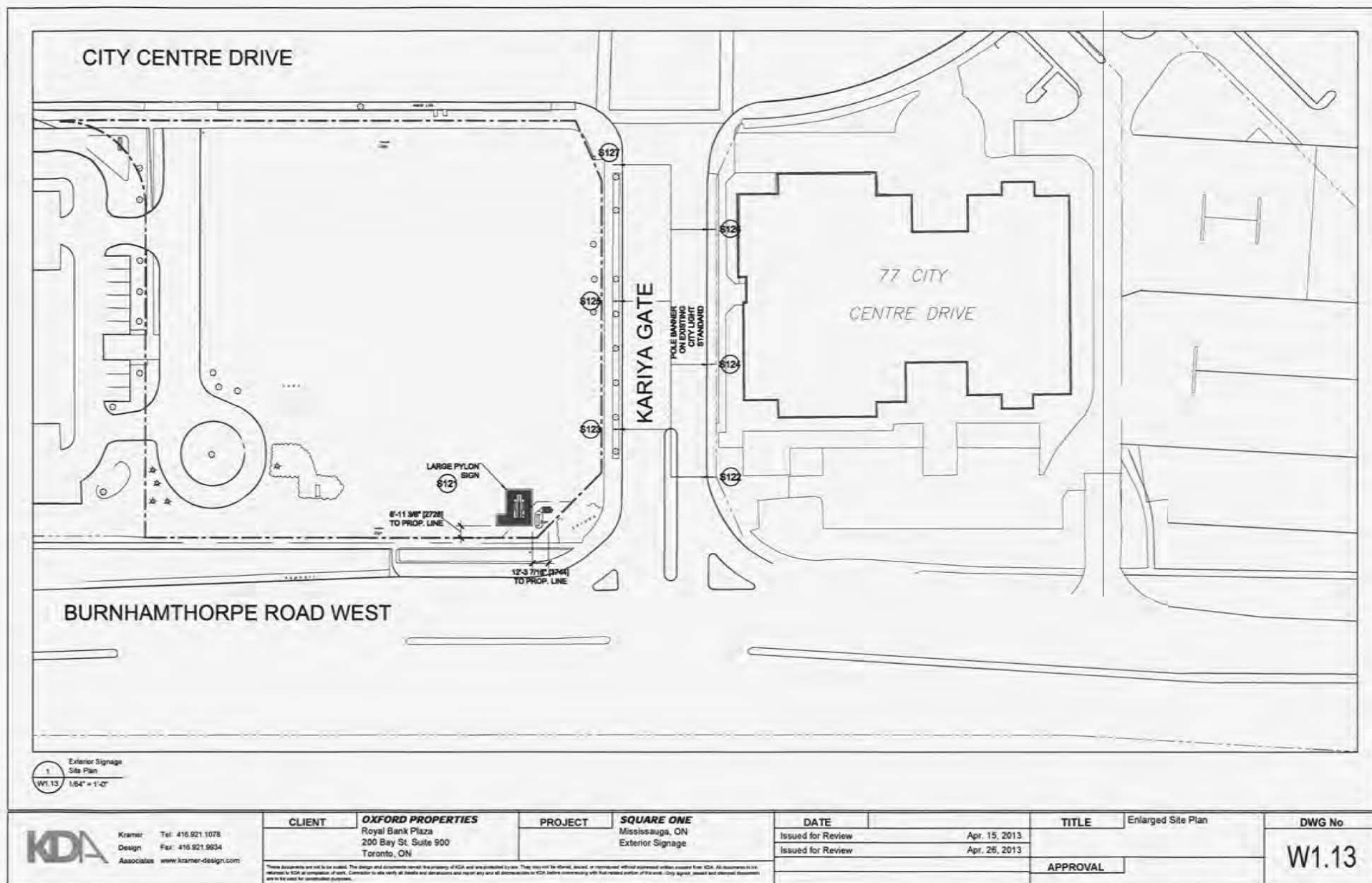


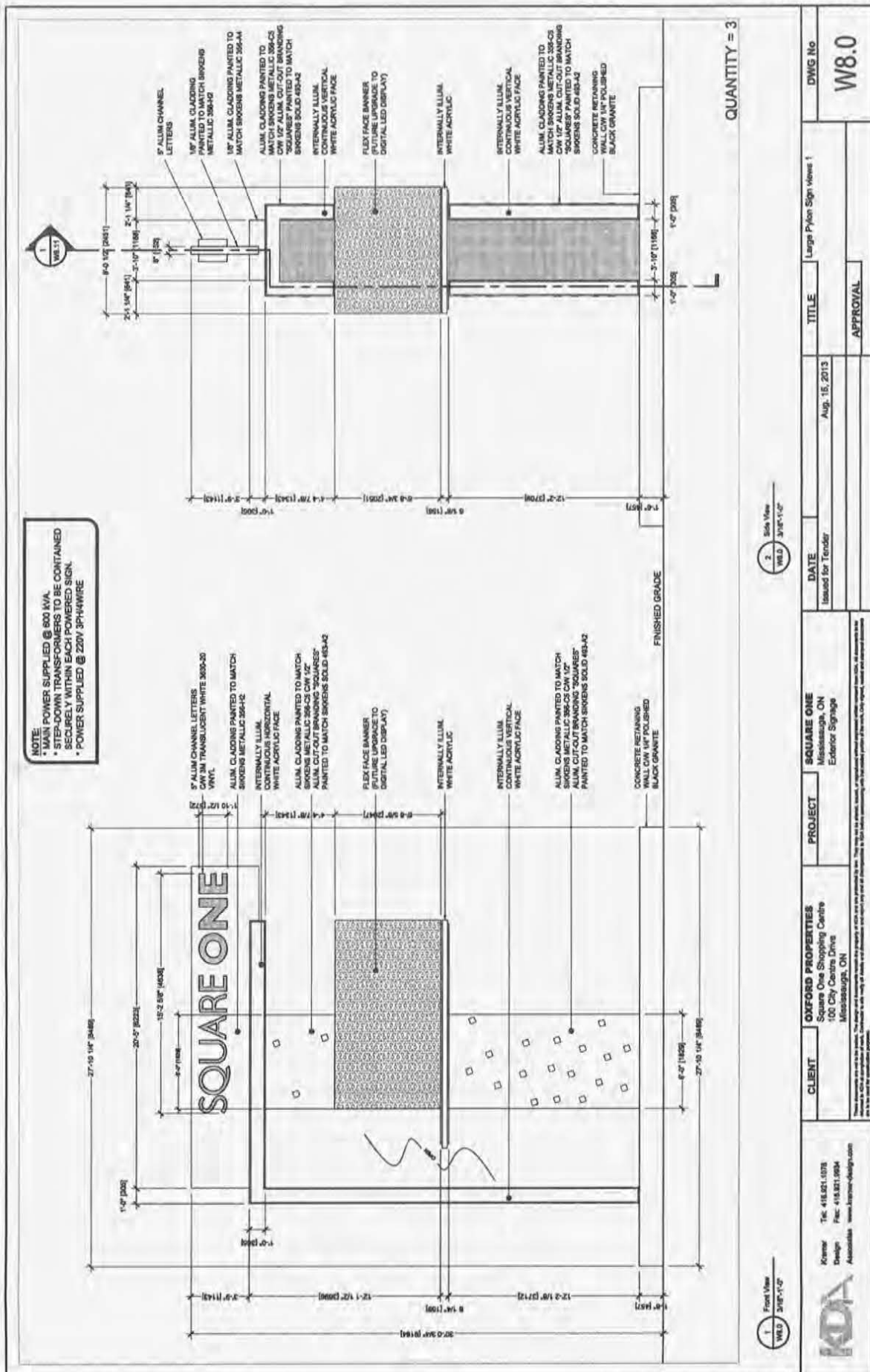
1
Site Plan
W1.5
1:640' = 1:2"

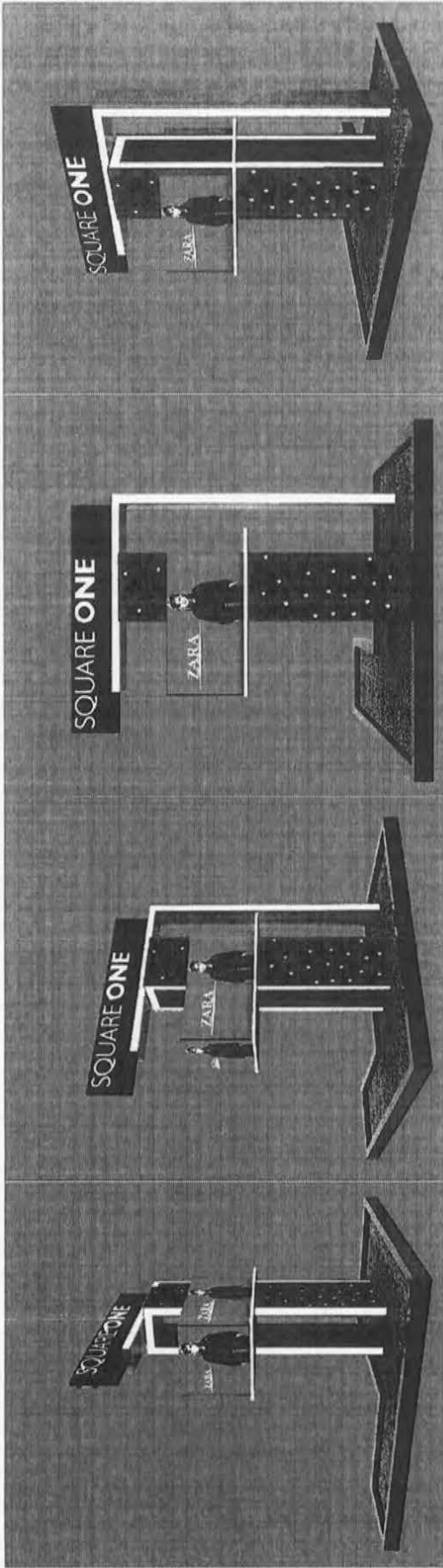
KDA Kramer Design Associates Tel: 416.921.1078 Fax: 416.921.9004 www.kramer-design.com	CLIENT OXFORD PROPERTIES Royal Bank Plaza 200 Bay St, Suite 900 Toronto, ON	PROJECT SQUARE ONE Mississauga, ON Exterior Signage	DATE Issued for Review Apr. 15, 2013 Issued for Review Apr. 26, 2013	TITLE Enlarged Site Plan	DWG No W1.5

These drawings are not to be used for any other purpose than that for which they were prepared. The user of these drawings is responsible for obtaining all necessary permits and approvals from the appropriate authorities. The user of these drawings is also responsible for obtaining all necessary permits and approvals from the appropriate authorities. The user of these drawings is also responsible for obtaining all necessary permits and approvals from the appropriate authorities.



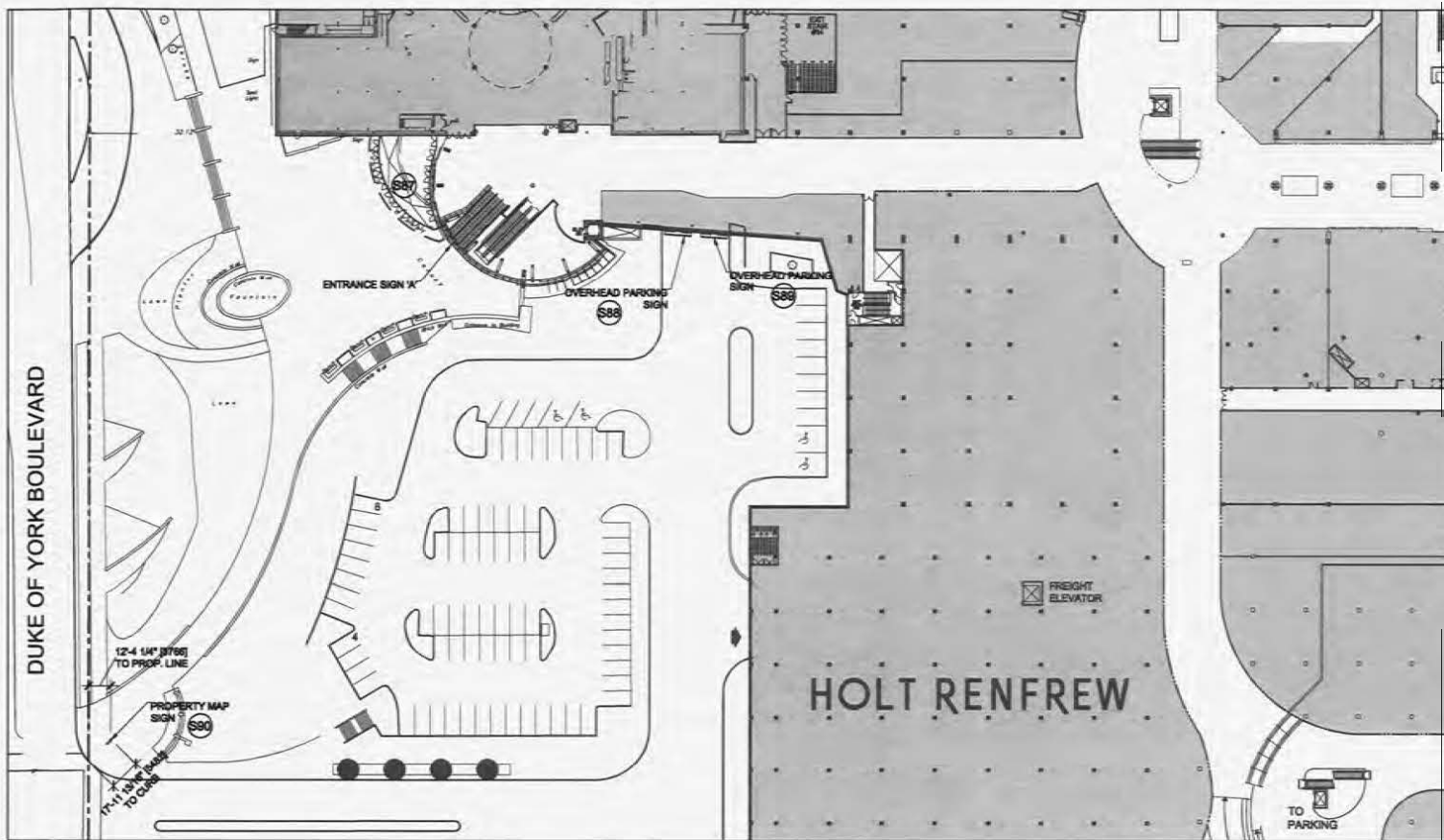






Renderings
W8.14 / NTS

KDA Kremer Design Associates Tel: 416.821.1078 Fax: 416.821.1804 www.kremer-design.com	CLIENT	OXFORD PROPERTIES Square One Shopping Centre 100 City Centre Drive Mississauga, ON	PROJECT	SQUARE ONE Mississauga, ON Exterior Signage	DATE	TITLE	DWG No
	These drawings are made by the undersigned and are intended to be used for the purpose of obtaining a permit for the construction of the project shown. They are not to be used for any other purpose without the written consent of the undersigned. The undersigned is not responsible for any errors or omissions in these drawings. The undersigned is not responsible for any delays or interruptions in the construction of the project shown. The undersigned is not responsible for any damages or losses resulting from the use of these drawings.				Issued for Tender Aug. 15, 2013	APPROVAL	W8.14



1
W1.10
1/64" = 1'-0"



Kramer Tel: 416.921.1078
Design Fax: 416.921.9934
Associates www.kramer-design.com

CLIENT **OXFORD PROPERTIES**
Royal Bank Plaza
200 Bay St. Suite 900
Toronto, ON

PROJECT **SQUARE ONE**
Mississauga, ON
Exterior Signage

DATE	
Issued for Review	Apr. 15, 2013
Issued for Review	Apr. 26, 2013

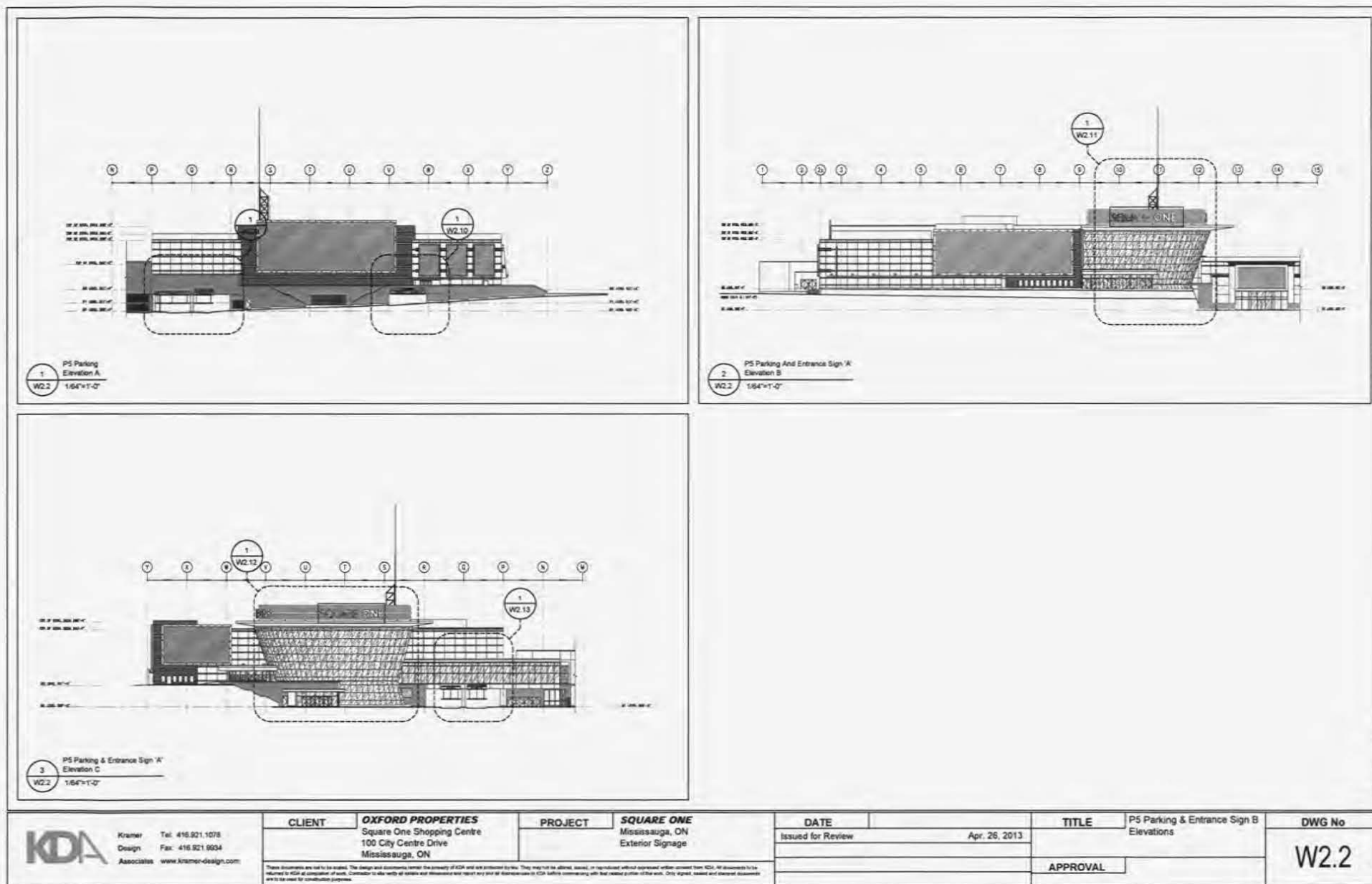
TITLE Enlarged Site Plan

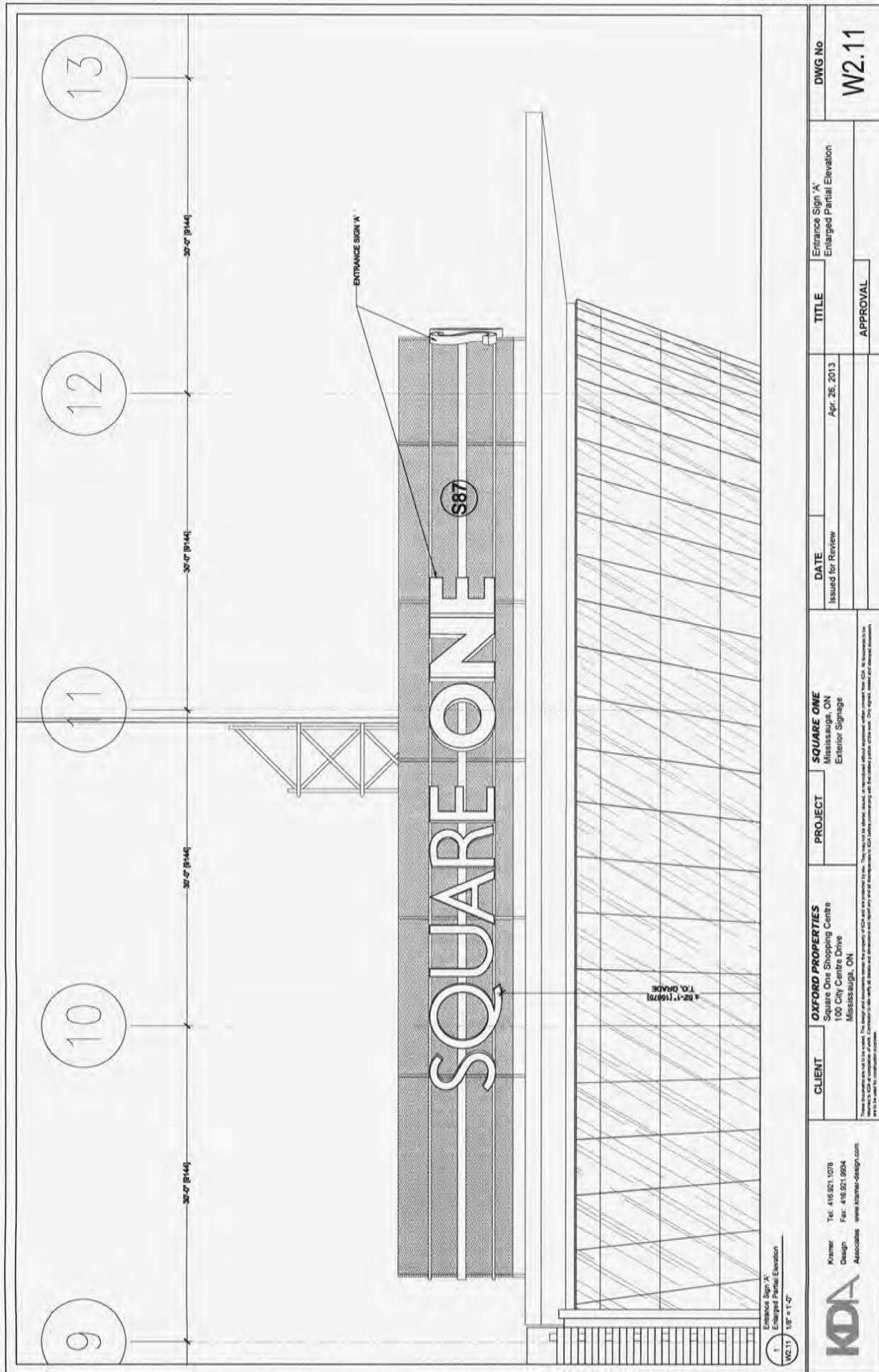
DWG No

W1.10

APPROVAL

These documents are not to be copied. The design and documents remain the property of KDA and are provided for your use only. They may not be altered, revised, or reproduced without express written consent from KDA. All documents to be returned to KDA at completion of work. Contractor to verify all details with dimensions and report any and all discrepancies to KDA before commencing with final review of the work. Only signed, sealed and stamped documents are to be used for construction purposes.



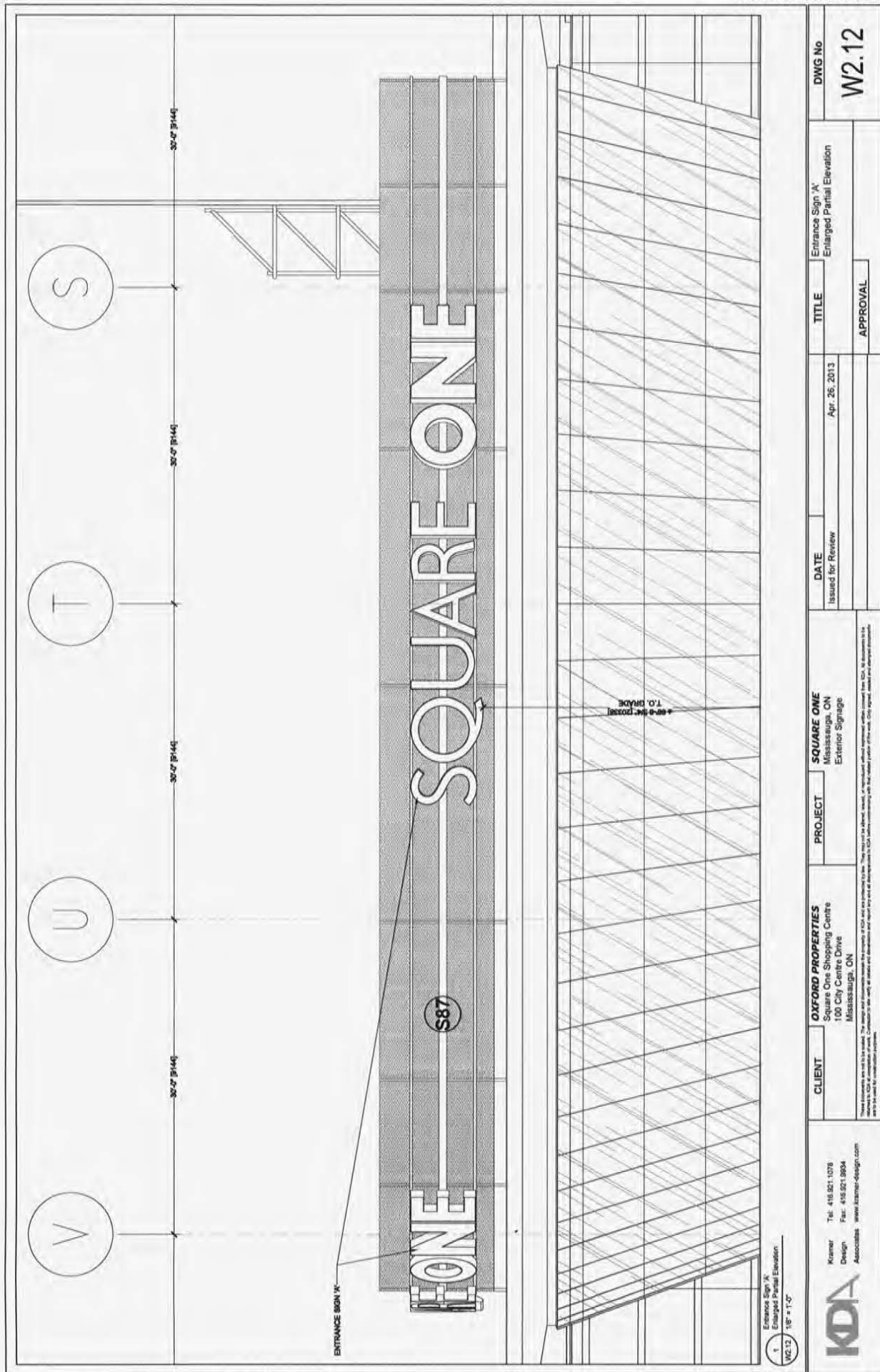


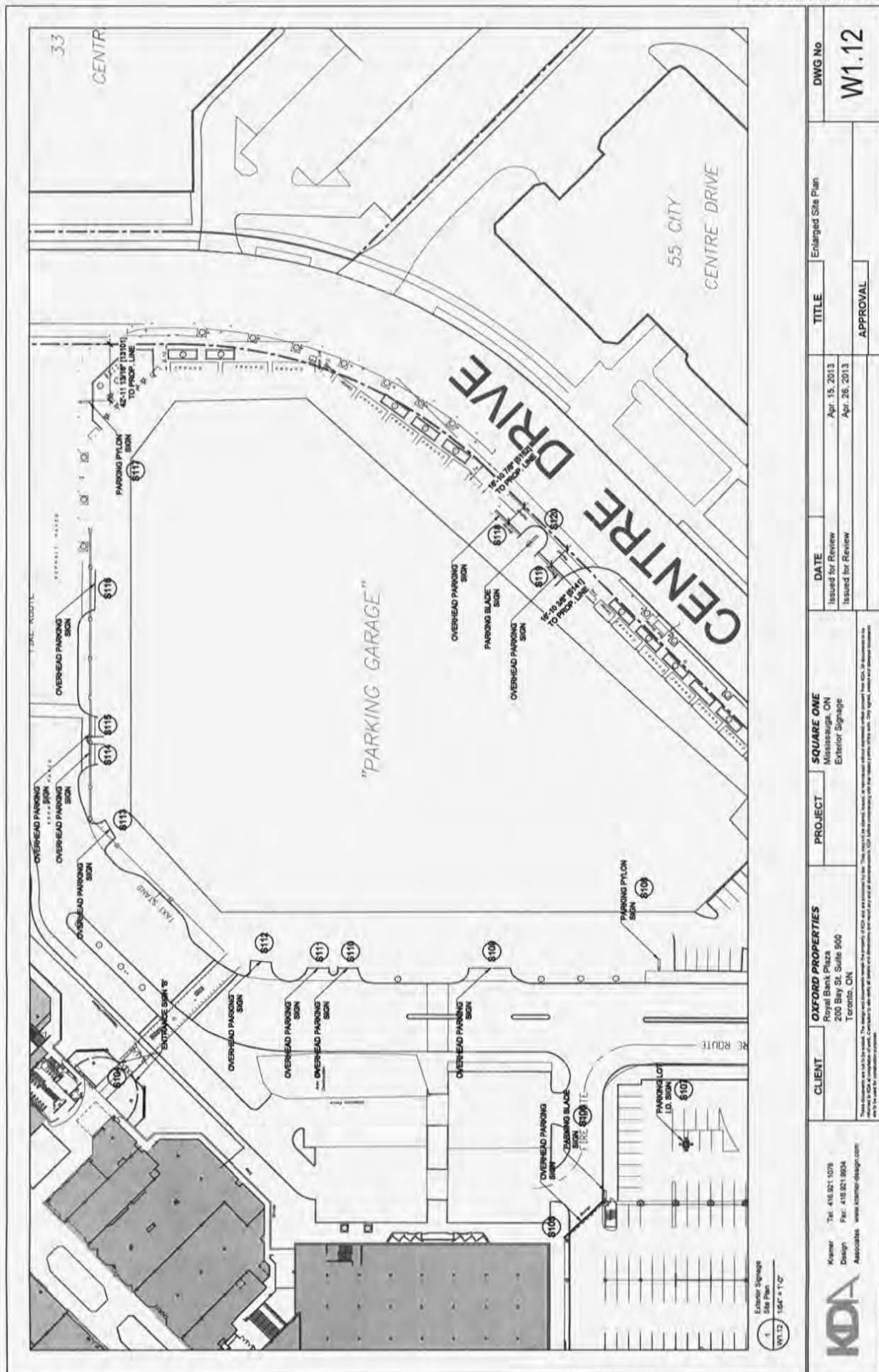
 Kramer Tel: 416.921.1078 Design Fax: 416.921.9804 Associates www.kramer-design.com	CLIENT	OXFORD PROPERTIES Square One Shopping Centre 100 City Centre Drive Mississauga, ON	PROJECT	SQUARE ONE Mississauga, ON Exterior Signage	DATE Issued for Review Apr. 26, 2013	TITLE Entrance Sign 'A' Enlarged Partial Elevation	DWG No W2.11
	APPROVAL						

These drawings are not to be used for any other purpose than that for which they were prepared. The design and construction of the sign shall be the responsibility of the client. The client shall obtain all necessary permits and approvals from the appropriate authorities. The client shall be responsible for the payment of all costs associated with the design and construction of the sign. The client shall be responsible for the payment of all costs associated with the design and construction of the sign. The client shall be responsible for the payment of all costs associated with the design and construction of the sign.

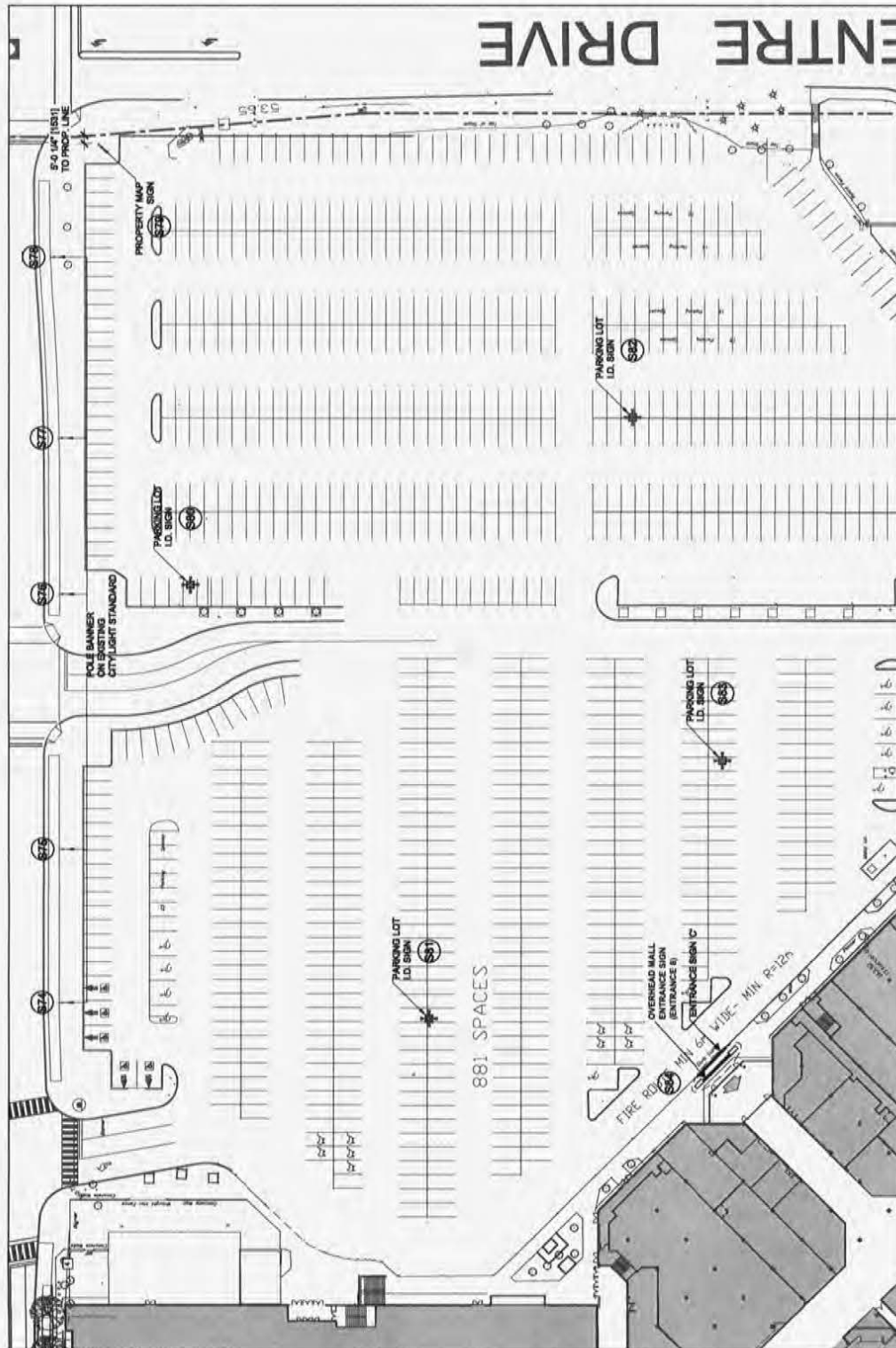


KDA
 KDA
 Design
 Associates
 Tel: 416.921.1078
 Fax: 416.921.9504
 www.kda-design.com





		<p>Entrance Sign 'B' Front Elevation</p> <p>W2.14 1/8" = 1'-0"</p>		
<p>CLIENT</p> <p>OXFORD PROPERTIES Square One Shopping Centre 100 City Centre Drive Mississauga, ON</p>	<p>PROJECT</p> <p>SQUARE ONE Mississauga, ON Exterior Signage</p>	<p>DATE</p> <p>Issued for Review Apr. 26, 2013</p>	<p>TITLE</p> <p>Entrance Sign 'B' Front Elevation</p>	<p>DWG No</p> <p>W2.14</p>
<p><small>These drawings are not to be used for any purpose other than that for which they were prepared. The user of these drawings is responsible for obtaining all necessary permits and approvals from the appropriate authorities. The user of these drawings is also responsible for obtaining all necessary permits and approvals from the appropriate authorities. The user of these drawings is also responsible for obtaining all necessary permits and approvals from the appropriate authorities.</small></p>		<p>APPROVAL</p>		



1	Exterior Signage Silo Plan	1/54" = 1'-0"
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KODAK

Kramer
Design
Associates
Tel: 416.521.1078
Fax: 416.521.9804
www.kramer-design.com

OXFORD PROPERTIES
Royal Bank Plaza
200 Bay St. Suite 900
Toronto, ON

PROJECT

SQUARE ONE
Mississauga, ON
Exterior Signage

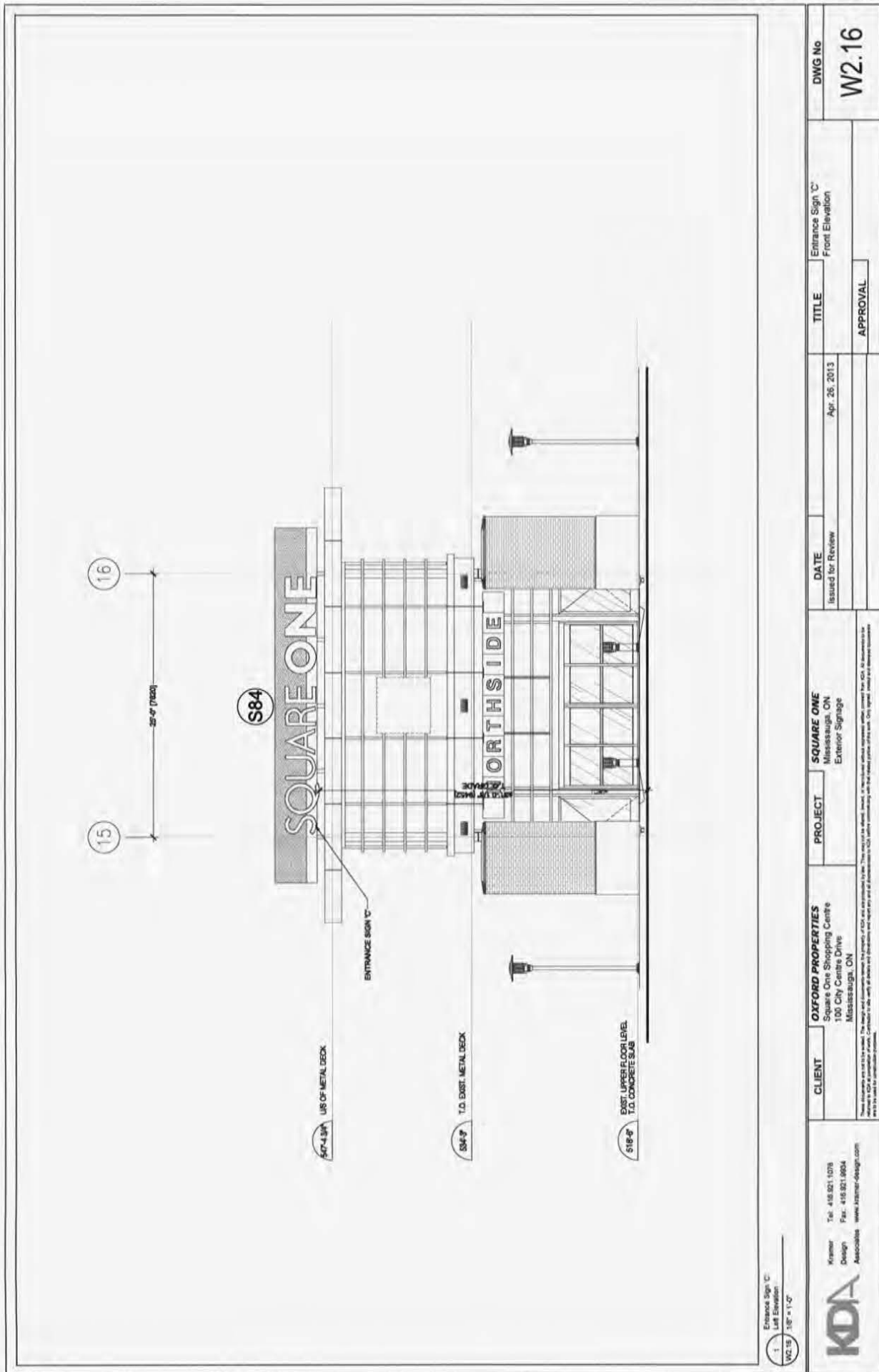
CLIENT	OXFORD PROPERTIES Royal Bank Plaza 200 Bay St. Suite 900 Toronto, ON	PROJECT	SQUARE ONE Mississauga, ON Exterior Signage
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DATE
Issued for Review
Issued for Review

Apr. 15, 2013
Apr. 26, 2013

TITLE	APPROVAL
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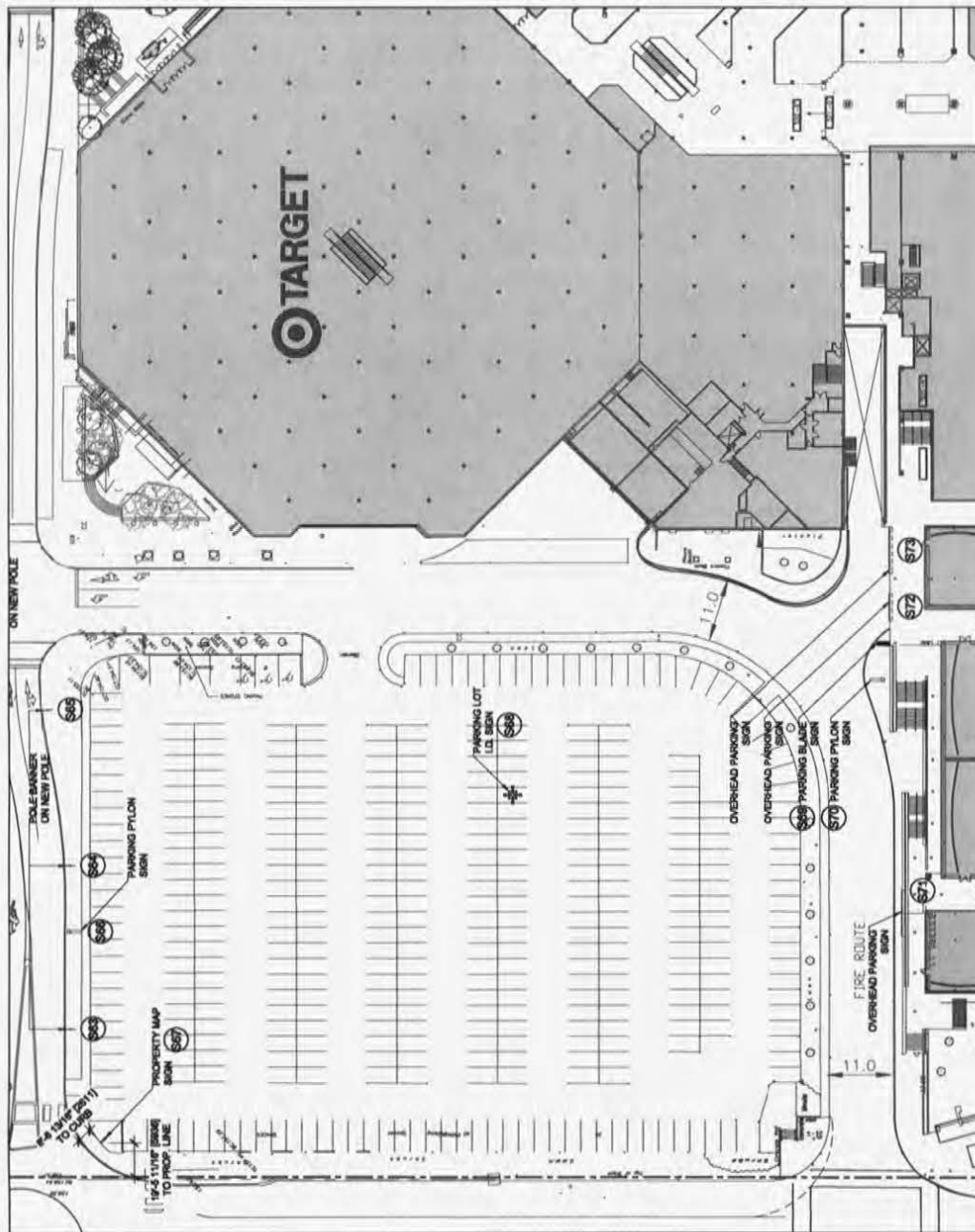
DWG No
W1.7



 Kramer Tel: 416.921.1078 Fax: 416.921.9934 Associates www.kramer-design.com	CLIENT		OXFORD PROPERTIES Square One Shopping Centre 100 City Centre Drive Mississauga, ON		PROJECT	SQUARE ONE Mississauga, ON Exterior Signage		DATE Issued for Review Apr. 26, 2013		TITLE	Entrance Sign C Front Elevation	DWG No	
												APPROVAL	W2.16
<small>These drawings are not to be used for any other purpose than the project for which they were prepared. The design and construction of the project is the responsibility of the client. The client is responsible for obtaining all necessary permits and approvals from the appropriate authorities. The client is also responsible for ensuring that the drawings are used in accordance with the terms and conditions of the contract. The client is not responsible for any errors or omissions in the drawings. The client is also responsible for ensuring that the drawings are used in accordance with the terms and conditions of the contract. The client is not responsible for any errors or omissions in the drawings.</small>													

Kramer
Design
Associates
Tel: 416.921.1078
Fax: 416.921.8004
www.kramer-design.com





1
Exterior Signage
Site Plan

KDA

Kramer Tel: 416.921.1078
Design Fax: 416.921.9034

CLIENT	OXFORD PROPERTIES Royal Bank Plaza 200 Bay St. Suite 900
--------	---

SQUARE ONE
Mississauga, ON
Exterior Signage

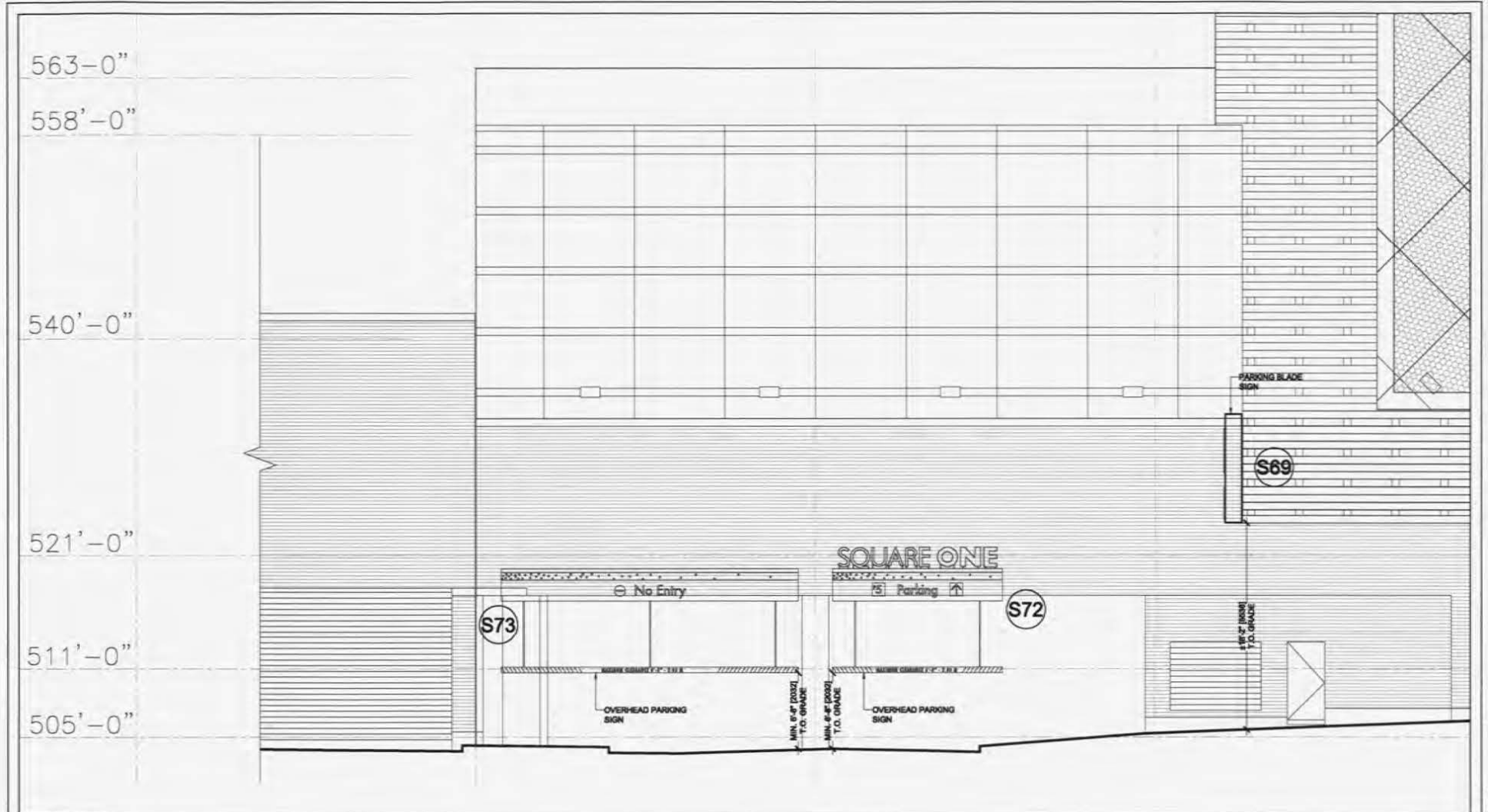
DATE	
Issued for Review	

Apr. 15, 2013

TITLE

DWG No
W1.6





1 P5 Parking
Enlarged Partial Elevation A
W2.9 1/8" = 1'-0"



Kramer Tel: 416.921.1078
Design Fax: 416.921.9934
Associates www.kramer-design.com

CLIENT	OXFORD PROPERTIES Square One Shopping Centre 100 City Centre Drive Mississauga, ON	PROJECT	SQUARE ONE Mississauga, ON Exterior Signage
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DATE	
Issued for Review	Apr. 26, 2013

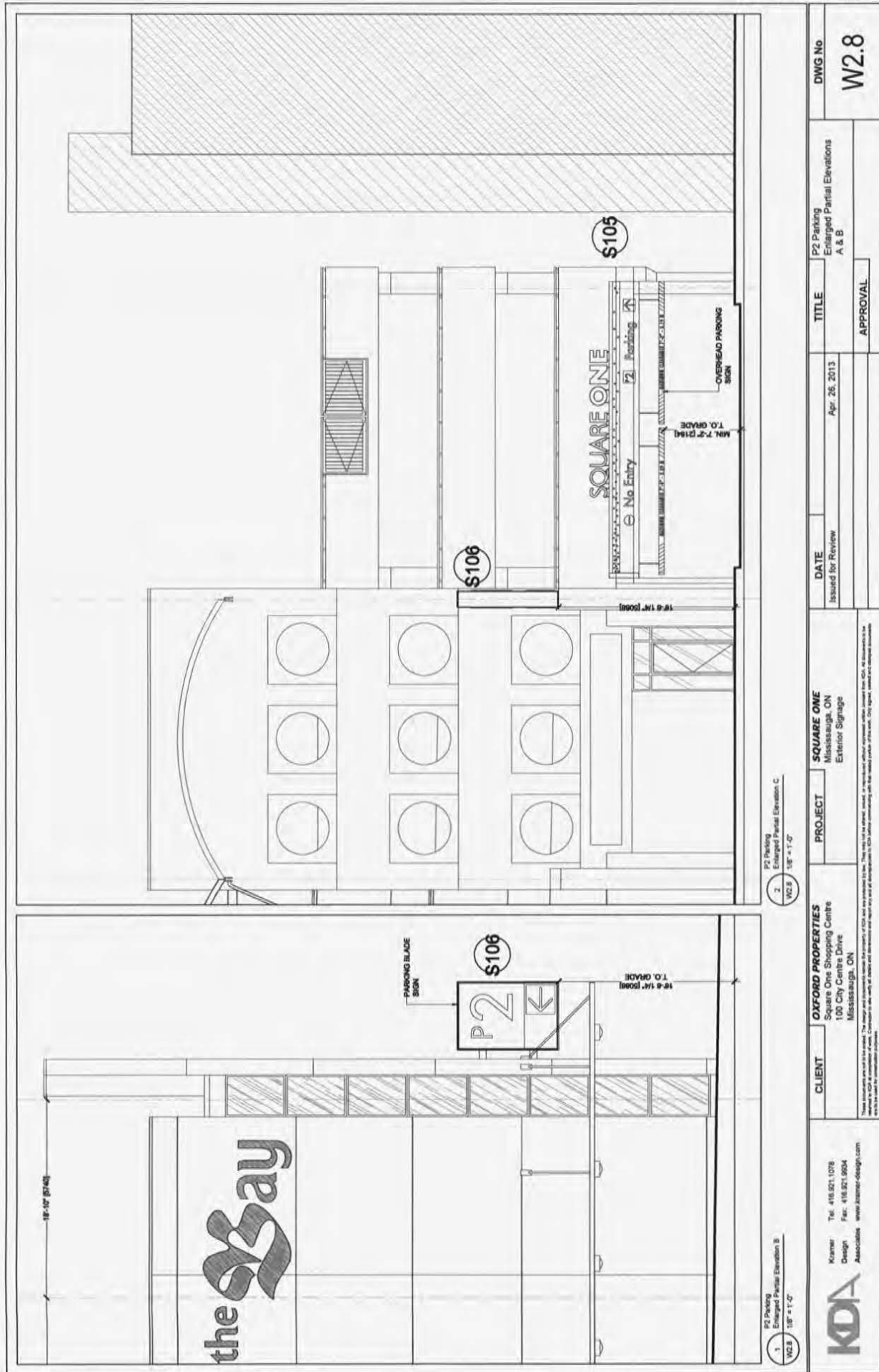
TITLE	P5 Parking Enlarged Partial Elevation A
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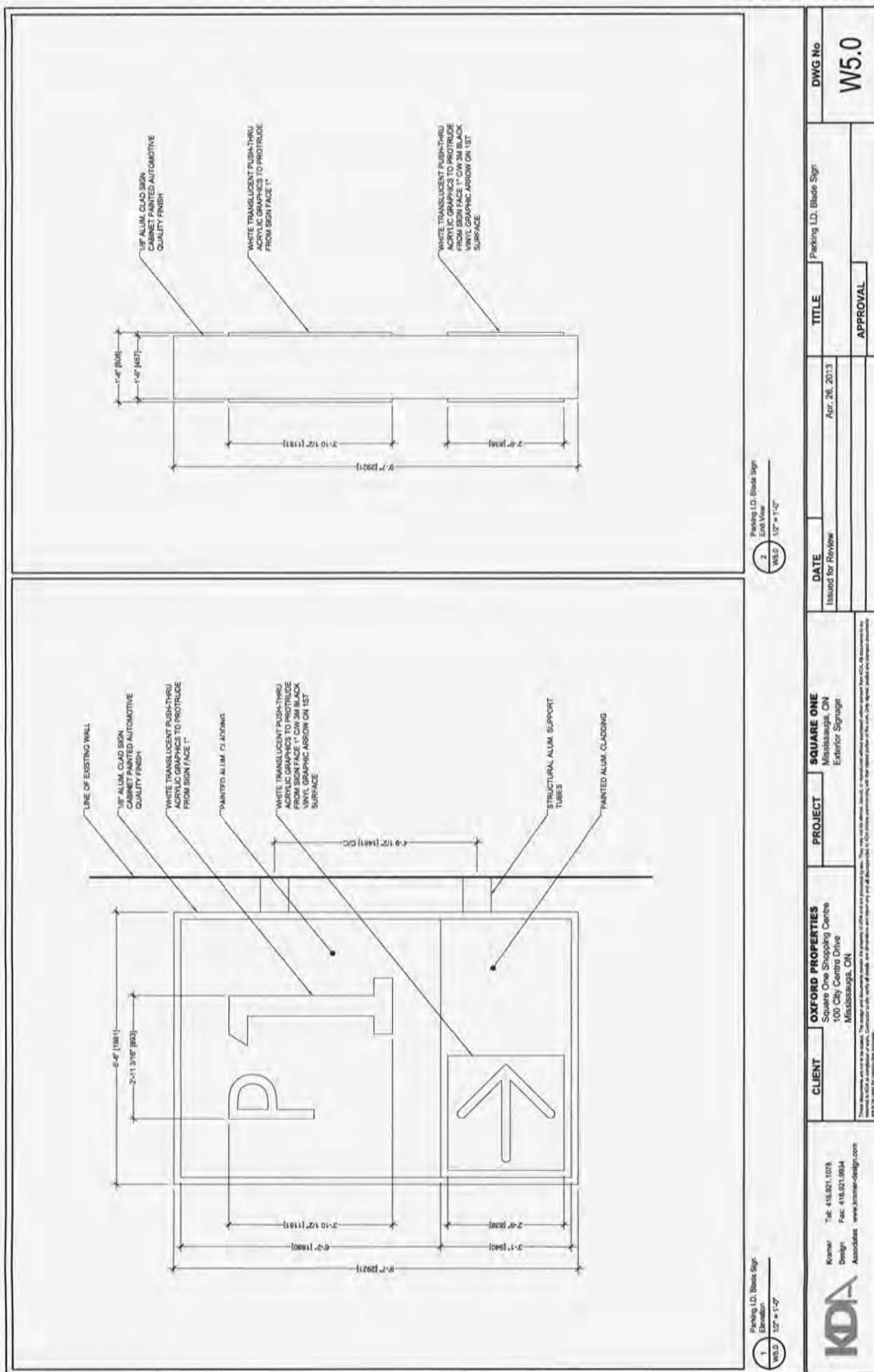
DWG No	
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APPROVAL	
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W2.9

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Corporate Report

Clerk's Files

Originator's
Files

CD.03.POR

DATE: November 12, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: December 2, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Report on Comments – Draft Port Credit Local Area Plan And
Built Form Guide - Ward 1**

- RECOMMENDATION:**
1. That the Draft Port Credit Local Area Plan and Port Credit Built Form Guide, dated January 2012, be revised in accordance with the report titled “Report on Comments – Draft Port Credit Local Area Plan and Built Form Guide – Ward 1” dated November 12, 2013 from the Commissioner of Planning and Building;
 2. That an Official Plan Amendment to Mississauga Official Plan (2011) be prepared to amend the existing Port Credit Local Area Plan in accordance with the revisions proposed in the November 12, 2013 report;
 3. That the Port Credit Built Form Guide, as revised by the November 12, 2013 report, be endorsed; and
 4. That the Draft Port Credit Local Area Plan, as revised by the report dated November 12, 2013, be updated, as appropriate, to incorporate Official Plan Amendments currently adopted by City Council, but not yet in force and effect, if no appeals to the site specific Official Plan Amendments are received.

**REPORT
HIGHLIGHTS:**

- The Draft Port Credit Local Area Plan (Area Plan) is based upon a Vision of an evolving urban waterfront village with a mixture of land uses, a variety of densities, 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; and
- Through the circulation of the Area Plan to agencies and departments, along with the public consultation process, a number of issues were identified, reviewed and proposed modifications recommended, where appropriate.

BACKGROUND:

City Council, on September 26, 2012, considered the report titled “Draft Port Credit Local Area Plan”, dated August 28, 2012 from the Commissioner of Planning and Building and received the report for information. Further, submissions and correspondence were received and staff were directed to report back to the Planning and Development Committee.

COMMENTS:**Circulation and Public Consultation**

The Draft Port Credit Local Area Plan, January 2012 was circulated to departments and agencies for comment. The public consultation program included:

- a presentation to the Port Credit Local Advisory Panel on March 28, 2012;
- a public open house on April 25, 2012;
- staff attendance at the Port Credit community information fair held on May 30, 2012; and
- the statutory public meeting was held on September 17, 2012.

Proposed Changes to the Draft Port Credit Local Area Plan

Attached as Appendix 1 is a summary of the key issues and comments raised through the circulation and public consultation process and proposed changes, where appropriate. Appendix 2 identifies proposed changes to land use designations in Port Credit¹.

The comments are in order in which the policies appear in the Area Plan, and, unless otherwise noted, the number of sections refers to the January 2012 Area Plan. Where modifications to the Area Plan are recommended, deletions are shown as “~~strikeouts~~” and additions are “*in italics and underlined*”.

Key issues raised during the consultation process are discussed below, however, Appendix 1 should be referred to for a more complete summary of changes.

1. Directing Growth & Managing Change

The extent to which Port Credit should accommodate growth and manage change has been raised by various stakeholders, some suggesting the Area Plan is too restrictive and others suggesting it is not restrictive enough. The Area Plan policies address this issue as follows:

- in preparation of the Mississauga Official Plan (MOP), a Growth Management Strategy (GMS) was prepared which was shaped by the Provincial Policy Statement (PPS) and the Growth Plan. The GMS proposed an urban structure which builds on the existing urban form of the City, and includes a hierarchy of areas to accommodate growth including: the Urban Growth Centre; Major Nodes; Community Nodes; and Neighbourhoods. The GMS concluded that the revised urban structure will be able to absorb planned population and employment and allow for additional growth beyond 2031.

¹ Local Area Plans do not have a separate land use schedule identifying designations. Proposed modifications will be made to Schedule 10 Land Use designations of the principal Official Plan.

Within the city structure hierarchy, Port Credit includes a Community Node and Neighbourhoods. The GMS concluded with respect to the Port Credit Node that *“care needs to be taken to not overdevelop this node and detract from the existing character and community identity which make it such an attractive location”*;

- the MOP and Area Plan direct growth to appropriate locations in the City and Port Credit. Development is anticipated in Port Credit, however, the form and scale of new development will vary. New development should support the Vision, objectives and policies of the Area Plan, as well as reflect the element of the City’s urban structure, identified in the MOP. Community Nodes are intended to have a mix of uses similar to a Major Node but with lower densities and heights. Port Credit includes an intensification area, however, it is to be planned to reflect its role in the City Structure hierarchy; namely, a Community Node and Neighbourhoods;
- the MOP differentiates between two types of nodes: Major Nodes and Community Nodes. As such, there is now greater recognition and policy emphasis that various nodes will play different roles in accommodating growth. Identifying Port Credit as a Community Node reinforces that the form and density of new development should complement the existing character and complete the Vision for the area;
- as noted in Section 5.3.3 of the MOP, Port Credit already exhibits many of the desirable characteristics of an established Community Node; and
- Community Nodes are intended to achieve a density of between 100 and 200 residents and jobs combined per hectare. The existing density in the Community Node at 115 residents and jobs per hectare, is within the targeted range. Future development in the Community Node will further increase the density, however, intensification on its own is not sufficient planning justification for an increase in height and density.

2. Community Node – Appropriate Boundary

The extent of the Community Node boundary was raised as an issue, with some suggesting a more limited area (stopping at the Credit River) and others suggesting an expanded boundary to include more of the Lakeshore Road East and West Mainstreet commercial area.

The Community Node boundary reflects its purpose as both a focus for the community and as an intensification area. The boundary remains the same as the previous District Policies in Mississauga Plan and the City's GMS confirmed that this was already the densest community node in the City. The limits of the node reflect a combination of factors, including:

- facilities and services that attract people and make it a focus for surrounding neighbourhoods (e.g. swimming pool, library);
- local landmarks and gathering places that create a community identity (e.g. lighthouse, Clarke Hall);
- urban waterfront parks that contribute to the waterfront character of the area (e.g. Charter boats at Marina Park) and also provide access through the area (e.g. waterfront trail);
- concentration of High and Medium Density residential uses that provide for a diversity of housing, reinforcing the urban nature of the area differentiating the Community Node from surrounding low density residential neighbourhoods;
- concentration of existing and planned mixed-use developments that can provide commercial services to residents and contribute to the character of the area (e.g. main street environment);
- proximity to an existing GO station and proposed transit facilities in order to plan for a transit supportive environment;
- the general characteristics of the area reflect a more urban condition (e.g. variety of densities and built form, mixed of uses, paid parking). Stable low density residential areas have been excluded;
- physical barriers (e.g. railway), and transitional features (e.g. parks, the right-of-way and lay-by parking associated with Mississauga Road) can increase the separation distance

between low density residential Neighbourhoods and the higher density Community Node; and

- the geographical area should be a discrete area, large enough to contain a critical mass of uses and density necessary to act as the focus for the community, with a boundary that is definitive enough to reduce pressures for development to “creep” into adjacent areas.

It should be noted that the Community Node boundary is intended to reflect more than an area where intensification is to be directed. A community node is intended, amongst other things, to provide a central gather place, strong sense of place, in a compact form with higher densities, and location for community infrastructure. As such, it is appropriate to include lands within the Community Node where limited intensification is anticipated.

3. Community Node - Appropriate Heights

Concern has been raised as to the appropriateness of the heights in the Area Plan and how they were derived. In general, the previous policies pertaining to height in the Port Credit District Policies were reaffirmed as appropriate, subject to some modifications. Attached as Appendix 3, is the proposed height schedule for the Community Node.

The heights in the Community Node were reviewed based on:

- Growth Management Strategy findings;
- Mississauga Official Plan policies;
- Vision and Planned Function For Precincts; and
- Existing Context and Character of the area.

Growth Management Study: The GMS suggested that the form and scale of Community Nodes should have a minimum height of 2 storeys and a maximum height of 6 storeys for village nodes and a maximum of 12 storeys in other community nodes;

Official Plan policies: MOP has an urban hierarchy intended to accommodate future growth and addresses appropriate height and

density throughout the City. Major Nodes have a maximum height limit of 25 storeys and Neighbourhoods and Community Nodes have a maximum height limit of 4 storeys. MOP does allow for alternative height limits.

In considering the appropriate height for the Community Node, it is important to reflect the urban hierarchy. As such, there should be a material difference between the maximum permitted building heights in the Community Node and the maximum 25 storeys permitted for Major Nodes. Although Port Credit is identified as a village node, given the Community Node includes a Mobility Hub, heights greater than 4 storeys are appropriate. The Area Plan identifies specific heights within the Community Node in accordance with the planned function and character of individual precincts.

Vision and Planned Function: Heights within the Community Node reflect the Vision and planned function for the various precincts. Appendix 3 contains a schedule identifying the location of each precinct.

Similar to the approach taken by the previous Port Credit District Policies, heights generally transition downwards towards Lake Ontario, the Credit River and stable residential neighbourhoods. Further, the Area Plan speaks to providing an appropriate transition to the Lakeshore Road Mainstreet precinct, which represents an important aspect of the area's character.

The Central Residential Precinct is to have the greatest heights within the Community Node, reflecting in-part the Mobility Hub aspects of the area. Although 15 storeys is generally the maximum height permitted for new development, the Area Plan identifies the lands in the immediate vicinity of the GO station parking lot and potential Light Rail Transit station, as having opportunity for additional height, potentially up to 22 storeys, as well as employment uses, subject to further study.

The Mainstreet Precinct is intended to preserve and promote a low rise village feel with permitted heights of 2 to 3 storeys. As height

can create or reinforce the quality of place, a 3 storey height limit will reinforce the uniqueness of the area and help offset the greater height and density located to the north and south of the precinct. In addition, a 3 storey height limit is more sympathetic to the heights of buildings that are listed on the heritage registry.

The Harbour Mixed-Use Precinct is intended to generally contain mid-rise buildings in the range of 6 to 10 storeys with step-backs in order to provide a sense of openness along the waterfront with water and skyviews. Much of the precinct has either recently been developed or approved within this range.

The Riverside Precinct building heights are intended to represent a transition between heights in the Central Residential Precinct to the east and stable residential neighbourhoods to the west. Building heights ranging from 2 to 8 storeys will reinforce the principle of having a transition of heights.

Existing Character and Context: In determining appropriate heights, it is important to consider, among other matters, the experience, identity and character of the surrounding existing urban context.

There are a limited number of existing buildings which exceed the Area Plan height limits. Although these buildings are part of the urban fabric, caution is required when they are used as justification for additional height throughout the Community Node.

The situational specific issues that support their heights are not necessarily appropriate elsewhere in the Community Node. For example, the 22 storey building recently developed at the corner of Hurontario Street and Lakeshore Road was approved in-part to create a new visual landmark. In addition, it was determined that the 22 storey building in conjunction with the additional 6 and 7 storey buildings on the property achieved a better built form than previously permitted.

4. Use of Floor Space Index

Concern has been raised with the proposed removal of Floor Space Index (FSI) for high density residential development. In this regard, staff note the following:

- infill and redevelopment should focus on achieving a built form that complements the character of the area and not on the overall amount of floor area that can be built on a site. The use of FSI can detract from the importance of design policies by establishing what is often argued as “as-of-right” density;
- there are numerous factors that influence the appropriate FSI for a development and make it difficult to use a generic FSI figure in an infill situation, including:
 - character of area;
 - gradation of height and transition;
 - size of the site;
 - design of building; and
 - above ground parking is not included in the FSI calculation and the actual building mass on the ground is not necessarily reflected by the figure;
- a number of potential infill sites were tested in the Community Node, using the same assumptions regarding FSI and building floorplate, and it was found that there was no relationship between what the FSI permitted and what the Area Plan policies and Built Form Guide intended; and,
- the recommended approach is to remove FSI from the Area Plan but retain it in the Zoning By-law. When reviewing infill development proposals, the appropriate FSI will be determined on a site-by-site basis, with proper review of the policies in the MOP and Area Plan.

5. Residential Neighbourhood Precincts Height and Character

Concern was raised that a maximum building height limit of 3 storeys is too high in the Neighbourhoods, and the manner in which building height is measured is inappropriate. Attached as Appendix 5, is the proposed height schedule for the Neighbourhoods. Residential neighbourhoods are divided into South and North Neighbourhoods.

South Residential Neighbourhoods: Upon further review, the maximum height permitted in the South Residential Neighbourhoods, known as Cranberry Cove and Hiawatha, have been reduced from 3 storeys to 2 storeys in order to reflect the character and land use designations in the area. Policy 10.3.5 has been revised to state that “New development will have a maximum height generally equivalent to 2 storeys”. Use of the phrase “generally equivalent” is necessary as it provides a measure of flexibility, while reinforcing that built form should “fit” into a context of 1 to 2 storey buildings. Use of the term “generally equivalent” may allow a property owner to make modest changes to a roof line and convert attic space above a second storey into habitable area, subject to a rezoning or variance process.

North Residential Neighbourhoods: The maximum height permitted in the North Residential Neighbourhoods, known as Shawnmarr/Indian Heights and Credit Grove, remains 3 storeys. The North Residential Neighbourhood is predominantly designated “Residential Low Density II” which permits a range of residential uses, including: detached; semi-detached; duplex; triplexes; street townhouses and other forms of low-rise dwellings with individual frontages. A triplex is an example of a permitted use that could exceed 2 storeys. Although single-storey bungalows are common on a number of streets, that should not preclude modestly taller buildings that are still considered low rise in nature.

The recommended approach to addressing issues of building height and built form are the following:

- the Area Plan should provide some flexibility and have a maximum height limit of 2 storeys for the south residential neighbourhoods and 3 storeys for the north residential neighbourhoods; and
- the Zoning By-law for neighbourhoods should be reviewed with regulations potentially revised to better reflect the character of the area. The Hiawatha neighbourhood has recently gone through a review of zoning and could form the basis for other neighbourhoods.

6. Residential Neighbourhood – Access Over Private Land to the Waterfront

Concern was raised that policies pertaining to preserving physical and visual access to Lake Ontario and ample side yards, may be interpreted as providing inappropriate access across private property (policy 10.2.5.1 c and 10.3.5.4).

The intent of the policies was not to provide public access across private property. For clarification, policy 10.3.5.1 c has been revised to clarify that the physical and visual access to Lake Ontario is from parks and the terminus of streets. Upon further review, policy 10.3.5.4 has been removed as the City's ability to regulate views between houses can be affected by numerous issues including landscaping, fencing, gates, and depth of property.

7. Mainstreet Neighbourhood Precinct Heights & Character

Concern was raised that the maximum 4 storey height limit along Lakeshore Road, outside of the Community Node, should either be reduced to 3 storeys or increased to 6-8 storeys. The proposed height of 4 storeys is supported by the following:

- recognizing that the MOP permits a maximum height of 4 storeys in neighbourhoods, the Lakeshore Road corridor is an appropriate location within the Neighbourhood Character Area for buildings with a height of 4 storeys;

- there are existing examples of 4 storey buildings along Lakeshore Road (primarily on the east side of the Community Node) that are considered compatible with adjacent low density residential neighbourhoods; and
- Lakeshore Road is not identified as an Intensification Corridor. Therefore, the Area Plan directs modest infill to the Lakeshore Corridor, supporting the height of 4 storeys.

8. Multi-Modal Network

Upon further review, the Transportation and Works Department has determined that it is important to provide additional policies and direction related to transportation issues. The additional policies respond to, among other things, the department's involvement in recent City initiatives (e.g. Inspiration Port Credit and planning for light rail transit on Hurontario Street).

The transportation system plays an important role in the overall livability and development of the area and how Port Credit evolves as an urban waterfront village. Planned higher order transit will improve the area's transportation infrastructure, however, constraints such as the Credit River, the CN railway, and the existing road network, represent challenges to the overall functioning and capacity of the system. Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW, serving both the local community and regional travel. The City is concerned with exacerbating the problem with significant additional development, in the absence of transportation infrastructure improvements.

In order to address these challenges, the Area Plan includes a number of new policies, including:

- undertaking a Lakeshore Road Transportation Master Plan for the Lakeshore Corridor. This includes Lakeshore Road

(between the east and west City limit) and an examination of transportation issues specific to Port Credit. The study will address improving current mobility for all modes of transportation, the implication of future growth on the network, placemaking initiatives that promote the animation of the corridor, improvements to the road network including additional pedestrian, cyclist and vehicular crossings of the Credit River, and a review of higher order transit needs;

- identifying opportunities for road connections that promote a fine grain road network. Potential road connections would be evaluated should an application to redevelop a property be submitted or through a Transportation Master Plan. A figure will be added to the Area Plan to illustrate these opportunities (see Appendix 6);
- identifying issues to be considered through the development application process, including consolidating access along Lakeshore Road, considering vehicular access from existing or proposed north-south streets, providing transportation studies that discuss measures such as pedestrian/cycling connections; and
- indicating that the transportation network is approaching its motor vehicle capacity and that development applications for additional height and density will be discouraged, unless to the City's satisfaction, it is determined that the proposed development includes measures to limit the amount of additional vehicular demand.

9. Proposed Height Along The West Side Of Stavebank Road

It has been suggested that a height limit of 8 storeys at High Street, stepping down to 2 storeys on Lakeshore Road would be more appropriate. It is proposed that a special site policy permitting a maximum of 6 storeys be included in the Area Plan, based on the following:

- redevelopment of this block can contribute positively to the area;
- the situational specific characteristics of this block of land suggest that 6 storeys could be accommodated on this site while respecting vision of the area, subject to confirmation of appropriate transitions and stepbacks; and
- additional information regarding built form and massing and a detailed design review is required in order to approve additional height above 6 storeys.

10. Inspiration Port Credit - Key Waterfront Sites & Heights

Inspiration Port Credit is preparing master plans for the key waterfront sites located at the marina property owned by Canada Lands Corporation and the former refinery property owned by Imperial Oil. As these studies are underway and will address heights, the Area Plan has removed the specific height limits on these properties and indicated the height is “To Be Determined”.

In addition, based on findings from Inspiration Port Credit, the Area Plan policies will have to be reviewed to identify whether further amendments are required.

11. Potential For Additional Height

There may be sites, other than the key waterfront sites, that could accommodate buildings taller than what is permitted in the Area Plan without adverse impacts on the overall Vision.

The proposed height limits are considered appropriate, however, site specific circumstances may provide opportunities to accommodate some additional height.

As the Community Node, and the Neighbourhood Mainstreet Precinct are intended to accommodate intensification, it may be appropriate to consider additional height on some properties in these areas. The Area Plan provides direction for evaluating

Official Plan Amendment applications for additional height, including demonstrating:

- the achievement of the overall intent, goals, objectives, and policies;
- appropriate site size and configuration;
- appropriate built form compatible with the immediate context and planned character of the area;
- appropriate transition to adjacent land uses and buildings, including built form design that maximize sky views and minimize visual impact, overall massing, shadow and overlook;
- particular design sensitivity in relation to adjacent heritage buildings; and,
- measures to limit the amount of additional vehicular and traffic impacts on the transportation network.

The Official Plan Amendment process allows for a detailed review of proposed built form, among other matters, and how additional height would not adversely impact the overall Vision. Official Plan Amendments require supporting studies and rationale to justify the proposed amendment, as outlined in Section 19 Implementation of the MOP.

12. Drive-Through Policies

Concern has been raised by the Ontario Restaurant Hotel and Motel Association (ORHMA) regarding the proposed prohibition on drive-throughs in Port Credit. The association appealed the drive-through policies in MOP. The Area Plan policies have been revised to incorporate the settlement agreement between the City and ORHMA. A new schedule has been added to the Area Plan to identify areas where drive-throughs are prohibited (see Appendix 7). The policies in MOP are appropriate to regulate drive-through development in the remainder of the area.

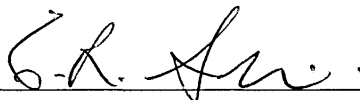
STRATEGIC PLAN: The Area Plan reflects the Strategic Plan directions for Port Credit. In many aspects, Port Credit has already developed into a “place where people choose to be”. The challenge that the Area Plan addresses, is how Port Credit can continue to change while respecting what is important in the area, including “celebrating our historic villages, Lake Ontario and the Credit River valley”.

FINANCIAL IMPACT: Not Applicable

CONCLUSION: This report recommends the Area Plan and Built Form Guide be revised, where appropriate, based on input and comments made by the public, agencies and departments. Following City Council’s decision on the Area Plan, staff will undertake a zoning conformity review to ensure the policies are implemented in the Zoning By-law.

ATTACHMENTS:

- Appendix 1: Response To Comments Table - Draft Port Credit Local Area Plan
- Appendix 2: Summary of Proposed Redesignations and Modifications to Schedule 10 Land Use Designations (Mississauga Official Plan)
- Appendix 3: Schedule 1 Port Credit Character Areas and Precincts
- Appendix 4: Schedule 2B Port Credit Community Node Height Limits
- Appendix 5: Schedule 2A Port Credit Neighbourhood Height Limits
- Appendix 6: Potential Opportunities for Road Network Improvements and Higher Order Transit
- Appendix 7: Schedule 3 Port Credit Drive-Through Prohibitions



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Paul Stewart, Policy Planner



Response To Comments Table – Draft Port Credit Local Area Plan					
Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Entire Plan					
Region of Peel	Draft Local Area Plan	An amendment to the principal Official Plan would be exempt from approval under the <i>Planning Act</i> by Peel Region.	A Regional Official Plan amendment is not required to approve the Local Area Plan.	1	No action required
Section 2 (Historical Context) and Section 3 (Current Context)					
Ministry of Culture and Tourism	2. Historical Context, first paragraph	The precontact archaeological evidence indicates the presence of other groups beyond the Mississaugas.	Agreed. Wording should be revised to incorporate information from the Heritage Mississauga Website.	2	That the two sentences of the first paragraph in Section 2.0 be deleted and replaced with: <i><u>Port Credit has a long history of habitation traced back to before the arrival of non-native settlers. Archaeological evidence suggests that native people were attracted to the Credit River Valley over a period of thousands of years, and by the 1700’s the mouth of the Credit River had been settled by an Ojibwa group known as the Mississaugas. In the 1720s, French Fur traders are known to have exchanged goods with the</u></i>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>Mississaugas, and as a result of allowing them to trade on credit, the river came to be known as the Credit River.</u>
Strategic Community Initiatives	3. Current Context, fifth paragraph	Current context should make reference to employment uses on the waterfront.	Agreed.	3	That a new sentence be added to the end of the fifth paragraph of Section 3.0 to read: <u>The community's location on the waterfront helps support local businesses and provides employment opportunities in the area.</u>
Community Services Department	3. Current Context, sixth paragraph	Reference to cultural landscapes is incomplete.	Agreed.	4	That the sixth paragraph of Section 3.0 be deleted and replaced with: <u>Cultural and heritage resources include heritage buildings, the Old Port Credit Village Heritage Conservation District, and cultural landscapes that include: Port Credit Harbour, Port Credit Pier, the CN Bridge over the Credit River, Credit River Corridor and Mississauga Road Scenic Route.</u>
Section 5: Vision					
Town of Port Credit Association (TOPCA presentation Public Meeting Sept.	5.0 Vision, first paragraph	The vision for Port Credit should include the word "evolving" in front of the term urban waterfront village	Agreed.	5	The first sentence in Section 5.0 be revised to read: The Vision, is for an <i>evolving</i> urban waterfront village with a mixture of land uses, ...

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
17, 2012)					
Community Services Department	5.0 Vision	The term “landscapes” should be added to “heritage buildings” to capture the notion that the properties are of heritage value not just the buildings.	Agreed	6	<p>The first sentence in the second paragraph of Section 5.0 be revised to read:</p> <p>Significant elements which give Port Credit its sense of place are to be preserved and enhanced, such as the main street village character along portions of Lakeshore Road (east and west), heritage buildings <i>and landscapes</i>, community facilities....</p>
Transportation and Works Department	5.2.4 Corridors	Additional description required regarding Lakeshore Road and its role in the community.	Agreed	7	<p>That Section 5.2.4 be revised to include a new paragraph at the end of the section to read:</p> <p><u>Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW, serving both the local Port Credit community and regional travel. As such, movement within and through the Port Credit area is restricted by the limited road network, which is at or near capacity at peak travel times. Maintaining Lakeshore Road as a four-lane roadway during peak travel times is, therefore, a transportation priority to meet current demand. Lakeshore Road is a constrained corridor that requires a context sensitive design approach. Trade-offs will be required to accommodate the envisioned multi-modal function of the corridor.</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Section 6: Direct Growth					
Davies Howe Partners, on behalf of F.S.6810 Limited Partnership	6.0 Direct Growth	Redevelopment is intended to concentrate around the GO Station, marina, and refinery lands. Policies allow for only modest infilling elsewhere.	<p>One of the purposes of the principal Official Plan and Local Area Plan is to direct growth to appropriate locations in the City and in Port Credit. The form and scale of future development will vary; however, this development should support the Vision, objectives and policies of the plan.</p> <p>As noted in Section 5.3.3 of the principal Official Plan, Community Nodes such as Port Credit already exhibit many of the desirable characteristics of an established Community Node.</p> <p>Future redevelopment in Port Credit should support the character and planned function of the Community Node. It is not intended for this area to become a Major Node or Urban Growth Centre.</p>	8	No action required.
Davies Howe Partners, on behalf of F.S.6810	6.0 Direct Growth, population to employment ratios	While there is a demonstrable need for employment this should not	Care needs to be taken to ensure that residential development is not done at the expense of protecting	9	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Limited Partnership		preclude residential development.	opportunities for employment uses and creating a balanced complete community.		
Public	6.0 Direct Growth, Density	The Local Area Plan should include a specific cap on the ultimate population plus employment ratio for Port Credit.	The planned density for Community Nodes of 100 to 200 people plus employment is an important policy consideration as it gives direction on the extent to which growth should be accommodated in an area. However, determining the specific density within this range should be based on an evaluation of individual development applications.	10	No action required.
Town of Port Credit Association (TOPCA presentation Public Meeting September 17, 2012)	6.0 Direct Growth, Community Node Boundary	There is confusion regarding the boundary of the Community Node as it relates to the Heritage Conservation District.	The Community Node Boundary as it is located within the Heritage Conservation District has not been changed and it continues to be located in the centre of Front St. S.	11	No action required.
Town of Port Credit Association (TOPCA presentation	6.0 Direct Growth, Limits of the Community Node	Concern with the limits of the Community Node	The Community Node boundary is intended to reflect its planned function (e.g. focus for surrounding neighbourhoods, compact mixed use, strong sense of place and as an	12	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Public Meeting September 17, 2012)			intensification area). The Community Node boundary remains the same as the previous District Policies and is generally the same as those used in the City's Growth Management Strategy.		
Section 7: Value the Environment					
Planning and Building	7.0 Value The Environment	Description of the Port Credit Natural Areas System should be general to avoid amendments to the Plan every time there is a change in classification.	Agreed.	13	That the fourth paragraph in Section 7.0 be deleted and replaced with: <u>Lands within the Port Credit Natural Area System perform an essential ecological function as they sustain biodiversity by providing habitat for plants and animals and they clean the air and water.</u>
Transportation and Works	7.3.2 Living Green	Should include reference to the City's Water Quality Control Strategy.	Agreed.	14	That 7.3.2 be revised to read: Development will strive to minimize the impact on the environment and incorporate sustainable development practices in accordance with the City's Green Development strategy <u>and the Water Quality Control Strategy.</u>
Section 8 Complete Communities					
Ministry of Culture and	8.2 Cultural Heritage	Description of Port Credit cultural	Agreed.	15	That Section 8.2 be amended to include a fourth bullet to read:

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Tourism		heritage resources should include a reference to registered archaeological sites within the area.			- <u>Registered archaeological sites.</u>
Ministry of Culture and Tourism	8.2 Cultural Heritage	Should consider including a policy encouraging adaptive re-use of heritage properties / buildings.	The recommended policy is more appropriate in the principal Official Plan and should be reviewed as part of the next update or housekeeping amendment.	16	No action required.
Ministry of Culture and Tourism	8.2.1 Cultural Heritage	Should update Heritage Conservation District Plan (HCD) before undertaking a Community Improvement Plan (CIP). Need to ensure any financial incentives, associated with a future CIP support and do not conflict with the HCD.	Agreed, however, these suggestions are not appropriate for the Official Plan and should be included in Terms of Reference or workplan for a Community Improvement Plan.	17	No action required.
Strategic Initiatives	8.5.1 Lake Ontario Waterfront	Should make reference to Mississauga supporting marine	Agreed.	18	That 8.5.1 be revised to read: Mississauga supports the continuation and improvement of water dependent activities <u>and related employment uses</u> ,

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		related employment.			such as
Ministry of Culture and Tourism	8.5 Lake Ontario Waterfront	Sensitive marine heritage resources may be located in or directly adjacent to the shoreline, and, therefore, it is encouraged to incorporate marine archaeological policies in the document.	Agreed, however, the recommended policy is more appropriate in the principal Official Plan as it would then be applicable to the entire shoreline. Policy should be considered as part of the next update or housekeeping amendment.	19	No action required.
Section 9: Multi-Modal City					
Transportation and Works	9.0 Multi-Modal City	Greater description is required in the preamble related to role transportation system plays in the community, capacity constraints and future higher order transit.	Agreed.	20	<p>That the three paragraphs which constitute the preamble in Section 9.0 be deleted and replaced with:</p> <p><u>Integral to Port Credit is the transportation system which includes: transit, vehicular, active transportation (e.g. walking and cycling) and rail.</u></p> <p><u>Tables 8-1 to 8-4 and Schedule 8 (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long-term multi-modal transportation system is shown on Schedule 5 (Long Term Road</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
				<p><u>Network), Schedule 6 (Long Term Transit Network), and Schedule 7 (Long Term Cycling Network) of the principal document.</u></p> <p><u>The Port Credit transportation system plays an important role in the overall livability and development of the area and in how Port Credit evolves as an urban waterfront village. Planned higher order transit will improve the area's transportation infrastructure; however, constraints such as the Credit River, the CN railway, and the existing road network, represent challenges to the overall functioning and capacity of the system.</u></p> <p><u>On Lakeshore Road, during the weekday morning and evening peak travel times, there are travel-time delays and long queues experienced from approximately west of Mississauga Road to Hurontario Street. Vehicles travelling through this stretch experience "saturated flow", meaning that this stretch of roadway is approaching its motor-vehicle capacity, with vehicle travel speeds being very low.</u></p> <p><u>As Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW serving both the local Port</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
				<p><u>Credit community and regional travel, the City is concerned with exacerbating the problem with significant additional development in Port Credit.</u></p> <p><u>The City is proposing to undertake a Lakeshore Road Transportation Master Plan, which will include Lakeshore Road (between the east and west City limit) and an examination of the transportation issues specific to the Port Credit area. As part of the future study, the City will review the higher order transit needs in the Port Credit area and opportunities to improve the transportation system for all modes.</u></p> <p><u>Hurontario Street is identified as a higher order transit corridor, with Light Rail Transit (LRT) being the recommended transit technology. In addition, a future Higher Order Transit corridor has been identified along Lakeshore Road East, extending from Hurontario Street, to the City of Toronto boundary. A preferred transit solution (e.g. bus or rail) has not yet been identified for this corridor.</u></p> <p><u>Depending on the density and transportation requirements of future development on significant land parcels or through land assembly, the extension</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>of rapid transit to the west of Hurontario Street may be required.</u>
Transportation and Works	9.1.2 Multi-Modal Network	Important to include, for clarity, reference to the limits of the Hurontario Higher Order Transit Corridor	Agreed.	21	That policy 9.1.2 be revised to read: Mississauga will <u>may</u> acquire lands for a public transit right-of-way along the Lakeshore <u>Road East</u> and Hurontario <u>Street Corridors</u> where the creation of a public transit right-of-way, separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.
Transportation and Works	9.1.3 Multi-Modal Network	Not necessary at this time to identify Port Street as a specific location of an LRT stop or the terminus of the LRT.	Agreed.	22	That policy 9.1.3 be deleted and replaced with: <u>The proposed LRT stop in Port Credit represent potential place making opportunities and locations for public art. Development applications adjacent to LRT transit stops may be required to incorporate placemaking elements into their design.</u>
Transportation and Works	9.1.7 Multi-Modal Network	Important to elaborate on access issues that will be reviewed as part of redevelopment applications.	Agreed.	23	That policy 9.1.7 be deleted and replaced with: <u>During the review of development applications, consideration will be given to eliminating and/or consolidating vehicular turning movements to and from Lakeshore Road (east and west)</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>and direct traffic towards signalized intersections, where appropriate. Vehicular access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road (east and west).</u>
Transportation and Works	9.1.12 Multi-Modal Network	Upon further review, a policy is required to identify a future Transportation Master Plan for Port Credit and Lakeshore Road	Agreed	24	That a new policy 9.1.12 be added to read: <u>A Transportation Master Plan for Lakeshore Road (between the east and west City limit) and Port Credit may be undertaken that addresses improving current mobility for all modes of transportation, the implications of future growth on the network and consider placemaking initiatives that would promote the animation of the corridor. The Plan may assess improvements to the Port Credit road network, including additional pedestrian, cyclists and vehicle crossings of the Credit River as well as review the higher order transit needs in the Port Credit area.</u>
Transportation and Works	9.1.13 Multi-Modal Network	Important to elaborate on improvements to the fine grain road network.	Agreed.	25	That a new policy 9.1.13 be added to read: <u>Improvements to the road network and active transportation routes that provide connectivity and a fine grain network</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<p><u>through Port Credit may be identified through a future Transportation Master Plan for the Lakeshore Road Corridor or through the development applications process. Improved connections will provide pedestrian, cyclists and vehicles a greater variety of routes and accessibility within the area. Potential opportunities for network improvements include but are not limited to the following:</u></p> <ul style="list-style-type: none"> - <u>Queen Street West between Harrison Avenue and Wesley Avenue;</u> - <u>High Street West between Harrison Avenue and Wesley Avenue;</u> - <u>High Street West between Peter Street North to John Street North;</u> - <u>Iroquois Avenue, from Cayuga Avenue to Briarwood Avenue;</u> - <u>Extension of Minnewawa Road southerly to connect with Wanita Road; and</u> - <u>Additional crossing(s) of the Credit River.</u> <p><u>When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that would be accommodated on the road.</u></p>
Transportation	9.1.13 Multi-Modal	Local Area Plan	Agreed.	26	That a new figure be added that

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and Works	Network	should conceptually illustrate potential road and transit network improvements.			illustrates potential opportunities for road network improvements and higher order transit.
Transportation and Works	9.1.14 Multi-Modal Network	Local Area Plan should clarify that transportation and traffic studies are required for new development in Port Credit and that these studies have to identify strategies for limiting impacts.	Agreed.	27	<p>That a new policy 9.1.14 be added to read:</p> <p><u>Development applications will be accompanied by transportation and traffic studies. Studies will address, amongst other matters, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:</u></p> <ul style="list-style-type: none"> - <u>reduced parking standards;</u> - <u>transportation demand management;</u> - <u>transit-oriented design of the development;</u> - <u>pedestrian/cycling connections; and</u> - <u>access management plan.</u>
Transportation and Works	9.1.15 Multi-Modal Network	Local Area Plan should clarify expectations regarding minimizing vehicular traffic impacts on the transportation network.	Agreed.	28	<p>That a new policy 9.1.15 be added to read:</p> <p><u>Due to capacity constraints on the Port Credit transportation network, development applications requesting increases in density and height, over and above what is currently permitted in the Port Credit Local Area Plan will be discouraged unless it can be</u></p>

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					<u>demonstrated, to the City's satisfaction, that the proposed development has included measures to limit the amount of additional vehicular demand.</u>
Cranberry Cove Ratepayers Association Comments at the Public Meeting September 17, 2012	9.1 Multi-Modal Network	There is no reference to enhancing pedestrian safety along Lakeshore Road and traffic signals.	<p>Pedestrian safety is a priority. The principal Official Plan includes policy 8.3.1.2 which states that within Intensification Areas and Neighbourhoods, the design of roads and streetscapes will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by ... creating safe road crossings for pedestrians and cyclists.</p> <p>In addition, one of the objectives identified for the Neighbourhood Character Area in Section 10.3 is to ensure Lakeshore Road (east and west) will undergo appropriate development and provide for a public realm that reinforces its planned role as a location that helps connect the community and fosters an active pedestrian and cycling environment.</p>	29	No action required.
Town of Port Credit	9.1.4 Multi-Modal Network	Policy could still be interpreted as permitting	Policy 9.1.4 states that Lakeshore Road will not be expanded beyond four lanes	30	No action required.

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Association (TOPCA presentation Public Meeting September 17, 2012)		expansion of Lakeshore Road beyond four lanes.	unless it can be demonstrated that additional lanes will not result in a major deterioration of the residential and commercial environments. This policy requires an Official Plan Amendment and public process for any major roadway modifications.		
Town of Port Credit Association (TOPCA presentation Public Meeting September 17, 2012)	9.1.5 Multi-Modal Network	The Transportation Review Study of Lakeshore Road was not comprehensive enough and should have considered options of Lakeshore Road consisting of 2 lanes of vehicular traffic, a centre turning lane, and bicycle lanes.	Traffic operations for the year 2031 were assessed with one through-traffic lane removed in each direction. The analysis indicated minimal diversion of traffic to transit or alternate corridors would occur as a result of a lane closure. As a result, maintaining Lakeshore Road as a four lane roadway during peak travel times is a transportation priority.	31	No action required.
Town of Port Credit Association (TOPCA presentation Public Meeting September 17,	9.1 Multi-Modal Network	Concern that the Local Area Plan identified Higher Order Transit corridor extending to the waterfront.	The appropriateness of extending Higher Order Transit to key waterfront sites will be addressed through Inspiration Port Credit.	32	No action required.

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2012)					
Public	9.1 Multi-Modal Network	Lakeshore Road should be made into 5 slightly narrower lanes.	<p>Policy 9.1.4 states that Lakeshore Road will not be built in excess of four lanes, excluding turning lanes, bus bays, space for bicycles, higher order transit and parking.</p> <p>Lakeshore Road is a constrained corridor that requires a context sensitive design to accommodate the envisioned multi-modal corridor.</p>	33	No action required.
Public	9.1 Multi-Modal Network	A surcharge should be considered on new development to pay for roads.	As part of the development approval process, the City collects development charges to be used for growth related improvements including transportation infrastructure	34	No action required.
Public	9.1 Multi-Modal Network	Traffic congestion has become more intense in the last 10 years and is bumper to bumper during rush hour.	The Lakeshore Road Transportation Review was based on traffic data collected by the City and Region, over a 10-year period. As Port Credit is a mature area, the analysis revealed that little change in volume has taken place over the last decade. Forecasts showed that for the most part, peak direction volumes will not increase in the next 20 years.	35	No action required.

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			Traffic volumes in the off-peak direction are forecast to increase resulting in more balanced flows.		
Section 10: Desirable Urban Form					
Weston Consulting, on behalf of Fabio Capobianco & 175266 Ontario Inc.	10.1.1 Development will be in accordance with height limits shown on Schedule 2B	Properties 41 and 45 Park St. E. should have their heights increased from 15 storeys to 22 storeys to be consistent with the existing Northshore tower and proposed development at Ann St. and High St.	<p>The Northshore development, at the northeast corner of Hurontario Street and Lakeshore Road, was approved at 22 storeys for a number of reasons (e.g. create a new visual landmark, the 22 storey building in conjunction with the additional 6 and 7 storey achieves a better built form than permitted in previous OMB decision for the site).</p> <p>The justification for additional height at the Northshore development is not necessarily applicable to all sites.</p>	36	No action required.
Davies Howe, on behalf of F.S.6810 Limited Partnership	10.1.1 Development will be in accordance with height limits shown on Schedule 2B	Redevelopment is concentrated around the GO Transit Station and the marina and allow only modest infilling elsewhere in the	The Local Area Plan implements policies in the Official Plan related to city structure and the role in accommodating development. The Official Plan states that Port Credit already exhibits many of the desirable characteristics of an established	37	No action required.

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		<p>Community Node.</p> <p>Policies of the Local Area Plan may inappropriately limit growth on individual sites without consideration for site specific circumstances and good planning.</p>	<p>Community Node.</p> <p>As noted in the Port Credit Mobility Hub Master Plan, “Port Credit already has many of the elements of a successful mobility hub including compact built form with a mix of uses, a well-connected and walkable street network, and access to rapid transit service. Therefore, the study is not recommending any major changes to the land uses or the community structure. Where opportunities for infill development exist, the new structures should continue to be in harmony with the existing framework and character of the community. However, there are two areas where opportunities for coordinated new development exist – around the GO Station and along the waterfront”.</p> <p>The long term City structure and urban hierarchy can absorb and allow for additional growth beyond 2031. As such, development within Port Credit should reflect the planned role of the area as a Community Node. Some intensification may</p>		

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			<p>occur, however, significant increases, particularly if they jeopardize the existing character of the node are not required nor encouraged.</p> <p>If there are situational circumstances related to a specific property where additional growth can be justified as good planning, an Official Plan amendment is the appropriate approach.</p>		
Planning and Building	10.1.1 Development will be in accordance with height limits shown on Schedule 2B	Central Residential Precinct transition of heights towards Stavebank Road.	<p>Staff have revisited the heights and note that the use of a 10-storey height limit generally between Stavebank Road and Elizabeth Street, should be revised.</p> <p>There are a number of buildings that exceed the 10-storey height limit immediately adjacent to Stavebank Road. As such, should any properties behind those fronting Stavebank Road be redeveloped at 10 storeys, the intent of providing a transition towards the Credit River will not be achieved. As such, continuation of the 15-storey height limit is appropriate in this area.</p>	38	That Schedule 2B to be revised by: <u>increasing height limit from 10 storeys to 15 storeys for lands generally between Stavebank Road and Elizabeth Street.</u>

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Davies Howe, on behalf of F.S.6810 Limited Partnership	10.1.1 Development will be in accordance with height limits shown on Schedule 2B	<p>The tallest buildings in the Community Node are permitted around the GO station at 22 storeys and 15 storeys on the subject property.</p> <p>No rationale provided for heights and the tallest building at 27 storeys exceeds the height limits.</p> <p>Disagrees with the measures prescribed by the Plan related to transition of heights.</p>	<p>The range of permitted heights reflect a number of issues including:</p> <p>Growth Management Study:</p> <p>Building heights in Community Nodes should have a minimum height of 2 storeys and maximum height of 6 storeys in village nodes and up to 12 storeys in other nodes. Heights in Port Credit are generally within this range and vary according to the planned function of individual precincts in the node (e.g. less along mainstreet and higher in closer proximity to GO Station).</p> <p>Principal Official Plan policies:</p> <p>Within the City's urban hierarchy, Port Credit is a Community Node intended to provide for a similar mix of uses as in Major Nodes, but with lower densities and heights.</p> <p>Previous Port Credit policies had a maximum height limit of 15 storeys (limited to the Central Residential precinct). The Local Area Plan generally continues this height limit as it represents</p>	39	No action required.

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			<p>a material difference between the building heights in the Community Node and the maximum 25 storeys permitted for Major Nodes.</p> <p>Additional height, up to 22 storeys, has been permitted in the Local Area Plan for the immediate vicinity between the GO station and future LRT stop; however, this maximum height still respects height direction in the principal Official Plan as it is lower than the maximum height permitted in a Major Node.</p> <p>Vision and Planned function of Central Residential:</p> <p>Central Residential Precinct should accommodate a variety of building heights and massing. Buildings with the greatest heights should be used to reinforce landmark locations, way finding, and avoid an overly uniform built environment. Building heights should incorporate an appropriate transition to adjacent precincts.</p> <p>Land within closest proximity to GO Station and future LRT stop represent location for greater</p>		

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			<p>height associated with signature building(s) in a more dense and urban environment as opposed to remainder of the precinct where established residential environment is to be promoted.</p> <p>Provision for additional height in vicinity of the GO station also supports the proposed redesignation of these lands from “Residential High Density” to “Mixed Use” as the opportunity for additional height may also provide an incentive for the development of additional employment uses.</p> <p>Existing Character Central Residential Precinct:</p> <p>The predominate character consists of buildings ranging from 2 to 16 storeys which reinforce community node height limits.</p> <p>A notable exception to the general height limits is an existing 27 storey building located on a site across from the GO station. This development is not indicative of the broader area. This building which predates the City of</p>		

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			<p>Mississauga was built at a time when floor to ceiling heights were lower. As such the 27 storey building is only slightly higher than the recently constructed 22 storey building located at the corner of Hurontario Street and Lakeshore Road.</p> <p>Within other Port Credit precincts there are existing buildings that exceed height limits. These buildings either represent land mark locations and/or predate the current Official Plan.</p> <p>Building heights are intended to reflect an appropriate transition towards the Credit River, Lake Ontario Shoreline, the mainstreet area and surrounding neighbourhoods.</p>		
Planning and Building	10.1.1 Development will be in accordance with height limits shown on Schedule 2A and Schedule 2B	There may be sites that can accommodate additional height without adverse impacts on the overall Vision for Port Credit.	<p>The proposed height limits are considered appropriate; however, site specific circumstances may provide opportunities for some additional height.</p> <p>It is appropriate to include a policy that provides direction for evaluating applications for</p>	40	<p>That a new policy 10.1.2, and subsequent policies be renumbered, to read:</p> <p><u>Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site-specific Official Plan Amendment application,</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>additional height.</p> <p>An Official Plan Amendment process allows for detailed review of proposed built form and how additional height would not adversely impact overall Vision for Port Credit.</p>		<p><u>subject to demonstrating, among other matters, the following:</u></p> <ul style="list-style-type: none"> a. <u>The achievement of the overall intent, goals, objectives of this Plan;</u> b. <u>Appropriate site size and configuration;</u> c. <u>Appropriate built form that is compatible with the immediate context and planned character of the area;</u> d. <u>Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;</u> e. <u>Particular design sensitivity in relation to adjacent heritage buildings; and</u> f. <u>Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.</u>
Victor Labreche, Labreche Patterson & Associates, on behalf of	10.1.3 Desirable Urban Form	Object to the proposed prohibition of drive-through facilities in the entire Local Area Plan.	On July 8, 2013 the Ontario Municipal Board issued a decision regarding the appeals to Mississauga Official Plan regarding drive-through facilities. The decision reflects a settlement agreement between	41	<p>That policy 10.1.3 be deleted and replaced with a new policy in Section 12 as follows:</p> <p><u>12.6.2 Notwithstanding the Mixed Use policies of the Plan, drive-through facilities are not permitted on sites</u></p>

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members of the Ontario Restaurant Hotel and Motel Association		It is not appropriate to proceed with amending the Local Area Plan as many policies contained within the principal Official Plan, have been appealed by client and others.	<p>the City and the appellants which addresses a number of issues including:</p> <ul style="list-style-type: none"> - Existing Port Credit drive-through facility prohibitions will remain in place. - Drive-through facilities may be permitted where it can be demonstrated that it will not interfere with the intended function and form of the Character Area. <p>The Local Area Plan now includes a schedule that identifies sites where drive-through facilities are prohibited, based on previous Local Area Plan policies.</p>		<u>identified on Schedule 3.</u>
Community Services, Heritage Planning	10.2 Community Node	For additional clarity, when discussing the objectives for the Community Node, the last bullet point should make reference to heritage resources.	Agreed.	42	<p>That the last bullet point in Section 10.2 be revised to read:</p> <ul style="list-style-type: none"> • To ensure development will be sensitive to the existing context, <u>heritage resources</u> and planned character of the area.
John Cassin, representing	10.2.3 Mainstreet	Should permit a 3 rd and 4 th floor	The Mainstreet within the Community Node permits 3	43	No action required.

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owner of three properties on the west side of Stavebank Road	(Node)	(including stepbacks) for buildings on Lakeshore Road.	storeys on Lakeshore Road. Height creates a quality of place. A three storey height limit will help reinforce the uniqueness of the area and offset the greater height and density located to the north and south of the mainstreet precinct.		
Canada Lands Corporation, 1 Port Street East	10.2.4.1 Harbour Mixed Use	The marina property is currently undergoing a detailed review and it would be appropriate to defer policies on the height limits.	Canada Lands Corporation has prepared a master plan for the site which recommends additional height. The City initiated Inspiration Port Credit project will review and confirm height limits for the site. It is appropriate to remove reference to height limits so as to avoid confusion as to a City position at this time.	44	That 10.2.4.1 be revised to read: The scale of development will be supportive of an urban waterfront village theme. Building heights will be a maximum of 6 storeys fronting Port Street, stepping down to 3 storeys towards the waterfront and stepping up to 10 storeys towards the Mainstreet Precinct.
Community Services, Heritage Planning	10.3.2 Old Port Credit Village Heritage Conservation District	Use of the term "truly historic" when describing pockets of housing in the heritage district is counter to the spirit of the plan. Should be replaced with "contains pockets	Agreed.	45	That the second paragraph in Section 10.3.2 be revised to read: While some of the housing stock is relatively new, the neighbourhood contains pockets of housing which are truly historic <u>that date back to the nineteenth century</u> , representing various time frames and a pleasing sense of "time depth".

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		of housing that date back to the nineteenth century”.			
Local Residents	10.3.4 North Residential Neighbourhoods (Shawnmarr/Indian Heights and Credit Grove)	Object to Shawnmarr and Indian Heights being combined.	Within the city structure of the Official Plan, both Shawnmarr, and Indian Heights are located within the same “Neighbourhood” element. The different characteristics of each area are recognized in-part by their different land use designations. Shawnmarr is designated Medium Density and Indian Heights is designated Residential Low Density II.	46	No action required.
Planning and Building	10.3.4.1 a. North Residential Neighbourhoods	Policy states that the predominant characteristics of these areas will be preserved including existing low rise building heights.	Single storey bungalows are common on a number of streets; however, that should not preclude modestly taller buildings that are still considered low rise in nature. Use of the word “existing” could lead to confusion as the Official Plan indicates neighbourhoods are intended to be stable but not static. Policy should remain; however, the word “existing” should be removed.	47	That 10.3.4.1 a. be revised to read as follows: a. existing low rise building heights;

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Planning and Building	10.3.4.2 North Residential Neighbourhoods	Policy states that a third storey may be permitted, subject to compatibility with adjacent properties.	<p>A large portion of the North Residential Neighbourhood is designated “Residential Low Density II” II which permits a range of residential uses, including: detached, semi-detached, duplex, triplexes, street townhouses and other forms of low-rise dwellings with individual frontages. Although single storey bungalows are common on a number of streets; that should not preclude modestly taller buildings that are still considered low rise in nature.</p> <p>A triplex is an example of a permitted use that could exceed two storeys, therefore, the policy needs to be revised.</p>	48	<p>That 10.3.4.2 be deleted and replaced with:</p> <p><u>New development is encouraged to reflect 1 to 2 storey residential building heights and should not exceed 3 storeys.</u></p>
Planning and Building	10.3.4.5 b. North Residential Neighbourhoods	Policy states that development of lands adjacent to the railway should have a maximum height generally equivalent to a 2 storey residential building.	It is important to qualify that concern for height relates to larger land intensive uses such as warehousing, self-storage, and manufacturing, where floor to ceiling heights can be taller than typical residential buildings in the area. In addition, the size of the building floorplate, combined with the height of the building, could result in massing	49	<p>That 10.3.4.5 b. be revised to read as follows:</p> <p>have a maximum height generally equivalent to a 2 storey residential building <u>for warehousing, self-storage, wholesaling and manufacturing.</u></p>

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			on site that is not compatible with the character of the area.		
Public	10.3.5.1 c South Residential Neighbourhoods	Policy states the predominant characteristics of the area will be preserved including the physical and visual access to Lake Ontario. Concern has been raised that it will be interpreted as permitting access across private properties.	This policy was not intended to permit access over private land, but to describe access and views to the lake from parks and the terminus of streets. For clarity policy should be revised.	50	That 10.3.5.1 c. be revised to read: The physical and visual access to Lake Ontario <u>from parks and the terminus of streets</u> ;
Public	10.3.5.4 South Residential Neighbourhoods	Policy states that development between the lake and the continuous lakefront trail should provide ample side yards to ensure visual access to the lake between buildings.	Upon further review, it is noted that visual access to the lake between residential houses can be affected by numerous issues other than width of side yards, such as landscaping, fencing, gates, depth of property. Further, the built form guide only identifies view corridors at the terminus of streets and through parks. There are no identified view corridors across side yards of residential lots.	51	That 10.3.5.4 be deleted.

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Public, Cranberry Cove Ratepayers	10.3.5 South Residential Neighbourhoods	This precinct includes Hiawatha and Cranberry Cove which are separated from each other and should be identified separately.	While these neighbourhoods are geographically separated, the planning policies are equally applicable as both are largely planned as Residential Low Density 1 areas, that are located between the Lake Ontario Shoreline and Lakeshore Road.	52	No action required.
Cranberry Cove Ratepayers	10.3.5 South Residential Neighbourhoods	A description reflecting the history of Cranberry Cove should be included.	The Local Area Plan in Section 2.0 Historical Context includes a general description of the history of the area. Including additional history just related to Cranberry Cove, could be confusing as it is not part of the Heritage Conservation District.	53	No action required.
Cranberry Cove Ratepayers	10.3.5, South Residential Neighbourhoods	Second sentence states “these predominately stable residential areas will be maintained” lacks teeth and should require the measurement of roof heights to the highest point on the ridgeline of the roof	The method of measuring the height of a building is more appropriately addressed through the Zoning By-law.	54	No action required.

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		and not to the mid-point of the roof apex.			
Cranberry Cove	10.3.5 South Residential Neighbourhood	Cranberry Cove enjoys a healthy tree canopy which is slowly being reduced year by year.	Section 7.2 Urban Forest in the Local Area Plan speaks to encouraging improvements to the urban forest. In addition, the City has a Private Tree Protection By-law that protects and enhances Mississauga's tree cover while respecting a landowner's rights to make changes to the landscape of their property in an environmentally responsible manner.	55	No action required.
Public	10.3.5 South Residential Neighbourhood	The Hiawatha Neighbourhood requires changes to control overbuilding, including replacing FSI with building footprint. It is essential that regulations are in place (height, mass, footprint) to preserve the areas character and prevent monster	<p>The Local Area Plan is intended to provide broad general policies related to neighbourhoods (e.g. an area should be low density residential). Specific regulations about the residential buildings within the neighbourhood are best addressed through the Zoning By-law.</p> <p>A number of the issues raised were reviewed in the study of zoning for the Hiawatha Neighbourhood, which resulted in City Council adopting a</p>	56	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		homes.	number of recommendations to change the Zoning By-law for the area.		
Public	10.3.5 South Residential Neighbourhood	Prefer that a third storey not be permitted in Neighbourhoods.	<p>Upon further review, the maximum height permitted in the South Residential Neighbourhoods has been reduced from 3 storeys to 2 storeys to reflect the character and land use designation of the area.</p> <p>Policy 10.3.5 has been revised to state that “New development will have a maximum height generally equivalent to 2 storeys”. Use of the phrase “generally equivalent” is necessary as it provides a small measure of flexibility, while reinforcing that built form should “fit” into a context of 1 to 2 storey buildings.</p> <p>Use of the term “generally equivalent” allows a property owner to make modest changes to a roof line and convert attic space above a second storey into habitable area, subject to a rezoning or variance process.</p>	57	<p>That policy 10.3.5.2 be revised to read as follows:</p> <p><u><i>New development will have a maximum height generally equivalent to 2 storeys.</i></u></p>

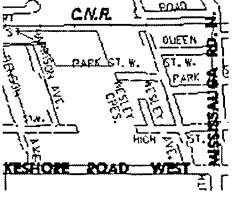
Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Public	10.3.6 Mainstreet (Neighbourhood)	Height limit should be changed from a maximum of 4 storeys to a maximum of 3 storeys along Lakeshore Road.	Recognizing that the principal Official Plan permits a maximum of 4 storeys in Neighbourhoods, it is appropriate in Port Credit to permit the 4 storey height limit along the Lakeshore Road corridor. There are existing examples of 4 storey buildings along Lakeshore Road that are compatible with adjacent low density residential neighbourhoods. Unlike the Community Node Mainstreet Precinct there is not the same existing context, including heritage buildings, to require a 3 storey height limit.	58	No action required.
Section 12: Land Use Designations (Permitted Uses & Density) and Section 13: Special & Exempt Sites					
Planning and Building	12.0 Land Use Designations, first paragraph	Introductory paragraph references Schedule 3: Port Credit Local Area Plan Land Use Map.	For consistency, Schedule 10 Land Use Designation in the principal Official Plan document will be the only schedule identifying land use designations in the City. Schedule 3 is to be removed.	59	That the second sentence in the first paragraph of Section 12.0 be revised to read: Schedule 3: Port Credit Local Area Plan Land Use Map, Schedule 10 (Land Use Designations) of the principal document, identifies the use of land permitted and will be read in conjunction with the other schedules and policies in the Plan.

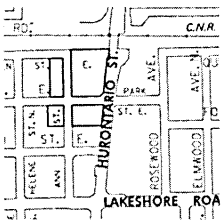
Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Planning and Building	12.4 Residential Land Use Designation – Medium Density	Concern that when the phrase “will be permitted” is used to list uses under a land use designation it may be interpreted to mean uses will be permitted regardless of circumstances. The use of the phrase “may be permitted” better reflects intent of the plan.	<p>Change is required in order to be consistent with proposed modifications to the principal Official Plan where the phrase “will be permitted” has been replaced with “may be permitted”.</p> <p>Where policy is recognizing an existing use it is appropriate to continue to use the phrase “will be permitted”.</p> <p>Where a policy is restricting uses it is appropriate to use the phrase “will be restricted”.</p>	60	<p>That policy 12.4.1 be deleted and replaced with:</p> <p><u>Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:</u></p> <p>a. <u>low rise apartment dwellings</u></p> <p><u>Notwithstanding the Residential Medium Density policies of the Plan, the following additional use will be permitted:</u></p> <p>a. <u>existing office uses</u></p> <p>That policy 12.7.1 be amended to replace “use will be permitted” to “<u>use may be permitted</u>”</p>
Local Residents and property owners interested in redeveloping properties	Floor Space Index (FSI)	The Port Credit Local Area Plan proposes to remove the use of FSI. Whereas, the Mississauga Official Plan (2011) identifies permitted FSI ranges for lands that are designated Medium Density	<p>Infill and redevelopment within Port Credit should focus on achieving a built form that complements the character of the area and not on the overall amount of floor area that can be built on a site.</p> <p>The use of FSI can detract from the importance of design policies in the Official Plan by establishing what is often</p>	61	No action required.


Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		<p>and High Density.</p> <p>It has been requested by some local residents and ratepayer groups that the existing FSI figures be reintroduced so as to provide additional control for new high density residential development.</p> <p>Weston Consulting, representing a property owner interested in redeveloping two residential lots in the Central Residential Precinct has also questioned the lack of permitted density ranges and believes there should be some general maximum density requirements, rather than simply relying upon</p>	<p>argued as “as-of-right” density.</p> <p>There are numerous factors that influence the appropriate FSI for a development and make it difficult to use a generic FSI figure in an infill situation in Port Credit, including:</p> <ul style="list-style-type: none"> • use of setbacks (e.g. FSI will decrease with extent to which setbacks are used on the upper floors of a building); • character of area (e.g. development in a residential neighbourhood requires more landscaping than a more urban mixed use area which affects the appropriate FSI figure); • height gradation and transition in the area (e.g. decreasing building height for purposes of transition will be reflected in the FSI figure); • size of site (the amount of permissible floor area can vary dramatically based on site of site, and does not necessarily reflect built form for the area); and, • above ground parking is not 		

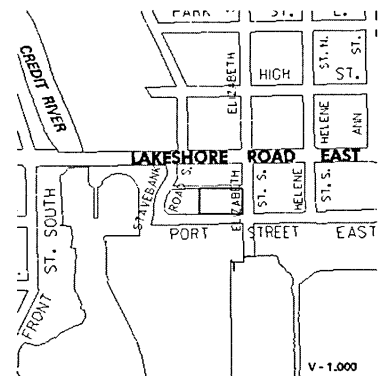
Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		maximum height limitations and massing models based on Built Form Guidelines.	<p>included in FSI calculation but can affect the built form.</p> <p>The current FSI limits on high density residential sites (1.0 - 1.8) does not necessarily reflect infill development envisioned for various areas in Port Credit. For example, the Regatta building, which is often used as a good example of waterfront development, is a 6 storey building transitioning to 3 storeys with an FSI of 2.5, which is almost 40 percent higher than the permitted maximum FSI limit of 1.8.</p> <p>It has been suggested that the Northshore development, constructed at the northeast corner of Hurontario Street and Lakeshore Road could be used as an example of an appropriate FSI figure for development in Port Credit. The FSI for this site is 4.7, however, it is not necessarily an appropriate comparable for other infill sites given its large size (i.e. 1.04 ha) and its approval included a combination of buildings (i.e. a 22 storey building and two 7</p>		

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			storey buildings), as well as a commercial podium. As noted above, providing an alternative FSI that can be used for all development in Port Credit is difficult. Maximum FSI requirements still remain in the zoning by-law.		
Planning and Building	13.0 Special Sites	Concern that when the phrase “will be permitted” is used to list uses under Special Site it may be interpreted to mean uses will be permitted regardless of circumstances. The use of the phrase “may be permitted” better reflects intent of the plan.	Change is required in order to be consistent with proposed modifications to the principal Official Plan where the phrase “will be permitted” has been replaced with “may be permitted”. Where policy is recognizing an existing use it is appropriate to continue to use the phrase “will be permitted”. Where a policy is restricting uses it is appropriate to use the phrase “will be restricted”.	62	That special site policies 13.1.4.2 a., and 13.1.9.3 a. be amended to replace “use will be permitted” to <u>“use may be permitted”</u>
Planning and Building	13.1.1 Special Site 1	Policy requiring access from Lakeshore Road only, is overly restrictive regarding future road network.	There may be opportunity, subject to type and volume of traffic, to extend Queen Street West and further the fine grain road pattern in the area, as part of a development application. Additionally, it may be	63	That 13.1.1.2 be revised to read: Notwithstanding the provisions of the Business Employment designation, <u>and the Desirable Urban Form policies</u> , the following additional policies will apply: a. development (including

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		Neighbourhood Height limit of 3 storeys for office uses may be overly restrictive.	<p>appropriate to allow access to Wesley Street for emergency vehicles.</p> <p>Upon further review, given the size of the parcel of land, and adjacency to Credit Landing Plaza, which has a height limit of 4 storeys, it would be appropriate to permit maximum building height of 4 storeys for secondary office uses, whereas policies permit a maximum height of 3 storeys.</p>		<p>servicing) will be permitted following the filing of a Record of Site Condition (RSC) on the Ministry of Environment's Registry in accordance with Ont. Regulation 153/04 as amended; and</p> <p>vehicular access to the site will be from Lakeshore Road West only, with no access permitted from the surrounding residential streets</p> <p>b. <u>vehicular access to the site will be provided from Lakeshore Road West through an existing easement. Access from surrounding residential streets will only be permitted subject to addressing the potential extension of Queen Street West, and the appropriateness of the volume and type of traffic that would be accommodated on residential streets; and</u></p> <p>c. <u>building heights for secondary offices uses will be a maximum of 4 storeys.</u></p>
Transportation and Works	13.1.3 Special Site 3	Addition policies required to address	Agreed.	64	That 13.1.3.3 a. be revised to read: a. determine contamination on

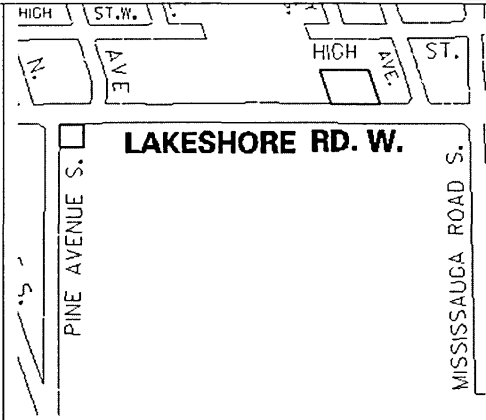
Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<p>apply:</p> <ul style="list-style-type: none"> a. marina, boat repair, service and storage will be permitted; and b. further study is required to determine the appropriate type of redevelopment on these lands <p>That in the Port Credit Local Area Plan, Schedule 1, Schedule 2A and 2B and the Land Use Designation Schedule be revised to include the Ridgetown breakwater.</p>
Canada Lands Corporation	13.1.8 Special Site 8	Recommend deferring site-specific policies on the property until master plan has been completed.	The preparation of the Master Plan has included significant public engagement. The City initiated Inspiration Port Credit project will be undertaking an Official Plan Amendment for these lands once the Master Plan is adopted.	66	No action required.
Community Services, Heritage	13.1.12 Special Site 12 	The objective of having the greatest heights and density in close proximity to the GO station needs to be tempered as there are several heritage resources in the area that are 2	The special site policies around future development around the GO station and future LRT stop should recognize that heritage resources have to be considered in any comprehensive master plan.	67	<p>That the second sentence in 13.1.12.3 be revised to read:</p> <p>A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form and transportation, <u>and heritage resources</u>.</p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
		storeys in height.		
John Cassan And Beacon Planning Services representing owners of properties on the west side of Stavebank Road	13.1.13 Special Site Policies Six properties fronting Stavebank Road, South of High Street	<p>The differential between the permitted heights on the east side of Stavebank (10 storeys) and the west side of Stavebank (4 storeys) is not so much a transition as an abrupt stop.</p> <p>Height limit of 8 storeys at High Street, stepping down to 2 storeys on Lakeshore Road would be more appropriate.</p>	<p>Upon further review, staff note that redevelopment of this block can contribute positively to area as existing streetscape lacks a cohesive presence as setbacks and built form provide little sense of predictability and legibility of the streetscape.</p> <p>Most southerly properties are within the Mainstreet Precinct which has a 3 storey maximum height limit; however, depth of this precinct does vary.</p> <p>A six storey building can be accommodate on the site and is generally consistent with the direction in the Local Area Plan and Built Form Guide.</p> <p>There are, however, aspects that need further review, including confirming any necessary transition or stepback in building height from the Lakeshore Road commercial area, St. Andrews Church, and along Stavebank Road.</p> <p>The City is concerned that a taller building of 8 storeys will have, amongst other matters,</p>	<p>68 That 13.1 of the plan be amended by adding the following:</p>  <p><u>13.1.13 Site 13</u></p> <p><u>13.1.13.1 The lands identified as Special Site 13 are located west of Stavebank Road, south of High Street and north of Lakeshore Road East.</u></p> <p><u>13.1.13.2 Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 6 storeys and a minimum of 2 storeys, subject to:</u></p> <ul style="list-style-type: none"> a. <u>Appropriate transition to buildings fronting Lakeshore Road East;</u> b. <u>Appropriate transition to St. Andrews Church; and</u> c. <u>Appropriate stepbacks from</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			adverse impacts (e.g. shadows) on land to the north (St.Andrews church) and the pedestrian realm along Stavebank Road. Therefore, the appropriateness of additional height should be reviewed through a development application where detail information on massing and built form can be assessed.		<u>Stavebank Road, above the third storey.</u>
Planning and Building	13.1 Special Site Policies Ports Hotel 30 Port Street East	The Ports Hotel has a 7 th floor that is not stepped back from the 6 th floor as indicated in the Draft Local Area Plan.	The 7 th floor is modest in size (represents approximately 15 percent of an average floor plate for the building) and as such it is appropriate to include as a special site.	69	<p>That 13.1 of the plan be amended by adding the following:</p>  <p><u>13.1.14 Site 14</u></p> <p><u>13.1.14.1 The lands identified as Special Site 14 are located on the north side of Port Street East and the west side of Elizabeth Street South.</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>13.1.14.2 Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 7 storeys.</u>
Planning and Building	<p>13.1. Special Site Policies</p> <p>91-93 & 99 Lakeshore Road East and 42 Port Street East, South side of Lakeshore Road East, east of Stavebank Road</p>	Recognition of City Council approval in principle of the proposed No Frills Property redevelopment.	<p>The Planning and Development Committee on June 11, 2012 approved in principle an application to redevelop the No Frills supermarket site.</p> <p>At the time of the preparation of this report, the implementing Official Plan Amendments have not yet been brought forward for adoption by City Council and gone through the statutory appeal period.</p> <p>Once the appeal period has been completed, it would be appropriate to include a special site policy into the Local Area Plan permitting the proposed development.</p>	70	<p>No action required at this time.</p> <p>A recommendation has been added to the Corporate Report associated with this table that directs staff to update the Port Credit Local Area Plan, as appropriate, to incorporate Official Plan Amendments currently approved by City Council, but not yet in force and effect, if no appeals to the site specific Official Plan Amendments are received.</p>
Dr. Edwards, 46 Port Street East	13.1 Special Site	Recommend new Special Site Policy for block bound by Elizabeth St., Helene St., Port St., and Lakeshore Rd. to require a comprehensive	A comprehensive master plan is not required for any specific block or the entire precinct as majority of the land has been considered through review of previous development applications or will be considered through "Inspiration	71	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		<p>master plan for the area.</p> <p>Recommend making entire Harbour Mixed Use District subject to a comprehensive plan.</p> <p>Recommend policy to recognize opportunities to share parking and consolidate driveways in the Node and Harbour Areas</p>	<p>Port Credit". Review of development applications also provides opportunity to consider implications on adjacent properties.</p> <p>The Local Area Plan includes policies 9.2.1 and 10.2.1.5 which address reduced parking and minimizing vehicular access points.</p> <p>City has the ability to address issues such as compatibility and shared parking through development review process. For example, staff recommended the proposed No Frills redevelopment include a "knock-out" panel to provide for the possibility of future shared underground parking.</p>		
Townsend and Associates	<p>13.2.2 Exempt Site 2</p> <p>305-315 Lakeshore Road West</p> <p>Southside of Lakeshore Road West, east of Pine Street South</p>	<p>Draft Local Area Plan does not recognize the existing motor vehicle sales establishment.</p>	<p>Site was previously occupied by Briarwood Chev-Olds car dealership which was partially redeveloped with a Shoppers Drug Mart and medical office building. Last remnant parcel is occupied by Peel Chrysler Fiat.</p> <p>A car dealership does not reflect the long term vision for this portion of Lakeshore Road as a commercial main street.</p>	72	That 13.2.2 site map be replaced with the following:

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			However, it is appropriate to recognize this legally existing use and should be included as an Exempt Site.		 <p>That 13.2.2.1 be revised to read as follows:</p> <p>The land identified as Exempt Site 2 are located on the north side of Lakeshore Road Wet, west of Wesley Avenue, <u>and on the south side of Lakeshore Road West, east of Pine Avenue South.</u></p>
Frank Giannone	Ports Hotel	Policies do not encourage the Ports Hotel redevelopment as the heights are restrictive.	<p>The Ports Hotel is 6 to 7 storeys in height. Although the area may benefit from redevelopment, the implications on planning for the area have to be considered (e.g. if good planning to permit greater height on this site, then should other sites in the area also permit greater heights).</p> <p>Encouraging renovation to the existing building through a</p>	73	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			community improvement plan may be an acceptable alternative to redevelopment. Additional planning review can be done without a special site designation. Inspiration Port Credit should help to understand future development in the area and associated implications of additional height. Upon completion of Master Plan for marina property it may be necessary to review heights in the area.		
Frank Giannone	Elmwood Plaza, north east corner of Elmwood Road and Lakeshore Road East	Policies pertaining to height do not encourage redevelopment of Elmwood Plaza to support main street environment.	The Local Area Plan policies for the site permit a 4 storey mixed use development that is supportive of a main street environment, while limiting the impact on adjacent residential properties. Requests for additional height can be reviewed in detail through an Official Plan Amendment.	74	No action required.
Frank Giannone	City/LCBO parking lot	Policies do not encourage redevelopment conducive to main street	The City owned parking lot plays an important role in the parking supply for Port Credit.	75	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Planning and Building	Special Site & Exempt Site Map	Summary map should be revised to include additional special sites.	Agreed.	76	That the map in Section 13 identifying the locations of all Special & Exempt Sites be revised to reflect changes and additions associated with: Special Site 13, Special Site 14, Special Site 8, and Exempt Site 2.
Section 14 Implementation					
Port Credit Village Project	Granting bonuses for height and/or density	<p>Support the use of Section 37. More clarification to the process is required and it should be transparent.</p> <p>Priority are public spaces as focal points in the urban landscape. Public art is a final layer for creating quality spaces.</p>	<p>The policies in the principal Official Plan document permit the use of Section 37. As well, Corporate Policies and Procedures are in place for the use of Section 37. It is noted in the Corporate Policies that staff prepare a Section 37 report for City Council to consider prior to enactment of the amending Zoning By-law.</p> <p>In addition to suggestions made by PCVP, potential benefits could include parks, community and recreation spaces, streetscape improvements, affordable housing, heritage and additional employment uses. However, additional community consultation is required in order to prepare a more specific list as per policy 14.2 in the Local Area Plan.</p>	77	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
Schedule 2A Port Credit Neighbourhood Height Limits (Please refer to Section 10.0 Desirable Urban Form for additional discussion on height limits)				
Planning and Building	Schedule 2A, Notes Section	Clarify that the Zoning By-law determines the appropriate height as measured in metres.	<p>The Mississauga Official Plan addresses building heights in terms of the number of storeys. To be consistent, the Local Area Plan uses the same approach.</p> <p>The Zoning By-law provides information pertaining to height and its measurement in metres, including issues such as where to start measuring the height of a building.</p> <p>A note should be included to emphasize to the reader that building height is both a function of storeys (as identified in the Official Plan) and of metres (as measured in the Zoning by-law).</p>	<p>78</p> <p>That Schedule 2A be revised by adding an additional bullet under the heading Notes that reads:</p> <p><u>Building heights, as measured in metres, are regulated through the zoning by-law.</u></p>
Planning and Building	Schedule 2A, Permitted height on Vacant Former Refinery	Schedule 2A should show heights for the Vacant Former Refinery.	To be consistent with treatment of the two key waterfront sites (i.e. former refinery and marina) that are being reviewed by "Inspiration Port Credit", it is appropriate to remove height limits on the Imperial Oil property (excluding the portion fronting Lakeshore Road which is part of the Mainstreet	<p>79</p> <p>That Schedule 2A Port Credit Neighbourhood Height Limits be revised on the Vacant Former Refinery so that the height limits (in storeys) be deleted:</p> <p>1 to 3</p> <p>and replaced with:</p> <p><u>To Be Determined</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>Precinct).</p> <p>As the City initiated Inspiration Port Credit project will review and confirm the height limits for the site, it is appropriate to remove reference to height limits so as to avoid confusion as to a City position.</p>		
Schedule 2B Port Credit Community Node Height Limits (Please refer to Section 10.0 Desirable Urban Form for additional discussion on height limits)					
Planning and Building	Schedule 2B, Notes Section	Clarify that the Zoning By-law determines the appropriate height as measured in metres.	<p>The Mississauga Official Plan addresses building heights in terms of the number of storeys. To be consistent the Local Area Plan uses the same approach.</p> <p>Given number of high rise apartment buildings in the node, it is appropriate to include additional explanation pertaining to floor to ceiling heights.</p>	80	<p>That Schedule 2B Port Credit Community Node Height Limits be revised by adding an addition bullet point that reads as:</p> <p><u><i>Building heights, as measured in metres, are regulated through the zoning by-law. As a general guide to converting storeys to metres for new development, a height of 3.1 metres may be used. Typically there may be modest increases in height for lobby areas and/or commercial space.</i></u></p>
Planning and Building	Schedule 2B, Height Limits on lands south of Lakeshore Road mainstreet between Front Street South and the Credit River.	Schedule indicates height limit is 2 storeys, however all other areas provide both a minimum and maximum limit for building heights.	For consistency, the height limit should be revised to reflect a minimum building height limit of 1 storey and a maximum height limit of 2 storeys, given lands are located adjacent to the Credit River.	81	That Schedule 2B Port Credit Community Node Height Limits be revised for lands south of Lakeshore Road mainstreet precinct that are between Front Street South and the Credit River, so that that height limits (in storeys) be revised as follows: <u>1 to 2</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Canada Lands Corporation	Schedule 2B, Permitted Height On Marina	The marina property is currently undergoing a detailed review and it would be appropriate to defer policies on the height limits	Canada Lands Corporation has prepared a master plan for the site which recommends some additional height. As the City initiated "Inspiration Port Credit" is preparing a Master Plan that should be completed in the near future and will review and confirm the height limits for the site, it is appropriate to remove reference to height limits so as to avoid confusion as to a City position on heights.	82	That Schedule 2B Port Credit Community Node Height Limits be revised on the Canada Lands Corporation marina site so that the height limits (in storeys) be deleted: 2 to 3-6 and 2-3 and replaced with: <u>To Be Determined</u>
Planning and Building	Schedule 2B, Height Limits on lands south of the Lakeshore Road Mainstreet Precinct between the Credit River and Canada Lands Corporation Marina property	Schedule is not clear as to the height limits if marina property is identified as To Be Determined.	Upon further review, these lands should have a minimum building height of 1 storey and a maximum building height of 2 storeys given lands are adjacent to the Credit River and are primarily used for recreational purposes.	83	That Schedule 2B, Port Credit Community Node Height Limits, be revised for the lands south of the Lakeshore Road Mainstreet Precinct between the Credit River and Canada Lands Corporation Marina property to read: <u>1 to 2</u>
Planning and Building	Schedule 2B, Height Limits on lands north of the Lakeshore Road Mainstreet Precinct that are between	Requirement for a minimum 2 storey height limit is not necessary given recreational uses that are included in	Upon further review these lands should have a minimum building height requirement of 1 storey. It is not appropriate to require expansion to any recreational building to be two	84	That Schedule 2B Port Credit Community Node Height Limits be revised on the lands north of the Lakeshore Road Mainstreet Precinct that are between Front Street North and Stavebank Road North so that the

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
	Front Street North and Stavebank Road North	this area.	storeys given location in or adjacent to the Credit Valley. Height requirement for mixed-use buildings fronting Stavebank road are addressed through a special site policy.		height limits be deleted: 2 to 4 And replaced with: <u>1 to 4</u>
Land Use Designations					
Planning and Building	Schedule 3, Draft Port Credit Local Area Plan Land Use Map	Official Plan should not have multiple Land Use Schedules	For consistency, Schedule 10 Land Use Designation in the principal Official Plan document is to be the only schedule identifying land use designations in the City. Although appropriate to include land use designation schedule when circulating a draft Local Area Plan for comment, it should be removed in the final document. Readers will have to refer to the principal document Schedule 10 Land Use Designations. As an appendix to this report, a summary of the changes to be made to the Land Use Designation Schedule is provided. Proposed changes to land use designations will be made to Schedule 10 Land Use Designations of the principal	85	Schedule 3, Port Credit Local Area Plan Land Use Map to be deleted.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			document.		
Zelinka Priamo 375 Lakeshore Road West & 14 Ben Machree Drive	Land Use Designation – Schedule 10 From “Residential Medium Density” and “Residential Low Density I” to “Residential Medium Density – Special Site”	An application has been submitted to redesignate the two properties to Residential Medium Density Special Site to permit 19 townhouse dwellings with a height of 4 storeys. It is requested that the Land Use designation map be modified to reflect the requested redesignation.	The Planning and Development Committee on June 4, 2013, approved in principal an application to permit eighteen townhouses that are four storeys in height. At the time of the preparation of this report the implementing Official Plan Amendments have not yet been brought forward for adoption by Council and gone through the statutory appeal period. Once the appeal period has been completed it would be appropriate to include the special site policy, and redesignated rear lands of 14 Ben Machree Drive as “Medium Density – Special Site”.	86	No action required. A recommendation has been added to the Corporate Report associated with this table that directs staff to update the Port Credit Local Area Plan, as appropriate, to incorporate Official Plan Amendments currently approved by City Council, but not yet in force and effect, if no appeals to the site specific Official Plan Amendments are received.
Zelinka Priamo 345, 361, 371 Lakeshore Road West	Land Use Designation – Schedule 10	The proposed redesignation from “Residential High Density” to “Residential Medium Density” residential will significantly alter the value of	Upon further review it is noted that: Mississauga Official Plan permits in policy 16.1.2.5 medium density uses as infill on High Density Residential sites. In addition, there are other Neighbourhoods in the city	87	The High Density Residential designation should remain.

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		property	which contain High Density residential designations, and as such the continuation of a High Density residential designation on this property is appropriate.		
Credit Valley Conservation 35 Front St	Land Use Designation – Schedule 10	Natural Hazards Overlay should apply to site.	Agreed	88	That Schedule 10 be revised to include the Natural Hazards overlay for 35 Front Street
Planning and Building 35 Front St	Land Use Designation – Schedule 10	Proposed redesignation from Residential High Density to Mixed Use is not supportive of the Heritage Conservation District	Upon further review it is noted that the Heritage Conservation District Plan's first objective is to maintain the districts predominately low-density residential character and it limits the properties where mixed-uses are permitted to those directly opposite Marina Park. Although 35 Front Street is within the Community Node, the Heritage Conservation District policies need to be respected.	89	Residential High Density designation should remain.
Peter Nolet	42 Front Street South and 45 John Street South	Request redesignation from Residential Low Density I to Mixed Use	Upon further review it is noted that the Heritage Conservation District Plan's first objective is to maintain the districts predominately low-density residential character and it	90	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			limits the properties where mixed-uses are permitted to those directly opposite Marina Park. The Heritage Conservation District policies need to be respected.		
Port Credit Built Form Guide					
Davies Howe, on behalf of F.S.6810 Limited Partnership,	Application Of entire Built Form Guide When Reviewing Development Applications	Built form guide if interpreted by staff as illustrating planning requirements, will result in unduly restrictive interpretation of the policies of the plan which does not recognize the uniqueness of development on individual sites.	Through the development review process, staff have the opportunity to review and address any relevant unique issues associated with individual sites. The Local Area Plan states that the Guide demonstrates how the urban form policies <u>can be</u> achieved which allows for flexibility in reviewing applications. In order to effectively illustrate how developments can reflect the unique characteristics of the area and the City's vision, it is important that the guide provide information that can then be used as a benchmark for development applications.	91	No action required.
Planning and Building	1.2 Purpose	Guide should be clear that there should be some	When reviewing development applications, there can be circumstances which may result	92	That Section 1.2 Purpose be revised to include the following sentence at the

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		flexibility when reviewing developments.	in deviation from direction in the Guide. It is appropriate to include statement in the Guide that acknowledges flexibility should be provided.		end of the section: <u>Depending on the context or site, exceptions and variation from the Built Form Guide may be considered at the discretion of the City, in order to provide some flexibility.</u>
Planning and Building	2.2 Planned Building Heights	Guide should elaborate on location of buildings with the greatest heights	Explanation should be provided regarding location of buildings with the greatest heights and how a few existing buildings exceed planned height limits	93	That Section 2.2 Planned Building Heights be revised to include the following: <u>In general, buildings with the greatest heights should be limited to sites that can be used for way-finding and/or landmark locations.</u> <u>In a limited number of situations, existing building heights exceed the maximum limits. However, the intent of the Guide and related Area Plan policies is to generally reinforce the prevailing character, as opposed to increasing the overall height of buildings in the area.</u>
Planning and Building	2.3.2 Central Residential Precinct	Guide should discuss vicinity of the GO Station	The Guide should recognize that the immediate vicinity around the GO station is intended to be more urban than the remaining central residential precinct and is subject to additional study.	94	That Section 2.3.2 Central Residential Precinct be revised to include the following: <u>The vicinity between the GO station and future LRT stop on Hurontario Street has the potential to accommodate the greatest heights in the area and may have a more urban built form in order to provide a more conducive environment</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>for pedestrians walking between the LRT stop and GO station. The specific heights, built form and land uses are subject to further study.</u>
Ministry of Culture and Tourism	2.3.3 Mainstreet Precinct	<p>The Riverside Precinct and Mainstreet Precinct appear to be directly adjacent to the Old Port Credit Heritage District.</p> <p>The Guide should make reference in development in these precincts being compatible / sympathetic to the Heritage District</p>	<p>The Mainstreet Precinct is located immediately adjacent to the Heritage District, and separates the Riverside Precinct from the Heritage District. In some locations, a small portion of the Heritage District is within the Mainstreet Precinct (south side of Lakeshore Road).</p> <p>Agree that Guide should include reference to new development in the Mainstreet Precinct should being compatible with the Heritage District. However, additional language is not needed for the Riverside Precinct.</p>	95	<p>That Section 2.3.3 Mainstreet Precinct be revised to include the following:</p> <p><u>Buildings adjacent to the Old Port Credit Village Heritage Conservation District should be designed so that they are sensitive to and compatible with the adjacent built form.</u></p> <p><u>For lands on the south side of Lakeshore Road, between Mississauga Road and the Credit River, the Old Port Credit Village Heritage Conservation District applies.</u></p>
Michael Spaziani, speaking as an interested citizen	<p>2.3.3 Community Node Mainstreet Precinct and</p> <p>3.3.2 Neighbourhood Mainstreet Precinct</p>	The Port Credit Directions Report called for a 45 degree setback from the centre of the street which in many cases would allow heights greater than 2 to 4	<p>The Direction Report and angular planes are an input when deciding how to accommodate future growth, however, it is not the definitive factor.</p> <p>When reviewing development applications a 45 degree angular plane is a starting point, which</p>	96	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		storeys	<p>may be subsequently refined based on the character of the area.</p> <p>Strict adherence to angular planes could promote precinct creep where lands are assembled that encroach and destabilize residential neighbourhoods.</p>		
Planning and Building	2.3.4 Harbour Mixed Use Precinct	Redevelopment of the marina property is subject to preparation of a master plan.	Guide should include reference that permitted built form on the marina lands will be determined through further study.	97	<p>That Section 2.3.4 Harbor Mixed Use Precinct be revised to include the following:</p> <p><u>The Port Credit Harbour Marina Lands are subject to further study through Inspiration Port Credit to determine appropriate heights, built form, and land uses.</u></p>
Bell	2.4.11 Pedestrian Realm / Streetscape	Concern with the description that “utilities are a significant hindrance to developing an appropriate streetscape” as it is negatively written and doesn’t recognize that utilities are part of a complete	Guide should revise wording so as to more appropriately reflect importance of utilities.	98	<p>That Section 2.4.11 Pedestrian Realm / Streetscape be revised to remove the sentence referencing utilities are significant hindrances and include the following:</p> <p><u>Utilities such as overhead wires and underground cables are important uses that occur within the road right of way. Careful consideration will be given when planning streetscape improvements such as tree planting, to ensure compatibility with utilities.</u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		community.			
Strategic Initiatives	2.4.15 Scenic Routes and Views	A mid-block view to the lake, between Stavebank Road and Elisabeth Street would be appropriate	Master Plan for the marina will address this issue in greater detail. The guide has been amended to illustrate potential view.	99	That the figure illustrating scenic views be revised to include a view corridor between Stavebank Road and Elisabeth Street.
Ministry of Culture and Tourism	2.4.18 Cultural Heritage Resources	Cultural Heritage policies in the Official Plan principal document and Old Port Credit Village Heritage District Conservation Plan should be repeated.	The Local Area Plan and Built Form Guide, to the extent possible do not duplicate existing policies found in the principal official plan document. Section 1.1 of the Guide directs the reader to review other documents including Official Plan and Old Port Credit Village Heritage Conservation Plan.	100	No action required.
Community Services	2.4.18 Community Node Cultural Heritage Resources and 3.4.2 Neighbourhood Cultural Heritage Resources	Direction in the Guide to retain and enhance heritage resources should differentiate between heritage designated and heritage listed properties.	Guide should differentiate between designated and listed heritage properties	101	That section 2.4.18 Community Node Cultural Heritage Resources and section 3.4.2 Neighbourhood Cultural Heritage Resources be revised by deleting general comment that these structures will be retained and enhanced and replaced with the following: <u>Designated properties are to be retained. The retention and enhancement of heritage listed properties is strongly encouraged.</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Weston Consulting, on behalf of Fabio Capobianco & 175266 Ontario Inc. 41&45 Park Street East	Section 2: Community Node Policies	Intersection Of Park Street and Elizabeth Street is a prominent intersection and a tall building will enrich the urban legibility. Built Form Guide conflicts with development of a 15 storey building at 41&45 Park St. E,	Vision for Port Credit and any precinct is more that achieving the maximum height. The Local Area Plan and Built Form Guide identify a range of building heights that are considered appropriate. Building height is only one element of the Port Credit built form, and development of a site must consider a variety of issues (e.g. landscaping, streetscape, surrounding uses and character, etc.). The existing character of the area includes a variety of building heights. Not every site within the Central Residential Precinct should be expected to accommodate the maximum building height.	102	No action required.
Weston Consulting, on behalf of Fabio Capobianco & 175266 Ontario Inc. 41&45 Park	Section 2: Community Node Setbacks	The recommended setback on "Residential Streets" is 4.5 m to 7.0 m. limits development and impedes the creation of a	As a characteristic of the neighbourhood residential developments consistently have greater setbacks and larger landscaped areas to buffer uses from the street. Buildings closer to the street are encouraged along the	103	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Street East		positive street-building relationship.	<p>mainstreet but not necessarily along residential streets.</p> <p>Mature trees and landscaping is an important attribute of the area, and setbacks reinforce this character.</p> <p>Opportunity exists through application to demonstrate why alternative is appropriate.</p>		
Weston Consulting, on behalf of Fabio Capobianco & 175266 Ontario Inc. 41&45 Park Street East	Section 2: Community Node Tower Separation	Minimum tower separation of 40 m should be reconsidered to allow for reasonable development assumptions	<p>A 40 m separation distance is based upon the existing character of the area and is appropriate. This is one of the factors that are to be used when evaluating a proposal.</p> <p>Individual site and proposed building circumstances may warrant deviation from 40 m; however, should be addressed through an application.</p>	104	No action required.
Weston Consulting, on behalf of Fabio Capobianco & 175266 Ontario Inc. 41&45 Park Street East	Section 2: Port Credit Community Node Site Size	Whether a small site is suitable for a tall building should not be solely evaluated by site dimensions.	<p>The relationship between the size of the site and size of a building is an important consideration so as to avoid a building overwhelming its site.</p> <p>The size of a site is one of the factors that are to be used when evaluating a proposal.</p> <p>Individual site and proposed</p>	105	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			building circumstances may warrant deviation, which should be addressed through an application.		
Gavin Clark	Section 3 Neighbourhood Precincts – South Residential Precinct	Guide should address compatibility of new dwellings, replacement housing and additions.	Issue has been addressed through the Port Credit Infill Housing Study – Hiawatha Neighbourhood	106	No action required.
Planning and Building	Section 3.3.4 Vacant Former Refinery Precinct	Redevelopment of vacant former refinery is subject to preparation of a Master Plan	Guide should include reference that permitted built form on the marina lands will be determined through further study.	107	That Section 3.3.4 Vacant Former Refinery Precinct be revised to include the following: <i><u>The Vacant Former Refinery Precinct, along with associated lands located in the Neighbourhood Mainstreet Precinct are subject to further study to determine appropriate heights, built form, and land uses.</u></i>
Transportation and Works	4.0 Environmental Sustainability	Include reference to additional documents related to environmental sustainability	Last paragraph should be revised to refer to stormwater management design information and guidelines	108	That the last paragraph in section 4.0 Environmental Sustainability be deleted and replace with: <i><u>For more information, visit Canada Green Building Council for LEED-NC program, CVC/TRCA website for Low Impact Development Stormwater Management Planning and Design</u></i>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>Guide, City of Mississauga Green Development Strategy and Stage One Development Standards and Mississauga Water Quality Control Strategy.</u>
Ministry of Culture and Tourism	Appendix: Should include appendix with reference to the Old Port Credit Heritage Conservation Plan	Including reference to the Heritage Conservation Plan would provide direction regarding preferred building construction / alteration	Reference to Port Credit Heritage Conservation Plan should be included; however, appropriate location is at beginning of the Guide which outlines other documents that have to be reviewed.	109	That the last sentence in Section 1.1 How to Read the Built Form Guide, be revised to read: In addition, there may be other City initiatives and directions such as <u>Urban Design Guidelines, Old Port Credit Heritage Conservation Plan, Green Development Strategy</u> , which need to be consulted.
Other Comments					
Public	Entire Plan	Need to preserve unique characteristics and prevent Port Credit from becoming just another condo / high rise conglomeration. Intensification should not be rationale for destroying neighbourhood.	Local Area Plan directs growth to the Community Node and Neighbourhoods are intended to be stable. New development does not have to mirror existing development, but needs to consider the character of the area.	110	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Michael Spaziani, speaking as an interested citizen	Schedule 2A and 2B Community Node and Neighbourhood Heights Section 10: Desirable Urban Form	On corridors that contain commercial uses the cost of land acquisition distorts development viability if heights are limited to 2-4 storeys. The plan should establish height whereby underground parking may be considered which is 6-8 storeys.	<p>The cost to acquire a property should not be the determining factor in establishing appropriate development for a site.</p> <p>Heights should reflect vision for the precinct, role it plays in the urban structure of the City's Official Plan, and surrounding context.</p> <p>Commercial, mixed-use, and live-work units that are between 2 and 4 storeys are possible development options for Lakeshore Road. Adding a floor to existing single or two storey buildings also represent potential development opportunity that can be accommodated within the Local Area Plan.</p> <p>Requests for additional height can be reviewed in detail through an Official Plan Amendment.</p>	111	No action required.
Michael Spaziani, speaking as an interested citizen	Entire Local Area Plan	Do not want a Local Area Plan where every application heads to the Ontario Municipal	The intent of the Local Area Plan is to achieve a built form that best reflects the policies of the Official Plan and the Vision for Port Credit. The extent to	112	No action required.

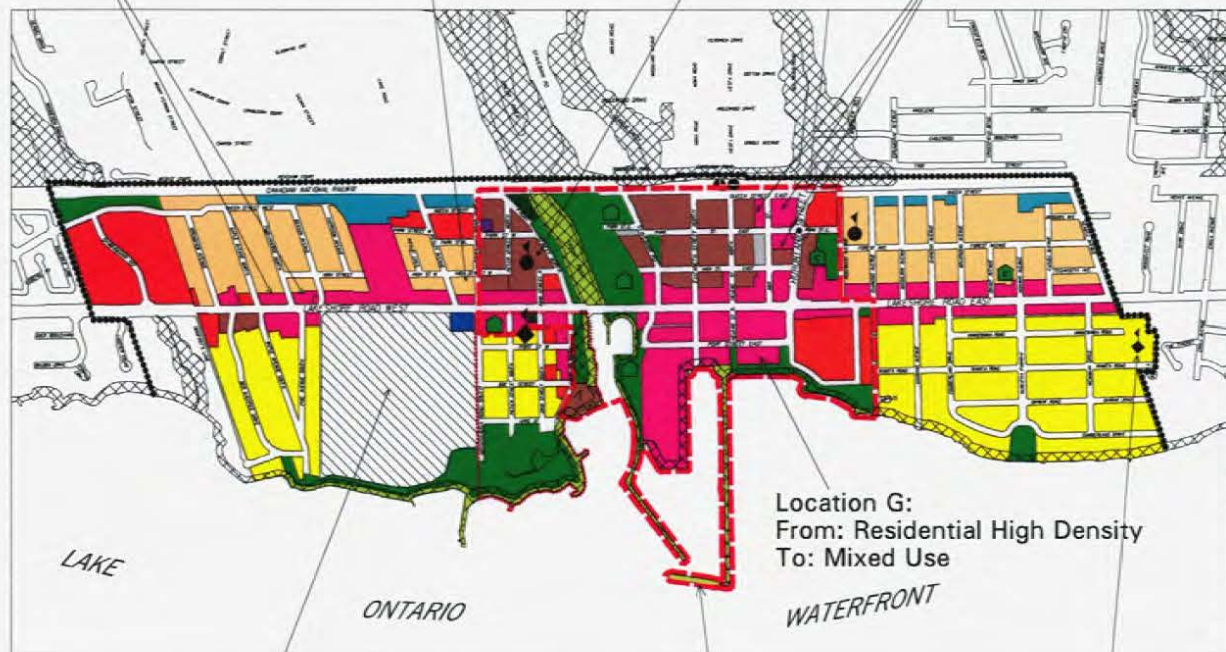
Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		Board because it does not strictly comply with this Plan.	<p>which developers propose aggressive heights and the potential for appeal to the Ontario Municipal Board can still occur even if heights were raised.</p> <p>An Official Plan Amendment process allows for detailed review and discussion about how a proposal would not adversely impact the overall intent, goals, objectives and policies of the plan. Requiring and Official Plan Amendment does not necessitate an appeal to the Ontario Municipal Board.</p>		
<p>Note:</p> <p>(1) Table excludes edits related to the renumbering of policies, grammar, spelling, titles, symbols, photo changes, and minor changes that provide clarity and do not affect the intent of the policy.</p> <p>(2) Words underlined represent additions to the policies and words crossed out represent deletions.</p> <p>(3) Reference to “Public” under the table heading Respondent, represents comments provided at the public open house, or submitted to the City.</p> <p>(4) The Built Form Guide includes excerpts from the Local Area Plan policies. Where those policies have been modified as a result of comments summarized in this table, the excerpts in the Built Form Guide have also been changed. In order to reduce repetition, this table has not repeated the changes when discussing changes to the Built Form Guide.</p>					

Location A:
From: Residential Medium Density
To: Mixed Use

Location C:
From: Residential High Density
To: Residential Low Density II

Location D:
From: Residential Medium Density
To: Residential High Density

Location E:
From: Residential High Density
To: Mixed Use



Location B:
From: To Be Determined
To: Special Waterfront

Location F:
From: Lake Ontario
To: Greenbelt (with Ridgetown
breakwater being added)

Location H:
From: Public School Ownership
To: Catholic School Ownership

- LAND USE DESIGNATIONS**
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Business Employment
 - Public Open Space
 - Private Open Space
 - Greenbelt
 - Utility
 - Special Waterfront

- LAND USE LEGEND**
- Community Node Boundary
 - Heritage Conservation District
 - Natural Hazards
 - Public School
 - Catholic School
 - Community Facilities
 - Local Area Plan Boundary

Notes:

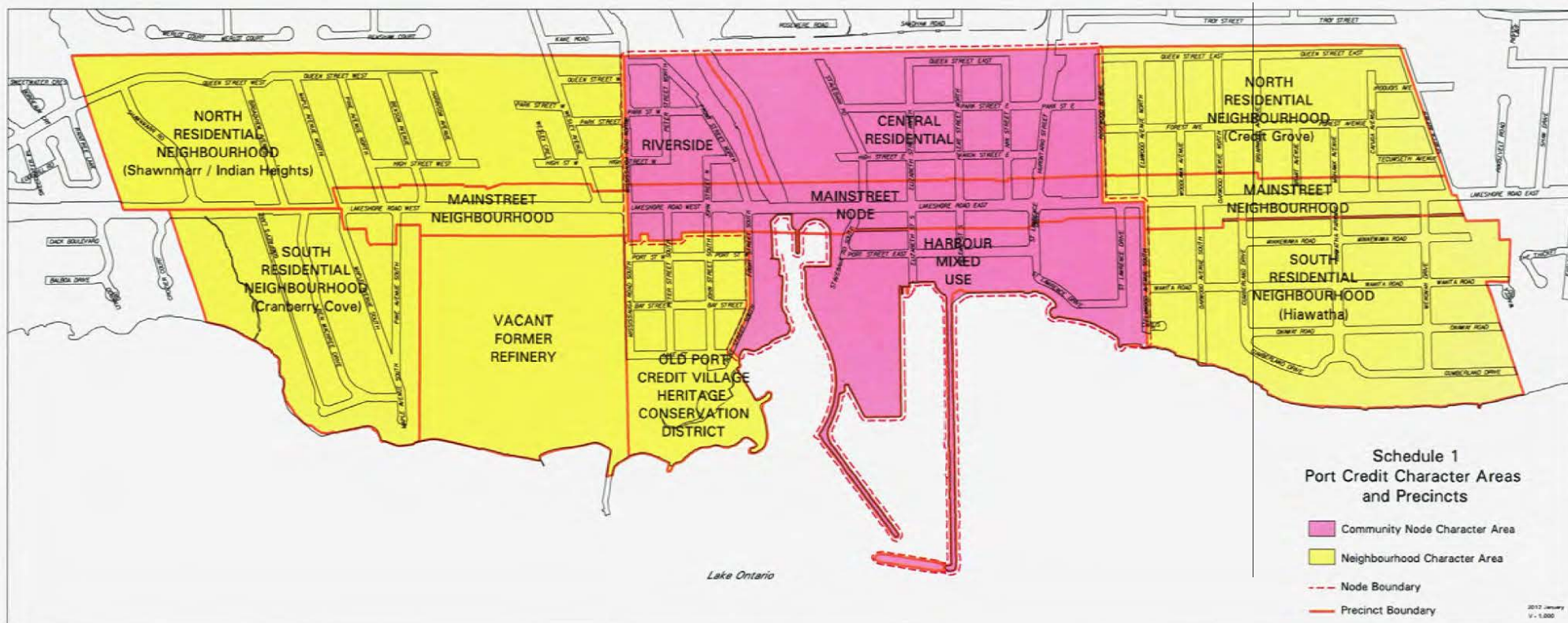
Excludes any redesignations originally proposed in the January 2012 draft that have not been carried forward based on further review.

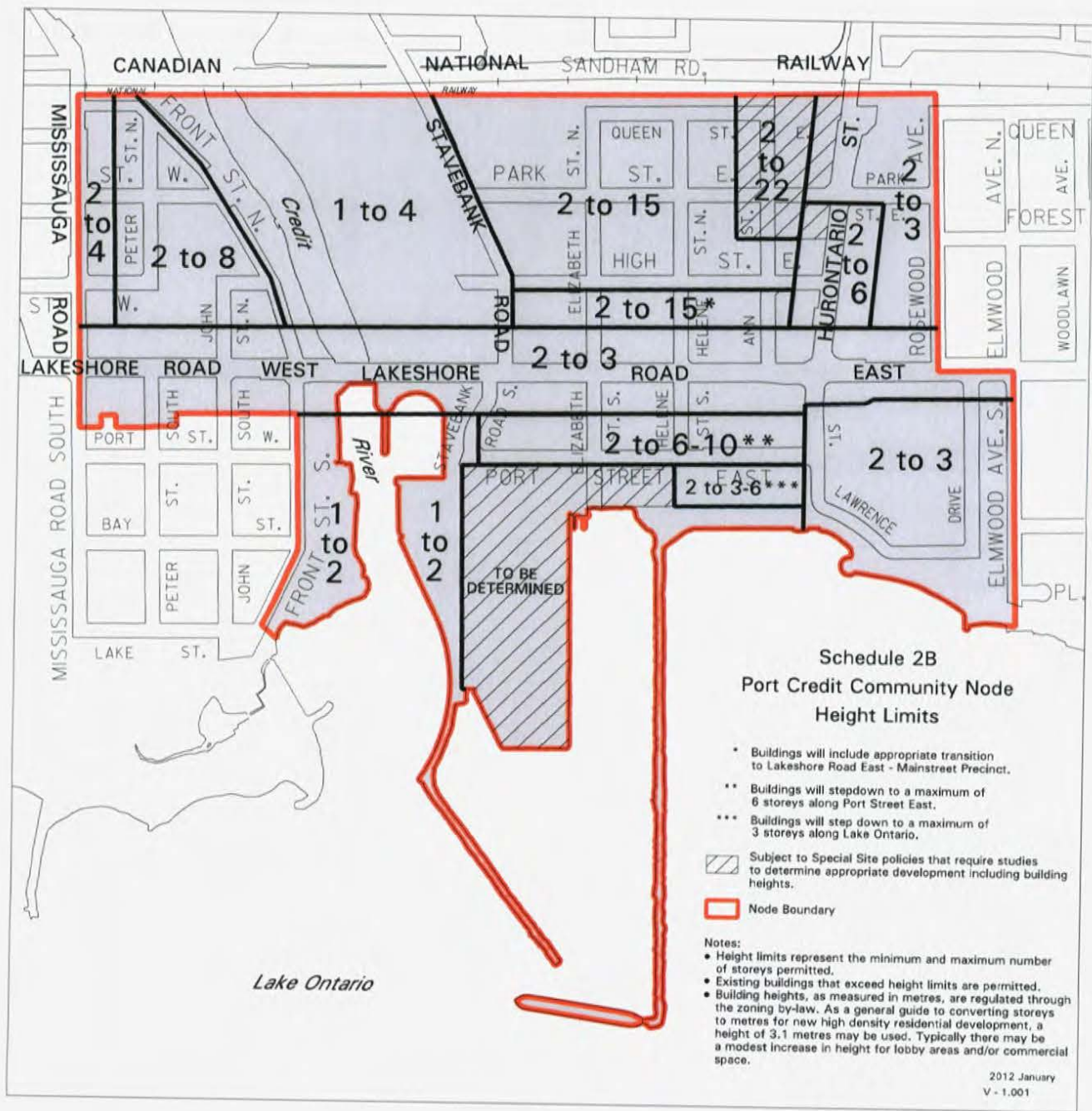
Excludes any redesignations associated with development applications that have not completed the statutory appeal period.

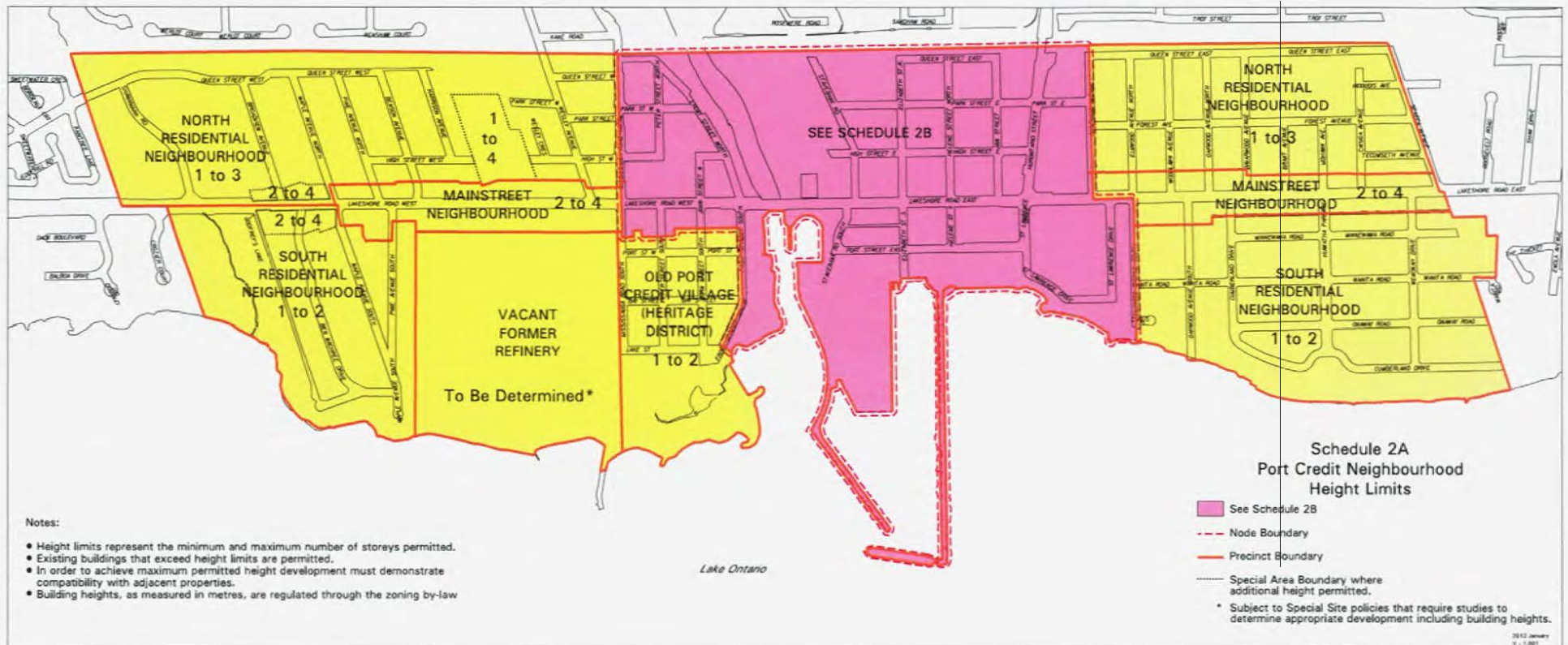
Summary of Proposed Redesignations and Modifications to Schedule 10 Land Use Designations (Mississauga Official Plan)

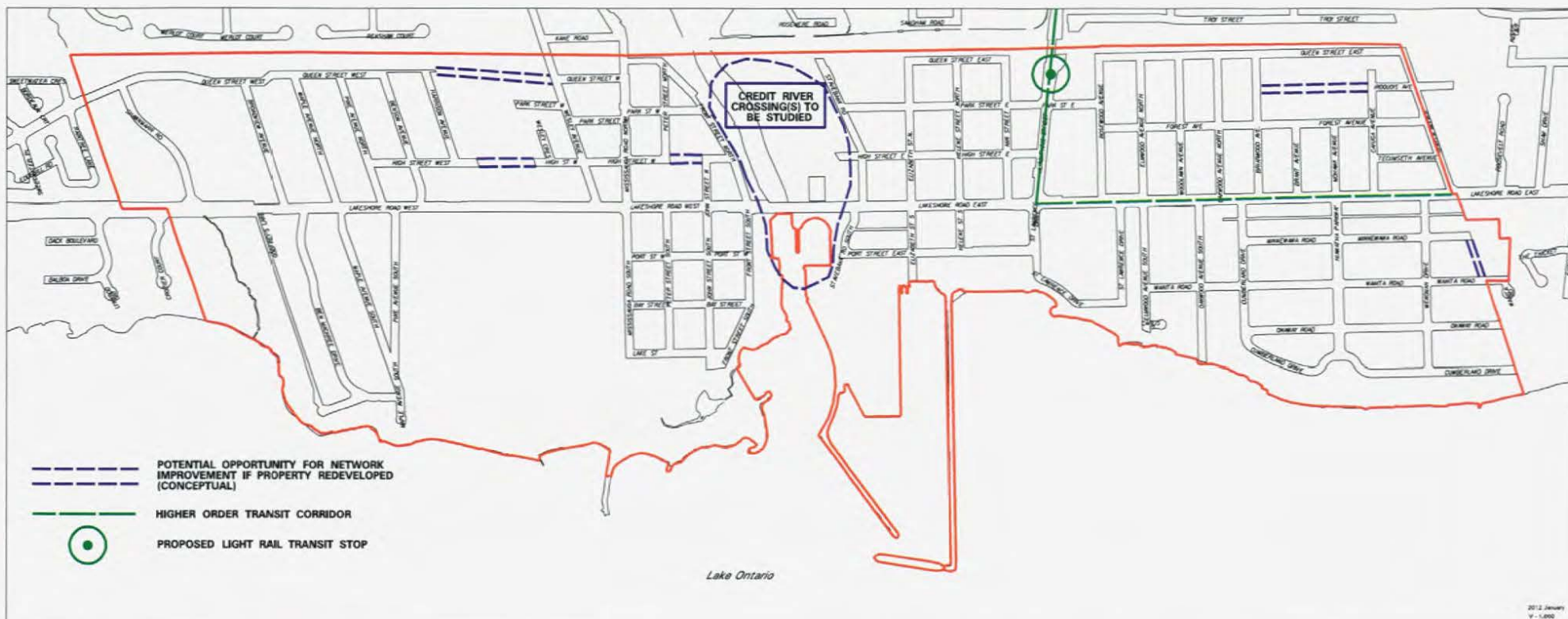
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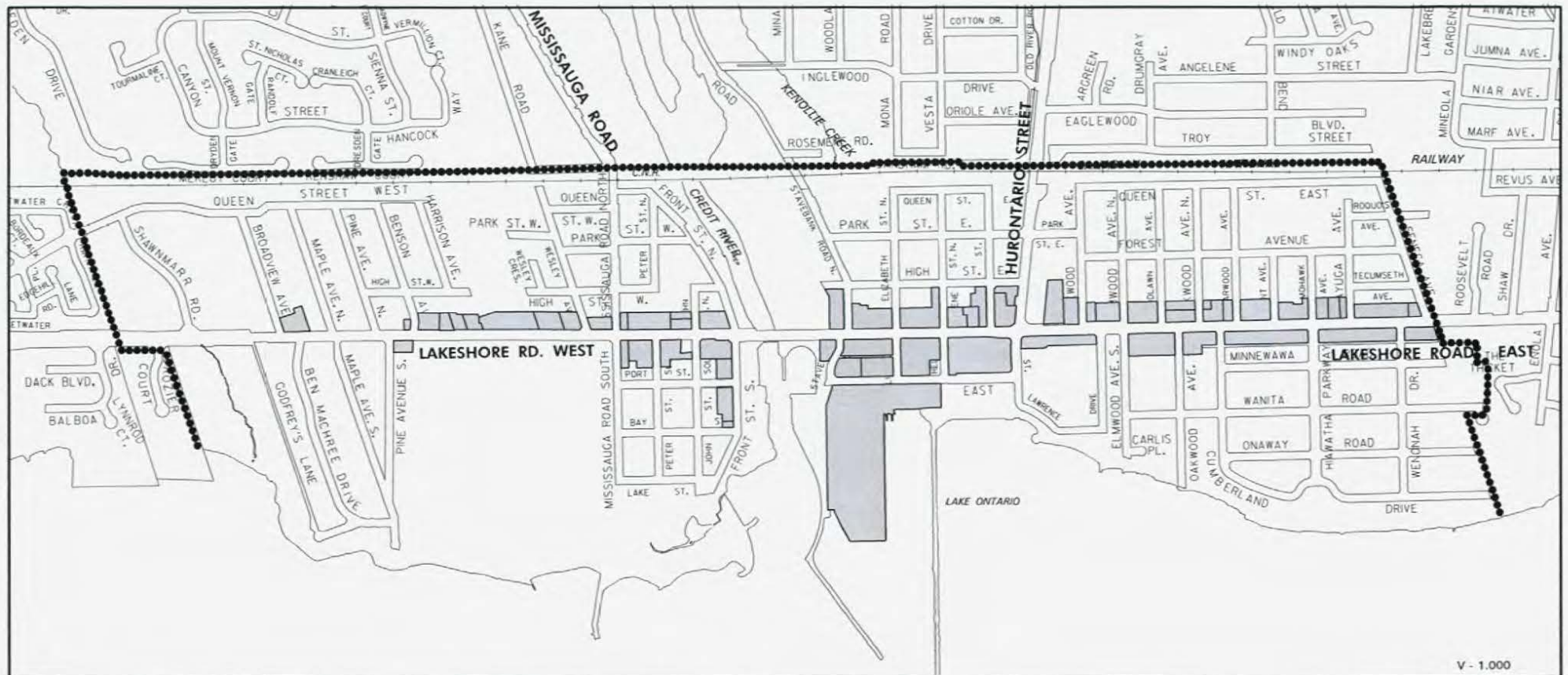








Potential Opportunities for Road Network Improvements and Higher Order Transit



SCHEDULE 3 - PORT CREDIT DRIVE-THROUGH PROHIBITIONS



LANDS DESIGNATED MIXED USE WHERE DRIVE-THROUGH FACILITIES ARE NOT PERMITTED, AS PER OMB DECISION ON DRIVE-THROUGH FACILITIES CASE NO: PL 111148, DECISION DATE- JULY 8, 2013



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T&W, Geomatics





Corporate Report

Clerk's Files

Originator's
Files OZ 11/009 W11

DATE: November 12, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: December 2, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Rezoning Application**
To permit an office within the existing residential dwelling
330 Queen Street South
West side of Queen Street South, South of Princess Street
Owner: Three Nuts Inc.
Applicant: David Brown Associates
Bill 51

Supplementary Report**Ward 11**

RECOMMENDATION: That the Report dated November 12, 2013, from the Commissioner of Planning and Building recommending approval of the application under File OZ 11/009 W11, Three Nuts Inc., 330 Queen Street South, be adopted in accordance with the following:

1. That the application to change the Zoning from "R3" (Detached Dwellings) to "R3-Exception" (Office within a Detached Dwelling), to permit the existing detached dwelling to be used for an office, a dwelling or an office with a dwelling unit in accordance with the Revised Proposed Zoning Standards described in Appendix S-4), be approved subject to the following condition:

- (a) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
2. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of Council decision.

**REPORT
HIGHLIGHTS:**

- Since the Public Meeting on May 28, 2012, minor revisions have been made to the proposal including clarification that the application is to permit the existing detached dwelling to be used for an office, a dwelling or an office with a dwelling unit;
- The modified proposal meets the intent of the Mississauga Official Plan policies and addresses comments received from various City departments; and
- The application is acceptable from a planning standpoint and should be approved.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on May 28, 2012, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information.

At the Public Meeting, the Planning and Development Committee passed Recommendation PDC-0035-2012 which was subsequently adopted by Council and is attached as Appendix S-2.

COMMENTS:

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

COMMUNITY ISSUES

As outlined in the Information Report, no one attended the community meeting held by Ward 11 Councillor, George Carlson, no written correspondence has been received and no concerns were raised at the Public Meeting.

**UPDATED AGENCY AND CITY DEPARTMENT
COMMENTS****City Transportation and Works Department (T&W)**

In comments updated October 24, 2013, T&W confirmed receipt of a satisfactory Site Grading and Servicing Plan revised on September 5, 2013, which addressed previous access and parking concerns to the satisfaction of this Department.

In the event this application is approved by Council, the applicant will be required to make satisfactory arrangements with T&W for the implementation of on-site storm water management techniques through the Site Plan application (SP 11/107 W11).

City Community Services Department – Culture Division

In comments updated October 3, 2013, this Division indicated the revised parking configuration is satisfactory.

PLANNING COMMENTS**Mississauga Official Plan**

On November 14, 2012, Mississauga Official Plan, with the exception of certain policies that were appealed to the Ontario Municipal Board (OMB), came into full force and effect. Mississauga Plan, the official plan under which this application was originally submitted, has now been repealed except in cases where Mississauga Official Plan has been appealed. Since the appeals to Mississauga Official Plan do not pertain to this site, Mississauga Official Plan governs and the applicant has consented to converting the application to an application under Mississauga Official Plan.

The subject site is designated as "Residential Low Density I – Streetsville Neighbourhood Special Site 1" which permits offices in addition to residential uses subject to criteria identified in the

Information Report. The modified development proposal outlined in the Zoning section below conforms with the intent of these policies by maintaining a residential appearance, reducing the amount of existing asphalt driveway in the front yard and eliminating an existing vehicular access to Queen Street South.

Zoning

Since the Public Meeting, the applicant has clarified that the proposal is to permit the existing detached dwelling to be used for an office, a dwelling unit or an office with a dwelling unit. Minor changes regarding parking space location and size, and a minimum landscape buffer requirement are also proposed. The revised zone standards, as outlined in Appendix S-4, propose three (3) tandem parking spaces in the side yard and one (1) parking space in the front yard which are sufficient for all proposed uses (also see Appendix S-3). A reduction in the required width of the two (2) parking spaces located in the side yard from 2.6 m (8.5 ft.) to 2.4 m (7.9 ft.) is also proposed. The inclusion of these two zone provision reductions is desirable so that a large parking area is not added to the rear yard. A minimum landscape buffer of 7.5 m (24.6 ft.) along Queen Street South will ensure adequate landscaping is provided in the front yard and will screen the proposed parking space.

Site Plan

Prior to development, the applicant will be required to obtain Site Plan approval in accordance with Section 41 of the *Planning Act*.

FINANCIAL IMPACT:

Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION:

The proposed Rezoning is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is in conformity with the "Residential Low Density I – Streetsville Neighbourhood Special Site 1" policies of Mississauga Official Plan.
2. The proposed "R3 – Exception" zone (Office within a Detached Dwelling) is appropriate to permit the existing detached dwelling to be used for an office, a dwelling or an office with a dwelling unit.
3. The proposed use is compatible with the surrounding development and maintains a residential appearance while preserving the character of the area.

ATTACHMENTS:

Appendix S-1: Information Report
Appendix S-2: Recommendation PDC-0035-2012
Appendix S-3: Revised Site Plan
Appendix S-4: Revised Proposed Zoning Standards
Appendix S-5: Existing Mississauga Official Plan Land Use Designation Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Mila Yeung, Development Planner



Corporate Report

Clerk's Files

Originator's

Files OZ 11/009 W11

PDC MAY 28 2012

DATE: May 8, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: May 28, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: Information Report
Rezoning Application
To permit an office use in the existing residential dwelling
330 Queen Street South
West side of Queen Street South, south of Princess Street
Owner: Three Nuts Inc.
Applicant: David Brown Associates
Bill 51

Public Meeting Ward 11

RECOMMENDATION: That the Report dated May 8, 2012, from the Commissioner of Planning and Building regarding the application to change the Zoning from "R3" (Detached Dwellings) to "R3-Exception" (Office within a Detached Dwelling), to permit an office use in the existing residential dwelling under file OZ 11/009 W11, Three Nuts Inc., 330 Queen Street South, be received for information.

BACKGROUND: An application has been received to convert the existing detached dwelling into an office with a gross floor area of 138.5 m² (1,490.9 sq. ft.). The existing circular driveway in the front yard and linear driveway along the northern side of the dwelling are intended to accommodate four parking spaces (2 of which will be tandem spaces). There are no exterior additions or renovations proposed to the existing dwelling as part of this application.

A concurrent Site Plan Approval application under file SP 11/107 W11 has been submitted. The processing of the Site Plan will not be finalized until after Council makes a decision on the subject rezoning application.

The above-noted application has been circulated for technical comments and a community meeting has been held. The purpose of this report is to provide preliminary information on the application and to seek comments from the community.

COMMENTS:

Details of the proposal are as follows:

Development Proposal	
Application submitted:	June 30, 2011 (Received) November 10, 2011 (Deemed Complete)
Existing Gross Floor Area:	138.5 m ² (1,490.9 sq. ft.)
Existing Height:	2 storeys
Parking Spaces:	
Required	4 spaces
Provided	4 spaces (2 of which are tandem)
Supporting Documents:	Planning Justification Report Site Servicing and Grading Plan Arborist Report and Tree Preservation Plan

Site Characteristics	
Frontage:	16.7 m (54.8 ft.)
Depth:	60.9 m (199.8 ft.)
Net Lot Area:	1 018.0 m ² (10,958.0 sq. ft.)
Existing Use:	Residential dwelling

Neighbourhood Context

The subject property is located on the west side of Queen Street South, south of Princess Street. The site is situated south of the main street retail corridor for Streetsville and close to the Streetsville GO Train station. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: Detached dwellings (1 to 3 storeys) with main street commercial uses further north
- East: Two (2) storey Kinsmen Senior Citizens Centre and detached dwellings (1 and 2 storeys) across Queen Street, with the Streetsville Memorial Park and the Credit River further east
- South: Detached dwellings (1 to 3 storeys), some occupied with office commercial uses, and the St. Lawrence and Hudson rail corridor further south
- West: Detached dwellings (2 storeys) with the Streetsville GO Train station further west

Current Mississauga Plan Designation and Policies for Streetsville (May 5, 2003)

"Residential – Low Density I – Special Site 3" which permits detached dwellings to a maximum density of 17 units per net residential hectare (42 units per acre). The site is also subject to the Special Site 3 provisions of the Streetsville District, which, in addition to the residential permissions, permit office uses, subject to the following conditions:

- a) any office conversion should maintain a residential appearance in keeping with the existing scale, materials, and character of the existing dwellings in the immediate area. The existing houses should be preserved if at all possible, while the interior floor plan may be altered for office use.
- b) any additions and alterations of existing buildings should be sensitive to the existing vernacular and heritage village theme, and should be largely confined to the rear of the property.
- c) any additions, alteration, conversion or redevelopment should maintain the existing front yard setback, with the front yard used for landscaping.

- d) sufficient on-site parking, which will consist of only surface parking, as required by the Zoning By-law, should be provided in the rear yard only at grade without removal of existing trees, except at the discretion of the City arborist.
- e) vehicle entrances should be combined to minimize the number of access points on Queen Street South.
- f) minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area.
- g) existing lot sizes should be retained.
- h) rear yard drainage will be provided to the satisfaction of the City.

The application is in conformity with the land use designation and no official plan amendment is proposed.

Mississauga Official Plan (2011)

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region on September 22, 2011. Mississauga Official Plan (2011) has been appealed in its entirety; therefore, the existing Mississauga Plan (2003) remains in effect. While the existing Mississauga Plan (2003) is the plan of record against which the application is being reviewed, regard should also be given to the new Mississauga Official Plan (2011).

The new Mississauga Official Plan designates the subject lands as "Residential - Low Density I" which permits detached dwellings. The site is also subject to the Special Site Policies (Site 1) of the Streetsville Neighbourhood, which permit offices in addition to the residential uses permitted in Low Density I and II designations, subject to the same criteria as outlined in the current Mississauga Plan, and detailed above in this report. The property is located on Queen Street South which is a Corridor intended to evolve over

time to accommodate multi-modal transportation and become an attractive public place that has complementary land uses.

Existing Zoning

"R3" (Detached Dwellings – Typical Lots), which permits detached dwellings with a minimum interior lot area of 550 m² (5,920 sq. ft.); minimum interior lot frontage of 15.0 m (49.2 ft.); and maximum lot coverage of 35%.

Proposed Zoning By-law Amendment

"R3-Exception" (Office within a Detached Dwelling), to permit an office as an additional permitted use, with four parking spaces, two of which will be tandem parking spaces.

COMMUNITY ISSUES

A community meeting was held by Ward 11 Councillor, George Carlson on December 15, 2011. No one from the community attended the meeting and no written correspondence has been received.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix I-7. Based on the comments received and the applicable Mississauga Plan policies the following matters will have to be addressed:

- appropriateness of the proposed application; and
- driveway layout and location of parking spaces.

OTHER INFORMATION

Development Requirements

In conjunction with the proposed development, there are certain other matters which may require the applicant to enter into appropriate agreements with the City.

FINANCIAL IMPACT: Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

CONCLUSION: Most agency and City department comments have been received and after the public meeting has been held and all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding this application.

ATTACHMENTS:

- Appendix I-1: Site History
- Appendix I-2: Aerial Photograph
- Appendix I-3: Excerpt of Streetsville District Land Use Map
- Appendix I-4: Excerpt of Existing Land Use Map
- Appendix I-5: Concept Plan
- Appendix I-6: Elevations
- Appendix I-7: Agency Comments
- Appendix I-8: Proposed Zoning Standards
- Appendix I-9: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Jeff Markowiak, Development Planner

Three Nuts Inc.

File: OZ 11/009 W11

Site History

- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals have been filed the provisions of the new By-law apply. The subject lands are zoned "R3" (Detached Dwellings – Typical Lots).
- City records show that there are no previous planning applications submitted or processed for the property.



LEGEND:



SUBJECT LANDS

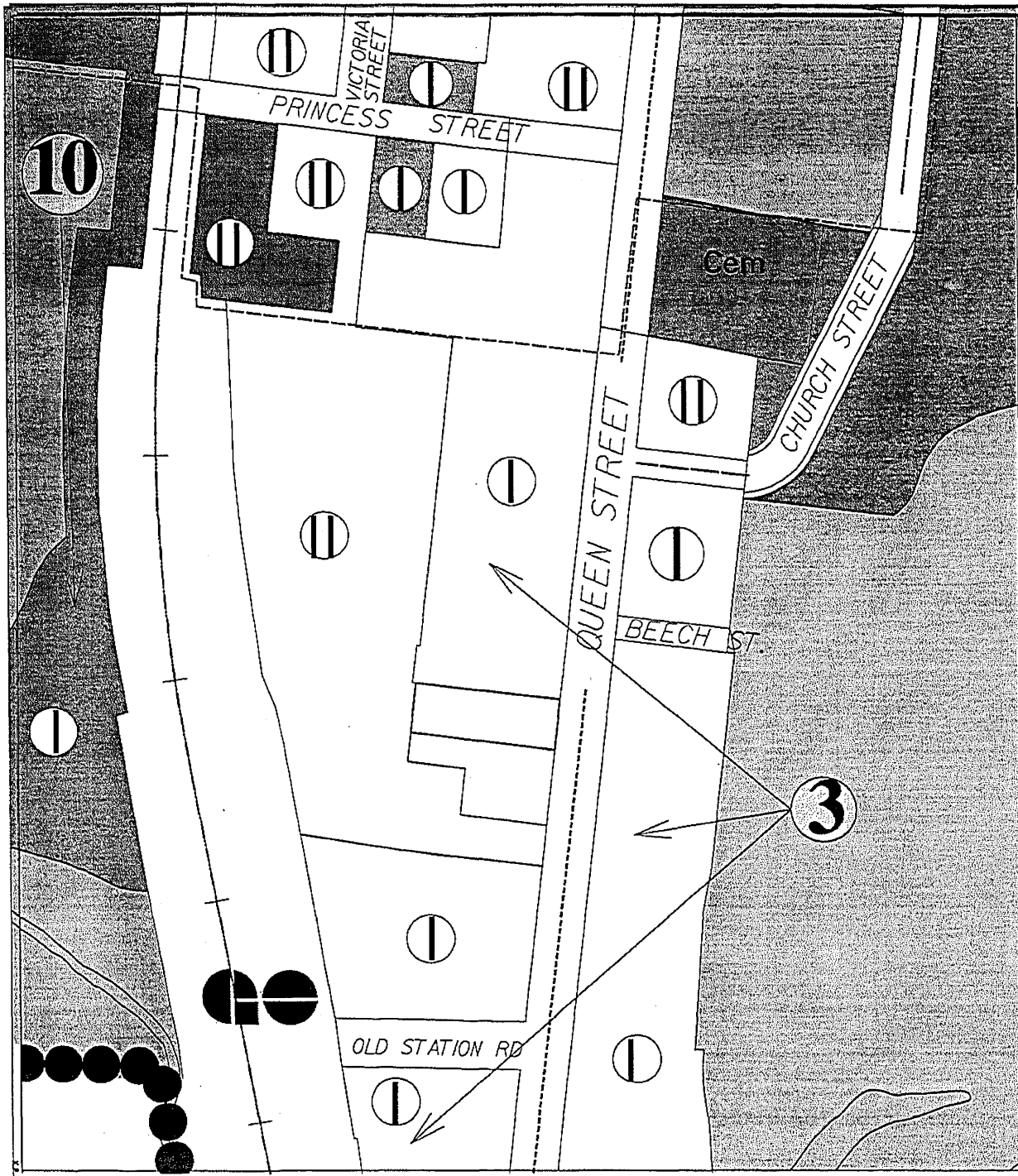
DATE OF AERIAL PHOTO: 03 2012



SUBJECT:

THREE NUTS INC.

FILE NO: OZ 11009 W11		DWG. NO: 11009A		SCALE: 1:2500		PDC DATE: 2012 05 28		DRAWN BY: K. PROKOP		APPENDIX I-2	
										MISSISSAUGA Planning and Building Produced by T&W, Geomatics	



**PART OF STREETSVILLE DISTRICT LAND USE MAP
STREETSVILLE DISTRICT POLICIES OF MISSISSAUGA PLAN**

LAND USE DESIGNATIONS

- Residential - Low Density I
- Residential - Low Density II
- Residential - Med. Density I
- Residential - Med. Density II
- Residential - High Density I
- Mainstreet Retail Commercial
- General Retail Commercial
- Convenience Retail Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Private Open Space
- Greenbelt
- Utility

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station

LAND USE LEGEND

- LBPIA Operating Area Boundary - See Aircraft Noise Policies
- Node Boundary
- Cem - Cemetery
- 1996 NEP /2000 NEF Composite Noise Contours
- Planning District

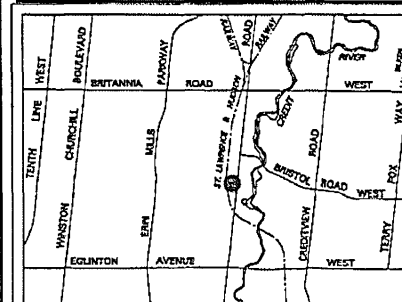
- Special Site Areas (See Special Site Policies)

SUBJECT LANDS



SUBJECT:

THREE NUTS INC.

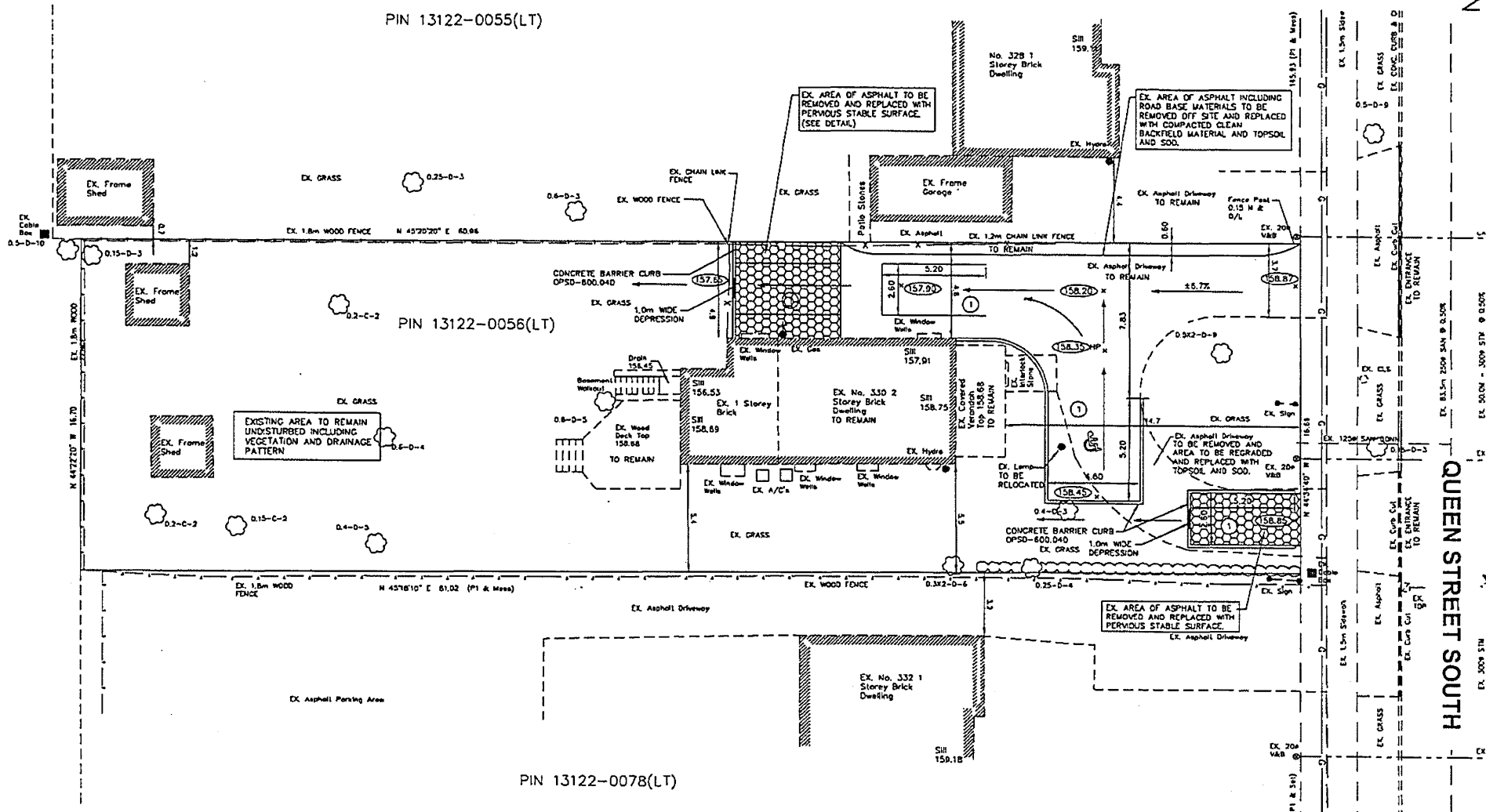


FILE NO:
OZ 11009 W11
DWG. NO:
11009L
SCALE:
NTS
PDC DATE:
2012 05 28
DRAWN BY:
K. PROKOP

APPENDIX I-3

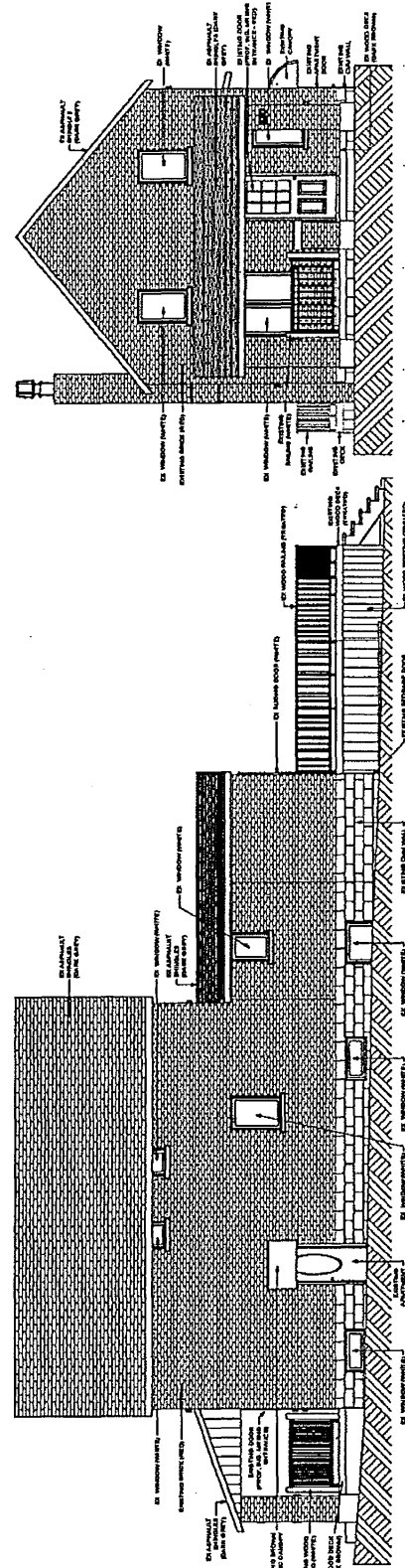
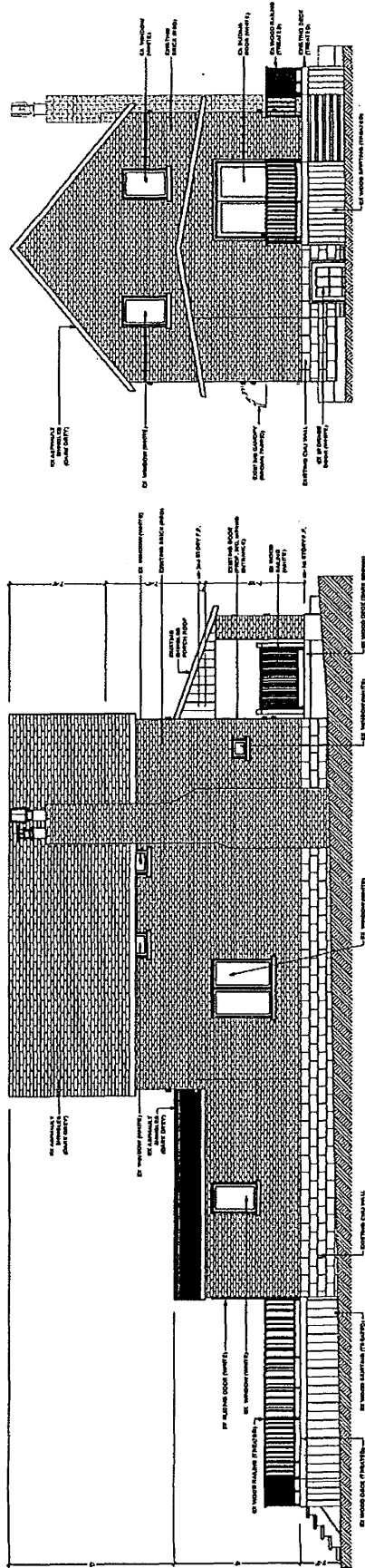
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T&W, Geomatics



APPENDIX I-6

ELEVATIONS



Three Nuts Inc.

File: OZ 11/009 W11

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (March 5, 2012)	On-site waste collection will be required through a private waste hauler. The property currently has a 1.9 cm (0.75 in.) water service and a water service upgrade may be required.
City Community Services Department – Planning, Development and Business Services Division/Park Planning Section (December 19, 2011)	Should the application be approved, prior to By-law enactment, cash contributions for street tree planting on Queen Street West will be required.
City Community Services Department – Culture Division (November 15, 2011)	The property is listed on the City's Heritage Register as it forms part of the Streetsville Core Cultural Landscape and the Mississauga Road Scenic Route Cultural Landscape. Rear parking is preferred to maintain the scenic character of the street.
City Transportation and Works Department (March 30, 2012)	This department confirmed receipt of a satisfactory Site Plan and Site Servicing and Grading Plan. Prior to the Supplementary Report proceeding, the applicant has been requested to revise the plans to eliminate the proposed single parking space on the existing Queen Street South driveway. Also, the applicant has been advised that parking is preferred to be at the rear of the building. Further detailed comments/conditions will be provided prior to the Supplementary Report proceeding pending receipt and review of the foregoing.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:

Three Nuts Inc..

File: OZ 11/009 W11

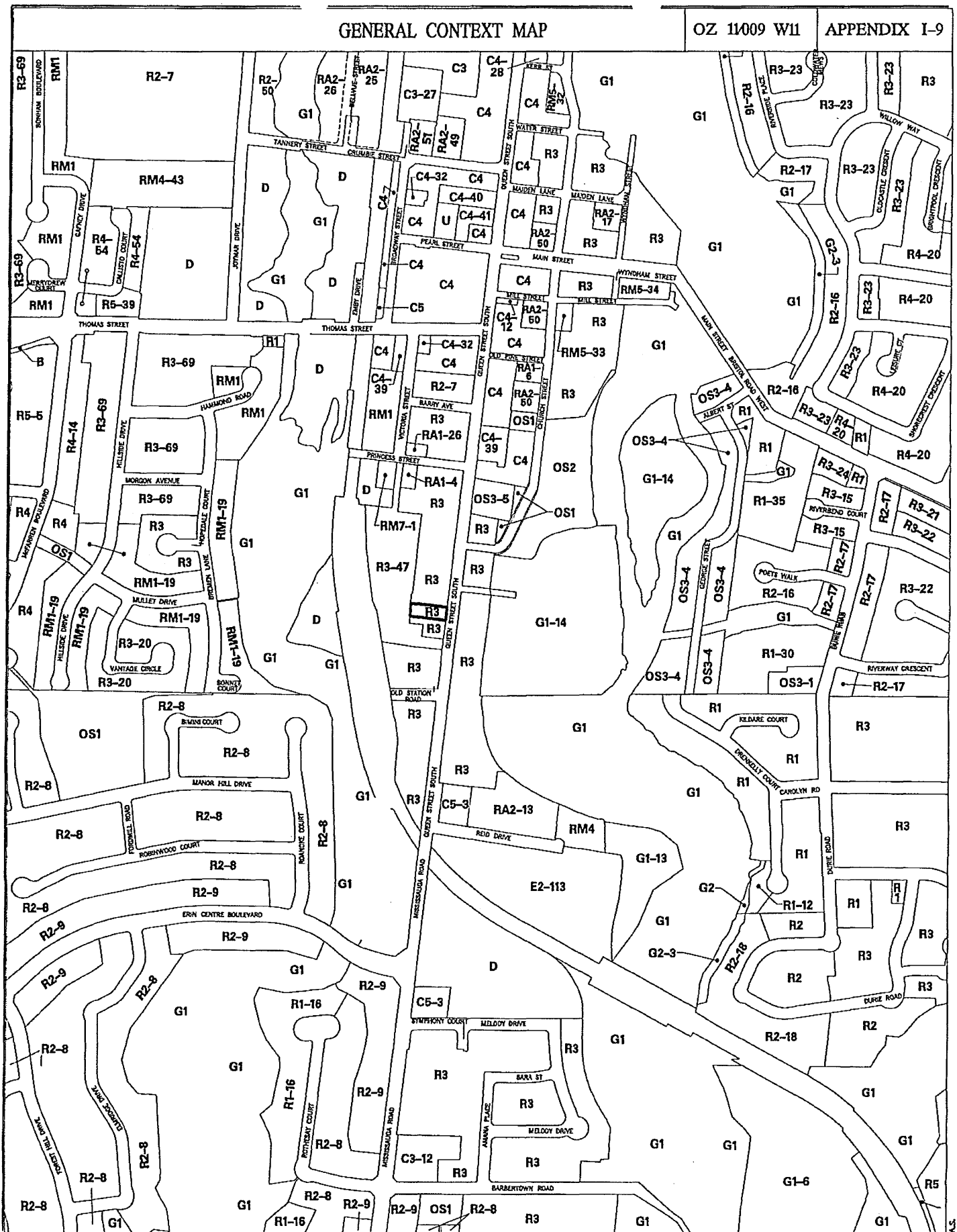
Agency / Comment Date	Comment
	City Community Services Department – Fire and Emergency Services Division Greater Toronto Airport Authority Mississauga Transit Rogers Cable Canada Post Enersource Hydro Mississauga
	The following City Departments and external agencies were circulated the applications but provided no comments: Bell Canada CP Rail Enbridge Gas Go Transit (Metrolinx) Enbridge Gas The Trillium Health Centre Credit Valley Hospital

Three Nuts Inc.

File: OZ 11/009 W11

Proposed Zoning Standards – "R3-Exception" (Detached Dwellings – Typical Lots)

	Required Zoning By-law Standard	Proposed Standard
Parking Space Access	Access to parking spaces shall be provided by unobstructed on-site aisles	A maximum of 2 parking spaces will not have unobstructed access to an on-site aisle (tandem parking)



Three Nuts Inc.

File: OZ 11/009 W11

Recommendation PDC-0035-2012

PDC-0035-2012

"That the Report dated May 8, 2012, from the Commissioner of Planning and Building regarding the application to change the Zoning from 'R3' (Detached Dwellings) to 'R3-Exception' (Office within a Detached Dwelling), to permit an office use in the existing residential dwelling under file OZ 11/009 W11, Three Nuts Inc., 330 Queen Street South, be received for information, and notwithstanding Planning Protocol, that the Supplementary Report to be brought directly to a future Council meeting."



Three Nuts Inc.

File: OZ 11/009 W11

Revised Proposed Zoning Standards – "R3 – Exception" (Office within a Detached Dwelling)

Provision	Required Zoning By-law Standard	Proposed Standard
Parking Space Access	Access to parking spaces shall be provided by unobstructed on-site aisles	Maximum of 3 parking spaces may be provided in tandem
Minimum parking space width	2.6 m (8.5 ft.)	Two spaces may be 2.4 m (7.9 ft.)
Minimum landscape buffer to Queen Street South	n/a	7.5 m (24.6 ft.)



Corporate Report

Clerk's Files

Originator's
Files OZ 11/016 W1

DATE: November 12, 2013

TO: Chair and Members of Planning and Development Committee
Meeting Date: December 2, 2013

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Section 37 Community Benefits Report**
1224, 1230, 1240 and 1244 Cawthra Road
and 636 Atwater Avenue
Southwest corner of Cawthra Road and Atwater Avenue
Owner: Windcatcher Development Corporation
Applicant: Lethbridge & Lawson Inc.

Ward 1

RECOMMENDATION: That the Report dated November 12, 2013 from the Commissioner of Planning and Building outlining the recommended Section 37 Community Benefits under file OZ 11/016 W1, Windcatcher Development Corporation, 1224, 1230, 1240 and 1244 Cawthra Road and 636 Atwater Avenue, southwest corner of Cawthra Road and Atwater Avenue, be adopted and that a Section 37 agreement be executed in accordance with the following:

1. That the sum of \$160,000.00 be approved as the amount for the Section 37 Community Benefits contribution and that the owner enter into a Section 37 agreement with the City of Mississauga.
2. That City Council enact a by-law under Section 37 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, to authorize the Commissioner of Planning and Building and the City Clerk to execute the Section 37 agreement with Windcatcher Development Corporation, and that the agreement be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the Community Benefits.

**REPORT
HIGHLIGHTS:**

- The City is seeking a Community Benefits contribution under Section 37 of the *Planning Act*, in conjunction with the proponent's Official Plan Amendment and Rezoning application;
- The proposal has been evaluated against the criteria contained in the Corporate Policy and Procedure on Bonus Zoning;
- The Community Benefits contribution comprises \$160,000.00 towards cycling facilities in the neighbouring area;
- The request can be supported subject to the execution of a Section 37 agreement and payment of the cash contribution by the owner.

BACKGROUND:

On February 25, 2013, a Supplementary Report was presented to Planning and Development Committee (PDC) recommending approval of Official Plan Amendment and Rezoning applications on the subjects lands under file OZ 11/016 W1, by Windcatcher Development Corporation, to permit a 137 unit, 4-storey condominium apartment building subject to certain conditions. PDC passed recommendation PDC-0010-2013, which was subsequently adopted by Council on March 6, 2013. As part of the recommendation, staff was directed to hold discussions with the applicant to secure Community Benefits in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a Section 37 report outlining the recommended Community Benefits. The purpose of this report is to provide comments and a recommendation with respect to the proposed Section 37 Community Benefits.

COMMENTS:

Background information including an aerial photograph and the concept plan for the proposed development is provided in Appendices 1 and 2.

Section 37 Community Benefits Proposal

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in Mississauga Official Plan, this policy enables the City to secure community benefits when increases in permitted development are deemed

good planning by Council through the approval of a development application. The receipt of the Community Benefits discussed in this report conforms to Mississauga Official Plan and the Corporate Policy and Procedure on Bonus Zoning.

“Community Benefits” is defined in the Corporate Policy and Procedure as meaning *facilities or cash secured by the City and provided by an owner/developer for specific public capital facilities, services or matters*. Chapter 19.8.2 of the Official Plan provides examples of potential Community Benefits, e.g., the provision of public art, the provision of multi-modal transportation facilities, the provision of streetscape improvements, etc.

Following Council’s approval in principle of the subject applications, Planning staff met with representatives from Community Services, Transportation and Works, and Corporate Services to discuss potential community benefits. Subsequent to this meeting, Planning staff then met with the developer and Ward 1 Councillor, Jim Tovey on separate occasions to discuss the possible community benefits relating to the proposal.

Written confirmation has been provided by the owner confirming that the Community Benefit is \$160,000.00 towards the implementation of cycling facilities, including but not limited to bike lanes in the neighbouring area of the proposed development.

Guiding Implementation Principles

The Section 37 Community Benefits proposal has been evaluated against the following guiding implementation principles contained in the Corporate Policy and Procedure on Bonus Zoning.

1. Development must represent good planning.

A fundamental requirement of the use of Section 37 is that the application being considered must first and foremost be considered “good planning” regardless of the Community Benefit contribution.

The Supplementary Report dated February 5, 2013 presented to PDC on February 25, 2013, evaluated the proposed Official

Plan Amendment and Rezoning and recommended that the applications be approved as they are acceptable from a planning standpoint and represents good planning.

2. A reasonable planning relationship between the secured Community Benefit and the proposed increase in development is required.

The proposed contribution towards cycling facilities is considered a “next priority” Community Benefit, as it is a contribution in the form of funds used to address a City-wide need which is related to the site, but which cannot be included on the site.

In order to determine a fair value of the Community Benefits, Realty Services retained an independent land appraisal to determine the increased value of the land resulting from the height and density increase. In this instance, acknowledging that Mississauga Official Plan policies permit developments of up to four storeys in this area, staff have determined that the relationship between the proposed \$160,000.00 worth of community benefits and the land value of the requested height and density increase is acceptable. This amount represents 20% of the land lift value, which is in line with the Corporate Policy and Procedure and is acceptable to both the City and the owner.

3. Community Benefit contributions should respond to community needs.

The Creation of a Multi-Modal City is one of Mississauga Official Plan’s guiding principles. The implementation of a viable and safe active transportation network is one way in which the City can achieve this goal.

The Cycling Master Plan identifies several secondary cycling routes in this area including Atwater Avenue, Northmount Avenue, Fourth Street and others. These routes would provide area residents with connections to neighbourhood destinations such as schools and parks, as well as connectivity into the City-wide primary cycling network, thereby supporting cycling as a healthy and active transportation option.

In accordance with the Corporate Policy and Procedure, Ward 1 Councillor, Jim Tovey, has been consulted regarding the negotiations and supports the proposed Community Benefit contribution.

4. Ensure that the negotiation process of Section 37 Agreements is transparent.

Following the receipt of the Community Benefit contribution, Transportation and Works Department staff would review the opportunities to implement cycling facilities in this community. The proposed facilities and timing of implementation would be subject to a detailed assessment, community consultation and Council approval. Depending on the type of facility to be implemented, a contribution of \$160,000.00 could fund between 2 and 10 km (1.2 to 6 miles) of cycling facilities in this community. Given the assessment and consultation that would need to take place, 2015 would be the earliest implementation date.

Section 37 Agreement

The Planning and Building Department and the owner have reached a mutually agreed upon terms and conditions of the Community Benefit and related agreement for the subject lands. The agreement provisions will include the following:

- a Community Benefit contribution of \$160,000.00;
- the contribution is to be used towards cycling facilities in the neighbouring area;
- the agreement is to be registered on title to the lands in a manner satisfactory to the City Solicitor, to secure the said benefits.

FINANCIAL IMPACT:

Cash benefits received from a Section 37 agreement will be collected by the Planning and Building Department and held in a Section 37 Reserve Fund set up for that purpose. This fund will be managed by Accounting, Corporate Financial Services, who are responsible for maintaining a record of all cash payments received under this policy.

CONCLUSION:

Staff have concluded that the proposed Section 37 Community Benefit is appropriate, based on the increased height and density being recommended through the Official Plan Amendment and Rezoning applications; and that the proposal adheres to the criteria contained in the Corporate Policy and Procedure on Bonus Zoning. Further, the contribution towards cycling facilities will help to implement active transportation options in the area and further support the development of healthy communities.

ATTACHMENTS:

Appendix 1: Aerial Photograph

Appendix 2: Concept Plan



Edward R. Sajecki

Commissioner of Planning and Building

Prepared By: David Breveglieri, Development Planner





LEGEND:

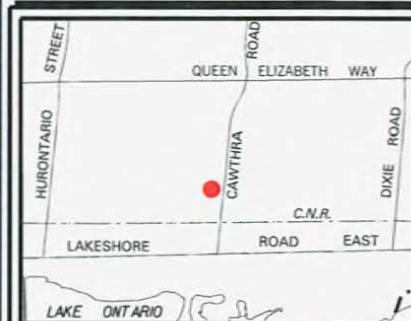


SUBJECT LANDS

DATE OF AERIAL PHOTO: 04 2011



SUBJECT: WINDCATCHER DEVELOPMENT CORPORATION



FILE NO:
OZ 11016 W1
DWG. NO:
11016A
SCALE:
1:2500
PDC DATE:
2013/12/02
DRAWN BY:
K. PROKOP

APPENDIX 1

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Produced by
T&W, Geomatics

ATWATER AVE

