
Planning and Development Committee

Date

2016/05/30

Time

7:00 PM

Location

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

Members

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

Contact

Mumtaz Alikhan, Legislative Coordinator, Legislative Services
905-615-3200 ext. 5425
mumtaz.alikhan@mississauga.ca

Find it Online

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

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

Send written submissions or request notification of future meetings to:

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

1. CALL TO ORDER
2. APPOINTMENT OF CHAIR
3. DECLARATION OF CONFLICT OF INTEREST
4. MINUTES OF PREVIOUS MEETING
Approval of Minutes of May 16, 2016 Meeting
5. MATTERS TO BE CONSIDERED
 - 5.1. Sign Variance Application 16-00179 (Ward 2) - Sign By-law 0054-2002, as amended
File: BL.03.SIGN
 - 5.2. **PUBLIC MEETING**
Proposed amendments to Mississauga Official Plan policies, respecting updated noise and railway proximity guidelines
City of Mississauga
File: EC.19.ENV
 - 5.3. **PUBLIC MEETING**
Information Report on Applications to permit 24 townhouses on a condominium road, 1629, 1635 and 1639 Blenheim Road, Southeast corner of South Service Road and Blenheim Road
Owner: Tupelo Investments Limited
File: OZ 15/009 W1
 - 5.4. **RECOMMENDATION REPORT**
To remove an "H" HOLDING SYMBOL (WARD 2), 1571, 1575 and 1601 Lakeshore Road West, North side of Lakeshore Road West, east of Clarkson Road North
Owner: 2286974 Ontario Inc. (Vandyk Developments)
File: H-OZ 13/007 W2

- 5.5. Master Plan for 1 Port Street East (Ward 1)
File: CD.21.POR
- 6. ADJOURNMENT

City of Mississauga
Corporate Report



Date: 2016/05/10

To: Chair and Members of Planning and Development Committee

From: Ezio Savini, P. Eng, Chief Building Official

Originator's files:
 BL.03-SIG (2016)

Meeting date:
 2016/05/30

Subject

Sign Variance Application 16-00179 (Ward 2) - Sign By-law 0054-2002, as amended

Recommendation

That the following Sign Variance **not be granted**:

- (a) Sign Variance Application 16-00179
 Ward 2
 Sam McDadi Real Estate Inc.
 1034 Clarkson Rd. No.

To permit the following:

- (i) Eight (8) fascia signs erected on four (4) elevations of the building exceeding 15% of the area of the building face on which they are located.

Background

The applicant has requested a variance to the Sign By-law to permit the installation of fascia signs on all four elevations of the building that exceed 15% of the area of the building face. The Planning and Building Department staff has reviewed the application and cannot support the request. As outlined in Sign By-law 0054-2002, the applicant has requested the variance decision be appealed to Planning and Development Committee.

Comments

The property is located within a special sign district (Clarkson District) defined in Sign By-law 0054-2002, as amended. As such, a fascia sign cannot exceed 15% of the wall area on which they are located. The proposed signs exceed the maximum permitted area by 70% to 200% (see page 1 of appendix).

The Planning and Building Department cannot support the requested sign variance as the number of signs and the signage coverage on all building faces far exceeds the regulation as outlined in the Sign By-law 0054-2002. In addition, this would lead to an undesirable precedent in a stable neighbourhood.

The Building Division has also received numerous complaints from residents regarding the signs. A Notice of Contravention has been issued to Sam McDadi Real Estate Inc. for the installation of the signs without permits pursuant to Sign By-law 0054-2002.

Financial Impact

None.

Conclusion

Allowing the requested variances would set an undesirable precedent for sign displays in a designated special sign district and across the City.

Attachments

Appendix 1: Location and elevations of existing fascia signs



Ezio Savini, P. Eng, Chief Building Official

Prepared by: Darren Bryan, Supervisor Sign Unit



SIGN VARIANCE APPLICATION REPORT
Planning and Building Department

April 21, 2016

FILE: 16-00179

RE: Sam McDadi Real Estate Inc. Brokerage
 1034 Clarkson Rd. N. - Ward 2

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

Section 13	Proposed
For a commercial zoned property in a special sign districts (Clarkson district), the maximum sign area permitted for a fascia sign is 15% of the building face.	Eight (8) fascia signs (Two each side of the building): - East elevation (Front) 45% coverage - West elevation (Rear) 35.1% coverage - North Elevation (Right) 25.6% coverage - South Elevation (Left) 25.6% coverage

COMMENTS:

The above noted proposed sign variance is refused as the number of signs and the signage coverage on all building faces by far exceed what might be considered a modest and reasonable increase. In addition, it could also lead to an undesirable precedent in a stable neighbourhood.

As a result of numerous complaints from residents, the Planning and Building Department has also issued a Notice of Contravention for the installation of the signs without permits pursuant to Sign By-law 54-2002 as amended.



W. E. OUGHTRED and Associates Inc.

Real Estate Analyst / Development Consultant

April 21, 2016

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

Attention: Ehab Salama
Sign Examiner

Re: **Sign Permit Code: SGN 1867**
1034 Clarkson Road North
City of Mississauga

Further to your comments with regards to the noted application, please be advised that we wish to appeal the sign variance decision of the Planning and Building Department.

Please advise of the appeal date when scheduled.

Should you have any questions, please do not hesitate to contact our office.

Yours truly,

Meagan Sanderson
W.E. Oughtred & Associates Inc.


W. E. OUGHTRED and Associates Inc.

Real Estate Analyst / Development Consultant

February 22, 2016

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

 Attention: Ehab Salama
 Sign Plan Examiner

Dear Sir:

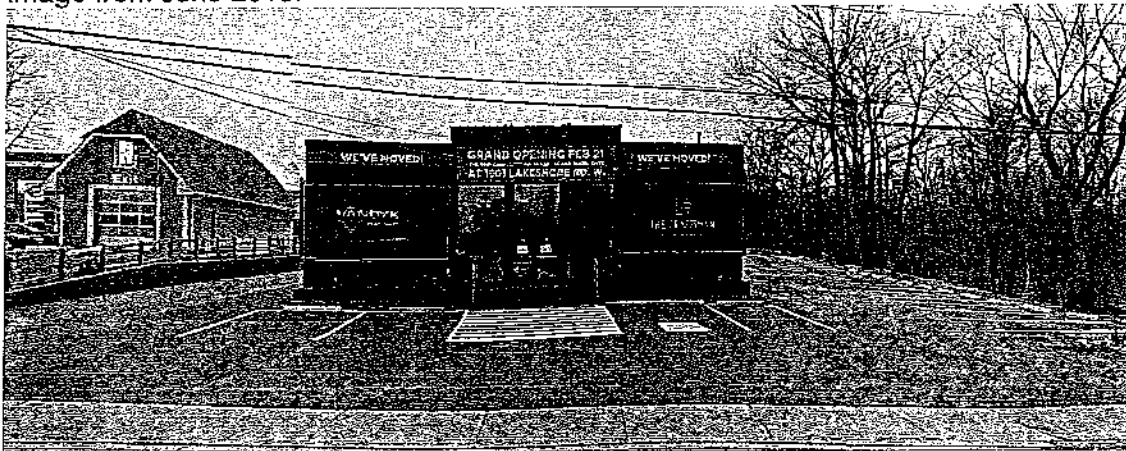
 Re: **Sign Permit: 16-179**
1034 Clarkson Road North
City of Mississauga

Further to the comments with regards to the above-noted application, please accept this letter in support of the required sign variance application. The maximum sign area permitted is 15% of the building face in special sign districts. We are proposing a sign area of 45.28 m² (415) on the front face of the building, 35.1% (39.1 m²) on the rear and 25.6% (39.1 m²) on both side elevations.

The subject property borders a greenbelt to the north, a parking area to the west and a service station to the east. The proposed signs will not have a negative impact on the neighbourhood.

These are temporary advertising signs to promote the re-location and new business use of the building. The signs will be constructed in accordance with the OBC and City of Mississauga permit requirements.

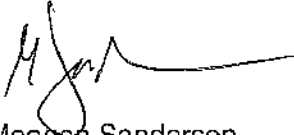
The signs are replacing existing advertising signs as per the attached google streetview image from June 2015.



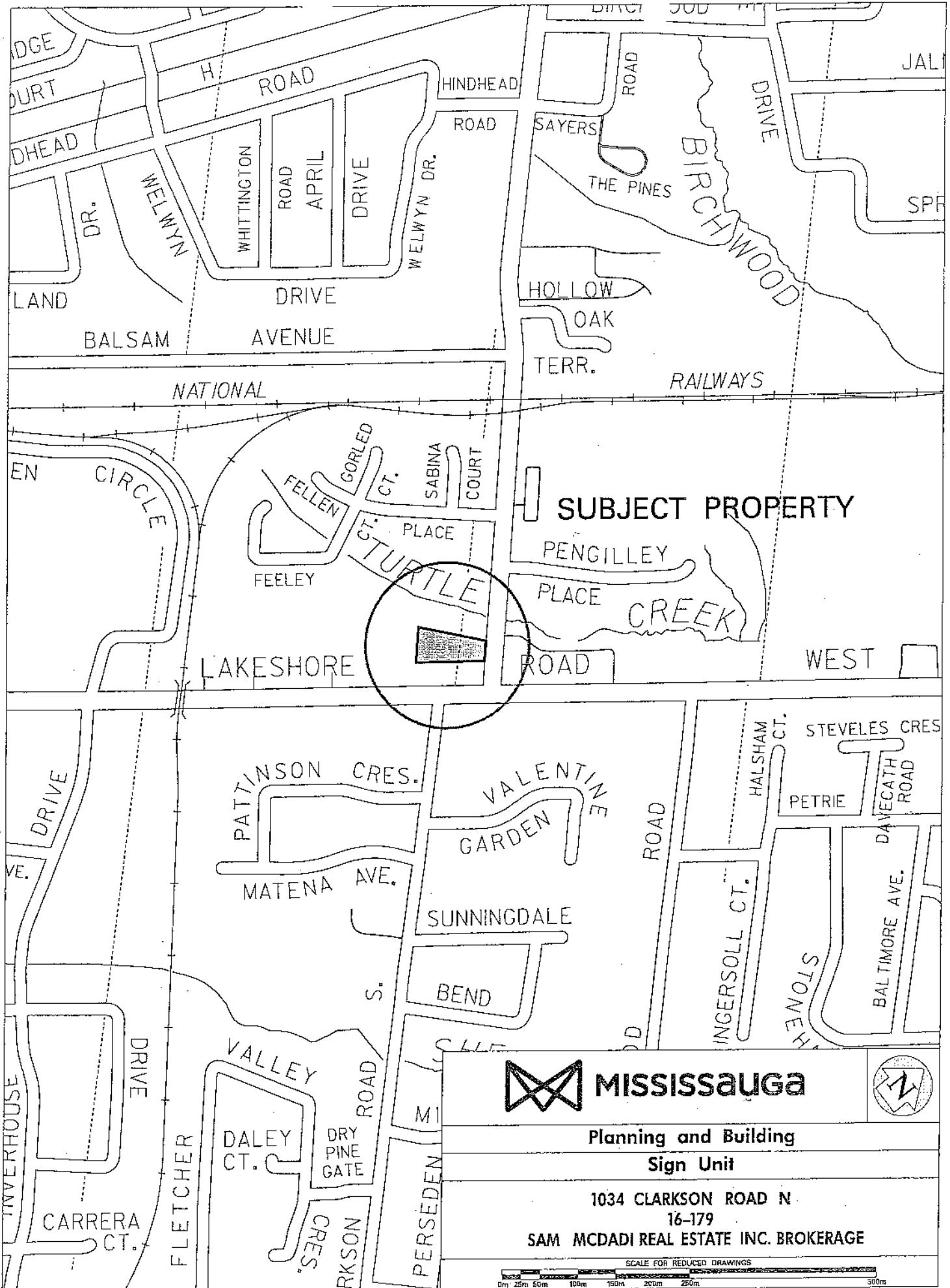
1034 Clarkson Road North
City of Mississauga
Page 2 of 2

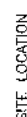
Should you have any questions, please do not hesitate to contact our office.

Yours truly,

A handwritten signature in black ink, appearing to read 'Meagan Sanderson', with a long horizontal flourish extending to the right.

Meagan Sanderson
W.E. Oughtred & Associates Inc.



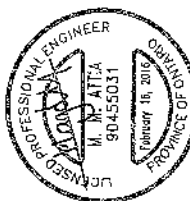


ISSUES / REVISIONS

ISSUES / REVISIONS

- A. Issued for Sign Permit
January 12, 2010
- B. Re-issued as per City Sign Permit
Comments February 16, 2018

5.1 8



Speed



Sam McDevitt, Real Estate Inc., Brokerage
1034 Clarkson Road North
Mississauga, Ontario
Project Name and Address:

Site Plan Lay-out

1111

Project Number: 18-000

Scalo: NTg

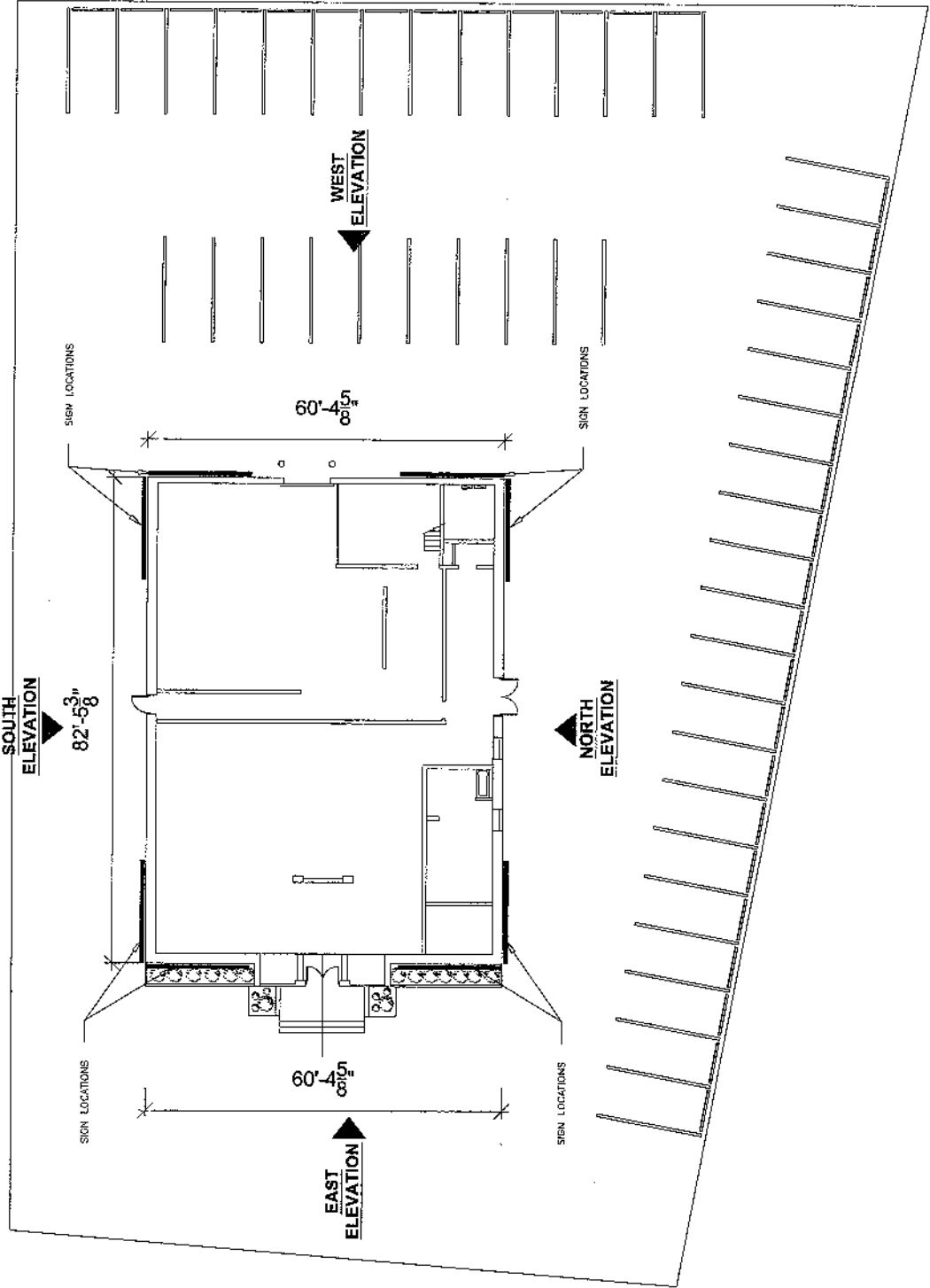
Inter: February 16, 2016

Designed by: **N.N.** | Drawing Numbers:

Drawn by: **M.N.**

Checked By:	MA,	Revised:	B,
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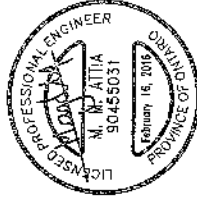
GENERAL SITE PLAN



Client Logo:

ISSUES / REVISIONS
A. Issued For Sign Permit
B. Issued For Sign Permit
C. Issued For Sign Permit
D. Issued For Sign Permit
E. Issued For Sign Permit
F. Issued For Sign Permit
G. Issued For Sign Permit
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Y. Issued For Sign Permit
Z. Issued For Sign Permit

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9

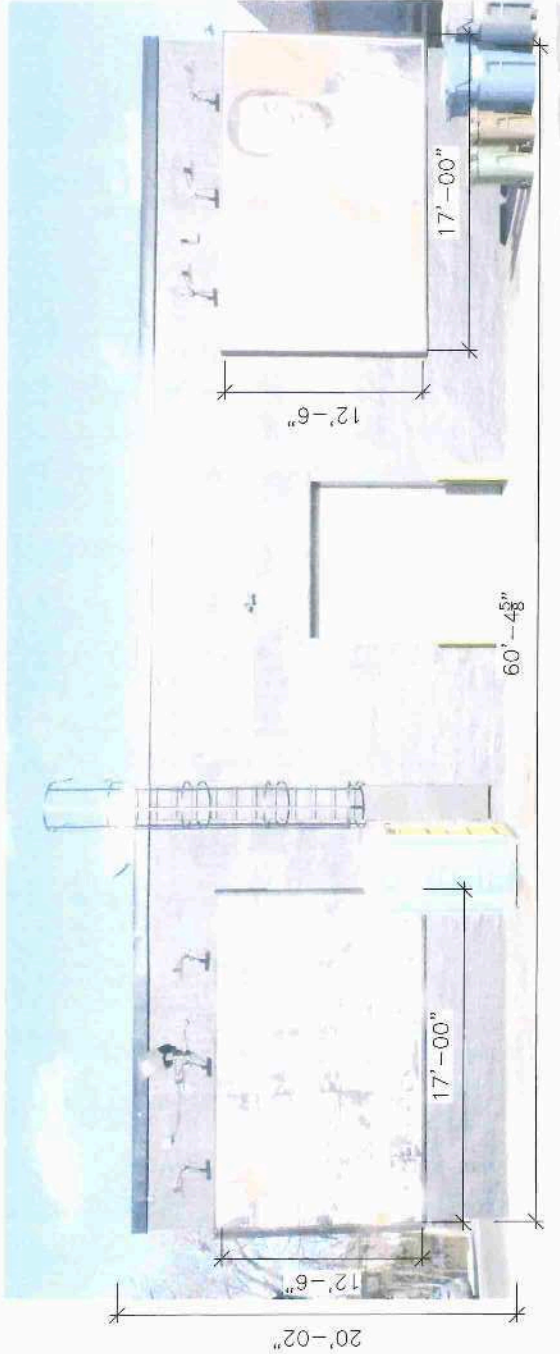


Start:

ALIA ENGINEERING INC.
CONSULTING ENGINEERS
2841 Sheppard Ave. E. Suite 100
Scarborough, Ontario M1S 1T6
Tel: 289-837-4133
Fax: 289-415-8085
Email: info@aliamanagement.com
Website: www.aliamanagement.com

Blair McCall Real Estate Inc., Brokerage
1004 Clerken Road North
Mississauga, Ontario
Project Name and Address:

Sheet Title	16-009
Project Number	NTS
Scale	NTS
Date	February 16, 2016
Designed By	NN
Drawn By	MM
Checked By	MA
Project Name and Address	SK-21



WEST ELEVATION

LEFT SIGN
SIGN HEIGHT = 79 in
SIGN WIDTH = 12'00"
BUILDING WEST FACE HEIGHT = 20'-02"
BUILDING WEST FACE WIDTH = 60'-4 1/2"
SIGN AREA = 212.5 ft² (19.55m²)

RIGHT SIGN
SIGN HEIGHT = 79 in
SIGN WIDTH = 17'-00"
BUILDING WEST FACE HEIGHT = 20'-02"
BUILDING WEST FACE WIDTH = 60'-4 1/2"
SIGN AREA = 212.5 ft² (19.55m²)

Client Logo:

ISSUES / REVISIONS

A. Issued For Sign Permit
January 12, 2016

1000
M. M. ATTIA
90455031
January 12, 2016
PROVINCE OF ONTARIO
LICENSED PROFESSIONAL ENGINEER



Seal

SAI ENGINEERING INC.
2887 Sheppard Heights Drive
Oakville, Ontario, L6L 7K1
Tel: 225-837-1333
Fax: 225-811-4885
email: info@saiengineering.com
Website: www.saiengineering.com

Sun McDuff Road Estate Inc. Brokerage
100 Clarkson Road North
Mississauga, Ontario
Project Name and Address:

Signs Attached to
West Side Face
Sheet Title

Project Number: 16-009

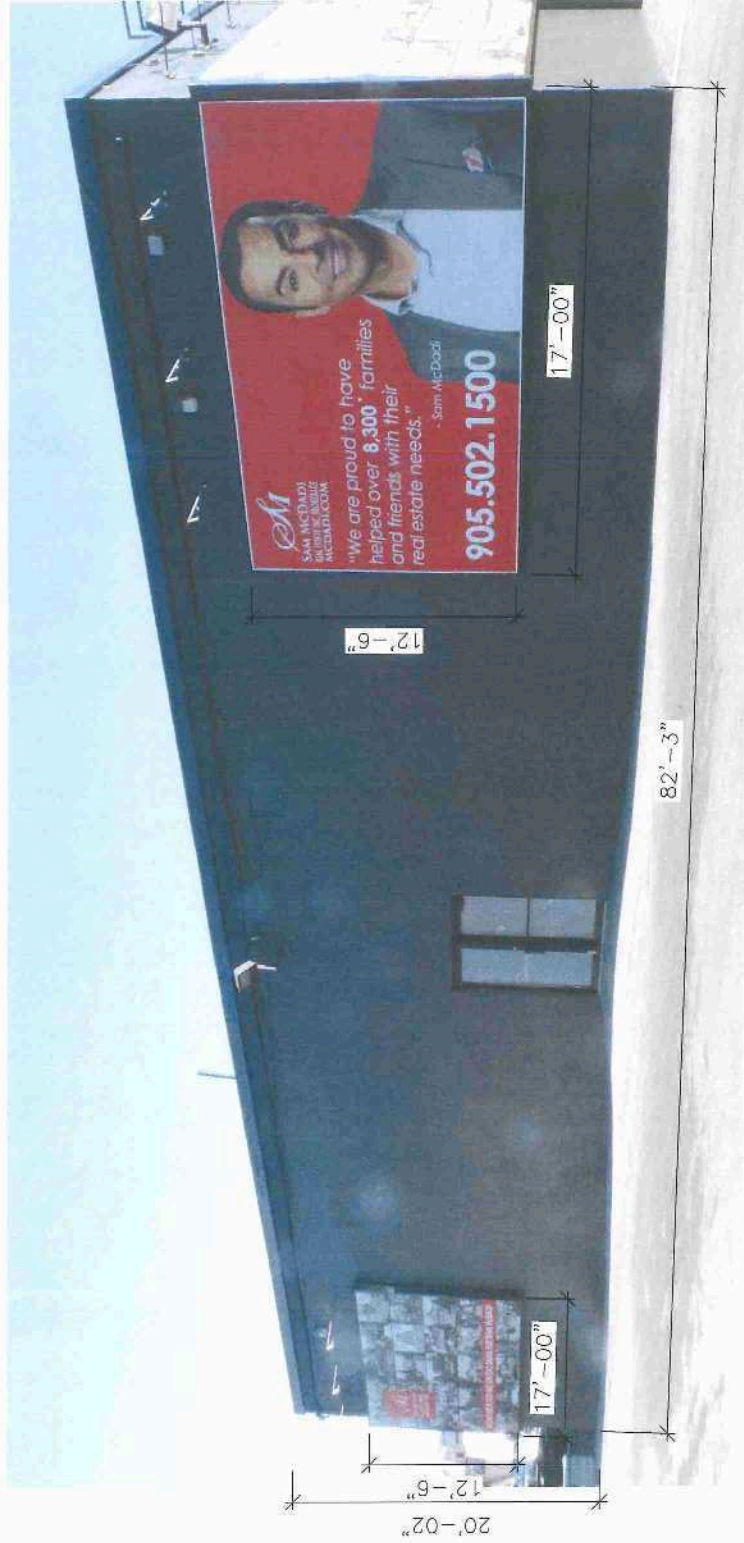
Scale: N.T.S.

Date: January 12, 2016

Designed By: NN Drawing Number:

Drawn By: MQ SK-4.1

Checked By: MA Reborn: B



NORTH ELEVATION

LEFT SIGN
SIGN HEIGHT = 78 in.
SIGN WIDTH = 12'-00"
BUILDING NORTH FACE HEIGHT = 20'-02"
BUILDING NORTH FACE WIDTH = 80'-4 1/8"
SIGN AREA = 212.5 sq. ft. (19.85m²)

RIGHT SIGN
SIGN HEIGHT = 78 in.
SIGN WIDTH = 12'-00"
BUILDING NORTH FACE HEIGHT = 20'-02"
BUILDING NORTH FACE WIDTH = 80'-4 1/8"
SIGN AREA = 212.5 sq. ft. (19.85m²)

Client Logo:

ISSUES / REVISIONS
A. Issued for Sign Permit
January 12, 2016

1234 CLARLTON ROAD NORTH
MISSISSAUGA, ONTARIO L4X 1L7
TEL: 905-502-1500
WWW.SAMMCDODI.COM

REGISTERED PROFESSIONAL ENGINEER
M. M. ATTIA
90455031
January 12, 2016
PROVINCE OF ONTARIO

SEAL

SEALING ENGINEERING INC.
2885 SHEPPARD AVENUE EAST
SUITE 100
SCARBOROUGH, ONTARIO M1T 3K1
TEL: 288-837-1333
FAX: 288-837-4085
WWW.SIGNALSIGNALSIGNALS.COM

Sam McDodi Real Estate Inc., Brokerage
1234 Clarlton Road North
Mississauga, Ontario
Project Name & Address

Signs Attached to
North Elevation
Sheet 12-1

Project Number: 16-009

Scale: N.T.S.

Date: January 12, 2016

Designed By: N.N. Drawing Number: SK-61

Drawn By: M.G.

Checked By: M.A. (Revised): B



LEFT SIGN
SIGN WEIGHT = 78 lbs.
SIGN HEIGHT = 12'-00"
SIGN WIDTH = 17'-00"
BUILDING SOUTH FACE
BUILDING SOUTH FACE
SIGN AREA = 212.5 sq ft (19

RIGHT SIGN
SIGN WEIGHT = 70 lbs.
SIGN HEIGHT = 12'-08"
SIGN WIDTH = 17'-00"
BUILDING SOUTH FACE HEIGHT = 20'-02"
BUILDING SOUTH FACE WIDTH = 80'-4"
SIGN AREA = 212.5 sq ft (19.56sqm)

SOUTH ELEVATION

[illegible]

8.11.17

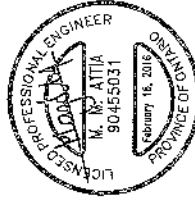
Client Legend:

ISSUES / REVISIONS

Issued For Sign Permit
January 12, 2010

Re-Issued as per City Sign Permit
Commenced February 10, 2016

ALL INFORMATION CONTAINED HEREIN IS UNCLASSIFIED
DATE 08-16-2011 BY 60322 UCBAW/SJS



549



Sam McDuff, Real Estate Inc., Brokerage
1034 Clarkson Road North
Markham, Ontario
Product Name and Address

Typ. Sign Cross Section
of Building Face Around

Project Number:	16-009	NTS	February 16, 2016	Revising Number:	SK-7.1	Revision:	8
Scale:				Designed By:	M.N.		
				Drawn By:	M.N.		
				Checked By:	M.A.		

Project_Design_Data: (As Per OBC-2012)

Project Design ID#: (As Per O
City of Mississauga Wind Load:

$$a(k) = 7.73 \text{ nsf}$$
$$\frac{q(18)}{q(1)} = 1.75 \text{ pst} = 1024 \text{ conf}$$

$q(\mathbf{z}) = 10.24$ psf
Importance Category : Normal

Importance Category : Normal
Importance Factors : low [1,1,5]

```
importanceFactors: wv [ULS] = 1.0, wv [ULS] = 38.81 nsf (Factored)
```

Wind Load	[S15]	= 20.79	nsf (Factored)
Wind Load	[ULS]	= 38.81	psf (Factored)

Spew | mous

Show Log: S5 = 22.98 def

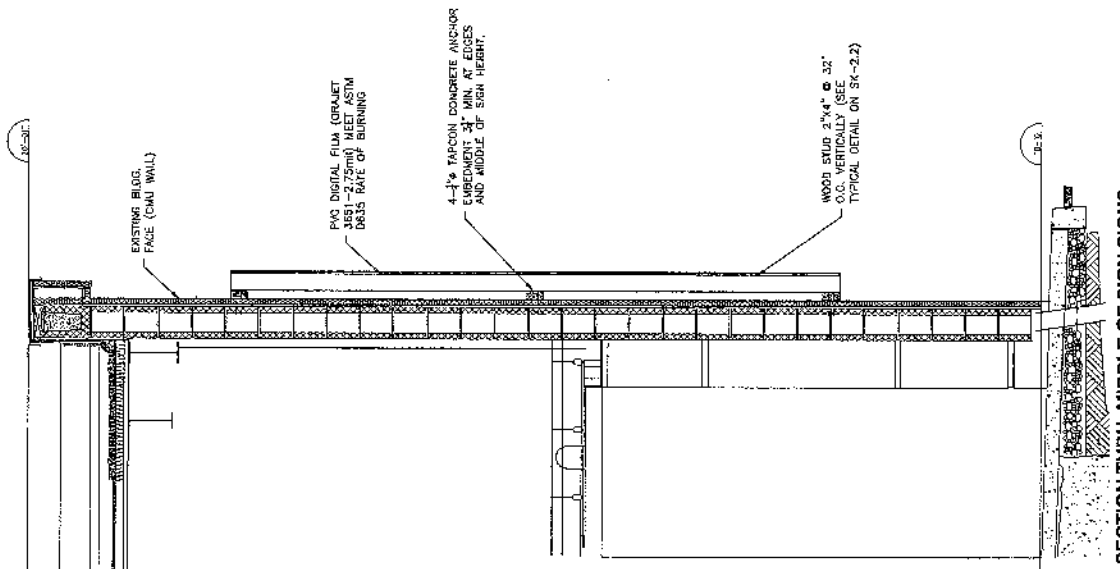
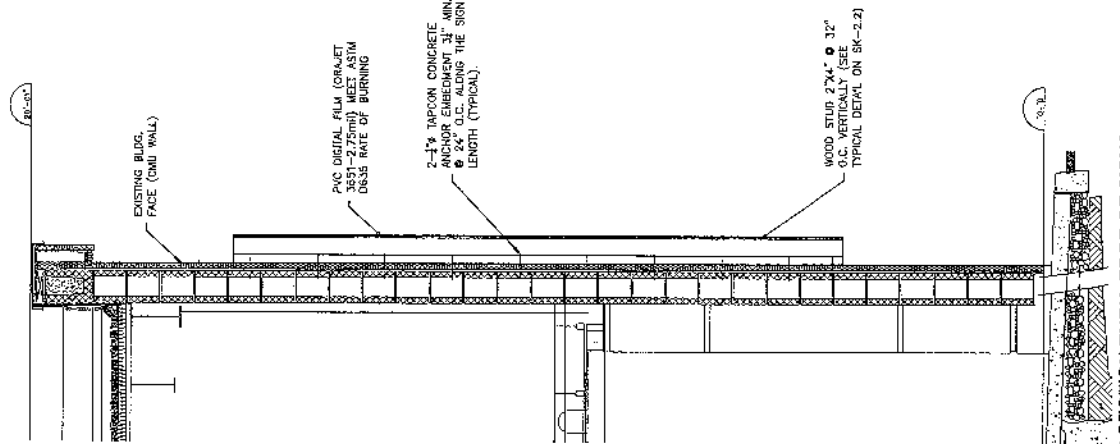
$$S_r = 8.36 \text{ msf}$$

importance Category : Normal

Importance Factors : $\ln [ULS] = 1.0$, $\ln [SIS] = 0.9$

Snow Load [ULS] = 26.74 psf (Specified)

Snow load [SLS] = 24.02 psf (Specified)

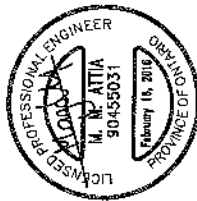


Client Logo

ISSUES / REVISIONS	
A.	Issued For Permit
B.	Revised as per City Sign Permit
C.	Comments February 16, 2016

5.1 15

ALL RIGHTS RESERVED. NO PART OF THIS DOCUMENT MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, WITHOUT PERMISSION IN WRITING FROM THE ENGINEER. THE ENGINEER'S LIABILITY IS LIMITED TO THE DESIGN OF THE SIGN AND ITS STRUCTURE. THE ENGINEER DOES NOT WARRANT THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR THE COMPLETION OF THE SIGN AND ITS STRUCTURE. THE ENGINEER'S LIABILITY IS LIMITED TO THE DESIGN OF THE SIGN AND ITS STRUCTURE. THE ENGINEER DOES NOT WARRANT THE ACCURACY OF THE INFORMATION PROVIDED BY THE CLIENT. THE CLIENT IS RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND FOR THE COMPLETION OF THE SIGN AND ITS STRUCTURE.



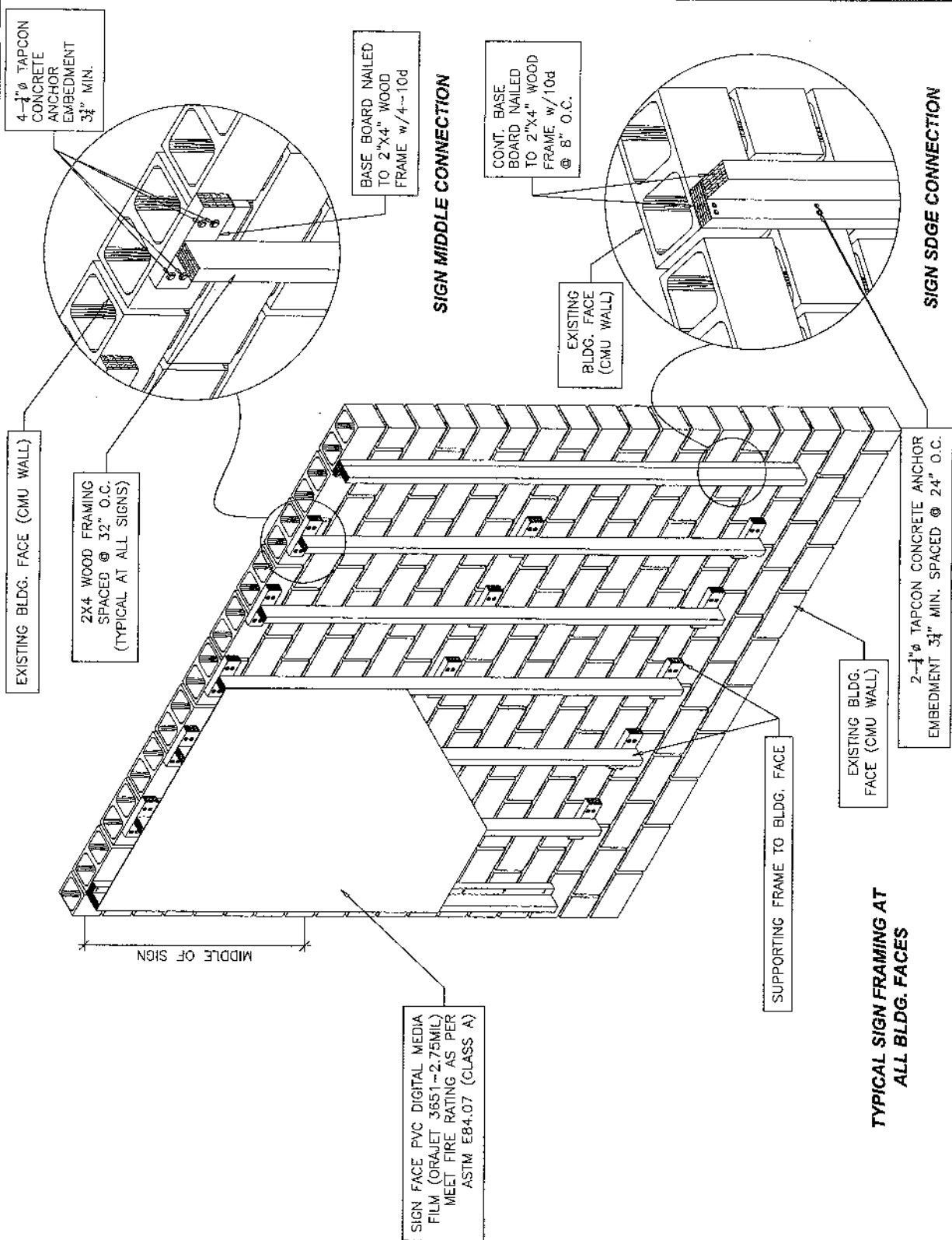
Sheet

ENGINEERING INC.
CONSULTING ENGINEERS
2885 Sherwood Heights Drive
Scarborough, Ontario, M1V 1Y1
Tel: 288-837-4339
Fax: 288-837-5085
Email: info@signengineering.com
Website: www.signengineering.com

Sam McCloud, Lead Estimator, Brokerage
1034 Clarkson Road North
Mississauga, Ontario
Project Name and Address

Typical Framing for All Signs
at Face of Bldg. Connection Detail

Sheet Title	Project Number	16-0039
Scale	NTS	NTS
Date	February 16, 2016	
Designed By	N.N.	Issuing Number
Drawn By	M.N.	SK-22
Checked By	M.A.	Project
		8



TYPICAL SIGN FRAMING AT ALL BLDG. FACES

City of Mississauga

Corporate Report



Date: 2016/05/09

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:
EC.19-ENV

Meeting date:
2016/05/30

Subject

Proposed amendments to Mississauga Official Plan policies, respecting updated noise and railway proximity guidelines.

PUBLIC MEETING

Recommendation

That the submissions made at the public meeting to consider the report titled "Proposed amendments to Mississauga Official Plan policies, respecting updated noise and railway proximity guidelines" dated March 1, 2016, from the Commissioner of Planning and Building, be received.

Background

On March 30, 2016, City Council approved the recommendation PDC-0021-2016, which included the following:

1. That a public meeting be held to consider the proposed amendments to Mississauga Official Plan (MOP) contained in the report titled "Proposed amendments to Mississauga Official Plan policies, respecting updated noise and railway proximity guidelines" dated March 1, 2016, from the Commissioner of Planning and Building.

The report is attached as Appendix 1.

Comments

The purpose of the public meeting is to receive comments on the proposed amendments to MOP respecting updated noise and railway proximity guidelines and fulfil the statutory public meeting requirements of the *Planning Act*.

Subsequent to the public meeting, a report will be prepared for consideration by the Planning and Development Committee which will address comments received from the public, and where appropriate recommend changes to the proposed amendments.

Financial Impact

Not applicable

Conclusion

Following the statutory public meeting, a report will be prepared for consideration by the Planning and Development Committee to address comments received from the public and other stakeholders.

Attachments

Appendix 1: Report titled "Proposed amendments to Mississauga Official Plan policies, respecting updated noise and railway proximity guidelines" dated March 1, 2016, from the Commissioner of Planning and Building.



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Policy Planner

City of Mississauga

Corporate Report



MISSISSAUGA

Date: March 1, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajeckl, Commissioner of Planning and Building

Originator's files:
EC.19.ENVMeeting date:
March 21, 2016**Subject**

Proposed amendments to Mississauga Official Plan policies, respecting updated noise and railway proximity guidelines

Recommendation

1. That a public meeting be held to consider the proposed amendments to Mississauga Official Plan (MOP) contained in the report titled "Proposed amendments to Mississauga Official Plan policies, respecting updated noise and railway proximity guidelines" dated March 1, 2016, from the Commissioner of Planning and Building.
2. That 142-148 Queen Street South be classified as a Class 4 area in accordance with the Environmental Noise Guideline, NPC-300.

Report Highlights

- Amendments are required to update MOP policy to align with two updated guidelines released in 2013: "Environmental Noise Guideline: Stationary and Transportation Sources – Approval and Planning, Publication NPC-300" (NPC-300); and "Guidelines for New Development in Proximity to Railway Operations";
- The new Class 4 area classification in NPC-300 has less stringent noise level limits for proposed new development in proximity to existing stationary noise sources; and
- The use of the Class 4 area classification is recommended for 142-148 Queen Street South under the discretion given to municipalities to do so under NPC-300.

Background

Mississauga Official Plan (MOP) includes policies pertaining to stationary and transportation noise sources and noise mitigation through site and building design, as well as rail safety setbacks. These policies are directly impacted by two new guidelines released in 2013:

1. The Ministry of the Environment and Climate Change (MOECC) released the "Environmental Noise Guideline: Stationary and Transportation Sources – Approval and

Planning, Publication NPC-300" (NPC-300)¹, consolidating and replacing four separate noise-related guidelines²; and

2. The Federation of Canadian Municipalities (FCM) and Railway Association of Canada (RAC) released the "*Guidelines for New Development in Proximity to Railway Operations*" (Railway Proximity Guidelines). The new guidelines replace and build on the FCM/RAC Proximity Guidelines and Best Practices Report (2004).

NPC-300 Class 4 Area

Of greatest interest is the MOECC's introduction of a new noise classification area (Class 4) in NPC-300, in relation to stationary noise sources. The use of Class 4 enables development of noise sensitive land uses (e.g. residential) in areas that would otherwise not be developable due to existing stationary noise sources, thereby potentially aiding in municipal intensification efforts.

The intent of the Class 4 classification is principally to protect established industries from development encroachment that would impact their future viability and ability to operate under their Environmental Compliance Approval (ECA) certificate. However, this intent does not preclude the use of Class 4 in areas with other stationary noise sources (e.g. rooftop equipment on a commercial building).

Stationary noise sources include facilities such as commercial and industrial facilities, warehousing and truck terminal facilities and works yards. Stationary sources are usually comprised of many sources of sound from various activities and equipment such as heating, ventilation and air conditioning (HVAC) equipment, fans and blowers, boilers and furnaces, routine loading and unloading activity and on-site movement of trucks and trailers.

The development of noise sensitive uses near stationary noise sources was precluded or extremely difficult to put into effect under the previous guidelines with only the below three area classifications:

- Class 1 (urban area) generally refers to "urban hum", where an acoustical environment is dominated by activities of people, usually road traffic;
- Class 2 (suburban area) is the same as Class 1 but has lower evening and night background sound; and
- Class 3 (rural area) refers to areas dominated by natural sounds and having little to no road traffic.

NPC-300 retains these three noise classifications and introduces the Class 4 classification, as defined in Appendix 1.

Compared to noise limits in a Class 1 area, Class 4 limits allow for higher noise levels - 5 dBA higher in outdoor areas and 10 dBA higher at window panes (plane of window). Meeting the Class 4 stationary sound level limits are based on the assumption of closed windows, necessitating a ventilation system (e.g. central air conditioning) at the noise sensitive receptor location. The previous MOECC guidelines did not recognize closed windows and a ventilation

¹ "NPC" is the acronym for Noise Pollution Control.

² Publication LU-131 – *Noise Assessment Criteria in Land Use Planning*. October 1997; *Noise Assessment Criteria in Land Use Planning: Requirements, Procedures and Implementation*. October 1997; Publication NPC-205 – *Sound Level Limits for Stationary Sources in Class 1 and 2 Areas (Urban)*. October 1995; Publication NPC-232 – *Sound Level Limits for Stationary Sources in Class 3 Areas (Rural)*. October 1995.

system as an acceptable means of mitigation for stationary noise exceedances, regardless of the classification.

Comments

Although ambient noise levels are part of living in an urban environment, excessive noise levels can adversely impact quality of life and, in extreme circumstances, public health. The most common source of noise complaints in Mississauga is from aircraft and motorized vehicles on highways and local roadways. Rail and industrial activities are also a source of noise in the city.

As the city continues to develop and intensify, particularly with mixed uses, noise will continue to be of concern. Special attention must be given to land use compatibility and the incorporation of noise attenuation methods.

MOP noise-related policies discourage sound barriers and encourage mitigation at the sound source. Where sound cannot be mitigated at its source, noise abatement measures such as appropriate site planning, spatial separation, and building design techniques are preferred, wherever possible.

This report proposes MOP policy amendments and new MOP policy that is mindful of the City's noise context and noise mitigation approach. The purpose of this report is twofold:

- to address the Class 4 area classification and recommend a related MOP policy; and
- to identify minor amendments required to the MOP policy to align with the new regulations identified above.

Potential Use of Class 4 in Mississauga

The use of the Class 4 area classification may enable development of noise sensitive land uses (e.g. residential) in transition areas where the City wants redevelopment to occur, such as in Intensification Areas. It is not expected that there will be a significant need to use Class 4, particularly since Intensification Areas that allow for residential uses are mostly separated from Business Employment and Industrial designated areas where stationary noise sources would more typically be found. However, there may be circumstances where older development in Intensification Areas may have noise that is difficult to mitigate and the use of Class 4 may be an appropriate solution, recognizing that the noise source may eventually be eliminated through redevelopment. It should be noted, that existing noise sensitive uses cannot be made Class 4, unless replaced, redeveloped or rebuilt.

New Policy – Class 4 Area

NPC-300 delegates authority for the use of the Class 4 area classification to the municipality. With noise policies in MOP that reference the applicable Provincial Government environmental noise guideline, the City has the authority to use the Class 4 classification now, without the requirement for new, implementing MOP policy. Similar to the Class 1, 2 and 3 area classifications, the use of Class 4 would be determined through the development review process and the development agreement would reference the Class 4 classification.

However, allowing for sensitive land uses in proximity to existing stationary noise sources should be approached cautiously and used only in exceptional circumstances. Applicants should make every effort to mitigate noise before a Class 4 classification would be considered.

Staff recommend a new MOP policy to provide clarity and transparency regarding the use of the Class 4 classification, the conditions for considering the use of Class 4 and the need for Council approval, as outlined in Appendix 2 (Policy 6.10.1.6).

In the interim, staff will consider Class 4 requests on a case-by-case basis and with the requirement of Council approval.

142-148 Queen Street South

Staff were in the process of reviewing the use of the Class 4 when a request to be classified as Class 4 was received from the property owner of 142-148 Queen Street South, who is seeking to develop a three-storey mixed-used building on the property. Through the review of the Site Plan Application (file SP 13/026 W11), it was found that a rooftop mechanical unit on the adjacent plaza at 136 Queen Street South created a noise source that exceeds the criteria. Staff have reviewed on-site and at-source mitigation options and concluded that these were not acceptable or desirable. In this instance, a Class 4 classification would be appropriate as the proposed development is consistent with MOP. It is recommended that the property be classified as Class 4 under the discretion given to municipalities to do so under NPC-300 and that appropriate advisory clauses be registered on title.

Other Amendments

The existing MOP policies and figures need to be updated to align with NPC-300 and the Railway Proximity Guidelines. The proposed minor amendments are outlined in Appendix 2 and figure modifications in Appendix 3. The amendments generally include:

- standardized reference to the Provincial Government environmental noise guideline;
- terminology updates;
- reference to industry best practices;
- noise influence area updates for Noise Impact Study requirements near rail lines; and
- a railway specific policy.

Future Noise Policy Amendments

Staff are working on policy amendments specific to aircraft noise within the Airport Operating Area and will bring these forward to Council in the near future.

Strategic Plan

Under the strategic pillars, Connect: Completing Our Neighbourhoods and Green: Living Green, the Strategic Plan identifies the need to develop walkable, connected neighbourhoods and nurture the health of people and the environment. The use of the current environmental noise guidelines and railway proximity guidelines helps to protect growing communities from stationary and transportation noise sources, and provides appropriate development mitigation measures for safety in proximity to railways.

Financial Impact

Not applicable.

Planning and Development Committee

2016/03/01

5

Originators files: File names**Conclusion**

MOP policies need to be updated to align with the current environmental and railway proximity guidelines. A public meeting should be held to consider the proposed amendment.

Attachments

Appendix 1: Noise Classification Areas

Appendix 2: Proposed Mississauga Official Plan Amendments, Chapter 6

Appendix 3: Proposed Mississauga Official Plan Figure Updates, Chapter 6



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Sharleen Bayovo, Interagency Planner

APPENDIX 1 – NOISE CLASSIFICATION AREAS	
Noise Classification	Definition
Class 1 area (urban areas)	Means an area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as "urban hum".
Class 2 area (suburban areas)	Means an area with an acoustical environment that has qualities representative of both Class 1 and Class 3 areas: <ul style="list-style-type: none"> • Sound levels characteristic of Class 1 during daytime (07:00 to 19:00 or to 23:00 hours); and • Low evening and night background sound level defined by natural environment and infrequent human activity starting as early as 19:00 hours (19:00 or 23:00 to 07:00 hours).
Class 3 area (rural areas)	Means a rural area with an acoustical environment that is dominated by natural sounds having little or no road traffic, such as: a small community; agricultural area; a rural recreational area such as a cottage or a resort area; or a wilderness area.
Class 4 area (intensification areas)	Means an area or specific site that would otherwise be defined as Class 1 or 2 and which: <ul style="list-style-type: none"> • Is an area intended for development with new noise sensitive land use(s) that are not yet built; • Is in proximity to existing, lawfully established stationary source(s); and • Has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process. <p>Additionally, areas with existing noise sensitive land use(s) cannot be classified as Class 4 areas.</p>

Noise Classification Areas (adapted from Environmental Noise Guideline, Publication NPC-300)

APPENDIX 2 - PROPOSED MISSISSAUGA OFFICIAL PLAN AMENDMENTS		
*Amendment Key: Deletions are shown as strikeouts ; additions are <u>italicized and underlined</u> .		
Chapter 6 – Value the Environment		
6.10.1 Stationary Noise		
6.10.1.2	Align with new NPC-300 Environmental Noise Guideline	That Policy 6.10.1.2 be amended as follows: Industrial, commercial or utility development will not be permitted where the noise transmitted to existing or proposed residential areas, or other noise sensitive use, exceeds the mitigated outdoor and plane of window noise criteria established by the <u>applicable</u> Provincial Government <u>environmental noise guideline</u> .
6.10.1.3	Align with new NPC-300 Environmental Noise Guideline	That Policy 6.10.1.3 be amended as follows: The sound levels anticipated on the site of a proposed development will be established on the basis of a <u>the</u> predictable <u>worst case noise impact from the stationary source(s)</u> the worst case <u>scenario using only methods acceptable to the in accordance with the applicable</u> Provincial Government <u>environmental noise guideline</u> .
6.10.1.4 6.10.1.5	Align with new NPC-300 Environmental Noise Guideline	That the last sentence of Policy 6.10.1.4 and Policy 6.10.1.5 replace "Ministry of the Environment" with "Provincial Government environmental", as follows: ...Ministry of the Environment <u>Provincial Government environmental</u> noise guideline.
NEW 6.10.1.6	Align with new NPC-300 Environmental Noise Guideline	That the following Policy be added to Section 6.10.1, Stationary Noise: <u>6.10.1.6 The use of the Class 4 area classification, as specified in the applicable Provincial Government environmental noise guideline, is at the City's discretion. The introduction of a Class 4 area will require Council approval.</u>

4.9 - 8

		<p>a. <u>The use of Class 4 will only be considered where it can be demonstrated that:</u></p> <ul style="list-style-type: none"> • <u>the development proposal is for a new noise sensitive land use in proximity to an existing, lawfully established stationary noise source;</u> • <u>the development proposal for a new noise sensitive use does not impair the long term viability and operation of an employment use;</u> • <u>it is in the strategic interest of the City, furthers the objectives of Mississauga Official Plan and supports community building goals; and</u> • <u>all possible measures of noise attenuation have been assessed for both the proposed development site and the stationary noise source, including, but not limited to, building design and siting options for the proposed new noise sensitive use;</u> <p>b. <u>Notwithstanding the above conditions, the use of Class 4 will receive more favourable consideration if the stationary noise source is a temporary situation and it is expected that the stationary noise source will be removed through future redevelopment; and</u></p> <p>c. <u>Mississauga will require that prospective purchasers be notified that the building is located in a Class 4 area and informed of any agreements as may be required for noise mitigation. A noise warning clause shall be included in agreements that are registered on title, including condominium disclosure statements and declarations.</u></p>
6.10.3 Road Noise		
6.10.3.1	Terminology amendment	<p>That Policy 6.10.3.1 be amended as follows:</p> <p>Where residential and other land uses sensitive to noise are proposed in close proximity to Provincial Highways, it may be necessary to mitigate noise impact, in part, by way of subdivision building and site design. A Noise-Impact-An Acoustic Feasibility Study will be submitted prior to approval in principle of such land uses located within 50 m of arterial and</p>

		major collector rights-of-way and within 100 m of a Provincial Highway right-of-way, or as required by the City or Region.
6.10.3.2	Align with new NPC-300 Environmental Noise Guideline	<p>That Policy 6.10.3.2 be amended as follows:</p> <p>Residential development or development that includes outdoor living areas will not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed limits specified by the applicable Ministry of the Environment <u>Provincial Government environmental noise guideline by 5 dBA or more</u>. A detailed noise study will be required to demonstrate that every effort has been made to achieve the sound level criteria <u>limits</u> specified by the applicable Ministry of the Environment <u>Provincial Government environmental noise guideline</u>, for an outdoor living area <u>(55 dBA or less)</u>, and the noise study shall prove to the satisfaction of the City that the noise level in the outdoor living area, after applying attenuation measures, is the lowest level aesthetically, technically, administratively and economically practical. The attenuated outdoor noise criteria may be exceeded by five dBA if a warning (consistent with Provincial Government Guidelines) regarding noise levels, is provided to prospective residents of the development area. <u>Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 5 dBA.</u></p>
6.10.3.3	Align with new NPC-300 Environmental Noise Guideline	<p>That the last sentence of Policy 6.10.3.3 replace "Ministry of the Environment" with "Provincial Government environmental", as follows:</p> <p>...Ministry of the Environment <u>Provincial Government environmental noise guideline</u>.</p>
6.10.3.4	Align with new NPC-300 Environmental Noise Guideline	<p>That the first paragraph of Policy 6.10.3.4 be amended as follows:</p> <p>Where residential and other land uses sensitive to noise are proposed within 500 m of a freeway, 250 m of a provincial highway or 100 m from other roads, development proponents will be required to submit detailed noise studies delineating mitigative noise</p>

		measures required to meet Provincial Government criteria and Region of Peel noise guidelines.
6.10.3.5	Align with new NPC-300 Environmental Noise Guideline	<p>That the last sentence of the first paragraph of Policy 6.10.3.5 replace "Ministry of the Environment" with "Provincial Government environmental", as follows:</p> <p>...Ministry of the Environment <u>Provincial Government environmental</u> noise guideline.</p> <p>That the last sentence of Policy 6.10.3.5 replace "Ministry of the Environment" with "applicable Provincial Government environmental", as follows:</p> <p>...applicable Ministry of the Environment <u>Provincial Government environmental</u> noise guideline.</p>
6.10.4 Rail Noise, Safety and Vibration		
6.10.4.1	Align with industry standards, as outlined in "Guidelines for New Development in Proximity to Railway Operations", May 2013 Align with new NPC-300 Environmental Noise Guideline	<p>That Policy 6.10.4.1 be amended as follows:</p> <p>Where residential and other land uses sensitive to noise are proposed in close proximity to rail lines, it may be necessary to mitigate noise impact, in part by way of the subdivision <u>building and site design</u>. A Noise Impact Study will be submitted prior to approval in principle of such lands located within 100 m of a Principal Main Rail Line right-of-way or within 50 m of a Secondary Main Rail Line. Residential development or any development that includes outdoor <u>living areas</u> passive and recreational areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the applicable Ministry of the Environment <u>Provincial Government environmental</u> noise guideline by five dBA or more. A detailed noise study will be required to demonstrate that every effort has been made to achieve the outdoor sound level criteria <u>limits</u> specified by the applicable Ministry of the Environment <u>Provincial Government environmental</u> noise guideline, for an outdoor living area (55 dBA or less). and the noise study shall prove to the satisfaction of the City that the noise level in the outdoor living area, after applying attenuation measures, is the lowest level aesthetically, technically, administratively and economically practical. <u>Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative</u></p>

		<u>reasons would exceed noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 5 dBA.</u>
6.10.4.2	Align with new NPC-300 Environmental Noise Guideline	That the last sentence of Policy 6.10.4.2 replace "Ministry of the Environment" with "Provincial Government environmental", as follows: ... Ministry of the Environment <u>Provincial Government environmental</u> noise guideline.
6.10.4.3	Align with industry standards, as outlined in "Guidelines for New Development in Proximity to Railway Operations", May 2013	That Policy 6.10.4.3 be amended as follows: Mississauga will require that the owner/developer engage a qualified noise consultant to undertake an analysis of noise and vibration and recommend abatement measures as necessary to meet Provincial and Region of Peel Guidelines, <u>industry best practices</u> and the requirements of the applicable rail company, to the satisfaction of the City, where sensitive land uses and other noise or vibration sensitive development that includes sleeping quarters, reading rooms and offices, are proposed within: <ul style="list-style-type: none"> • <u>1000 m of a Freight Rail Yard for noise:</u> • <u>500 300 m of a Principal Main Rail Line for noise;</u> • 250 m of a Secondary Main Line for noise; • <u>150 m of a Principal Branch Line for noise;</u> • <u>75 m of a Secondary Branch Line for noise;</u> • <u>75 m of a Spur Line for noise; and</u> • <u>400 m of other railway lines for noise; and</u> • 75 m of a <u>rail yard</u> and all rail lines for vibration.
6.10.4.4	Align with new NPC-300 Environmental	That the last sentence of each paragraph of Policy 6.10.4.4 be amended to replace "Ministry of the Environment" with "Provincial Government environmental", as follows: ... applicable Ministry of the Environment <u>Provincial Government environmental</u> noise

	Noise Guideline	guideline.
6.10.4.6	Align with industry standards, as outlined in "Guidelines for New Development in Proximity to Railway Operations", May 2013	That Policy 6.10.4.6 be amended as follows: Development applications for dwellings, significant additions thereto and places of public assembly, will incorporate an appropriate safety setback as determined by the City in consultation with the appropriate railway company, <u>necessary to meet industry best practices and the requirements of the applicable rail company, to the satisfaction of the City,</u> which takes into account <u>berms safety barriers (e.g. berms, walls),</u> topography, intervening structures and the surrounding pattern of development.
Chapter 9 – Build A Desirable Urban Form		
NEW	Align with industry standards, as outlined in "Guidelines for New Development in Proximity to Railway Operations", May 2013	That the following Policy be added to Section 9.5.1 Context: <ul style="list-style-type: none"> <u>Proposed development should respect railway operations and lines by way of building and site design and implementation of development mitigation measures as required.</u>
Chapter 19 - Implementation		
19.4.5	Terminology amendment and addition	That bullet number 22, under Policy 19.4.5, be amended as follows: 19.4.5 Some or all of the following studies, reports and/or documents may be required as part of a complete application submission for an official plan amendment, rezoning, draft plan of subdivision or condominium or consent application...

		<ul style="list-style-type: none"> • Acoustical Feasibility Study (for stationary, road, rail and/or airport noise sources) <p>That a new bullet following bullet number 22, be added as follows:</p> <ul style="list-style-type: none"> • <u>Noise Impact Study (for stationary, road, rail and/or airport noise sources)</u>
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APPENDIX 3 - PROPOSED MISSISSAUGA OFFICIAL PLAN FIGURE UPDATES**Chapter 6 – Value the Environment, Section 6.10 Noise**

That Figure 6-20 be replaced with the following four Figures:

**Outdoors and Plane of Window Sound Level Limits – Stationary Sources,
Steady and Varying Sound**

**Exclusion Limit Values of One-Hour Equivalent Sound Level (L_{eq} , dBA)
Outdoor Points of Reception**

Time of Day	Class 1 Area	Class 2 Area	Class 3 Area	Class 4 Area
07:00 – 19:00	50	50	45	55
19:00 – 23:00	50	45	40	55

**Exclusion Limit Values of One-Hour Equivalent Sound Level (L_{eq} , dBA)
Plane of Window of Noise Sensitive Spaces**

Time of Day	Class 1 Area	Class 2 Area	Class 3 Area	Class 4 Area
07:00 – 19:00	50	50	45	60
19:00 – 23:00	50	50	40	60
23:00 – 07:00	45	45	40	55

* L_{eq} – The A-weighted sound level of a steady sound carrying the same total energy in the specified time period as the observed fluctuating sound.

** dBA – The A-weighted sound pressure level. Noise measured in decibels weighted to express loudness as perceived by human hearing.

Figure 6-20: Outdoors and Plane of Window Sound Level Limits – Stationary Sources, Steady and Varying Sound (adapted from Environmental Noise Guideline, Publication NPC-300)

Outdoors Sound Level Limits – Stationary Sources, Impulsive Sound					
Exclusion Limit Values for Impulsive Sound Level (L_{LM} , dBAI) * Outdoor Points of Reception					
Time of Day	Actual Number of Impulses In Period of One-Hour	Class 1 Area	Class 2 Area	Class 3 Area	Class 4 Area
07:00 – 23:00	9 or more	50	50	45	55
	7 to 8	55	55	50	60
	5 to 6	60	60	55	65
	4	65	65	60	70
	3	70	70	65	75
	2	75	75	70	80
	1	80	80	75	85
* L_{LM} – Logarithmic Mean Impulse Sound Level dBAI – The A-weighted sound pressure level of an Impulsive sound measured with a sound level meter set to "impulse" response.					

Figure 6-XX: Outdoors Sound Level Limits – Stationary Sources, Impulsive Sound (adapted from Environmental Noise Guideline, Publication NPC-300)

Plane of Window Sound Level Limits – Stationary Sources, Impulsive Sound				
Exclusion Limit Values for Impulsive Sound Level (L_{LM} , dBAI) Plane of Window – Noise Sensitive Spaces (Day/Night)				
Actual Number of Impulses In Period of One- Hour	Class 1 Area (0700-23:00)/ (23:00-07:00)	Class 2 Area (0700-23:00)/ (23:00-07:00)	Class 3 Area (07:00-19:00)/ (19:00-0:700)	Class 4 Area (0700-23:00)/ (23:00-07:00)
9 or more	50/45	50/45	45/40	60/55
7 to 8	55/50	55/50	50/45	65/60
5 to 6	60/55	60/55	55/50	70/65
4	65/60	65/60	60/55	75/70
3	70/65	70/65	65/60	80/75
2	75/70	75/70	70/65	85/80
1	80/75	80/75	75/70	90/85
<p>* L_{LM} – Logarithmic Mean Impulse Sound Level</p> <p>dBAI – The A-weighted sound pressure level of an impulsive sound measured with a sound level meter set to "impulse" response.</p>				

Figure 6-XX: Plane of Window Sound Level Limits – Stationary Sources, Impulsive Sound
(adapted from Environmental Noise Guideline, Publication NPC-300)

Noise Classification	Definition
Class 1 area (urban areas)	Means an area with an acoustical environment typical of a major population centre, where the background sound level is dominated by the activities of people, usually road traffic, often referred to as "urban hum".
Class 2 area (suburban areas)	Means an area with an acoustical environment that has qualities representative of both Class 1 and Class 3 areas: <ul style="list-style-type: none"> • Sound levels characteristic of Class 1 during daytime (07:00 to 19:00 or to 23:00 hours); and • Low evening and night background sound level defined by natural environment and infrequent human activity starting as early as 19:00 hours (19:00 or 23:00 to 07:00 hours).
Class 3 area (rural areas)	Means a rural area with an acoustical environment that is dominated by natural sounds having little or no road traffic, such as: a small community; agricultural area; a rural recreational area such as a cottage or a resort area; or a wilderness area.
Class 4 area (intensification areas)	Means an area or specific site that would otherwise be defined as Class 1 or 2 and which: <ul style="list-style-type: none"> • Is an area intended for development with new noise sensitive land use(s) that are not yet built; • Is in proximity to existing, lawfully established stationary source(s); and • Has formal confirmation from the land use planning authority with the Class 4 area classification which is determined during the land use planning process. <p>Additionally, areas with existing noise sensitive land use(s) cannot be classified as Class 4 areas.</p>

Figure 6-XX: Noise Classification Areas (adapted from Environmental Noise Guideline, Publication NPC-300)

That Figure 6-23 be replaced with the following Figure:			
Outdoor and Indoor Sound Level Limits – Road and Rail			
Type of Space	Time Period	Equivalent Sound Level <i>L_{eq}</i> * (Time Period) (dBA) **	
		Road	Rail
Outdoor Living Areas (OLA)	0700 – 23:00, 16 hours	55	55
Living/dining, den areas of residences, hospitals, nursing homes, schools, daycare centres, etc.	0700 – 23:00, 16 hours	45	40
Living/dining, den areas of residences, hospitals, nursing homes, etc. (except schools or daycares)	23:00 – 7:00, 8 hours	45	40
Sleeping quarters	0700 – 23:00, 16 hours	45	40
	23:00 – 7:00, 8 hours	40	35
Sleeping quarters of hotels/motels	23:00 – 7:00, 8 hours	45	40
Sleeping quarters of residences, hospitals, nursing/retirement homes, etc.	23:00 – 7:00, 8 hours	40	35
General offices, reception areas, retail stores, etc.	0700 – 23:00, 16 hours	50	45
Nursing/retirement homes, theatres, places of religious assembly, libraries	0700 – 23:00, 16 hours	45	40
Individual or semi-private offices, conferences rooms, reading rooms, etc.	0700 – 23:00, 16 hours	45	40
* <i>L_{eq}</i> – The A-weighted sound level of a steady sound carrying the same total energy in the specified time period as the observed fluctuating sound.			
** dBA – The A-weighted sound pressure level. Noise measured in decibels weighted to express loudness as perceived by human hearing.			
Figure 6-23: Outdoor and Indoor Sound Level Limits – Road and Rail (adapted from Environmental Noise Guideline, Publication NPC-300)			

City of Mississauga

Corporate Report



Date: May 10, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:
OZ 15/009 W1Meeting date:
2016/05/30

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

**Applications to permit 24 townhouses on a private condominium road
1629, 1635 and 1639 Blaneifield Road, southeast corner of South Service Road and
Blaneifield Road**

Owner: Tupelo Investments Limited**File: OZ 15/009 W1**

Recommendation

That the report dated May 10, 2016, from the Commissioner of Planning and Building regarding the applications by Tupelo Investments Limited to permit 24 townhouses on a private condominium road under File OZ 15/009 W1, 1629,1635 and 1639 Blaneifield Road, southeast corner of South Service Road and Blaneifield Road, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community.
- The project does not conform with the **Residential Low Density II** land use designation and requires an official plan amendment and rezoning.
- Community concerns identified to date relate to traffic, the appearance of the townhouses and stormwater management.
- Prior to the next report, matters to be addressed include an evaluation of compatibility of the proposed townhouse development with the surrounding neighbourhood and resolution of traffic and stormwater management issues.

Background

A rezoning application was submitted for the property at 1629 Blaneifield Road by the same applicant in 2007 to permit 9 detached dwellings on a private condominium road. At the time, the property at 1635 Blaneifield Road was under separate ownership so the site could not be

rezoned in its entirety. A Holding Symbol was proposed over a portion of the site as 2 of the 9 proposed lots could not be developed until the lands held under separate ownership were included in the proposal. The application was approved in 2009, however, the homes were never built. The applicant has now acquired the adjacent lot at 1635 Blane field Road and has come forward with a revised proposal.

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

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontage:	60 m (197 ft.) on Blane field Road 130 m (427 ft.) on South Service Road
Depth:	Irregular
Gross Lot Area:	0.69 ha (1.71 ac.)
Existing Uses:	2 detached dwellings; majority of site is vacant

The property is located in the Mineola Neighbourhood Character Area which is an established area characterized by detached dwellings with heights ranging from one to two storeys on moderate to larger sized lots.

The surrounding land uses are:

North: South Service Road and Queen Elizabeth Way (QEW)
 East: South Service Road and off ramps for QEW and Cawthra Road
 South: Detached dwellings
 West: Detached dwellings

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

DETAILS OF THE PROJECT

The applicant is proposing 24 three storey townhouses in 5 blocks located on a common element condominium private road. Site access is proposed to be provided from Blane field Road. Six visitor parking spaces are proposed on-site (see Concept Plan - Appendix 5).

Development Proposal	
Applications submitted:	Received: October 2, 2015 Deemed complete: November 19, 2015
Owner:	Tupelo Investments Limited

Development Proposal		
Applicant:	De Luca Group	
Number of units:	24 townhouses	
Height:	3 storeys	
Lot Coverage:	27%	
Landscaped Area:	50%	
Gross Floor Area:	5 036 m ² (54,207 ft ²)	
Road type:	Common element condominium private road (CEC)	
Anticipated Population:	74* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.	
Parking:	<u>Required</u>	<u>Proposed</u>
resident spaces	48	48
visitor spaces	6	6
Total	54	54

Additional information is provided in Appendices 1 to 11.

LAND USE CONTROLS

The subject lands are located within the Mineola Neighbourhood Character Area and are designated **Residential Low Density II**. The applications are not in conformity with the land use designation.

The proposal requires an amendment to Mississauga Official Plan from **Residential Low Density II** to **Residential Medium Density** to permit the proposed townhouse development.

A rezoning is proposed from **R3-1** (Detached Dwellings - Typical Lots), **R16-6** (Detached Dwellings on a CEC – Private Road) and **H-R16-6** (Detached Dwellings on a CEC – Private Road) to **RM6-Exception** (Townhouse Dwellings on a CEC – Private Road) to permit 24 townhouses in accordance with the proposed zone standards contained within Appendix 10.

Detailed information regarding the Official Plan and Zoning is in Appendices 9 and 10.

Bonus Zoning

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

WHAT DID THE COMMUNITY SAY?

A community meeting was held by Ward 1 Councillor Jim Tovey on March 10, 2016.

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

- Traffic is already an issue in this neighbourhood and the additional traffic generated by the development will result in increased vehicle congestion.
- As there is limited visitor parking on-site, there will be an overflow of parking within the community.
- The overall appearance of the townhouses is not in keeping with the character of the neighbourhood.
- There are currently flooding and stormwater management issues in the area.

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 7 and school accommodation information is contained in Appendix 8. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the character of the area given the project's land use, height, massing, density, landscaping, setbacks and building configuration?
- Has an appropriate transition been provided between the surrounding buildings and the proposed townhouses?
- What are the expected traffic impacts?
- Are the proposed design details, including site access, internal road configuration and grading, as well as zoning standards appropriate?
- Have all other technical requirements and studies related to the project, including stormwater management, been submitted and found to be acceptable?

OTHER INFORMATION

The applicant has submitted the following information in support of the applications:

- Planning Justification Report
- Noise Study
- Functional Servicing, Stormwater Management and Flood Spill Report
- Phase 1 Environmental Site Assessment
- Tree Inventory, Preservation Plan and Arborist Report
- Concept Plan, Elevations and Landscape Plan
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

Development Requirements

There are engineering matters including servicing, boulevard works and stormwater management which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

Financial Impact

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

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved.

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Excerpt of Mineola Character Area Land Use Map
- Appendix 4: Existing Land Use and Proposed Zoning Map
- Appendix 5: Concept Plan
- Appendix 6: Renderings
- Appendix 7: Agency Comments
- Appendix 8: School Accommodation

Appendix 9: Summary of Existing and Proposed Mississauga Official Plan Policies and
Relevant Mississauga Official Plan Policies

Appendix 10: Summary of Existing and Proposed Zoning Provisions

Appendix 11: General Context Map



Edward R. Sajecki
Commissioner of Planning and Building

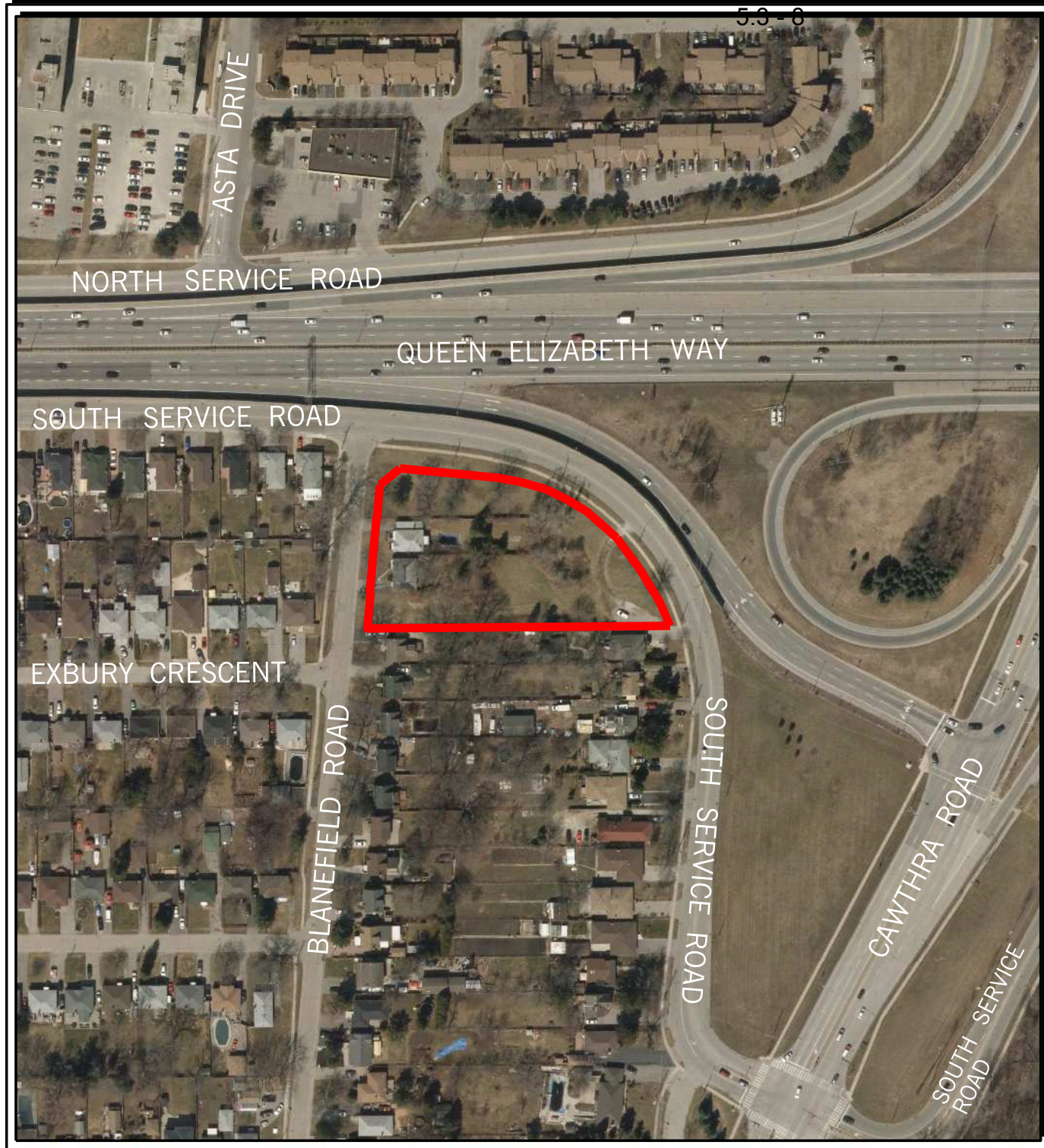
Prepared by: David Breveglieri, Development Planner

Tupelo Investments Limited

File: OZ 15/009 W1

Site History

- June 30, 2005 – Consent applications were submitted under Files 'B' 124/05 – 'B'127/05 to develop the site for 5 detached dwellings with a shared driveway access onto Blanefield Road. The applications were withdrawn
- March 21, 2007 – Rezoning application was submitted under File OZ 07/006 W1 for the development of 9 detached dwellings on a common element condominium (CEC) private road. The property at 1635 Blanefield Road was held under separate ownership and did not form part of the application. The application was approved by Council on June 25, 2009
- December 15, 2011 – Committee of Adjustment approved variance and consent applications under Files 'A' 422/11 and 'B' 056/11 to sever the property at 1629 Blanefield Road in order to create a lot for a freehold detached dwelling fronting onto Blanefield Road (1639 Blanefield Road) with an area of 695 m² (7,481 ft²) and an exterior side yard of 3.0 m (9.8 ft.) with the balance of the land being incorporated into the aforementioned proposal
- April 2012 – Site Plan applications submitted under Files SP 12/059 W1 and SP12/064 W1 to permit 7 detached dwellings on a CEC private road at 1629 Blanefield Road and a new 2 storey dwelling on the severed lot at 1639 Blanefield Road respectively. Both files were cancelled in October 2015



5.3 - 8

LEGEND:



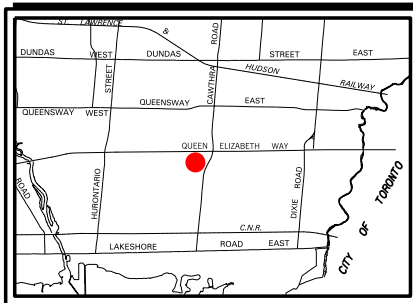
SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2015



SUBJECT:

TUPELO INVESTMENTS LIMITED



FILE NO:
OZ 15/009 W1

DWG. NO:
15009-Aerial

SCALE:
1:2500

DATE:
2016/05/30

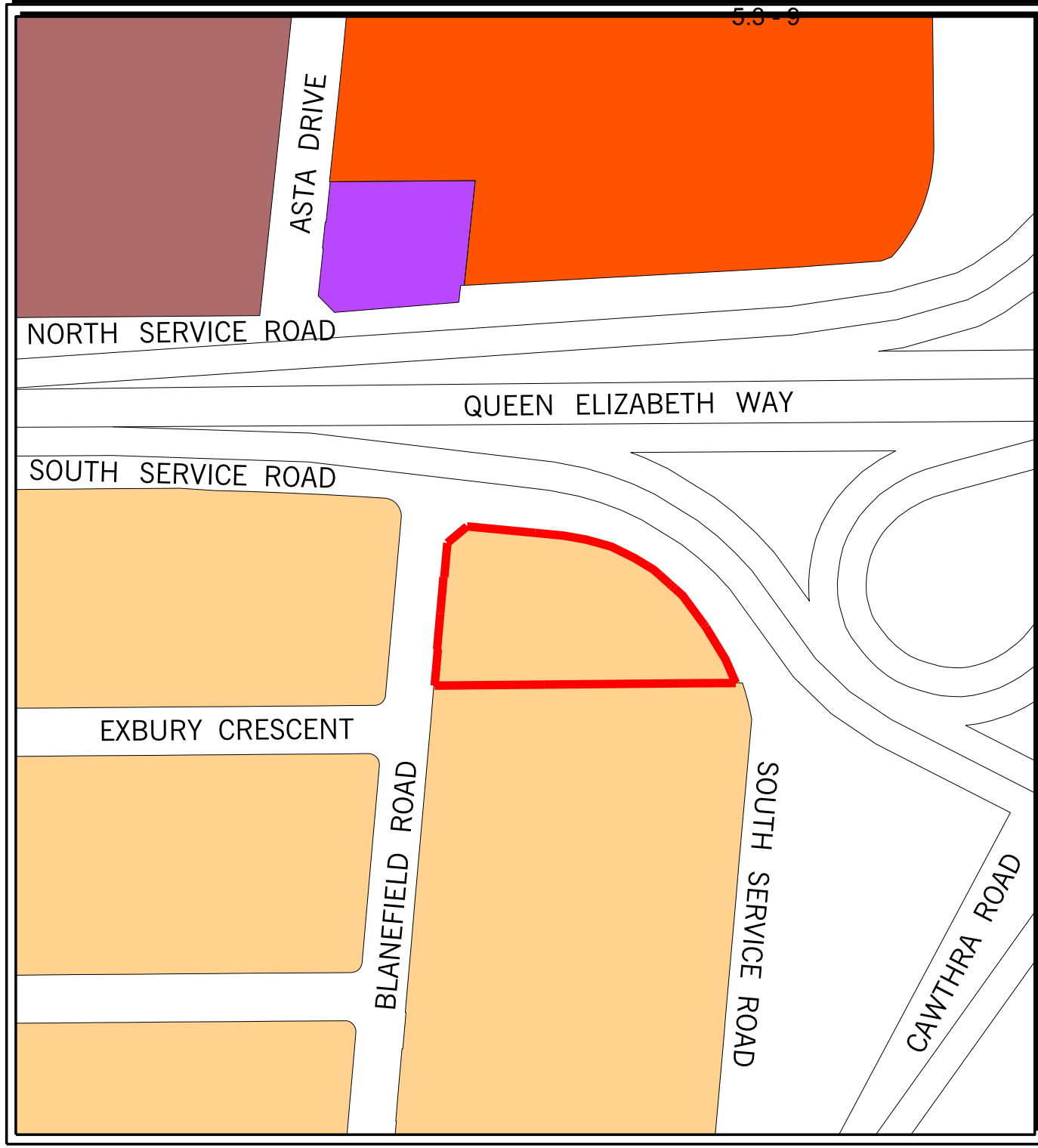
DRAWN BY:
A.SHAH

Appendix 2



MISSISSAUGA

Produced by
T&W, Geomatics



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

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

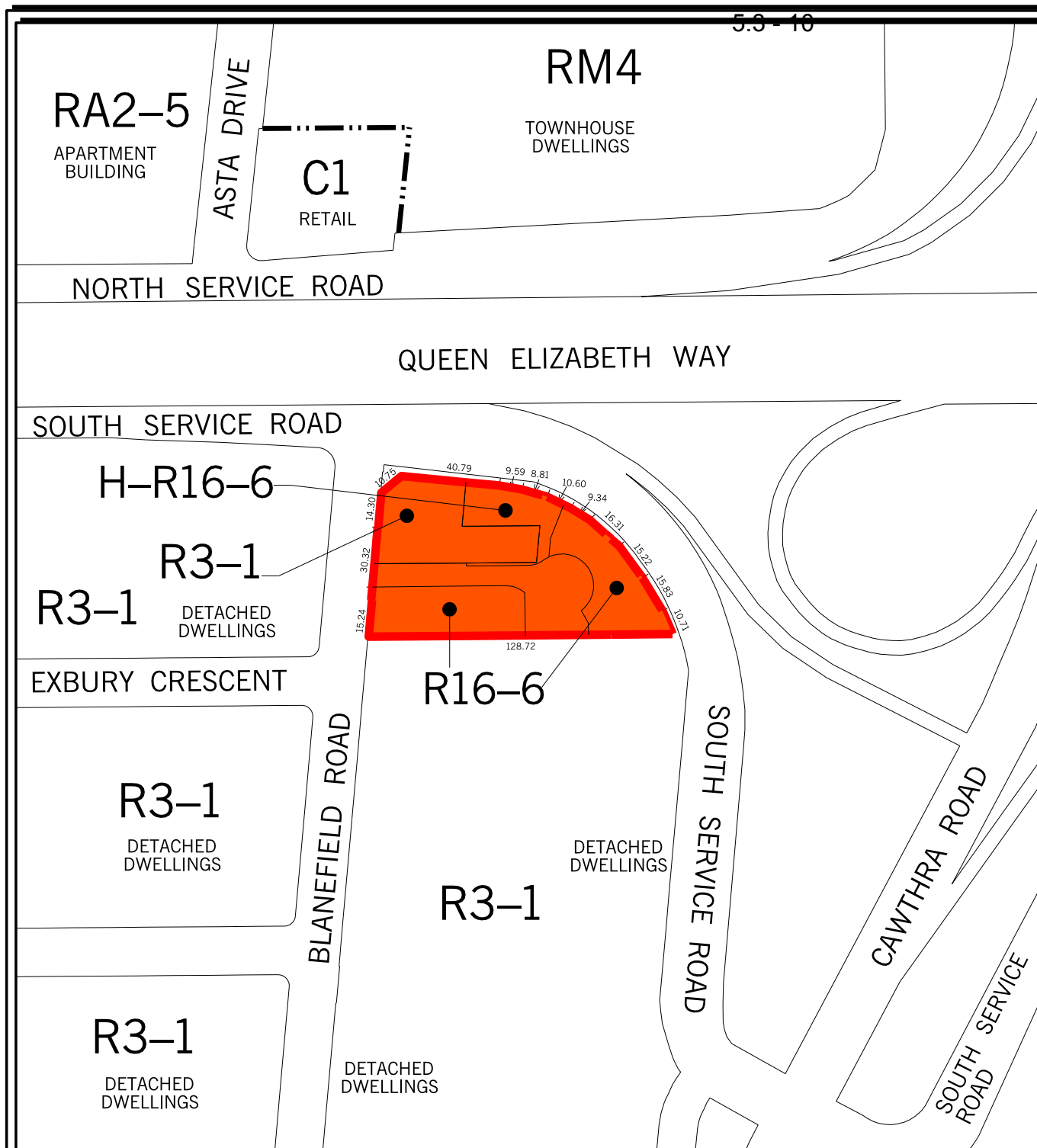
- BASE MAP INFORMATION**
- | | |
|---|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF Composite Noise Contours | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station |
| Area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

- City Structure**
- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |

SUBJECT LANDS

SUBJECT:
TUPELO INVESTMENTS LIMITED

	FILE NO: OZ 15/009 W1
	DWG. NO: 15009-Landuse
	SCALE: 1:2500
	DATE: 2016/05/30
DRAWN BY: A.SHAH	

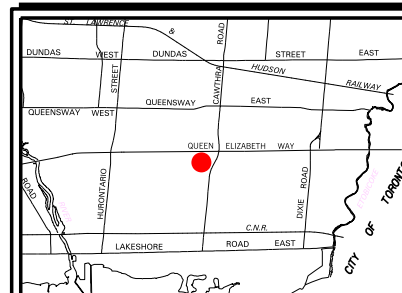
**LEGEND:**

PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY II" TO "RESIDENTIAL MEDIUM DENSITY" AND PROPOSED REZONING FROM "R3-1" (DETACHED DWELLINGS), "R16-6" (DETACHED DWELLINGS ON A CEC-PRIVATE ROAD) AND "H-R16-6" (DETACHED DWELLINGS ON A CEC-PRIVATE ROAD) TO "RM4-EXCEPTION" (TOWNHOUSE DWELLINGS) TO PERMIT 24 TOWNHOUSE DWELLINGS ON A COMMON ELEMENT CONDOMINIUM ROAD.

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

**SUBJECT:**

TUPELO INVESTMENTS LIMITED



FILE NO:
OZ 15/009 W1

DWG. NO:
15009-Rezoning

SCALE:
1:2500

DATE:
2016/05/30

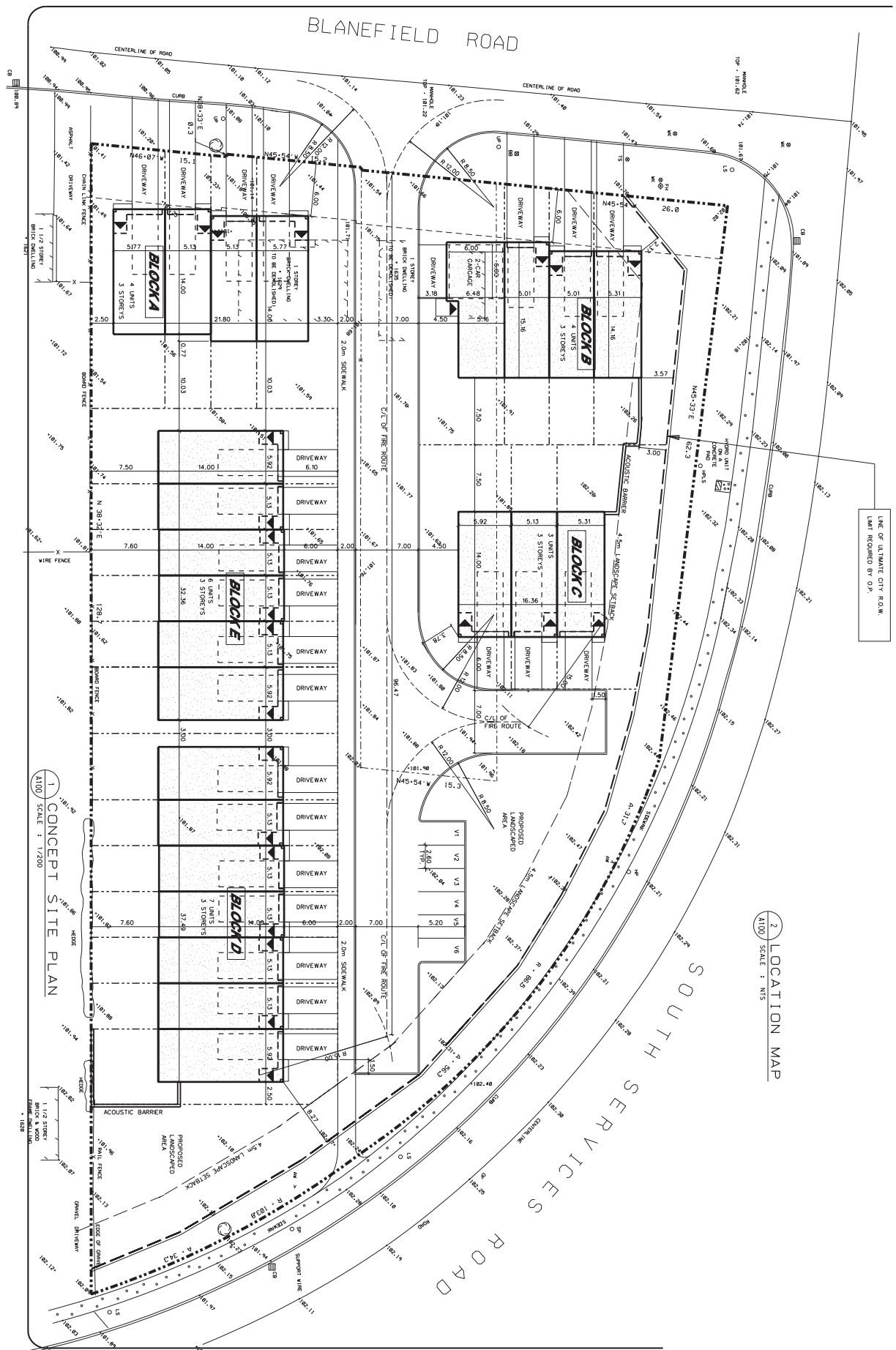
DRAWN BY:
A.SHAH

Appendix 4



MISSISSAUGA

Produced by
T&W, Geomatics



Concept Plan



BLANEFIELD ROAD TOWNHOMES



BLANEFIELD ROAD TOWNHOMES

Tupelo Investments Limited

File: OZ 15/009 W1

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (December 21, 2015)	<p>This development will require a watermain that is looped to the existing municipal water system. Looping to the existing 150 mm (6") watermain on Blanefield Road will not be permitted due to the existing size (Minimum size of WM connection is 300 mm (12"). Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. All works associated with the servicing of this site will be at the applicant's expense.</p> <p>The Functional Servicing Report (FSR) submitted is incomplete and a revised FSR illustrating the detailed calculations is required. The Consultant is required to complete and submit the demand table (single use) for the Region to fulfil its modelling requirements and determine the proposal's impact to the existing system. The demand table shall be accompanied by the supporting graphs for the hydrant flow tests.</p> <p>Private servicing easements may be required prior to Regional servicing approval. This will be determined once the Legal Review has been completed and the site servicing proposal is reviewed. The applicant is required to provide to the Region copies of the most current PINS. Prior to site plan approval, a Section 118 (restrictions on title) may be required. This will be determined once the site servicing proposal is reviewed.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (April 14, 2016)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications. If approved, both School Boards require that certain warning clauses regarding transportation, signage and temporary accommodation be included in any Development/Servicing Agreement and Agreements of Purchase and Sale.</p>

Tupelo Investments Limited

File: OZ 15/009 W1

Agency / Comment Date	Comment
City Community Services Department – Parks and Forestry Division/Park Planning Section (April 15, 2016)	<p>There are 3 City-parks and a Community Centre within 800 m (2,625 ft.) of the site. Munden Park is approximately 360 m (1,181 ft.) from the site. The park is zoned OS1 (Open Space) and contains a play structure. Cawthra Park is within 400 m (1,312 ft.) of the site. The park is zoned G2 (Greenbelt – Natural Features) and OS2 (Open Space) and contains lawn bowling facilities, a senior lit soccer field and Carmen Corbasson Community Centre. Dellwood Park is located approximately 745 m (2,444 ft.) from the site. The park is zoned OS1 (Open Space) and G1 (Greenbelt – Natural Hazards) and contains multiple basketball hoops and tennis courts, as well as, a multipad and a play structure.</p> <p>The applicant shall submit a cash contribution for street tree planting on Blanefield Road. Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p>
City Community Services Department – Fire and Emergency Services Division (January 11, 2016)	<p>Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.</p>
City Transportation and Works Department (T&W) (April 25, 2016)	<p>T&W confirms receipt of a Functional Servicing and Stormwater Management Report, Concept Site Plan, Noise and Feasibility Study and a Phase 1 Environmental Site Assessment circulated by the Planning and Building Department.</p> <p>Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by T&W include:</p> <ul style="list-style-type: none"> • Grading and Site Plan details • Functional Servicing and Stormwater Management details • Ministry of Transportation approval, including set back requirements • Parking plan • Noise mitigation feasibility <p>The above aspects will be addressed in detail prior to the Recommendation Report proceeding.</p>

Tupelo Investments Limited

File: OZ 15/009 W1

Agency / Comment Date	Comment
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none">- Development Services, Planning and Building Department- Enersource- Canada Post- Bell Canada- Enbridge Gas Distribution Inc.- Rogers Cable
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none">- Culture Division, Community Services Department- Realty Services, Corporate Services Department- Conseil Scolaire de Distrique Centre-Sud- Conseil Scolaire Viamonde

Tupelo Investments Limited

File: OZ 15/009 W1

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 2 Kindergarten to Grade 5 1 Grade 6 to Grade 8 2 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Janet I. McDougald Public School <ul style="list-style-type: none"> Enrolment: 464 Capacity: 552 Portables: 0 Allan A. Martin Sr. Public School <ul style="list-style-type: none"> Enrolment: 481 Capacity: 538 Portables: 0 Cawthra Park Secondary School <ul style="list-style-type: none"> Enrolment: 1,312 Capacity: 1,044 Portables: 5 <p>*Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 2 Junior Kindergarten to Grade 8 1 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Domenic Elementary School <ul style="list-style-type: none"> Enrolment: 295 Capacity: 271 Portables: 1 St. Paul Catholic Secondary School <ul style="list-style-type: none"> Enrolment: 419 Capacity: 807 Portables: 0

Tupelo Investments Limited

File: OZ 15/009 W1

Relevant Mississauga Official Plan Policies**Existing Official Plan Provisions**

Residential Low Density II which permits only detached dwellings in the Mineola Neighbourhood Character Area

Proposed Official Plan Amendment Provisions

The lands are proposed to be designated **Residential Medium Density**. Within the Mineola Neighbourhood, this designation only permits townhouses.

Relevant Mississauga Official Plan Policies

There are numerous policies that apply in reviewing these applications. An overview of some of these policies is found below:

	Specific Policies	General Intent
Section 5 – Direct Growth	Section 5.3	Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Residential intensification within Neighbourhoods should generally occur through infilling and development of existing commercial sites as mixed use areas and is to be sensitive to the context. Intensification may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of Mississauga Official Plan.
Section 7 – Complete Communities	Section 7.2	Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.

Tupelo Investments Limited

File: OZ 15/009 W1

	Specific Policies	General Intent
Section 9 – Building a Desirable Urban Form	Section 9.1 Section 9.2.2 Section 9.3 Section 9.4 Section 9.5	<p>Appropriate infill in both Intensification Areas and Non-Intensification Areas will help to revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures. It is important that infill “fits” within the existing urban context and minimizes undue impacts on adjacent properties. Redevelopment projects include a range of scales, from small residential developments to large scale projects, such as the redevelopment of strip malls.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character, provide appropriate transition to the surrounding context and minimize undue impacts on adjacent properties.</p> <p>Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.</p>
Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; <p>A planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</p>

Tupelo Investments Limited

File: OZ 15/009 W1

Summary of Existing Zoning By-law Provisions

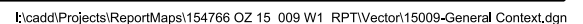
R3-1 (Detached Dwellings – Typical Lots) which permits detached dwellings with a minimum lot frontage of 15 m (49.2 ft.) for an interior lot and 19.5 m (64 ft.) for a corner lot.

R16-6 (Detached Dwellings on a CEC – Private Road) and **H-R16-6** (Detached Dwellings on a CEC – Private Road) which permits detached dwellings on a private condominium road subject to an exception schedule. An 'H' holding symbol was applied to a portion of the land as 2 proposed lots required the acquisition of additional land in order to be rendered feasible.

Summary of Proposed Zoning By-law Provisions

Zone Standards	Required "RM6" Zoning By-law Standards	Proposed "RM6- Exception" Zoning By-law Standards
Use	Townhouse dwelling	Townhouse dwelling
Minimum lot area per dwelling unit	115 m ² (1,237.8 ft ²) (interior lot) 190 m ² (2,045 ft ²) (corner lot)	195 m ² (2,099 ft ²)
Maximum height	10.7 m (35.1 ft.)	10.7 m (35.1 ft.)
Minimum front yard setback	4.5 m (14.8 ft.)	6.0 m (19.7 ft.)
Minimum exterior side yard to a street line of a designated right of way 20 m or greater	7.5 m (24.6 ft.)	2.3 m (7.5 ft.) (subject to exception schedule)
Minimum exterior side yard to a CEC – private road	4.5 m (14.8 ft.)	3.1 m (10.2 ft.) (subject to exception schedule)
Minimum number of parking spaces	2.0 per unit 0.25 visitor spaces per unit	2.0 per unit 0.25 visitor spaces per unit

*The provisions listed are based on the preliminary concept plan and are subject to minor revisions as the plan is further refined



City of Mississauga

Corporate Report



Date: May 10, 2016

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:
H-OZ 13/007 W2Meeting date:
2016/05/30

Subject

RECOMMENDATION REPORT TO REMOVE AN "H" HOLDING SYMBOL (WARD 2)

Application for removal of the "H" Holding Symbol

1571, 1575 and 1601 Lakeshore Road West, north side of Lakeshore Road West, east of Clarkson Road North

Owner: 2286974 Ontario Inc. (Vandyk Developments)

File: H-OZ 13/007 W2

Recommendation

That the report dated May 10, 2016, from the Commissioner of Planning and Building recommending approval of the removal of the "H" holding symbol under File H-OZ 13/007 W2, 2286974 Ontario Inc., 1571, 1575 and 1601 Lakeshore Road West, north side of Lakeshore Road West, east of Clarkson Road North, be adopted and that the Planning and Building Department be authorized to prepare the necessary by-law for Council's passage.

Report Highlights

- The application to lift the "H" holding symbol can be supported and the corresponding by-law can be prepared for Council's passage;
- The applicant has satisfied the conditions of the "H" holding symbol.

Background

On September 10, 2014 City Council passed By-law 0227-2014 which zoned the property **H-RA2-46** (Apartment Dwellings), **H-C4-45** (Mainstreet Commercial) and **G1** (Greenbelt – Natural Hazards).

Appendices 1 and 2 identify the lands to which the by-law applies and the underlying zoning.

As part of this approval, Council required that the "H" holding symbol be applied to the apartment dwelling and mainstreet commercial zones to allow time for the applicant to complete

certain conditions which were previously approved by Council for removing the "H" holding symbol. Upon removal of the "H" Holding Symbol, the by-law will allow a 300 unit condominium apartment building with a height ranging from 4 to 6 storeys and a 3 storey commercial building.

The "H" holding symbol was to remain in effect until the following was completed:

1. Submission of satisfactory plans and technical studies associated with the site plan application.
2. Submission of any technical reports and issuance of a permit from CVC for the installation of the required Turtle Creek culvert.
3. Submission of a final Phase 2 Environmental Site Assessment, including a letter of reliance, clean-up report, remediation action plan and a Record of Site Condition to be filed on the Environmental Site Registry.
4. Satisfactory Restoration Planting Plan and Erosion and Sediment Control Drawings.
5. Delivery of executed Development and/or Servicing agreements including provisions for greenbelt dedication, parkland and greenbelt reinstatement, municipal services and works, PUCC approval, installation of hoarding and fencing, provision for reciprocal agreements and fees and securities.
6. Satisfactory arrangements with the Region of Peel, Public Works Department with respect to provision of municipal services.
7. Execution of a Section 37 – Public Benefits agreement to the satisfaction of the City.
8. Design and installation of the Clarkson-Lorne Park entry feature within the municipal right-of-way to the satisfaction of the City.

Comments

Section 36 of the *Planning Act* provides the legislative framework for the removal of the "H" holding symbol and allows municipalities to amend a by law to remove the "H" holding symbol. A formal public meeting is not required; however notice of Council's intention to pass the amending by law must be given to all land owners within 120 m (400 ft.) to which the proposed amending by-law would apply. Notice was given to all affected land owners by pre-paid first class mail.

The conditions for removing the "H" holding symbol have been fulfilled as 2286974 Ontario Inc. (Vandyk Developments) have provided a satisfactory development agreement which includes provision for the dedication of the greenbelt land; diverted Turtle Creek through a new culvert; entered into a Section 37 agreement and submitted securities for the Clarkson Village entry feature; submitted the Record of Site Condition and the appropriate technical material; and made the satisfactory arrangements with the relevant departments and agencies.

Financial Impact

Not applicable

Conclusion

The conditions to remove the "H" holding symbol have been fulfilled. The required Development Agreement and Section 37 agreement will be executed prior to the implementation of the By-law to remove the "H" holding symbol.

Attachments

Appendix 1: Aerial Photograph

Appendix 2: Land Use Map



Edward R. Sajecki
Commissioner of Planning and Building

Prepared by: David Breveglieri, Development Planner



5.1 4

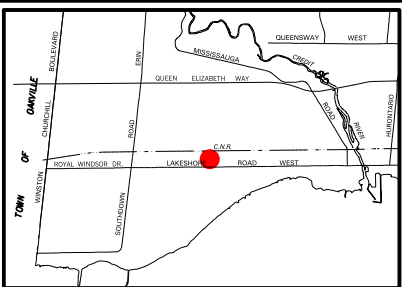
LEGEND:

 SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2015



SUBJECT: 2286974 ONTARIO INC.



FILE NO:
HOZ 13/007 W2

DWG. NO:
12010a

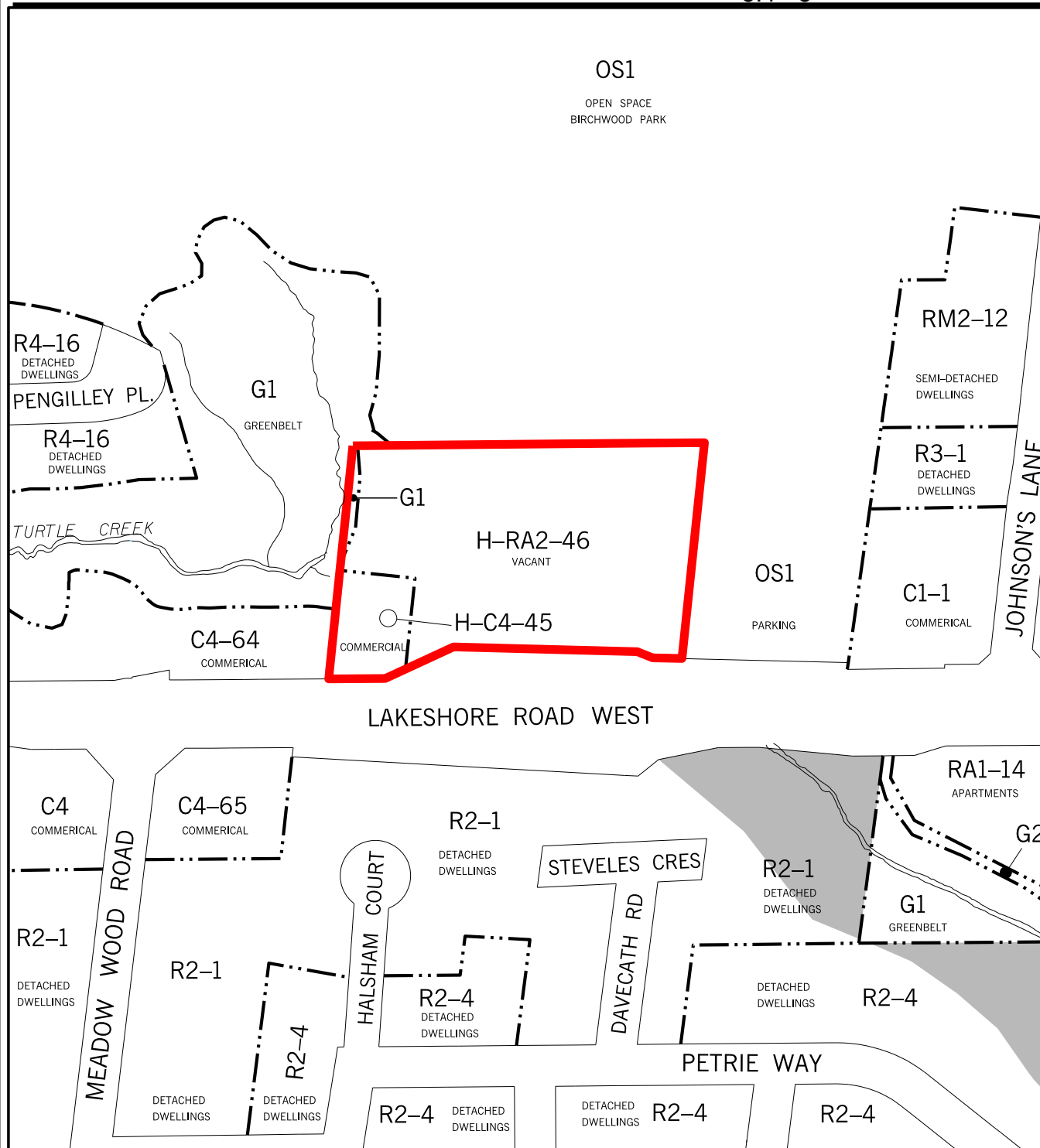
SCALE:
1:3000

DATE:
2016/05/30

DRAWN BY:
A.SHAH

Appendix 1

 **MISSISSAUGA** Produced by
T&W, Geomatics

**LEGEND:**

PROPOSED REMOVAL OF THE 'H'
HOLDING PROVISION FROM
'H-C4-45' AND 'H-RA2-46'.

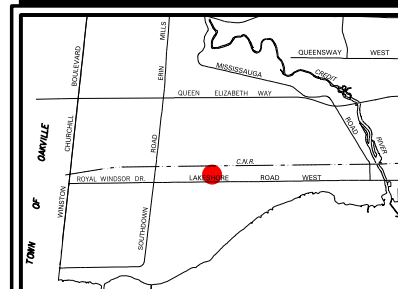
NOTE: EXISTING ZONING DELINEATED ON THE PLAN

THIS IS NOT A PLAN OF SURVEY.



SUBJECT:

2286974 ONTARIO INC.



FILE NO:
HOZ 13/007 W2

DWG. NO:
HOZ 13007-Rezoning

SCALE:
1:3000

DATE:
2016/05/30

DRAWN BY:
A.SHAH

Appendix 2



MISSISSAUGA

Produced by
T&W, Geomatics

City of Mississauga

Corporate Report



Date: 2016/05/10

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:
CD.21.POR

Meeting date:
2016/05/30

Subject

Master Plan for 1 Port Street East (Ward 1)

Recommendation

1. That the report titled "Inspiration Port Credit – Master Plan for 1 Port Street East" from the Commissioner of Planning and Building, dated May 10, 2016, be approved.
2. That a public meeting be held to consider the amendments to the Mississauga Official Plan as recommended in the report titled "Inspiration Port Credit – Master Plan for 1 Port Street East" from the Commissioner of Planning and Building, dated May 10, 2016.

Report Highlights

- Canada Lands Company (CLC) intends to redevelop their lands at 1 Port Street East.
- The City has completed a comprehensive master plan for the site with input from the community, approval agencies and CLC.
- The plan is built around a community vision for the site and seven guiding principles.
- The master plan envisions a vibrant, mixed use neighbourhood, with a full service marina and public open spaces providing access throughout the site to the water's edge.
- An Official Plan Amendment (OPA) has also been drafted.
- Future approval of an OPA implementing the master plan will be requested once there is an agreement with CLC to protect for the continued use of a portion of the site and harbour for a marina.

Background

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

- Master plan for 1 Port Street East, owned by Canada Lands Company (CLC) and currently operating as the Port Credit Harbour Marina (PCHM); and
- Framework for a future master plan for 70 Mississauga Road South, the former Texaco refinery site owned by Imperial Oil Limited (Imperial).

The framework for a future master plan for the Imperial site was approved by Council in December 2015. This report presents the master plan for 1 Port Street East.

CLC acquired 1 Port Street East from the Department of Fisheries and Oceans in late 2011. They engaged the community and prepared a master plan for a mixed use waterfront neighbourhood for this site. Their plan was submitted to the City in 2013. City Council directed staff to conduct a peer review of the CLC master plan, including further public and stakeholder consultation. As part of this process, additional technical information was completed:

- Peer Review of Employment Considerations assessed the proposed employment uses and related planning policies (Cushman & Wakefield, The Planning Partnership).
- Preliminary Review of the Potential for a Public Market at 1 Port Street East (Coriolis Consulting Corp.).
- Recreational Boating Study informed the role of the marina at 1 Port Street East relative to local recreational boating needs (Touristics, Shoreplan Engineering Limited).
- Marina Business Case for a Future Marina at 1 Port Street East informed the land use and business planning (Touristics, Shoreplan Engineering Limited, The Planning Partnership).
- A scan of other winter cities regarding all season use of public open space.
- A review of Maker and Innovation spaces within the GTHA supported the concept of creative and collaborative work spaces.

The community was actively engaged throughout the IPC process. People participated in various activities including walk-about, bus tours, lunch and learn opportunities, and workshops. Input was solicited through public meetings. In addition, a web site provided access to all materials and links to give feedback.

The Planning Partnership (TPP) was retained to review the feedback and various ideas received for this site. This review included the master plan prepared by CLC. This culminated in a two-day workshop in December 2015. At the workshop, the similarities and differences of all proposed options for the development of the site were reviewed by stakeholders and the public. Parameters for the master plan were created and an emerging concept was developed. This resulted in the draft master plan which was presented to the community in February 2016.

Comments

“Charting the Future Course – 1 Port Street East Comprehensive Master Plan” was prepared by TPP in conjunction with Cushman & Wakefield, Shoreplan Engineering and Touristics (Appendix 1). It is structured around a vision and guiding principles.

Vision

“It is the City’s vision to ensure that an iconic and vibrant waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East site that:

- Is woven into the fabric of Port Credit and the city;
- Supports the overall vision of Port Credit as an evolving waterfront village;
- Celebrates the site’s unique urban waterfront context;
- Promotes development that is financially viable and economically sustainable;
- Links the marine and cultural histories of the site together; and
- Draws people to the water’s edge to live, work, learn, shop and play.”

Guiding Principles

1. Create a Logical and Efficient Street and Block Pattern.
2. Put Pedestrians First! A Connected Pedestrian Realm Network.
3. Be a Complete and Healthy Neighbourhood.
4. Protect and Enhance Natural and Cultural Heritage.
5. Represent World Class Design Quality.
6. Promote Innovative Infrastructure.
7. Ensure Coordinated Implementation.

These principles reflect the Port Credit Local Area Plan policy objectives.

The Master Plan

Together, the vision and guiding principles provide a framework for a vibrant waterfront neighbourhood.

The streets and blocks will have an efficient and realistic scale. Stavebank Road will be extended to the end of the pier to provide public access to the site and the Destination Park. A north-south right of way will provide internal access, with the potential to convert it into a pedestrian piazza. Additional east-west “shared” streets create smaller, walkable blocks. Together, with the proposed public open spaces, these create a variety of view corridors throughout the site. This includes the impressive, panoramic views of the lake at the south end of the pier.

A connected pedestrian realm network will augment the street system and strengthen community ties to the water’s edge. The public is clear that they do not want this site to become a private enclave of condominiums with no access to the water. An estimated 25 percent of the site will be urban parks and a waterfront promenade. This includes an Arrival Park at Port and Elizabeth Streets and the Destination Park at the end of the pier. The parks will be programmed

to encourage year round activities. The promenade is envisioned to be 15 metres wide (49 ft.) to accommodate both pedestrians and cyclists.

The site must accommodate a range and mix of residential, commercial, cultural, maker and community land uses and spaces. This includes a full service marina and affordable housing opportunities. It is estimated that 2000 people could live here along with over 800 people working in offices, at the marina, and other retail commercial businesses.

Development will be compatible with the broader Port Credit community. It will also showcase sustainable design and green building technologies. Building heights range from 3 to 10 storeys along Port Street East, decreasing to a maximum of 6 storeys along the end of the pier. The desired pedestrian scale at the street will be enhanced by the use of 4 storey podiums and step backs for any additional height. A landmark or iconic building is proposed for the tip of the pier to a maximum height of 22 storeys. This building must have a destination use and satisfy a number of criteria outlined in the plan, including an international design competition.

Development must protect and enhance the site's natural and cultural heritage resources. This includes important views, the marina function and heritage attributes.

Development of the site must be phased appropriately. In the plan, the marina is relocated from the pier to the east part of the site, including the breakwall. The plan permits a full service marina and related uses including marina-inspired shops, restaurants, public markets and other tourism amenities. As outlined in the marina business case, the master plan addresses the importance of staff developing a Marina Action Plan to determine the future ownership and operation of this facility. Staff will continue to work with CLC to protect for a future marina.

Taken together, these components create a master plan that will transform the site into an exceptional, high quality waterfront community for future generations. It opens the site for the first time in many years to the public and allows all residents and visitors to enjoy the water any day of the year. In order to make the master plan a reality, an implementing Official Plan Amendment (OPA) will be required. The draft OPA is attached for information (Appendix 2).

Comments Received

The master plan was reviewed by staff from City departments, the Region and Credit Valley Conservation. Their comments were considered and addressed. The public response was generally supportive of this plan when it was unveiled in February. Their feedback was reviewed and is summarized below. Appendix 3, Response to Public Comments, provides additional details on the public feedback received.

Streets and Mobility – Views to the water and multi-modal (particularly cycling and pedestrian) access through the site are priorities for the community. The east/west and north/south streets open the site for pedestrians, cyclists, and vehicles and offer a variety of views to the water. Elimination of all cars from the site was requested. This would be a challenge given the range of uses proposed and accessibility needs. A “shared” street approach for all modes of transport is seen as the most appropriate solution.

Parks and Open Space – The community expressed concerns about the amount of public space available. Staff believe that providing 25% of the site for these uses addresses this.

Marina - The public is emphatic that the “Port” be kept in Port Credit. The master plan permits for a full service marina. It identifies an area of the site for the marina facilities and speaks to the potential for lakefill on an expanded breakwall to support this. Additionally, the plan outlines

the components of a Marina Action Plan to identify marina operational, funding, layout and implementation strategies.

To further protect for a future marina, it is recommended that Council consider approval of the implementing Official Plan Amendment once the City has an agreement with CLC for the continued use of a portion of the site for a marina.

Built Form – There is some concern from the community regarding the 10 storeys along Port Street East and potential for a 22 storey landmark building. Consistent with the Port Credit Local Area Plan, this master plan establishes a gradation of heights down to the water from Port Street East. This strategy, in combination with a requirement for 4 storey podiums and stepping back of additional storeys, will keep the desired human scale at the street level.

The potential landmark building up to 22 storeys at the southern tip of the pier is subject to a number of criteria including having a destination use, an international design competition and meeting the tests of compatibility.

In addition, once the City's Affordable Housing Policies are established, future development will need to conform.

Development Permit System

Staff are investigating the use of the Development Permit System (DPS) for this site. The DPS combines zoning, minor variances and site plan together and adds conditions of approval. The development standards are established initially in consultation with the community, stakeholders and the landowners. Staff will continue to explore the process and benefits of a DPS. Any implementation of this option would follow approval of the Official Plan Amendment.

Next Steps

After Council approves the master plan, the following steps are required prior to any development rights being released for the site:

- Circulation of the Draft Official Plan Amendment for comment.
- Statutory Public Meeting to receive comments on the Draft OPA.
- Continued work with CLC to identify mechanisms to protect for the future marina.
- Report to Council on the satisfactory arrangements for the continuation of a marina at this site prior to recommending approval of the OPA.
- Staff continue to investigate the possible use of a Development Permit System.
- Staff continue to explore partners, funding and mechanisms for affordable housing on this site.
- Detailed phasing plan, site plan and development applications will be submitted to the City for evaluation.

Strategic Plan

This project addresses the visionary action of the Prosper pillar to create a model sustainable community on the waterfront.

Financial Impact

There is no financial impact at this time. Existing staff resources will continue to work with CLC and the community to implement the next steps.

Conclusion

Water defines this community. This master plan for 1 Port Street East reconnects residents and visitors to the water where previously there was no access. It celebrates this connection in the form of views and physical public realm connections. It keeps the “Port” in Port Credit by protecting for a future marina. The master plan directs for a model sustainable and creative waterfront community. Redevelopment of this site will leave a legacy for future generations.

There is more work to do. Further arrangements for the protection of the marina need to be secured prior to releasing any development rights. A phasing plan will be needed to carefully guide protection for the marina and generate the critical office jobs. Further development approvals will be required.

Council’s approval of the master plan enables this additional work towards achieving this vibrant waterfront redevelopment.

Attachments

Appendix 1: Charting the Future Course – 1 Port Street East Comprehensive Master Plan”
prepared by The Planning Partnership

Appendix 2: Draft Official Plan Amendment

Appendix 3: Response to Public Comments



Edward R. Sajecki, Commissioner of Planning and Building

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



Charting the Future Course

May 12, 2016

1PORT COMPREHENSIVE
STREET EAST MASTER PLAN **FINAL**

The Planning Partnership

Cushman&Wakefield
Shoreplan Engineering
Touristics

EXECUTIVE SUMMARY

The 1 Port Street East Site is part of an exciting city-building initiative, the Inspiration Port Credit process, that is helping to build high quality, complete and healthy new waterfront communities within Port Credit.

This Comprehensive Master Plan for the 1 Port Street East Site builds on the tremendous amount of work done for the long-term planning of the Port Credit Area, to establish specific design and policy recommendations for the Site. The Comprehensive Master Plan is based on collaborative and inclusive consultation with the City of Mississauga, land owners, interested residents and businesses, and approval agencies, as well as the design-related and policy recommendations from a number of related background studies, that are included in Appendix 1.

It is the City's vision to ensure that an iconic and vibrant waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East Site that:

- **Is woven into the fabric of Port Credit and the City;**
- **Supports the overall vision of Port Credit as an evolving waterfront village;**
- **Celebrates the Site's unique urban waterfront context;**
- **Promotes development that is financially viable and economically sustainable;**
- **Links the marine and cultural histories of the Site together; and**
- **Draws people to the water's edge to live, work, make, learn, shop and play.**

This Comprehensive Master Plan is organized around seven Guiding Principles, set out in bold, below.

1 Guiding Principle 1 Create a Logical and Efficient Street and Block Pattern

New development on the 1 Port Street East Site shall occur on Development Blocks that are established based on an efficient and realistic scale and that are defined by an interconnected Street System and other complementary components of the Pedestrian Realm Network. The fine-grained, interconnected Street System will promote Active Transportation. Walking will be paramount, but streets will also accommodate safe, direct cycling routes and provide vehicular and emergency vehicle access. The Street System will provide views throughout and through the Site to the water and adjacent JJ Plaus Park.

The 1 Port Street East Site will be well linked both internally and to surrounding streets, trails, parks and other nearby destinations. New connections will include extensions of Stavebank Road, Elizabeth Street and Helene Street into the Site to maximize direct street linkages with the existing Port Credit Village street network, to ensure the Site is integrated seamlessly with the Village. People will have choices for mode of movement and for routes.

The Street System creates a series of 9 Development Blocks that will accommodate various forms of buildings and land uses, at various densities and heights.

2 Guiding Principle 2 Put Pedestrians First! A Connected Pedestrian Realm Network

New development on the 1 Port Street East Site shall strengthen community ties to the waterfront and include a connected Pedestrian Realm Network that is linked to the Street System, is accessible to pedestrians and cyclists and is comfortable, animated and attractive all year round. Public access around and through the Site to the water's edge will be maximized, and include a continuous and contiguous Waterfront Promenade, as well as two new Urban Squares that provide additional high quality waterfront park space for Port Credit. Of critical importance is the interconnection of the Street System with the Pedestrian Realm Network, to create a fine-grained network of spaces for movement and activity. All of these elements play a vital role in animating the 1 Port Street East Site. It is the intent of this Plan to create year-round recreational and leisure opportunities, waterfront views, improved internal and external connectivity and an inviting and comfortable pedestrian experience.

3 Guiding Principle 3 Be a Complete and Healthy Neighbourhood

The 1 Port Street East Site is designed as a healthy and complete neighbourhood with a built environment that is pedestrian-friendly, transit-supportive, contains a mix of uses that support daily living and enables physical activity through Active Transportation.

A mix of land uses is desired to help create a vibrant neighbourhood within Port Credit, supporting activity at different times of the day and year, and where each use complements and reinforces the other. This includes adding jobs in the office, retail and service commercial sectors including hotels and restaurants. A minimum of 6,000m2 of new office space is required, as well as a minimum of 6,300m2 of at-grade non-residential uses such as retail, restaurants, "marina marketplace," maker uses, artisan workshops, cultural/institutional uses, and educational uses.

A full-service marina is accommodated, including dockage and on-land boat storage, boat repair, chandlery, boat sales, charters and other related retail and small scale office uses. All of these uses are expected to continue in some form as an integrated part of new development.

From a residential development perspective, this Comprehensive Master Plan includes a range and mix of dwelling unit types and sizes, including units that have the potential to be more affordable.

4 Guiding Principle 4 Protect and Enhance Natural and Cultural Heritage

The 1 Port Street East Site is identified as a Cultural Heritage Landscape and listed on the Heritage Register in the City's planning documents. This Comprehensive Master Plan ensures that the historic marina function is preserved, notwithstanding that substantial new investment in the infrastructure that supports that marina function is required. It also protects the panoramic views from the edge of the Pier of the Mississauga shoreline and parts of the west and south shoreline of Lake Ontario as well as views of the Ridgetown.

From a natural heritage perspective, it is recognized the Pier and Breakwater/Ridgetown structures are important both structurally and functionally. It is also recognized that the Site provides important regional and provincial ecological connectivity, including stopover and staging habitat for birds, wildlife and aquatic habitats. There remains substantial opportunities to improve the ecological context of this location, primarily through improvements (restoration and/or enhancement) to the quality of existing aquatic and terrestrial shoreline habitats.

The City will ensure that the natural and cultural heritage resources identified on the 1 Port Street East Site are protected and enhanced through the policy frameworks provided in the City of Mississauga Official Plan and the Port Credit Local Area Plan.

5 Guiding Principle 5 Represent World Class Design Quality

New development - both public and private sector - will be beautiful and at a human scale, and will be compatible with the broader Port Credit community. In addition, new development will be diverse and varied, and incorporate a commitment to sustainable design and green building technologies.

The 1 Port Street East Site has prominence and importance in Port Credit, and for all of Mississauga. New development must become a showpiece of high-quality design that leverages its tremendous locational attributes. Excellence in architecture and urban design is essential in creating a vibrant and attractive neighbourhood. To this end, this Comprehensive Master Plan establishes high quality standards of urban design and architecture for a host of design elements including building articulation and materials, access and parking, four seasons comfort and interest, compatibility, and signage, among others. A key goal is to establish active building frontages adjacent to the Street System and Pedestrian Realm Network.

The Comprehensive Master Plan establishes an overall FSI target of 2.0 to 2.5 for the Site. A general building height transition is established from higher in the north (up to 10 residential storeys adjacent to Port Street) to lower in the south (up to 6 residential storeys), representing a "stepping down" to the water. All buildings are required to have a 4 storey podium to establish a human scale street wall.

An exception to the height transition is the potential for an iconic landmark building of up to 22 storeys at the southern tip of the site. This building, and adjacent Pedestrian Realm Network, will be subject to an international design competition, and must contain a destination use or function that enhances the image of Port Credit as a whole.

The 1 Port Street East Site provides an excellent and unique opportunity to showcase the most recent and innovative approaches to sustainable design and green building technologies. This Plan provides targets aimed at incorporating climate change mitigation and adaptation strategies for the long-term sustainability of the 1 Port Street East Site, and promotes green building technologies, renewable and alternative energy options and other sustainable design techniques for development.

6 Guiding Principle 6 Promote Innovative Infrastructure

The 1 Port Street East Site is an urban site that will be provided with full urban service infrastructure. It is an objective of the City to work with the developer to provide the full range of service infrastructure that is efficient, cost effective and best utilizes existing infrastructure systems, while minimizing environmental impacts. The Site should become a demonstration of state-of-the-art technology for the provision of service infrastructure and utilities.

Careful traffic management is required as a result of increasing vehicular traffic and congestion being experienced across the Greater Golden Horseshoe as intensification occurs, inclusive of the 1 Port Street East Site. Mitigation strategies such as Transportation Demand Management Measures can limit the impacts of the traffic.

7 Guiding Principle 7 Ensure Coordinated Implementation

The objectives of this Comprehensive Master Plan will be implemented through a site-specific Official Plan Amendment. After this milestone, it is in the interest of the City to deal with development applications incrementally, through either the Development Permit System, or the more traditional Rezoning/Site Plan Approval processes. This approach will ensure that the City retains control of the phasing strategy through the implementing development approval process. The phasing strategy will set out targets and timing for the construction of the required office and at-grade non-residential uses, and provide for a Marina Action Plan that establishes appropriate standards for the new marina and protects the existing marina and operations until the new marina is ready for relocation.

This Plan recommends all public and private development be vetted by the Mississauga Urban Design Advisory Panel, to promote beautiful and iconic design. In addition it recommends all City assets and potential Landmark Building be subject to an international design competition.

This Comprehensive Master Plan has, as a fundamental goal, the creation of a great community structure. This framework is intended to insure new development on the 1 Port Street East Site is locally inspired and integrated, while showcasing some of the very best techniques of design and infrastructure. As such, it does not promote any specific building or landscape design, style, or detail. These important elements will be determined through further development approvals including Zoning by-law, Site Plan Approval, Building Permits, and/or the Development Permit System. There is a Demonstration Plan and Character Sketches which show the intent of this Comprehensive Master Plan - relationships of the Site to Port Credit, or building to public space. But they are just one possible outcome of the application of this Comprehensive Master Plan.

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Marina Concepts A+B: Shoreplan Engineering
City of Mississauga "Possibilities": City of Mississauga
Stoss Report Concepts: City of Mississauga
Canada Lands Company
Centre City Capital Limited

All other maps and images from The Planning Partnership

1.0 | INTRODUCTION

Understanding

Inspiration Port Credit is an ongoing and exciting city-building initiative that will transform Port Credit into an exceptional, high quality, complete, healthy and waterfront focused community in the years to come.

The 1 Port Street East Site is a major redevelopment opportunity in Port Credit, and within the City of Mississauga. As a waterfront site, it is tied to the history of Port Credit, and will be a key part of its future. The redevelopment of the 1 Port Street East Site has the potential to establish a new image for waterfront development in Port Credit. Its redevelopment must be a state-of-the-art demonstration of sustainable development and green building technology and leave a legacy of great, innovative design.

There has been a tremendous amount of work done for the long-term planning of the Port Credit Area through the Local Area Plan and the Inspiration Port Credit processes. This Comprehensive Master Plan maximizes the use of this good work to identify how it all affects the 1 Port Street East Site. There is a planning context that has been recognized, and the substantial goodwill that the City has built up with the local residents and businesses has been considered, recognized and continued.

This Comprehensive Master Plan for the 1 Port Street East Site is the next step in the evolution of an ongoing transformation process. The Comprehensive Master Plan seeks to:

- Connect the design-related and policy recommendations from the extensive previous work, summarized in Appendix 1, to this new planning framework;
- Establish a fully articulated strategy for both the Marina Basin and the Pier redevelopment that will guide street network, built form, pedestrian realm and land use contexts;

- Provide a clear approach to incremental implementation; and
- Ensure a continuation of the collaborative and inclusive consultation with the Inspiration Port Credit Team, land owners, interested residents and businesses, and approval agencies.

All of those elements combined, have resulted in this 1 Port Street East Comprehensive Master Plan. A Plan that clearly articulates the Collective Vision and Guiding Principles, and, eventually, translates them into a set of statutory planning policies that will achieve key city-building objectives and, ultimately guide the redevelopment of the 1 Port Street East Site over time.

The development of the 1 Port Street East Site has the potential to establish a new, high quality and world class paradigm for the Port Credit community. A crucial aspect of achieving an iconic and inspirational neighbourhood on the Site will be to reconsider some of the City's planning policies and development/design standards in light of the Collective Vision and Guiding Principles of this Master Plan, which seek to achieve a precedent setting neighbourhood design in recognition of the Site's unique and urban attributes.

Innovative design solutions that challenge the status quo will be required and need to be considered across all of the City's departments with a particular focus on:

- Street System planning and streetscape design;
- Park planning, acquisition, design and maintenance; and
- The legal agreements that will secure appropriate urban development standards, ownership arrangements and planning policies.

Purpose

The purpose of this Comprehensive Master Plan is to provide specific design and planning policy recommendations for the development of the 1 Port Street East Site in Port Credit. It is a requirement of the Port Credit Local Area Plan under Policy 13.1.8 to prepare a Comprehensive Master Plan for the Site. Specifically, the Local Area Plan states:

"Notwithstanding the provisions of the Mixed Use and Greenlands designations and the Desirable Urban Form policies, the following additional policies will apply:

- 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."*

"A Comprehensive Master Plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form and transportation. In addition, the Master Plan will:

- a. determine contamination on the site;*
- b. have regard for other City plans, policies and reports, such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Direction Report and the Waterfront Parks Strategy 2008;*
- c. include provision of significant public parklands along and access to the waterfront including the extension of the Waterfront Trail;*
- d. preserve and enhance views to Lake Ontario;*
- e. examine unique opportunities to take advantage of the site's location and reflect the historic marine heritage of the area including preserving the marina function and the Ridgetown breakwater;*

- f. consider the appropriate built form around the future terminus of the Light Rail Transit planned along Port Street East; and*
- g. provide opportunities to accommodate employment uses."*

"Consultation on the comprehensive Master Plan will occur with the landowners, local community, and other stakeholders."

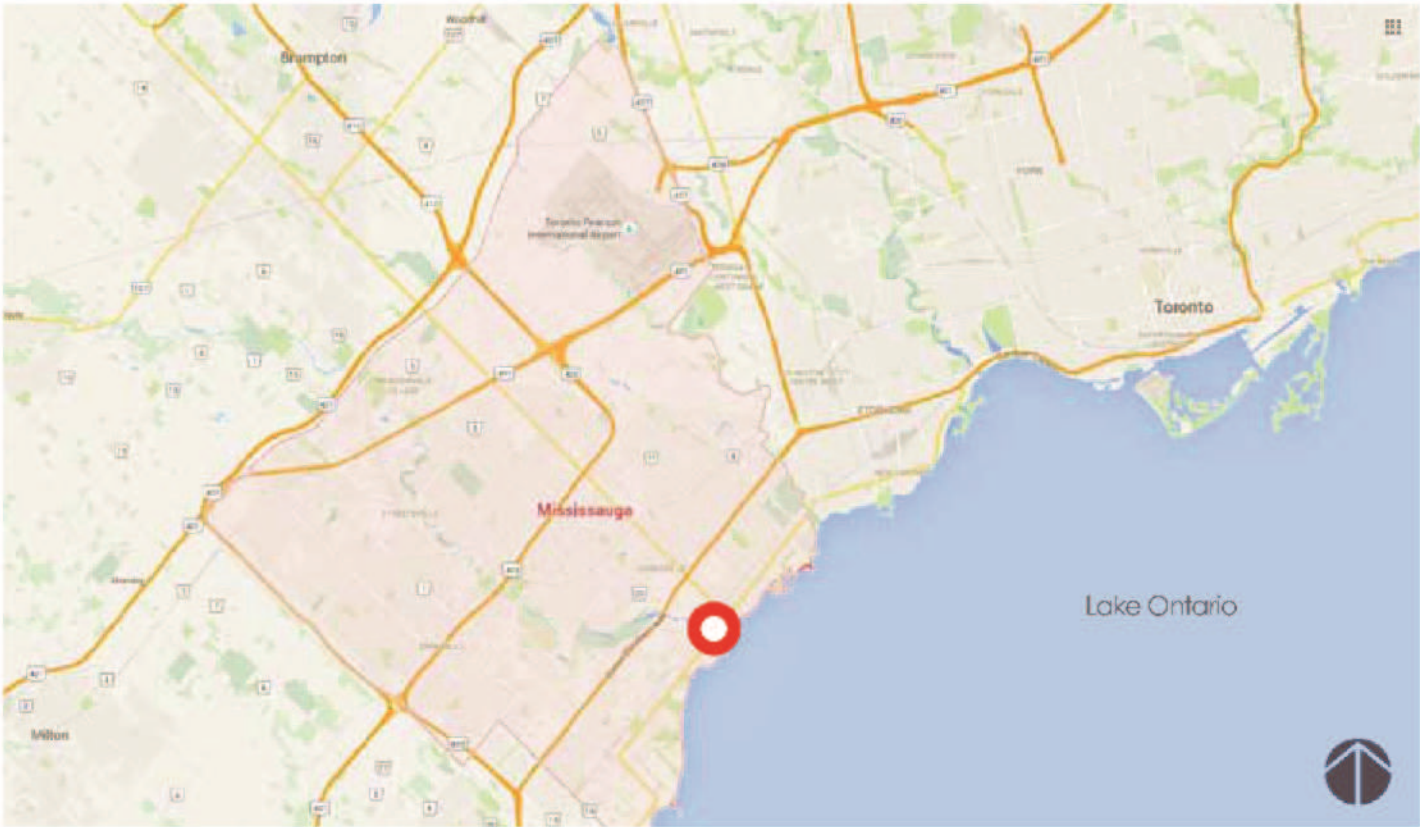
Location

The lands and water lot collectively comprising the 1 Port Street East Site are located at the southern edge of Port Credit, just east of the Credit River along the Lake Ontario shoreline as identified on Maps 1 and 2. The total site area is approximately 27.7 hectares, an area which is further subdivided as identified on Map 3 and the following Table 1:

Table 1 – Site Area

The Pier (Developable Land Base)	6.3 ha*
The Breakwaters & Ridgetown	2.5 ha
Elizabeth and Helene Street ROW's	0.2 ha
The Water Basin	18.7 ha
TOTAL AREA	27.7 ha

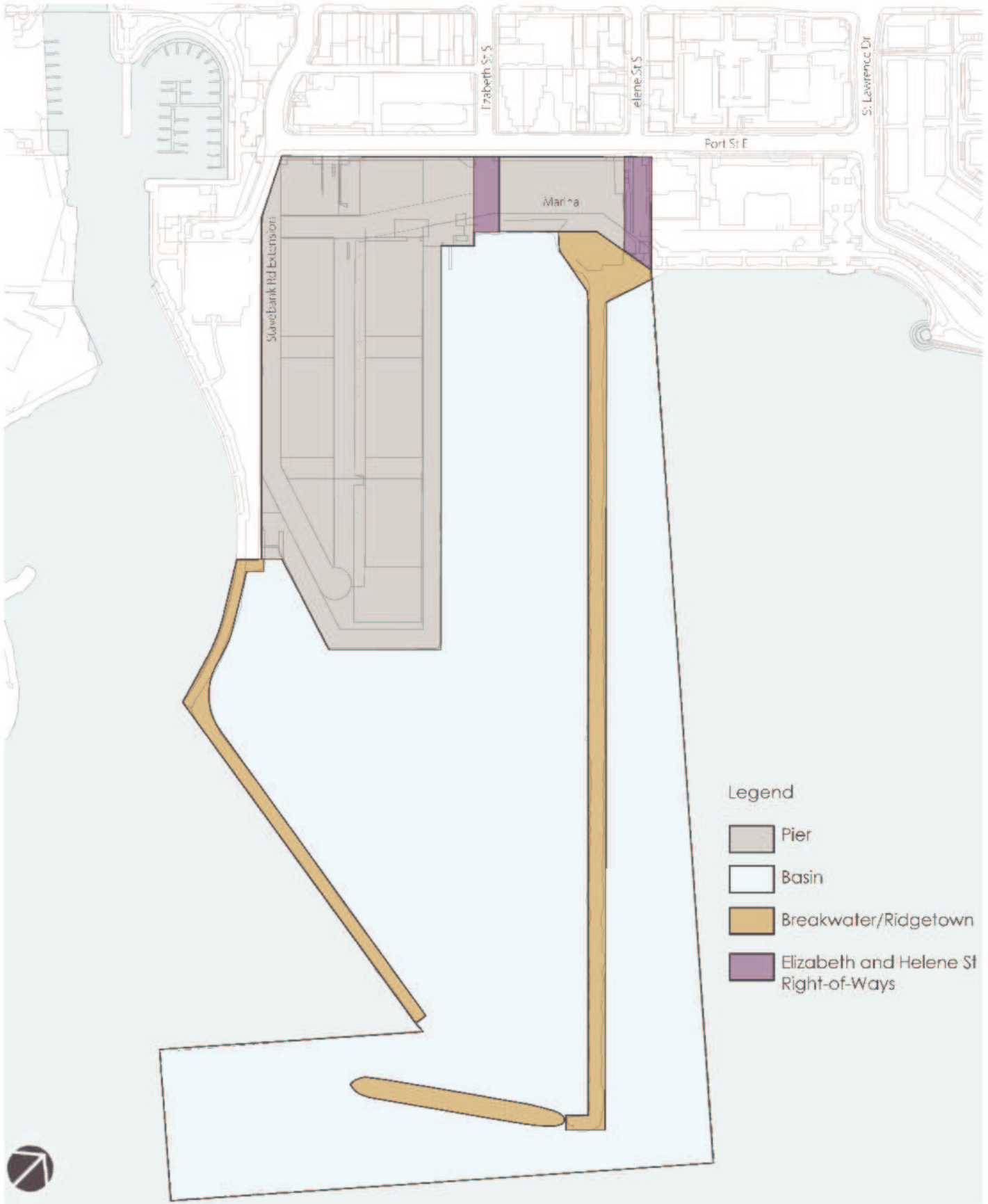
*The Developable Land Base includes some lands that are within the Hazard Lands Overlay Designation, that are also identified as the Waterfront Promenade.



Map 1: Location - Mississauga



Map 2: Location: Port Credit



Map 3: Elements of the Site

2.0 | THE COLLECTIVE VISION
AND GUIDING PRINCIPLES

The Collective Vision

Over the past several years, the 1 Port Street East Site has been subject to a number of planning investigations, including this Comprehensive Master Plan exercise. In association with all of that work, there have been a number of public engagement opportunities that, collectively, identified an array of vision statements and associated principles for new development. For the most part, there has been a general level of consistency of thought, notwithstanding a vast diversity in expression. For this Comprehensive Master Plan, all of the past visions and principles have been reviewed and coalesced into one, clear vision statement, as follows:

It is the City's vision to ensure that an iconic and vibrant waterfront neighbourhood and destination with a full service marina is developed at the 1 Port Street East Site that:

- Is woven into the fabric of Port Credit and the City;
- Supports the overall vision of Port Credit as an evolving waterfront village;
- Celebrates the Site's unique urban waterfront context;
- Promotes development that is financially viable and economically sustainable;
- Links the marine and cultural histories of the Site together; and
- Draws people to the water's edge to live, work, make, learn, shop and play.

The Guiding Principles

Building upon the principles from the Port Credit Local Area Plan, the Inspiration Port Credit "See the Possibilities" Online Survey (September 2014) and the Workshop held for this Comprehensive Master Plan (December 2015), new development shall achieve the Collective Vision by further articulating the following Guiding Principles for new development:

1 Create a Logical and Efficient Street and Block Pattern – New development shall occur on Development Blocks that are established based on an efficient and realistic scale and that are defined by an interconnected Street System and Pedestrian Realm Network;

2 Put Pedestrians First! A Connected Pedestrian Realm Network – New development shall strengthen community ties to the water's edge and include a connected Pedestrian Realm Network that augments the Street System, is accessible to pedestrians and cyclists, and is comfortable, animated and attractive all year round;

3 Be a Complete and Healthy Neighbourhood – New development will accommodate a range and mix of residential, commercial, cultural, maker and community land uses and spaces, including a full service marina. Affordable housing opportunities will be facilitated;

4 Protect and Enhance Natural and Cultural Heritage – New development will protect and enhance natural and cultural heritage resources, including important views, the marina function and marina heritage;

5 Represent World Class Design Quality – New development will be iconic, beautiful and at a human scale. It will be compatible with the broader Port Credit community. It will also be a showcase for sustainable design and green building technologies. Where appropriate, International Design Competitions will be used to ensure innovation;

6 Promote Innovative Infrastructure – New development shall be encouraged to incorporate state-of-the-art technology for the provision of service infrastructure and utilities; and

7 Ensure Coordinated Implementation – Strong political will, supportive planning policy and administrative coordination is required to ensure a logical and phased redevelopment, and to allow existing marina functions to continue to operate, and to relocate as development occurs. New development will be implemented through ongoing development approval processes, including the City's Design Review Panel.

3.0 | GUIDING PRINCIPLE 1
CREATE A LOGICAL AND
EFFICIENT STREET AND BLOCK
PATTERN

New development on the 1 Port Street East Site shall occur on Development Blocks that are established based on an efficient and realistic scale and that are defined by an interconnected Street System and other complementary components of the Pedestrian Realm Network. New development will also:

- Provide an interconnected Street System that promotes Active Transportation and provides vehicular and emergency vehicle access as well as facilities for cyclists and pedestrians;
- Create a series of 9 Development Blocks, that will accommodate various forms of buildings and land uses, at various densities and heights; and
- Provide views throughout and through the Site to the water and adjacent JJ Plaus and St. Lawrence Parks.

The intent of this Comprehensive Master Plan is to create a fine-grained Street System that promotes Active Transportation. Walking is paramount, but streets should also accommodate safe, direct cycling routes.

The 1 Port Street East Site will be well linked both internally and to surrounding streets, trails, parks and destinations. New connections will include extensions of Stavebank Road, Elizabeth Street and Helene Street into the Site to maximize direct street linkages with the existing Port Credit Village street network, to ensure the Site is integrated seamlessly with the Village. People will have choices for mode of movement and for routes.

9 Development Blocks

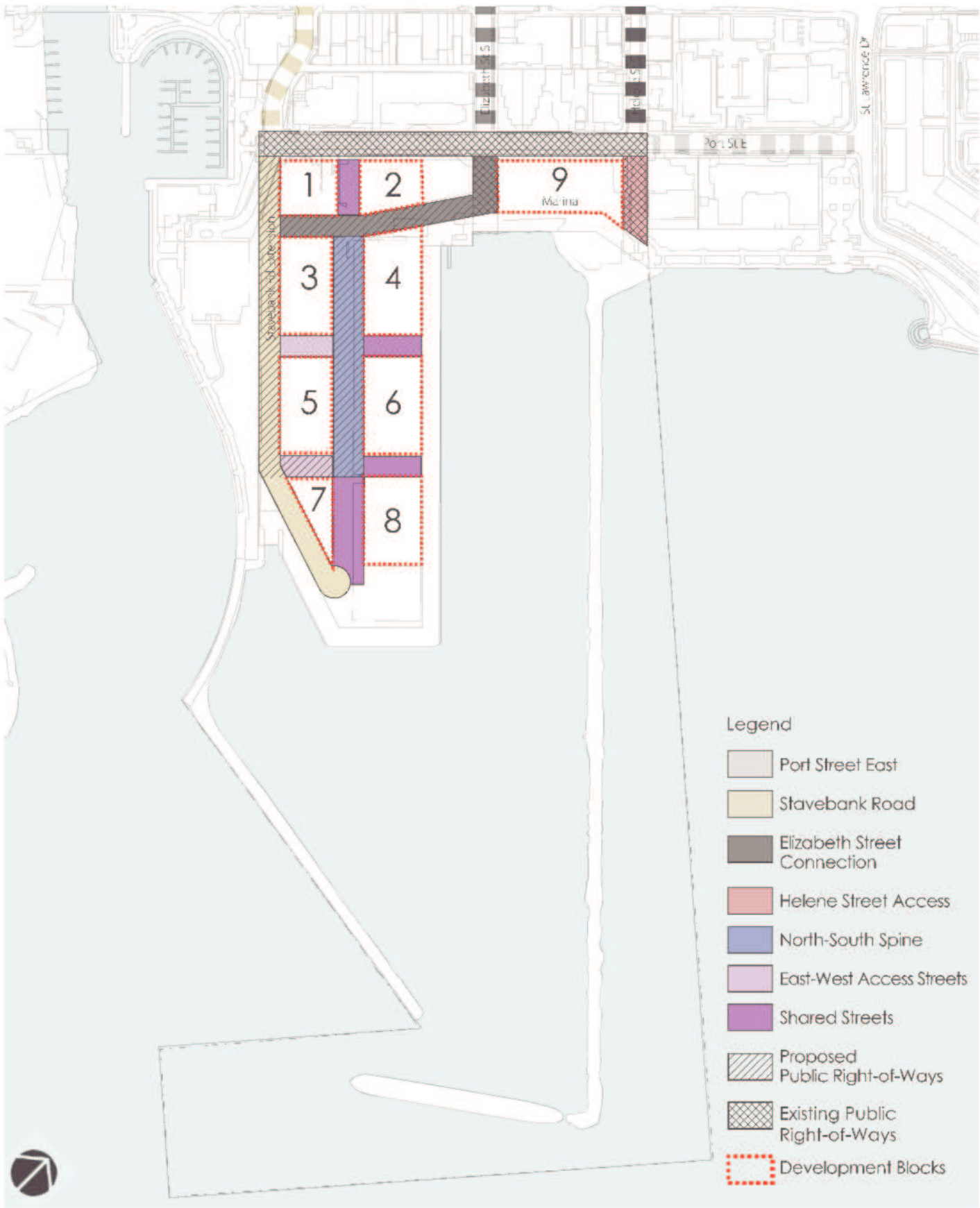
The Street System is fundamental to creating appropriately scaled and efficient Development Blocks. The Street System creates 9 Development Blocks as identified on Map 4. The size of each of these Blocks is summarized in Table 2:

Table 2 – Development Blocks		
	Area (ha)	Dimensions (approx.)
Block 1	0.21 ha	46 x 45m
Block 2	0.21 ha	51 x 41m
Block 3	0.33 ha	42 x 78m
Block 4	0.39 ha	47 x 82m
Block 5	0.34 ha	42 x 79m
Block 6	0.37 ha	47 x 79m
Block 7	0.14 ha	37 x 71m
Block 8	0.33 ha	47 x 71m
Block 9	0.44 ha	100 x 43m
TOTAL AREA	2.76 ha	

The identified Development Blocks represent approximately 44 percent of the total Developable Land Base of the Site. These Blocks will be the location of primarily private sector development opportunities. Direction for the development of these Blocks is provided in the other Sections of this Comprehensive Master Plan.

The Street System Hierarchy

The location, configuration and character of the 1 Port Street East Site requires access for those who are entering or leaving structured parking (for residences, offices, shopping or the marina); by delivery and maintenance vehicles; for accessing public spaces; for pick up and drop off; or perhaps for a leisurely walk, bike ride and/or drive. Intimate streets with slow design speeds are best suited to these purposes.



Map 4: The Street System and Development Blocks

All roads within the 1 Port Street East Site are considered Local Streets in terms of the City's typical street hierarchy. The range of street types within the Site are identified on Map 4. Collectively, the streets play three roles – the first for circulation and access to the anticipated development; second, as a defining feature and complementary component of the Pedestrian Realm Network; and the third, to establish and frame view corridors through and throughout the Site.

The streetscapes are expected to be engaging and safe outdoor places with beautiful trees and plants, seating and shade. They will accommodate vehicular traffic, pedestrians and cyclists, and will form the framework for Active Transportation. To accomplish these goals on this unique urban waterfront site, higher quality design standards are required, exceeding the City's current streetscape standards.

The identified Street System represents approximately 32 percent of the total Developable Land Base of the Site, as identified on Table 3:

Table 3 – Street System

Port Street East Widening (assumed 3m)	0.08 ha
Stavebank Road (17m)	0.60 ha
Elizabeth Street E-W Extension (17m)	0.27 ha
North-South Spine (25m)	0.48 ha
East-West Access Streets (17m)	0.14 ha
Shared Streets (17m)	0.43 ha
TOTAL AREA FOR STREET SYSTEM	2.00 ha*

*The Total Area for the Street System does not include the existing Elizabeth or Helene Street right-of-ways.

Opportunities for reduced street right-of-ways

In accordance with the concepts presented in the Mississauga Official Plan, reduced right-of-way widths are used in this Comprehensive Master Plan to make efficient use of the Developable Land Base and to create a sense of enclosure. Reduced right-of-way widths also aid in traffic calming and help to animate the streetscape.

The City will need to consider the appropriateness of these right-of-way proposals from legal, liability and public safety perspectives, and ensure that there is enough space to accommodate municipal service infrastructure, where required. Further, it is anticipated that the Street System will be based on the details of the adjacent developments, as those proposals come forward over time, including opportunities for further right-of-way reductions.

Public vs. Private Ownership

In this Comprehensive Master Plan, the Street System may be publicly or privately owned, with the exception of Port Street East and the southward extensions of Elizabeth and Helene Streets, which are already publicly owned. In addition, Map 4 identifies part of the Stavebank Road Extension, part of the North-South Spine and the Elizabeth Street Connection as Proposed Public Right-of-Ways.

Where streets are privately owned, public easements may be required to accommodate municipal service infrastructure. Where streets are public, private easements for below grade parking structures may be provided, subject to approval by the City.

The City will need to consider the feasibility of a public/private approach to street access and maintenance, as well as the legal agreements required to facilitate such an approach, or other similar innovations. City staff will consider the merit of a private Street System, including all the new streets identified as public on Map 4, subject to appropriate justification and/or studies.

Streetscape Design Elements

Streets will be designed to continue the existing street and block grid pattern of Port Credit and allow for enhanced penetration into the 1 Port Street East Site. Multiple points of access will achieve north/south and east/west view corridors to the water, good pedestrian accessibility and safety, enhanced cycling facilities, multi modal movement opportunities and access to marina-related facilities and parking lots. It is the intent of this Comprehensive Master Plan that the design and maintenance of the range of streets within and abutting the Site must reflect its high quality urban waterfront character, as identified on Diagrams 1 through 6.

It is also understood that how built form interfaces with the abutting street is important to animating the street and creating a safe, welcoming environment for pedestrians and cyclists. This crucial interface of street and built form is dependent upon the scale of the buildings, the width and function of the street, the size of the building setbacks and the at-grade land uses. The following applies to the various street types identified in this Comprehensive Master Plan:

- All streets will be safe, accessible, secure and shall implement the relevant requirements of the Ontarians with Disabilities Act, where appropriate, streets shall accommodate a range of service vehicles and emergency services;
- Throughout the Site, street furnishings, plantings, materials, and techniques must be consistent in physical form and spacing and be of the highest quality. Pattern and repetition are essential to imprint a recognizable sense of place. Streetscaping shall complement the design treatments of the other elements of the Pedestrian Realm Network;

- The design of streetscapes shall create defined and continuous zones for planting, street furnishings, utilities and pedestrian, cyclist and vehicular traffic and that are innovative and responsive to the urban waterfront context;
- Street trees shall be added, acknowledging that due to the location of significant view corridors, underground services/parking and restrictive right-of-ways, not all streets can accommodate them. Where trees are not desirable and/or possible, opportunities for Public Art, planters, banners, awnings and other amenities shall be explored;
- The design of streetscapes shall incorporate, where appropriate, low impact development standards and sustainable infrastructure innovations and shall create opportunities for shrubs and other plants in addition to, or instead of, street trees to enhance the Pedestrian Realm Network; and
- Streets will accommodate service vehicles, utilities and emergency services. Loading and garbage facilities shall be located primarily below grade and shall be designed to accommodate trade vehicles, moving vans, garbage trucks and delivery vehicles. In general, loading, garbage collection and parking areas should not be located where they are visible from the Street System or the Pedestrian Realm Network. Where possible, access to parking, loading and garbage collection areas should be provided from the defined East-West Access Streets or Shared Streets.

Elements of the Street System

Port Street East

Port Street East is an existing public street that currently provides access to the 1 Port Street East Site. It has been identified as having the potential to accommodate future higher order transit. Development along Port Street East will support multi-modal transportation options, have an active pedestrian boulevard, cycling facilities and supportive and animated building frontages.

The right-of-way for Port Street East may require additional widening from its existing 20 metres, up to a maximum of 28 metres;

Slavebank Road

Slavebank Road will be extended into, and provide primary access to the 1 Port Street East Site. It is also an important cycling and pedestrian connection. Slavebank Road will provide a connection with, and access to JJ Plaus Park, the Waterfront Promenade, the Destination Park at its southern terminus, and the marina slips along the wharf for people travelling to and from their boats. A turn-around/drop-off at the end of Slavebank, and on-street parking along it, will accommodate short term marina use. It is also an important view corridor to Lake Ontario.

Since Slavebank is parallel to JJ Plaus Park, there is an opportunity to provide pedestrian and cyclist facilities (a multi-use trail) and/or underground utilities within the park itself, if needed or desired. As such, Slavebank Road will have a planned right-of-way width of between 17 and 20 metres and include facilities and design elements as shown on Diagram 1;

Elizabeth Street Connection

Elizabeth Street is an important connection with the broader Port Credit community, both as a pedestrian route and as a secondary vehicular connection. It is also a view corridor to the lake, specifically the

marina basin. It will be a short street, but it will link with the new east-west street – forming a continuous L-shaped street at the north end of the Site that will link with Stavebank Road.

The east-west component of the Elizabeth Street Connection will have a right-of-way width of 17 metres. This part of the Elizabeth Street Connection includes facilities and design elements as shown on Diagram 2.

The north-south component of Elizabeth Street will maintain its current public right-of-way width of 20 metres, as shown in Diagram 3;

Helene Street Access

Helene Street, an existing public road right-of-way, will provide access to the marina facilities on the east side of the Site, including the potential boat repair building, the marina office, and the potential expanded east breakwater facilities that will include vehicular parking in summer and boat storage in winter. The street right-to-way will stop at the Waterfront Promenade.

Careful design consideration is required to ensure the safety of pedestrians and cyclists at this crossroads, and to ensure vehicles proceed with care.

Helene Street will maintain its current right-of-way width of 20 metres, and include facilities and design elements as shown on Diagram 3;

North-South Spine

This special street will be the primary internal street of the development, and must have an interesting and unique character. The location and the right-of-way width of the North-South Spine is to be considered flexible to accommodate different functional roles, and different design treatments. For example, the right-of-way could be wider to accommodate a pedestrian piazza, or narrower if the design vision is less ambitious than shown in this Plan.

Notwithstanding that flexibility, design treatments must include special protection of the view corridor itself. Street tree planting along the Spine should be kept to its edges, so that the centre of the Spine may be clear of any vertical elements, right from Port Street East to Lake Ontario.

This Comprehensive Master Plan incorporates a right-of-way width of 25 metres (but could be as narrow as 17 metres), with a central median, planted with low ornamental vegetation, as shown on Diagram 4;

East-West Access Streets

Additional East-West Access Streets will augment the other elements of the Street System. They perform a mixed pedestrian, cyclist and vehicular role, with highest priority for pedestrians and cyclists. They accommodate vehicular traffic by providing access for emergency and service vehicles, access to structured parking facilities, and short term parking or drop-off.

These East-West Access Streets will have a maximum right-of-way width of 17 metres, and include facilities and design elements as shown on Diagram 5; and

Shared Streets

Shared Streets are primarily intended as pedestrian and cyclist facilities, with a secondary purpose of providing access for emergency and service vehicles, access to structured parking facilities, and short term parking or drop-off. Key elements of the Shared Streets are:

- Vehicular traffic movement at very slow speed, which encourages eye-contact and informal negotiation between pedestrians, cyclists and vehicle users. This is achieved through design changes such as surface treatments, materials, textures, lighting and the use of minimum radii and lane widths, together with features which introduce

intrigue, interest, uncertainty and promote an intelligent response to risk among pedestrians, cyclists and drivers;

- Designs shall appropriately relate to the North-South Spine, Waterfront Promenade, and adjacent building context (pedestrian entrances, vehicular entrances, and at-grade conditions), thereby exploiting natural human responses rather than rules and controls;
- There shall be less reliance on signs, signals, road markings, curbs, barriers and other features which imply predictability, standardization and consistency; and
- Include gateway features that emphasize the transition between the adjacent Street System elements (with their predominant vehicular movement function) and the Pedestrian Realm Network (which has a mixed pedestrian/cyclist movement function).
- Shared streets offer valuable opportunities to improve functional and visual connections between the other components of the Street System and Pedestrian Realm Network, including contributing to the logical wayfinding system.
- Shared Streets will have a right-of-way of 15 to 17 metres, and include facilities and design elements as shown on Diagram 6.

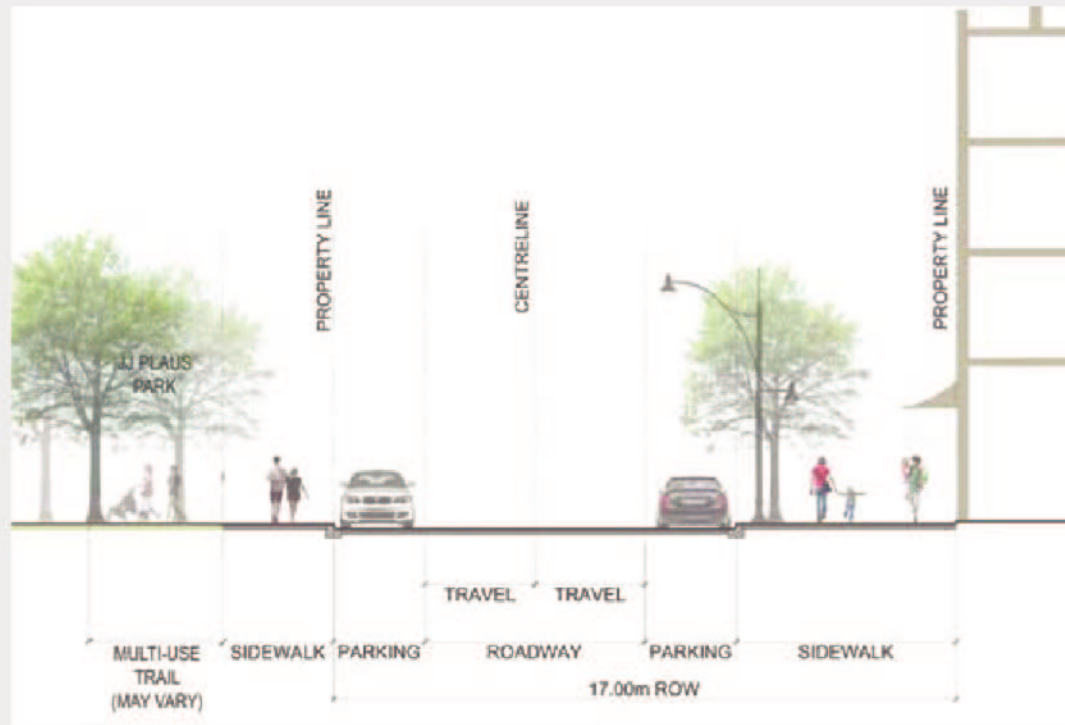


Diagram 1: Stavebank Road (looking north)

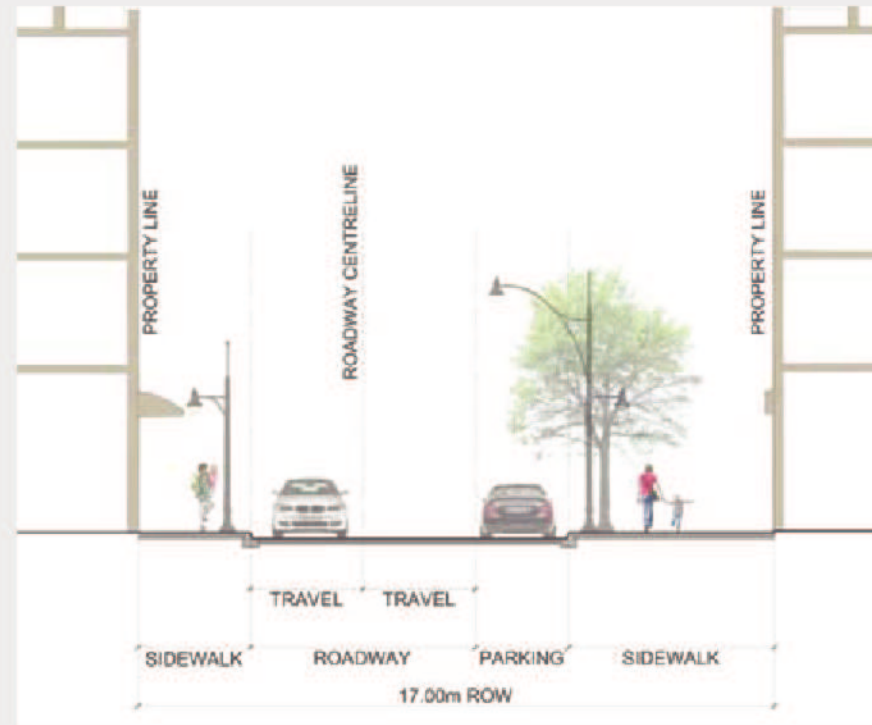


Diagram 2: Elizabeth Street Connection (looking east)

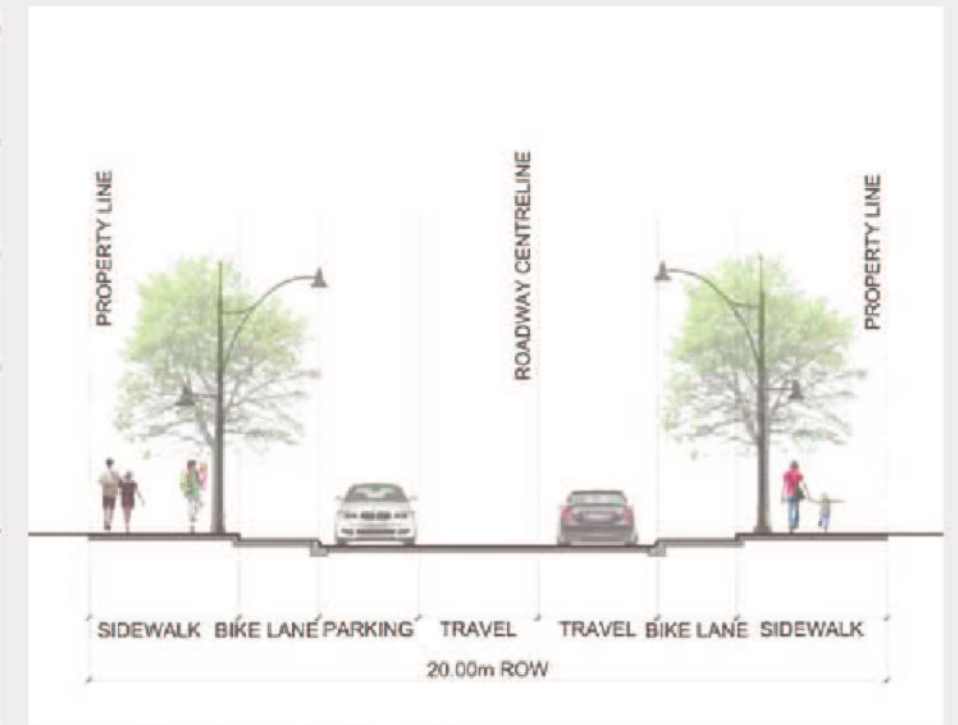


Diagram 3: Elizabeth and Helene Streets (looking north)

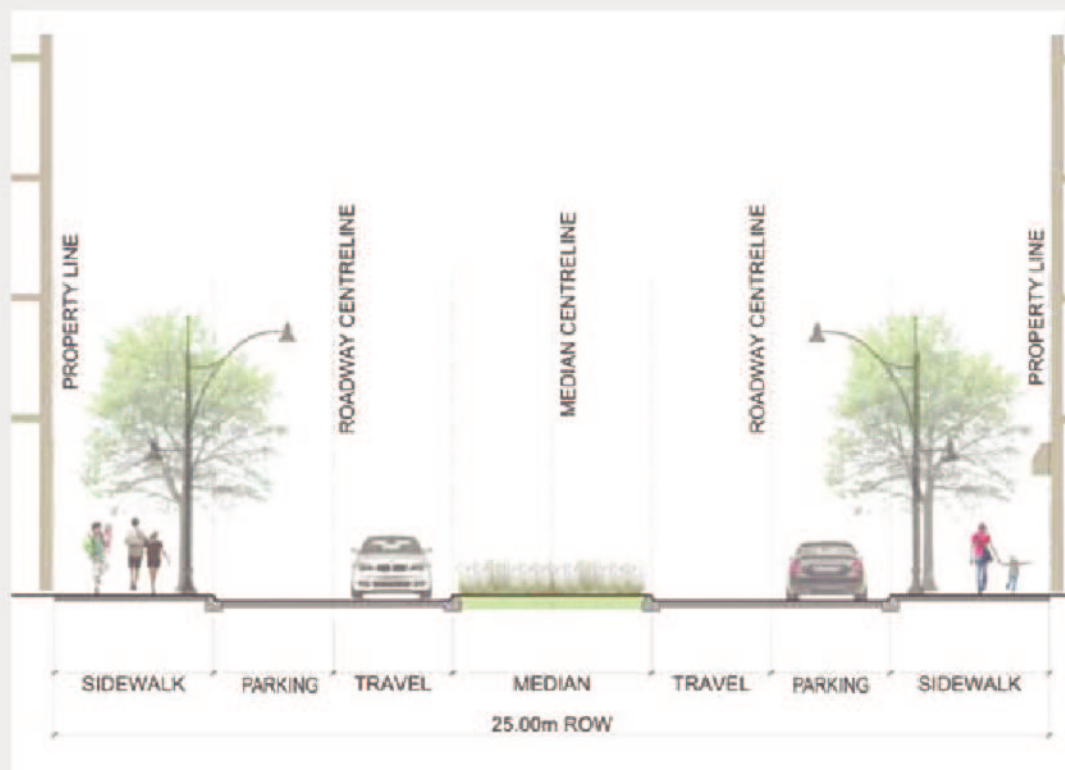


Diagram 4: North-South Spine (looking south)

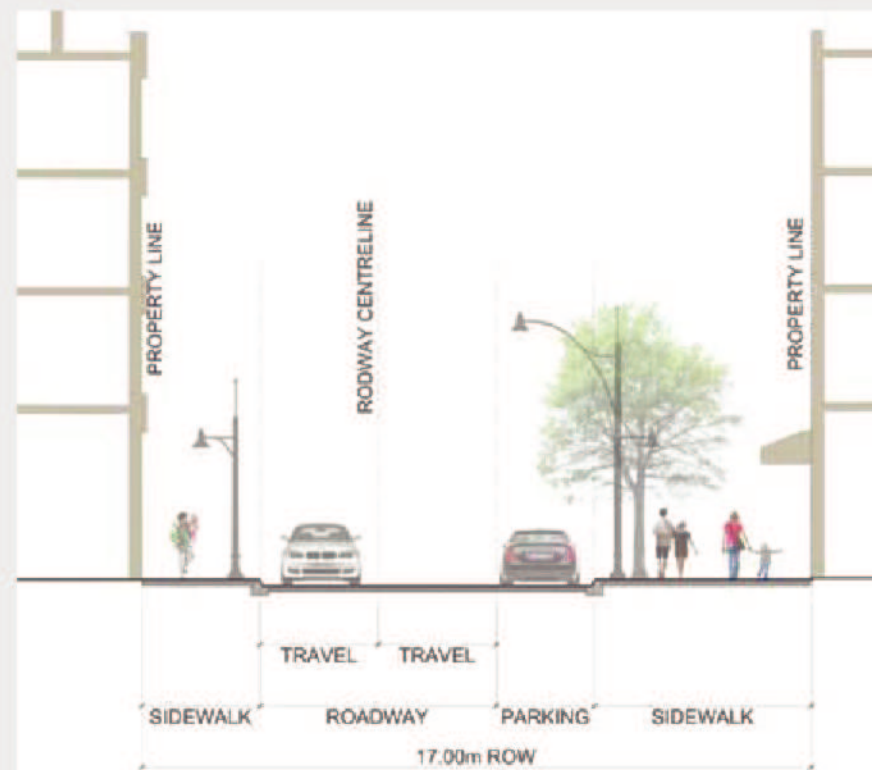


Diagram 5: East-West Access Streets (looking west)

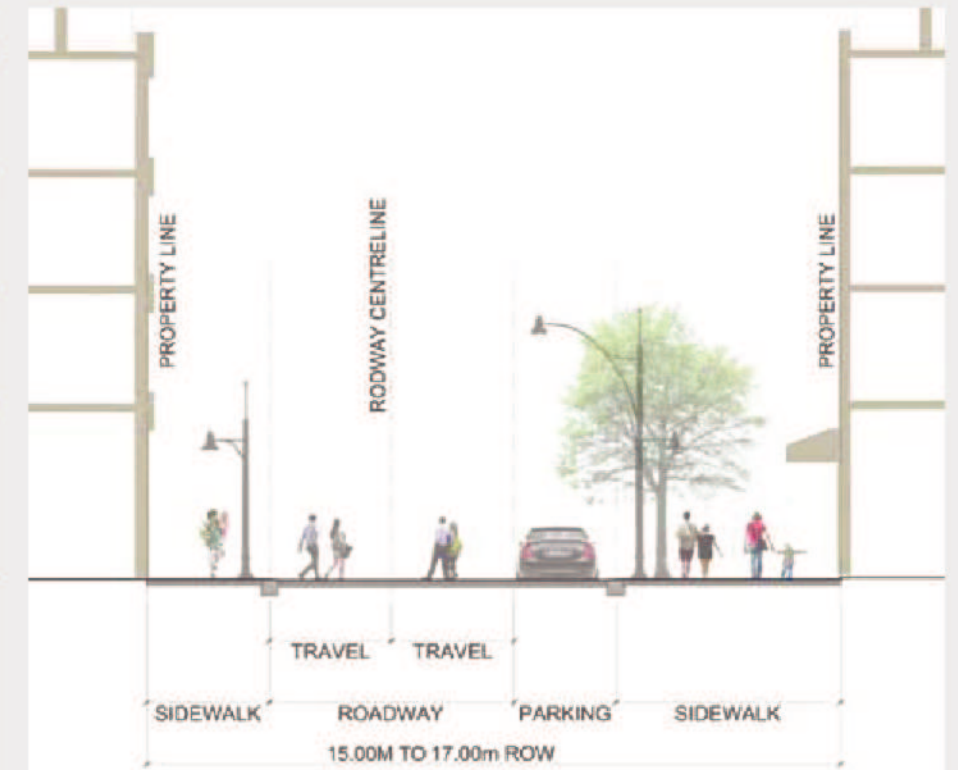


Diagram 6: Shared Street (looking west)

4.0 | GUIDING PRINCIPLE 2 PUT PEDESTRIANS FIRST! A CONNECTED PEDESTRIAN REALM NETWORK

New development on the 1 Port Street East Site shall strengthen community ties to the waterfront and include a connected Pedestrian Realm Network that is linked to the Street System, is accessible to pedestrians and cyclists and is comfortable, animated and attractive all year round. New development will also:

- Provide views throughout and through the Site to the water and adjacent JJ Plaus and St. Lawrence Parks;
- Maximize public access around and through the Site to the water's edge;
- Incorporate a continuous and contiguous waterfront trail; and
- Increase the quantity and quality of waterfront park space in Port Credit.

The Pedestrian Realm Network, identified on Map 5 is comprised of diverse components, including a Waterfront Promenade and two Urban Squares. The interconnected Street System works in conjunction with the Pedestrian Realm Network to create a fine-grained network of spaces for movement and activity. All of these elements play a vital role in animating the 1 Port Street East Site. It is the intent of this Plan to create year-round recreational and leisure opportunities, waterfront views, improved internal and external connectivity and an inviting and comfortable pedestrian experience.

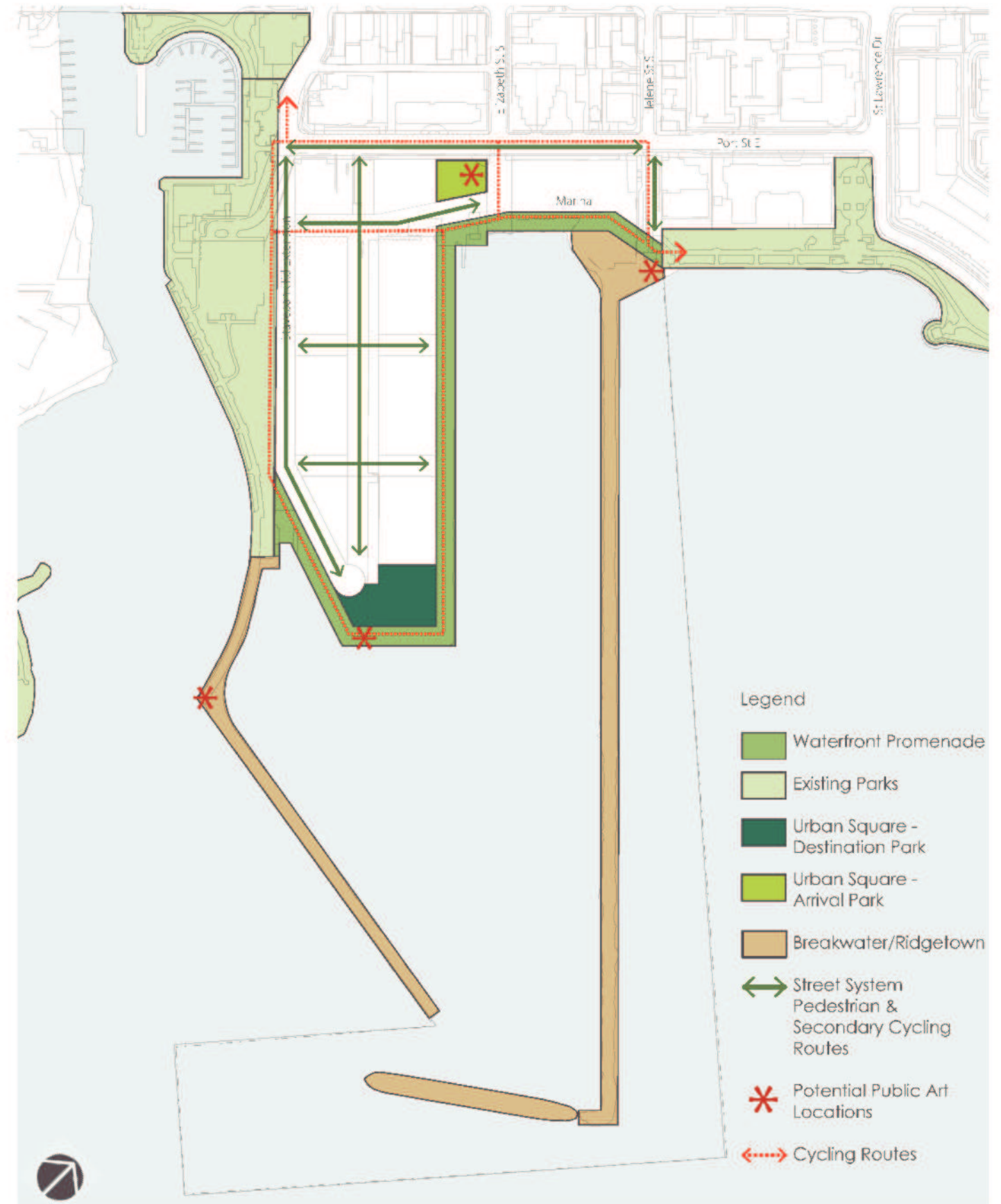
As noted, it is key objective of the Pedestrian Realm Network to provide views throughout and through the Site to the water and adjacent JJ Plaus and St. Lawrence Parks. The Pedestrian Realm Network will be complemented by the Street System to ensure that the key view corridors identified on Map 6 are protected from development.

Elements of the Pedestrian Realm Network

Moving people in to, out of and through this urban waterfront neighbourhood easily and safely, and providing a variety of spaces for socializing, special events and recreation, is a priority of this Comprehensive Master Plan.

The various elements of the Pedestrian Realm Network must be considered in relation with one another, the planned Street System and within the context of the broader Port Credit community. A clear understanding of how these spaces work together and complement each other, and their adjacent uses, will lead to a more connected, accessible and logical network of pedestrian spaces throughout the 1 Port Street East Site.

The Pedestrian Realm Network is composed of a variety of types of open spaces creating passive and active recreational opportunities. Elements of the Network are located to provide gateways, destinations and linkages throughout the Site, and to connect with surrounding trails, parks and open spaces. Together with the Street System, the Pedestrian Realm Network creates a highly interconnected network for pedestrian and cyclist enjoyment.



Map 5: The Pedestrian Realm Network

The Waterfront Promenade – One of the most important elements of the Comprehensive Master Plan is the creation of a continuous, water's edge promenade linking JJ Plaus Park in the west with the Waterfront Trail and St. Lawrence Park to the east. The Waterfront Promenade shall provide a broad, hard-surfaced pedestrian zone, complete with lighting, benches, trees, and other amenities. It will connect with all existing pathways as well as future sidewalks that it is adjacent to. The design shall respond to the various abutting edge conditions, including both the bulkhead and the built-form edges.

The Waterfront Promenade shall be a minimum of 15 metres in width. It will be designed to accommodate pedestrians and cyclists, as well as emergency services access and service vehicles in support of promenade-edge businesses, but will not be designed as a vehicular space. The Waterfront Promenade shall provide adequate space for public events, restaurant patios/café space and spill out retail space and access to some marina-related elements;

Urban Squares – An Urban Square is defined as an open space larger than 1,000 square metres and smaller than 8,000 square metres in size. They are primarily hard surfaced, but may include soft surface elements and water features. Urban Squares shall include public art, community and civic event spaces and facilities for seniors, children and youth. This Comprehensive Master Plan identifies two Urban Squares on the 1 Port Street East Site:

- **Destination Park** - Located at the southern tip of the Pier, the Destination Park is the largest open space on the Site. It is expected to accommodate uses and programming appropriate for a Port Credit-wide destination, including, for example, a flexible hard surface area, a community use building containing washrooms or change rooms, and a water feature/winter skating loop.
- The Waterfront Promenade is continuous and integrated along the edge of the Destination Park. Other elements within the Park, including trees, should not be located to interfere with clear views along the north-south view corridors.

The Destination Park is the full width of the Pier in an east-west direction. In the north-south direction, it is approximately 65 metres (including the 15 metre Waterfront Promenade) from the southern tip of the Pier to the closest Development Block. The Destination Park can be an irregular shape to accommodate Stavebank Road and the Shared Street component of the North-South Spine. These elements of the Street System shall be designed with an urban plaza treatment adjacent to and integrated within the Destination Park, in order to expand its visual and functional scale; and

- **Arrival Park** - Located near the foot of Elizabeth Street, Arrival Park is central to Port Credit as a whole, and so it can function as a 'Gateway', a welcoming space on the waterfront as it relates back to the broader Port Credit community.
- Arrival Park shall be designed as a significant window to the marina and open view to the water. Compared with the Destination Park, its location affords greater protection from the elements, particularly in winter, which may be a consideration for the types of facilities and programming it can host.

Arrival Park will have street frontages on three sides, and be faced by development on the fourth. It shall be the full depth of the block in a north-south direction, and be 40 metres in width east-west. It should be designed to be visually and functionally linked to the Waterfront Promenade to the south;

Breakwater/Ridgetown – Designed primarily as engineered structures to protect the marina basin, and to provide opportunities for marina-related facilities, they are currently not in a form that would permit public use. However, through further engineering and enhancement work, they have the potential to become an integrated part of the Pedestrian Realm Network, for example as trails and lookouts along the water. The views of Lake Ontario, Port Credit, the City of Mississauga, and adjacent municipalities would be spectacular from a vantage point along these features; and

Cycling Routes - Cyclists will be accommodated by dedicated bicycle lanes along Port Street East and Helene Street. This will connect the multi-use path in St. Lawrence Park with JJ Plaus Park. Cyclists will also be welcomed along the Waterfront Promenade and throughout the combined Street System and Pedestrian Realm Network.

Further, although not part of the 1 Port Street East Site, the east boundary of JJ Plaus Park is heavily planted with trees, primarily conifers, with the purpose of screening the existing marina operations and boat storage. This will no longer be an appropriate interface once Stavebank Road is extended into the Site. Stavebank Road will create a public frontage both for the new development and JJ Plaus Park, and the park should be open and visible to the Stavebank Road frontage. Further, there will be opportunities to create new pedestrian and cyclist linkages from JJ Plaus Park to the new development.

The Pedestrian Realm Network represents approximately 25 percent of the total Developable Land Base plus an additional 2.5 hectares that are the Breakwaters and Ridgetown (existing) of the Site. The required elements of the Pedestrian Realm Network, as shown on Map 5, are summarized in Table 4:

Table 4 – The Pedestrian Realm Network

Waterfront Promenade	1.11 ha*
Urban Squares	
- Destination Park	0.31 ha
- Arrival Park	0.13 ha
Breakwater/Ridgetown	2.5 ha
TOTAL AREA	4.05 ha

*It is important to note that lands of the Waterfront Promenade, which is considered in the Developable Land Base, is also identified as within the Hazard Land Overlay Designation.

Opportunities for Additional Pocket Parks and Pedestrian Links

Pocket Parks and Pedestrian Links are small-scale components of the Pedestrian Realm Network. They are expected to be less than 1,000 square metres in size, but generally greater than 75 square metres. Pocket Parks are primarily hard surfaced, with limited soft surface elements and water features; with facilities that promote a passive, relaxing atmosphere. In general, they should appear and function as publicly accessible spaces where they front publicly accessible roads, linkages, or the Waterfront Promenade.

In addition to the elements of the Pedestrian Realm Network that are identified on Map 5, all Development Blocks identified on Map 4 should also include Pedestrian Realm Network land contributions that may include:

- A Pocket Park with a minimum frontage on a street or other Pedestrian Realm Network component of 7.5 metres, and a minimum size of 75 square metres; or
- Pedestrian Links with a minimum width of 6 metres.

The scale, location and design of these Development Block specific Pedestrian Realm Network contributions will be determined at the time of detailed development applications.

Public vs. Private Ownership

All of the elements of the Pedestrian Realm Network identified in this Comprehensive Master Plan may be publicly owned or privately owned. All publicly owned elements of the Pedestrian Realm Network shall be counted toward the required parkland dedication, where identified as appropriate for parkland dedication by the City.

Privately owned elements of the Pedestrian Realm Network, including Pocket Parks and Pedestrian Links, will only be considered as part of the required parkland dedication where the City is satisfied that the component is accessible to the public, has been designed to City standards and will be maintained to City standards. Legal agreements to ensure the long-term adherence to these requirements shall be executed. However, nothing in this Plan suggests that the City will be compelled to accept any privately owned, publicly accessible element of the Pedestrian Realm Network as part of the required parkland dedication.

Further to the above, where lands have been identified as “Hazard Lands”, the City shall not be compelled to accept those lands as part of the required parkland dedication. It shall, however, be an objective of the City to secure those lands in public ownership.

Required Contributions to the Pedestrian Realm Network

The City has the authority to require parkland dedication, or cash-in-lieu of parkland dedication under Section 42 of the Planning Act and as articulated in the Mississauga Official Plan.

Design Elements for the Pedestrian Realm Network

Development at the 1 Port Street East Site shall provide Pedestrian Realm Network improvements and shall incorporate generous sidewalks and walkways and cycling facilities as well as a unified design vocabulary and adequate space for public events.

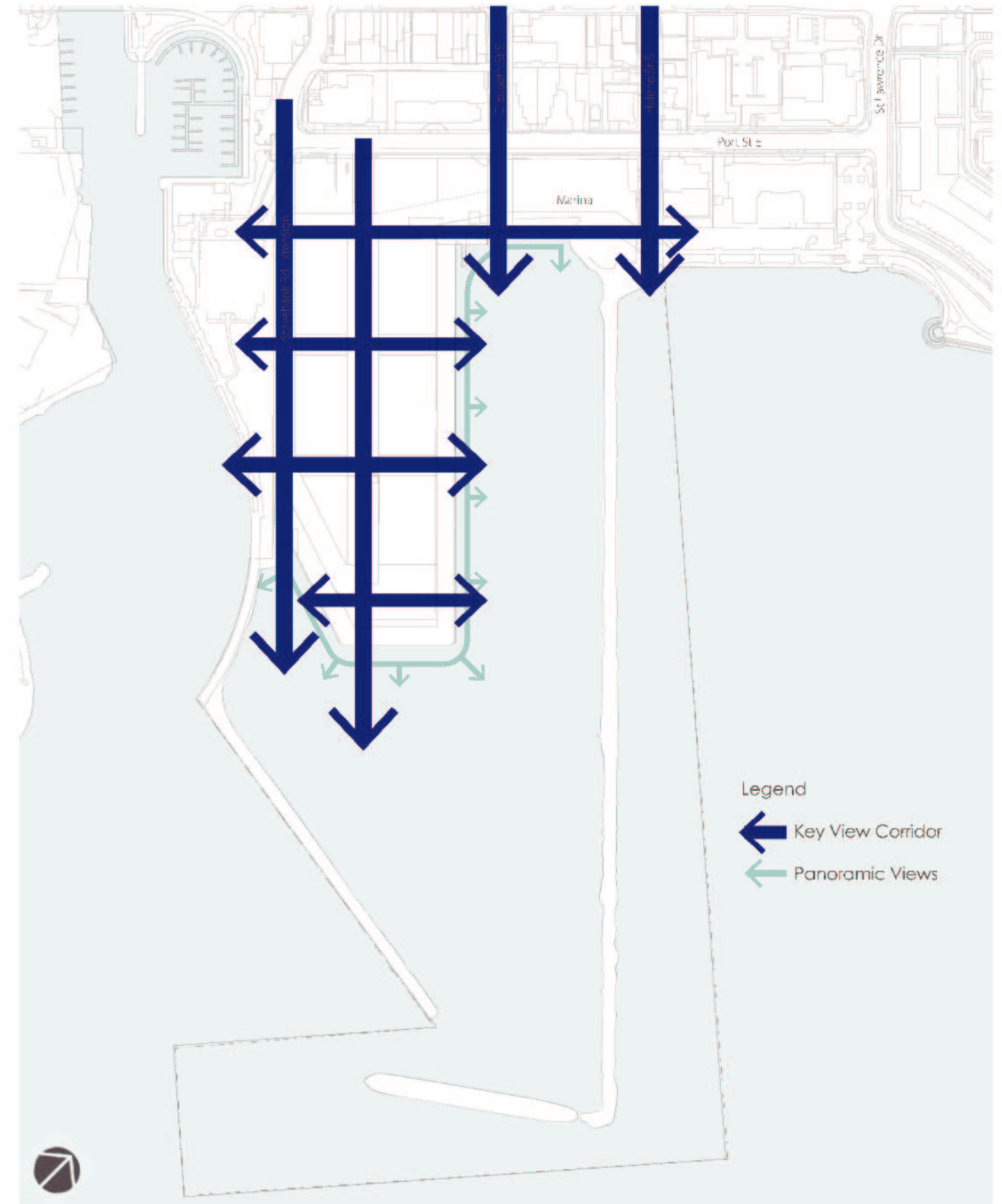
The character of the Pedestrian Realm Network shall be urban. This not only reflects the nature of the surrounding urban development, but also the fact that there are a variety of large parks in the immediate vicinity, such as JJ Plaus Park, JC Saddington Park, St. Lawrence Park and Port Credit Memorial Park, that fulfill different functions. The Pedestrian Realm Network will also include trails and look-out opportunities on the existing breakwater and the Ridgetown. Opportunities to enlarge and enhance the existing breakwater to support marina-related facilities will be further explored.

The Pedestrian Realm Network should be programmed for animation, recreation and all season interest. Wayfinding signage should be provided throughout the Site, complementary to the broader Port Credit wayfinding strategy, that directs people to the various parks within and adjacent to the waterfront, and to the LRT and GO Station.

The Pedestrian Realm Network and the Street System are to be specifically designed to accentuate view corridors throughout and through the Site, as well as broader panoramic views at the water’s edge, as identified on Map 6.

Design Criteria - Pedestrian Realm Network

- The Pedestrian Realm Network will be safe, secure and accessible;
- The Pedestrian Realm Network will be designed to the highest quality standards. Top quality building materials, low impact development standards, informed planting choices and environmental sustainability are design priorities;
- All privately owned, publicly accessible elements of the Pedestrian Realm Network will be safe, secure and accessible to the public. These elements of the Pedestrian Realm Network will include adequate signage that indicates when it is open and accessible to the public;
- Comprehensive maintenance schedules for both the public and private sectors, will be developed for the Pedestrian Realm Network to ensure safe, accessible and healthy landscapes;
- The Pedestrian Realm Network will include trees, shrubs and groundcover;
- The design of elements of the Pedestrian Realm Network will prioritize pedestrian comfort. Maximized daily sunlight and protection from wind and other elements will be considered to support year-round use;
- Pedestrian amenities, such as backed seating, tables, washrooms, water features and waste receptacles shall be of a high quality and readily available;
- The Pedestrian Realm Network will include highly visible locations for Public Art. Key locations for public art are identified conceptually on Map 5;
- The Pedestrian Realm Network will include high quality, barrier-free programmable space that can accommodate the needs of users and facilitate socializing, special events and recreation;
- The Pedestrian Realm Network shall be appropriately linked with off-site pedestrian and cyclist facilities; and
- The existing Breakwaters may be expanded in the future to accommodate additional marina-related facilities and trails subject to required approval processes.



Map 6: View Corridors

5.0 | GUIDING PRINCIPLE 3 BE A COMPLETE AND HEALTHY NEIGHBOURHOOD

The 1 Port Street East Site is designed as a healthy and complete neighbourhood with a built environment that is pedestrian-friendly, transit-supportive, contains a mix of uses that support daily living and enables physical activity through Active Transportation. Healthy places are planned thoughtfully from the outset, with an eye to making the healthy choice – walking or cycling – the easy choice.

A mix of land uses is desired to help create a vibrant neighbourhood within Port Credit, supporting activity at different times of the day and year, and where each use complements and reinforces the other. The mix of land uses helps create a complete and healthy neighbourhood.

Development on the 1 Port Street East Site will accommodate a range and mix of residential, commercial, maker, cultural, institutional and community land uses and spaces. Importantly, development will:

- Celebrate it's water's edge relationship by providing views, public access and buildings that architecturally address the waterfront;
- Add jobs in the office, retail and service commercial sectors including hotels and restaurants;
- Provide for a full-service marina and a "marina marketplace";
- Promote maker uses, artisan workshops and educational opportunities;
- Include cultural, institutional, recreational and educational uses; and
- Include a range and mix of dwelling unit types, tenures and sizes, including units that are more affordable.

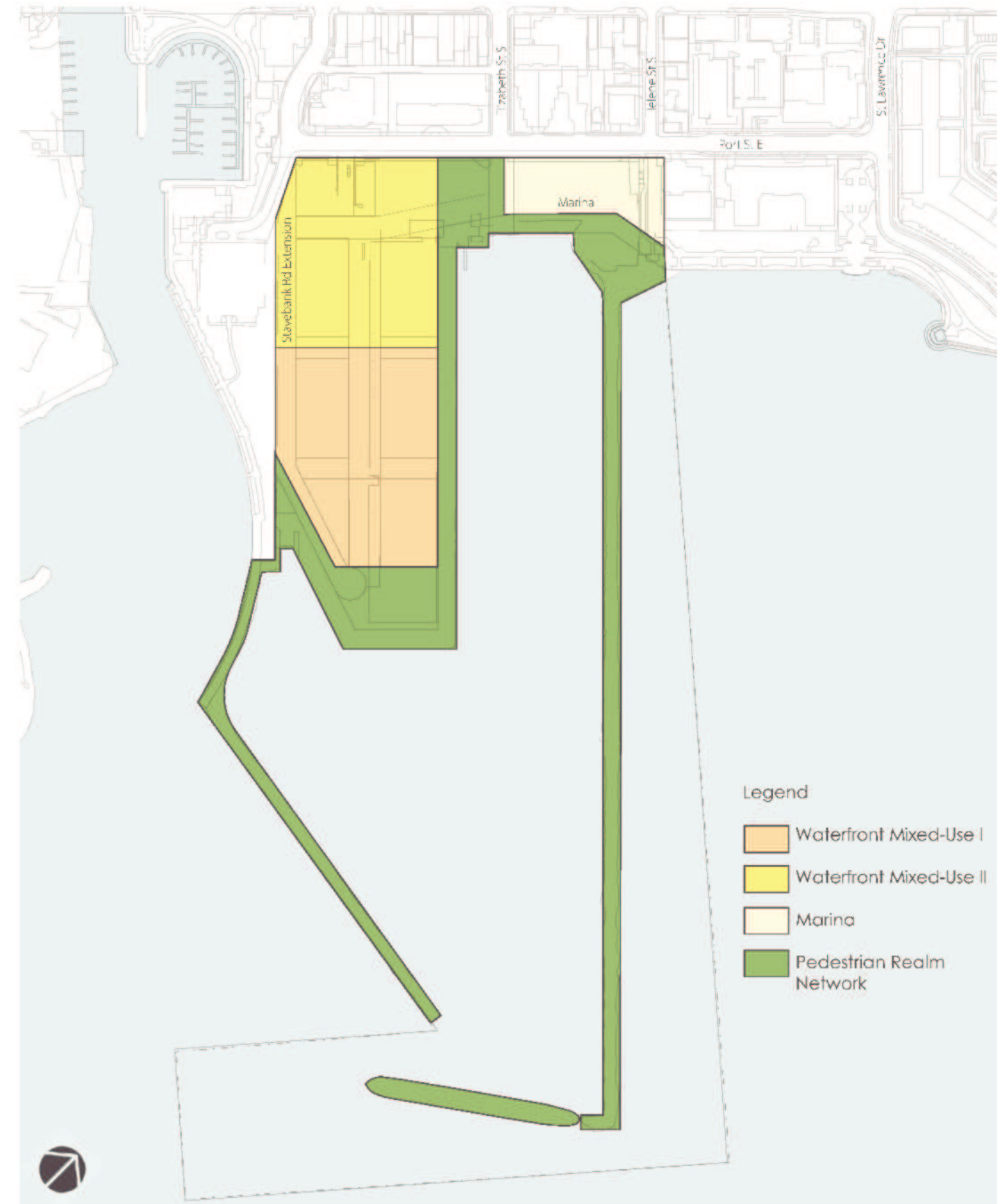
Attracting and accommodating employment uses is a priority of this Plan. The 1 Port Street East Site currently accommodates a full service marina, including dockage and on-land boat storage, boat repair, chandlery, boat sales, charters and other related retail and small scale office uses. All of these uses are expected to continue in some form as an integrated part of new development. This Plan is also expected to add substantially more jobs, based on a requirement to provide office space, and a broad range and mix of retail, service commercial and restaurant uses. Maker spaces, artisan workshop and educational uses are also permitted.

The Plan will accommodate a wide range and mix of complementary and compatible neighbourhood uses, including residential dwellings in the form of live-work units, townhouses and apartments, institutional uses, recreational and cultural facilities, as well as the employment uses noted above. From a residential development perspective, this Comprehensive Master Plan includes a range and mix of dwelling unit types and sizes.

Land Use Designations

Notwithstanding the provisions of the Mixed-Use and Greenbelt designations and the Desirable Urban Form policies of the Port Credit Local Area Plan and the City of Mississauga Official Plan, the 1 Port Street East Site is intended to accommodate a vibrant waterfront mixed-use neighbourhood that supports a diverse mixture of uses and an animated built form interface to the adjacent Street System and Pedestrian Realm Network. To achieve the types and forms of development anticipated, the Site is further subdivided into four distinct land use designations, identified on Map 7, as follows:

- Waterfront Mixed-Use I Designation;
- Waterfront Mixed-Use II Designation;
- Pedestrian Realm Network Designation; and
- Marina Designation.



Map 7: Land Use Designations

Waterfront Mixed-Use I Designation

Permitted Uses - The blocks, sites and buildings within the Waterfront Mixed-Use I Designation may incorporate a diverse mix of uses, including:

- Retail and service commercial uses;
- Office uses;
- Hotels, restaurants and/or other tourism-related uses;
- Street, block and stacked townhouses and apartment units;
- Live-work units;
- Civic and institutional uses;
- Cultural, educational and/or recreational uses;
- Any additional elements of the Pedestrian Realm Network;
- Structured parking facilities, above and/or below-grade; and
- The Street System and all public and private utilities and infrastructure.

Development Criteria - The following general development criteria shall apply within the Waterfront Mixed-Use I Designation:

- The equivalent of a minimum of 5 percent of the total Gross Floor Area shall be provided for at-grade, non-residential uses;
- Apartment buildings or office buildings are permitted, and those buildings may include a mixture of uses within the building. The inclusion of at-grade retail, service commercial and/or restaurant uses is encouraged;
- Stand alone residential buildings shall set back a minimum of 2.5 metres and a maximum of 4.5 metres from the edge of any defined Pedestrian Realm Network or Street System element to improve privacy and transition. Live-work units and other non-residential uses do not require any setback;

- For office uses, a maximum of 20 percent of the proposed Gross Floor Area for office space may be developed at-grade in any individual building. The remainder of the proposed office space is to be located on floors above-grade. Any office space developed within the Waterfront Mixed-Use I Designation may be deducted from the 6,000 square metres of office space requirement in the Waterfront Mixed-Use II Designation;
- Retail, service commercial and/or restaurant uses are to be located primarily at-grade. In special cases, these uses may be located above-grade or contain above-grade space, if it enhances the overall intent of this Plan;
- Where retail uses are provided at-grade, adjacent to the edge of any defined Pedestrian Realm Network or Street System element, vertical articulation of narrow storefronts (maximum 6 metres) is required. Individual stores can include multiple storefronts;
- Retail and service commercial uses shall be limited in size to a maximum of 3,800 square metres per individual business;
- Where retail, service commercial and/or restaurant uses are provided at-grade, weather protection encroaching into the abutting Pedestrian Realm Network or Street System element is encouraged, subject to the approval of the City;
- For all residential uses, private open space amenity areas shall be provided in the form of patios, decks, balconies and/or rooftop gardens. These amenity areas shall include defined dog station areas;
- Where parking facilities are located above grade, adjacent to any element of the Street System, or Pedestrian Realm Network, they shall have appropriate at-grade uses that visually buffer the parking uses and activate the adjacent space; and
- Where any below grade parking structure is provided, any element of the Pedestrian Realm Network may be developed at-grade, on top of that facility, subject to meeting the design, maintenance, public access and legal requirements of the City.

Vehicle Parking Requirements - In order to promote opportunities for Active Transportation and ensure the efficient use of parking, the implementing Zoning By-law shall consider reduced parking standards where car share spaces, unbundled parking (unbundled parking separates the cost of parking from the ownership of a residential unit, typically by offering parking spaces for a monthly fee) and/or shared visitor parking are provided as part of a development proposal.

Reduced parking requirements will take advantage of the mixed-use form of development and recognize the availability of higher order transit in proximity while ensuring adequate levels of shared parking for residential, marina and commercial uses and visitors. Parking requirements for this Site shall be informed by the City's Parking Master Plan and Implementation Strategy. In addition:

- The City shall consider waiving parking requirements for all dwelling units with 50 square metres or less of net floor area to assist with housing affordability;
- Over time, and as parking patterns continue to evolve throughout Port Credit, the City shall consider further parking space reductions for all land uses based on up-to-date parking demand trends;
- The City shall consider further parking space reductions for all land uses where ride share services are provided. The amount of the reduction shall be subject to a Transportation Demand Management Plan, and an agreement between the City, the proponent and the ride share company; and
- The City shall ensure that the Payment-in-Lieu of the provision of parking directly reflects the actual cost of building structured parking facilities on, or in proximity to the Site.

Bicycle Parking Requirements – The City of Mississauga has shown its support for a multi-modal transportation network that includes cycling for both recreational and functional purposes. To recognize and implement that support, all new development shall include parking for bicycles in accordance with the City's Cycling Master Plan.

Waterfront Mixed-Use II
Designation

Permitted Uses - The blocks, sites and buildings within the Waterfront Mixed-Use II Designation may incorporate a diverse mix of uses, including:

- Retail and service commercial uses, including indoor and/or outdoor markets;
- Office uses;
- Hotels, restaurants and/or other tourism-related uses;
- Street, block and stacked townhouses and apartment units;
- Live-work units;
- Civic and institutional uses;
- Cultural, educational and/or recreational uses;
- Maker spaces/artisan workshop uses;
- Any additional elements of the Pedestrian Realm Network;
- Structured parking facilities, above and/or below-grade; and
- The Street System and all public and private utilities and infrastructure.

Development Criteria - The following general development criteria shall apply within the Waterfront Mixed-Use II Designation:

- To promote a 'Marina Marketplace' within this Designation, retail and service commercial uses shall be required at-grade where the building has frontage adjacent to Port Street East, or is adjacent to the Waterfront Promenade within this Designation;
- A minimum of 6,000 square metres of office space shall be provided in stand alone or in mixed-use buildings within this designation (subject to the deduction of any office space developed in the Waterfront Mixed-Use I Designation);
- The equivalent of a minimum of 5 percent of the total Gross Floor Area be provided for at-grade, non-residential uses;

- Any maker space or artisan workshop use may only be permitted where appropriate and in conformity with all applicable legislation related to nuisance emissions and other identified land use compatibility concerns;
- Apartment buildings or office buildings are permitted, and those buildings may include a mixture of uses within the building, the inclusion of at-grade retail and/or service commercial uses is encouraged;
- Stand alone residential buildings shall set back a minimum of 2.5 metres and a maximum of 4.5 metres from the edge of any defined Pedestrian Realm Network or Street System element to improve privacy and transition. Live-work units and other non-residential uses do not require any setback;
- Retail, service commercial and/or restaurant uses are to be located primarily at-grade. In special cases, these uses may be located above-grade or contain above-grade space, if it enhances the overall intent of this Plan;
- For office uses, a maximum of 20 percent of the proposed Gross Floor Area for office space may be developed at-grade in any individual building. The remainder of the proposed office space is to be located on floors above-grade;
- Where retail uses are provided at-grade, adjacent to the edge of any defined Pedestrian Realm Network or Street System element, vertical articulation with narrow storefronts (maximum 6 metres) is required. Individual stores can include multiple storefronts;
- Retail and service commercial uses shall be limited in size to a maximum of 3,800 square metres per individual business;
- Where retail, service commercial and/or restaurant uses are provided at-grade, weather protection encroaching into the abutting Pedestrian Realm Network or Street System element is encouraged, subject to the approval of the City;
- For all residential uses, private open space amenity areas shall be provided in the form of patios, decks, balconies and/or rooftop gardens. These amenity areas shall include defined dog station areas;

- Where parking facilities are located above grade, adjacent to any element of the Street System, or Pedestrian Realm Network, they shall have appropriate at-grade level uses that visually buffer the parking uses and activate the adjacent space;
- Where any below grade parking structure is provided, any element of the Pedestrian Realm Network may be developed at-grade, on top of that facility, subject to meeting the design, maintenance, public access and legal requirements of the City; and
- Buildings on Blocks 1 and 2 may be joined together, over top of the defined Shared Street, by an above grade arcade, the arcade element must be a minimum of 4-storeys above grade, and shall span a minimum of 15-17 metres, at least matching the right-of-way width of the Shared Street.

Vehicle Parking Requirements - In order to promote opportunities for Active Transportation and ensure the efficient use of parking, the Implementing Zoning By-law should allow for reduced parking standards where car share spaces, unbundled parking (unbundled parking separates the cost of parking from the ownership of a residential unit, typically by offering parking spaces for a monthly fee) and/or shared visitor parking are provided as part of a development proposal.

Reduced parking requirements will take advantage of the mixed use form of development and recognize the availability of higher order transit while ensuring adequate levels of shared parking for residential, marina and commercial uses and visitors. Parking requirements for this Site shall be informed by the City's Parking Master Plan and Implementation Strategy. In addition:

- The City shall consider waving parking requirements for all dwelling units with 50 square metres or less of net floor area to assist with housing affordability;
- Over time, and as parking patterns continue to evolve throughout Port Credit, the City shall consider further parking space reductions for all land uses based on up-to-date parking demand trends;

- The City shall consider further parking reductions for all land uses where ride share services are provided. The amount of the reduction shall be subject to a Transportation Demand Management Plan, and an agreement between the City, the proponent and the ride share company; and
- The City shall ensure that the Payment-in-Lieu of the provision of parking directly reflects the actual cost of building structured parking facilities on, or in proximity to the Site.

Bicycle Parking Requirements – All new development shall provide bicycle parking in accordance with the City's Cycling Master Plan.

Pedestrian Realm Network Designation

Permitted Uses - The Urban Squares, Waterfront Promenade, the Breakwaters/Ridgetown elements of the Pedestrian Realm Network Designation may incorporate the following land uses:

- Facilities for outdoor recreation and passive enjoyment of the public;
- Pedestrian and cycling facilities, including associated street and/or park furniture;
- Public Art installations;
- Marina facilities, including floating docks and boat slips, fuel dock and pump-out station, boat repair facilities, and ancillary equipment;
- Buildings that are accessory to the permitted uses, including a marina administration office;
- Below grade structured parking facilities, or surface parking lots/spaces for vehicles and cyclists;
- On-site winter boat storage;
- Conservation uses, flood and/or erosion control works; and
- The Street System and all public and private utilities and infrastructure.

Development Criteria - The following general development criteria shall apply within the Pedestrian Realm Network Designation:

- A detailed Pedestrian Realm Network Master Plan shall be prepared to identify and confirm the design of the various Pedestrian Realm Network elements, including the design of any accessory buildings or structures. It shall be the objective of the Pedestrian Realm Network Master Plan to ensure that the various elements of the Network are considered in concert with one another, with the planned Street System, with adjacent development and with the broader Port Credit community;

- All elements of the Pedestrian Realm Network will be representative of world class design quality and will be a showcase for sustainable design and green building technologies;
- Accessory buildings shall be less than 4 metres in height and have less than 500 square metres of Gross Floor Area;
- Where any below grade parking structure is provided, any element of the Pedestrian Realm Network may be developed at-grade, on top of that facility, subject to meeting the design, maintenance, public access and legal requirements of the City;
- All permitted land uses, and buildings or structures permitted within this Designation that are also subject to the Hazard Land Overlay Designation, may only be permitted in conformity with the requirements of the Hazard Land Overlay Designation; and
- It is intended that the existing Breakwaters / Ridgetown be retained to protect the harbour area for the marina. However, further lake fill opportunities may be considered at the base of Elizabeth Street, Helene Street and along the east breakwater to improve public waterfront access and possible expanded or relocated marina functions after detailed environmental studies to assess the impacts have been carried out to the satisfaction of the City, in consultation with Credit Valley Conservation and any other agency having jurisdiction.

Vehicle and Bicycle Parking Requirements – There shall be no vehicle or bicycle parking requirements within the Pedestrian Realm Network Designation established at this time. However, both vehicular and bicycle parking shall be provided within adjacent street rights-of-way, or on site, to serve the parking needs of Pedestrian Realm Network users, and, potentially marina facility users. Following further study through the Pedestrian Realm Network Master Plan, specific parking requirements may be established, and if established, will take advantage of the mixed use form of development and recognize the availability of higher order transit while ensuring adequate levels of shared parking for adjacent residential, marina and commercial uses and visitors.

Marina Designation

Permitted Uses - The blocks, sites and buildings within the Marina Designation may incorporate a diverse mix of uses, including:

- Marina-related retail and service commercial uses, restaurants and/or other tourism-related uses including indoor or outdoor markets;
- Marina facilities, including floating docks and boat slips, fuel dock and pump-out station, boat repair facilities, and ancillary equipment;
- A marina administration office;
- Maker spaces/artisan workshop uses;
- On-site winter boat storage;
- Any additional elements of the Pedestrian Realm Network;
- Structured parking facilities, located at- or below-grade; and
- The Street System and all public and private utilities and infrastructure;

Development Criteria - The following general development criteria shall apply within the Marina Designation:

- To promote a 'Marina Marketplace', marina-related commercial facilities shall be clustered, as much as is feasible, in proximity to Port Street East, other marina-related facilities and the east side of the Pier;
- Any maker space, artisan workshop use or boat repair facility may only be permitted where appropriate and in conformity with all applicable legislation related to nuisance emissions and other identified land use compatibility concerns;
- The proposed boat repair facility shall be located adjacent to Port Street East, and within the eastern half of Development Block 9; and
- A detailed Marina Action Plan shall be prepared to identify and confirm the mix of land uses, the location of buildings, building heights, parking and boat storage facilities and the layout for the marina docks slips, facilities and associated amenities as part of an overall marina redevelopment and financing strategy.

Vehicle Parking Requirements - In order to promote opportunities for Active Transportation and ensure the efficient use of parking, parking requirements should allow for reduced parking standards where car share spaces, unbundled parking (unbundled parking separates the cost of parking from the ownership of a residential unit, typically by offering parking spaces for a monthly fee) and/or shared visitor parking are provided as part of a development proposal.

Parking requirements will take advantage of the mixed-use form of development and recognize the availability of higher order transit while ensuring adequate levels of shared parking for residential, marina and commercial uses and visitors. Parking requirements are as follows for the identified marina-related uses:

- 0.4 to 0.5 parking spaces per slip and including all marina-related administrative and commercial uses; and
- 3.0 spaces per 100 square metres of Gross Floor Area for all other permitted ancillary uses.

Over time, and as parking patterns continue to evolve throughout Port Credit, the City shall consider further parking space reductions for all land uses based on up-to-date parking demand trends.

The City shall consider further parking space reductions for all land uses where ride share services are provided. The amount of the reduction shall be subject to a Transportation Demand Management Plan, and an agreement between the City, the proponent and the ride share company.

The City shall ensure that the Payment-in-Lieu of the provision of parking directly reflects the actual cost of building structured parking facilities on, or in proximity to the Site.

Bicycle Parking Requirements – All new development shall provide bicycle parking in accordance with the City's Cycling Master Plan.

Ensuring Housing Diversity + Affordable Housing

In addition to a mixture of land uses, a complete neighbourhood also includes a diversity of housing types, scales, and tenures, including house forms and sizes that have the potential to be more affordable. Residents of all ages, income levels and abilities rely on a range and mix of housing types and tenures to offer a meaningful place to grow and a safe and secure place to live. A range of housing choices contributes to the overall health and well-being of a community.

It is anticipated that the ultimate development of the 1 Port Street East Site shall accommodate a substantial number of new dwelling units (up to an estimate of 1,540 new dwelling units) including some combination of street, block or stacked townhouses, apartments and live-work units. The objective of this Plan related to the provision of affordable housing is to promote the development and sustainability of an appropriate and adequate mix of housing by fostering a range of types, tenures and affordability which can accommodate the broad needs of the residents of Port Credit over time, regardless of age, income level, ability or household type

Based on this objective, the City shall consider the application of the following directives for the 1 Port Street East Site:

- Housing Mix and Affordability** - In approving development on the Site, the City shall require a mix of housing unit types and sizes and shall encourage a mixture of tenures and affordability which will accommodate changes in community needs over time.

To promote housing affordability, the City shall require that a minimum of 10 percent of all dwelling units have a maximum net floor area of 80 square metres, and an additional 5 percent of all dwelling units have a maximum net floor area of 50 square metres;
- Prioritizing Affordable Housing** - The following planning strategies may also be considered by the City in an effort to achieve affordable housing objectives on the 1 Port Street East Site:
 - > Support alternative and innovative development standards to facilitate affordable housing and a more efficient and compact development form;
 - > Ensure that the provisions of the Zoning By-Law/Development Permit By-Law are sufficiently flexible to permit a range of innovative housing types and sizes, including co-housing, communal housing and life-lease housing; and
 - > Support affordable, independent living options that address the needs of an aging population and persons with disabilities;
In addition, the following strategies shall be considered by the City in an effort to incentivize affordable housing:
 - > Provide targeted relief from typical development, planning, permit, and other fees for projects that provide affordable housing;
 - > Apply for government grants and/or subsidies, including land dedication, that will reduce overall development costs;
 - > Streamline the approvals process for projects that provide affordable housing; and
 - > Reduce parkland dedication and/or parking requirements for projects that provide affordable housing; and
- Achieving Affordable Housing** - The City may utilize the implementation tools suggested in this Comprehensive Master Plan, the City of Mississauga Official Plan and/or in the Planning Act to ensure a diversity of housing options are available on the Site to residents of all ages, abilities and incomes.

In addition, the following agreements/ partnerships and associated implementation tools may be considered by the City in an effort to achieve affordable housing objectives:
 - > Explore opportunities to enter into agreements with private and non-profit partners for the provision of affordable housing;
 - > Coordinate and collaborate with local housing advocacy groups, community partners, government agencies and the private sector to support the affordable housing policies of the Region of Peel and City of Mississauga Official Plans and to promote innovative housing forms, development techniques and incentives that will facilitate the provision of affordable housing; and
 - > Provide planning support services to local housing advocacy groups and community service agencies who are interested in pursuing the provision of assisted/special needs housing, supportive housing, emergency shelters and transitional housing in the community.

- Accessible Housing Forms** - Appropriately scaled accessible housing units shall be integrated within the Site, in locations where community services and amenities are easily accessible to ensure people with special needs have the best opportunity to care for themselves as much as possible in a non-institutional setting. Special needs and emergency housing shall be permitted anywhere on the Site that permits residential uses.

6.0 | GUIDING PRINCIPLE 4 PROTECT AND ENHANCE NATURAL AND CULTURAL HERITAGE

The City will ensure that the natural and cultural heritage resources identified on the 1 Port Street East Site are protected and enhanced through the policy frameworks provided in the City of Mississauga Official Plan and the Port Credit Local Area Plan.

From a cultural heritage perspective, the Site is identified as a Cultural Heritage Landscape and listed on the Heritage Register in the City's planning documents. It is a key element of this Comprehensive Master Plan to ensure that:

- The historic marina function is preserved, notwithstanding that substantial new investment in the infrastructure that supports that marina function is required; and
- The panoramic views from the edge of the Pier of the Mississauga shoreline and parts of the west and south shoreline of Lake Ontario as well as the Ridgetown, are protected over the long-term. The shoreline of the Site, and the Training Wall vantage point accessible from JJ Plaus Park, are among the most scenic vantage points in the City for viewing waterfront activity and weather events.

From a natural heritage perspective, it is recognized the Pier and Breakwater/Ridgetown structures are important both structurally and functionally. It is also recognized that the Site provides important regional and provincial ecological connectivity, including stopover and staging habitat for birds, wildlife and aquatic habitats. There remains substantial opportunities to improve the ecological context of this location, primarily through improvements (restoration and/or enhancement) to the quality of existing aquatic and terrestrial shoreline habitats. The feasibility of potential limited lake fill opportunities adjacent to or within the Pedestrian

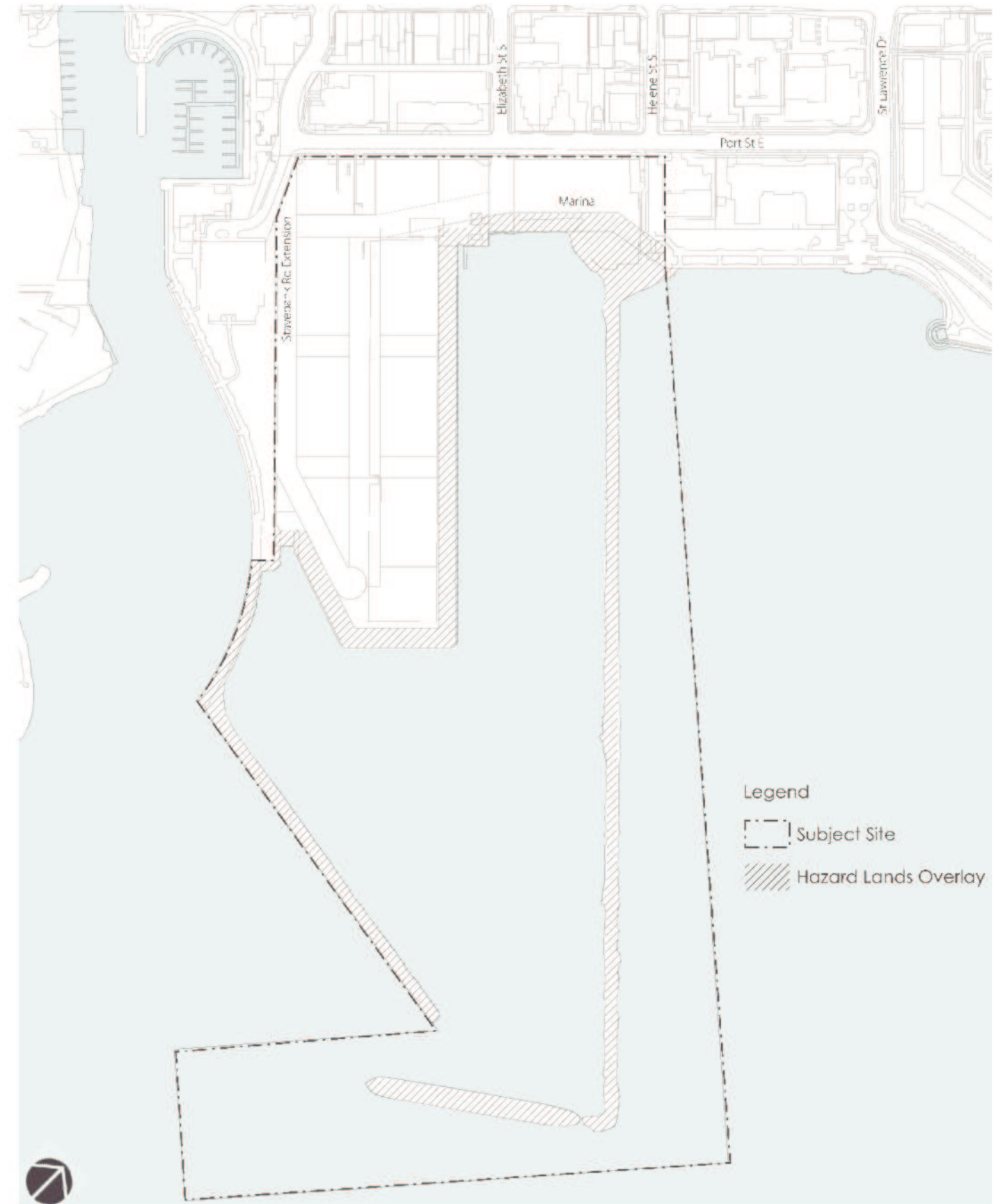
Realm Network Designation, including associated habitat improvements to mitigate impacts shall be subject to a Feasibility Study and detailed design approvals by the City in consultation with Credit Valley Conservation and other agencies having jurisdiction (e.g. Fisheries and Oceans Canada, Ministry of Natural Resources and Forestry).

From a broader context, this Comprehensive Master Plan has identified a strong commitment to sustainable design and green building technologies consistent with the City of Mississauga's Green Development Standards, that includes additional considerations for bird friendly development design and shoreline terrestrial and aquatic habitat enhancements.

Hazard Lands

Map 8 identifies the existing limit of hazard lands on the 1 Port Street East Site. This includes both wave uprush hazards and erosion hazards. It has been determined as a 15.0 metre setback from the anticipated shoreline around the Pier and top of slope of the existing informal revetment along the north shore within the Marina Basin, as identified on Map 8.

It is important to note that the lands identified on Map 5 as the Waterfront Promenade are considered in this Plan as Development Land Base, as well as being included within the Hazard Land Overlay Designation.



Map 8: Hazard Lands

These lands are, for the purpose of this Plan, considered developable given the nature of the identified hazard as follows:

- For the Pier, flooding that spills over the crest of the existing sheet piling wall will run up onto the Pier, and is identified as a wave uprush hazard. Given that this area is artificial land within the context of the technical guidelines, the wave uprush hazard can be fully addressed and resolved by engineering means to eliminate the hazard within the 15.0 metre setback. The appropriate engineering means can be determined at a detailed design phase, in concert with the urban design objectives of the Waterfront Promenade. This may include, for example, raising the cap of the steel sheet piling wall, a low curb wall in proximity to it, or other site grading measures;
- For the north shore of the Marina Basin, the flood hazard will be at or below the crest of the refurbished shoreline protection structure that may be constructed along the north shore as part of the Site's redevelopment; and
- Further, it has been agreed with Credit Valley Conservation that the north shore will not be treated as artificial land and so a typical approach to shoreline hazards will be considered. Therefore the controlling hazard in this area is erosion hazard, not flood hazard. On that basis, a 15.0 metre setback (from the waterline established by a water elevation of 74.5 metres) is appropriate, and the erosion hazard will be addressed by engineering means in subsequent stages of the development approval process. Maintenance access to the shoreline protection structure can be provided both from within the Marina Basin, and from the Waterfront Promenade.

It is an objective of this Comprehensive Master Plan that all identified Hazard Lands on Map 8 be secured in public ownership and designated in an appropriate land use designation to restrict incompatible development (buildings and structures) and to protect life and property.

Hazard Lands Overlay Designation

Permitted Uses - The lands identified within the Hazard Lands Overlay Designation are for the protection of human life and property. No new development shall be permitted, in accordance with the Mississauga Official Plan, except the following, subject to approval by Credit Valley Conservation:

- Conservation;
- Flood and/or erosion control works;
- Essential infrastructure;
- Passive recreational uses (Waterfront Promenade, Destination Park, trails); and
- Facilities that by their nature must be located within the shoreline hazard such as marina-related facilities, surface parking lots and winter boat storage.

Development Criteria - The following general Development Criteria shall apply within the Hazard Lands Overlay Designation:

- All permitted development shall be subject to the approval of the City, in consultation with Credit Valley Conservation and any other authority having jurisdiction;
- It is intended that the existing Breakwaters/ Ridgetown be retained to protect the harbour area for the marina. However, further lake fill opportunities may be considered at the base of Elizabeth Street, Helene Street and along the east breakwater to improve public waterfront access and possible expanded or relocated marina functions after detailed environmental studies to assess the impacts have been carried out to the satisfaction of the City, in consultation with Credit Valley Conservation and any other agency having jurisdiction; and
- All lands within the Hazard Land Overlay Designation shall be, where possible, secured in public ownership.

7.0 | GUIDING PRINCIPLE 5
REPRESENT WORLD-CLASS
DESIGN QUALITY

Development of the 1 Port Street East Site - both public and private sector - will be beautiful and at a human scale, and will be compatible with the broader Port Credit community. In addition, development will:

- Promote design diversity and variations in height and density;
- Include an opportunity for the creation of an iconic landmark building, that includes a destination use; and
- Incorporate a commitment to sustainable design and green building technologies.

The 1 Port Street East Site has prominence and importance in Port Credit, and for all of Mississauga. Development must become a showpiece of high-quality design that leverages its tremendous locational attributes. Excellence in architecture and urban design is essential in creating a vibrant and attractive neighbourhood.

As such, development shall exhibit high quality standards of urban design and architecture, provide a distinguishing character, and use quality materials. New development will reinforce the connection between the City and the waterfront.

Development will also reinforce the views to Lake Ontario, the Credit River and waterfront activities and will provide a suitable relationship with the water's edge and the adjacent JJ Plaus Park and St. Lawrence Park. It will also enhance the character of the Port Credit community, animate adjacent streetscapes and facilitate pedestrian activity.

The intent of this Comprehensive Master Plan is to achieve a balance between a consistency of building design as well as individual expression in among the various Development Blocks. This Plan promotes innovation. It does not prescribe any particular architectural design solution or approach. The design of individual buildings and among the various Development Blocks is intended to be eclectic and varied. Individuality in design will help avoid the monotonous built form and 'project feel' of a more consistent and prescribed built form model. In general, it is the intent of this Plan to:

- Promote and achieve outstanding architecture that demonstrates excellence in design and includes high quality detailing; and
- Provide sufficient flexibility in considering architectural design proposals to support and accommodate variety, without any strict imposition on architectural style.

Compatible Development

All development within the 1 Port Street East Site will be required to demonstrate compatibility with its surrounding context. Compatible development is central to the vision of preserving and enhancing the unique character of the entire Port Credit Community. To assist in evaluating development applications, Compatible Development is defined in Section 1.14 r) of the Mississauga Official Plan, as follows:

"Compatible development means development which may not necessarily be the same as, or similar to, the existing or desired development, but, nonetheless, enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area."

Built Environment

Throughout the 1 Port Street East Site, the design and architectural quality of development, inclusive of buildings, the Pedestrian Realm Network and the Street System, shall be measured according to their level of consistency with the following criteria:

- **Identity** - Development shall achieve a unique expressive identity respectful of context. Where applicable, the ground floor of buildings shall be designed to express the individuality of the commercial or residential unit through architectural expression and the inclusion of entrance doors and windows addressing the adjacent Street System and/or Pedestrian Realm Network elements;
- **Design Excellence** - All development shall demonstrate design excellence and compatibility with its surrounding context. Architectural detailing, landscape treatments, colour and building materials shall be representative of the highest quality possible;
- **Four Season Interest and Comfort** - Development shall be sited and designed to provide human comfort and visual interest during all seasons, with particular emphasis on protection from winter winds throughout the Pedestrian Realm Network. This includes buildings and landscape treatment.

Building massing shall, where appropriate, protect sun exposure to the Pedestrian Realm Network to the greatest extent feasible, in consideration of the building heights and massing promoted by this Master Plan;
- **Expressive Forms** - Buildings shall clearly express a base or podium building, with taller elements above. This will be achieved through various means including setbacks, step-backs, textures and materials and other architectural treatments;

- **Exterior Materials** - Cladding materials shall be high quality and appropriate for the building type proposed and in recognition of the development context in proximity. Vinyl siding, plastic, plywood, concrete block, darkly tinted and mirrored glass and metal siding utilizing exposed fasteners are discouraged;
- **Building Entrances** - The sense of arrival to a building shall be celebrated through the design and detailing of its entrance. Where appropriate, canopies providing weather protection may be provided, and may be permitted to encroach into the adjacent Street System and/or Pedestrian Realm Network elements, subject to the approval of the City;
- **Window Design and Balconies** - The detailing of window and balcony elements is important to avoid a 'tacked-on' appearance. The use of recessed windows and balconies, set into the façade will create a more solid design expression and is encouraged;
- **Roof Top Gardens** - Where appropriate, roofs and terraces shall be usable for private and communal outdoor patios, decks and gardens. Green roofs are encouraged as a means of retaining stormwater, improving air quality and to add visual interest. Roof top gardens shall also offer opportunities as dog stations;
- **Privacy** - For residential units with direct access from the Street System or Pedestrian Realm Network, privacy will be enhanced through the creation of a buffer zone. This can be achieved through set backs, private outdoor amenity spaces, landscaping and changes in grade;

- **Signage** - For residential building forms, signage shall be restricted in size and closely related to the principle building entrance and generally placed in a low wall element. Commercial signage should add diversity and interest to retail streets, but not be overwhelming. Signage is to be compatible with the character and quality of the neighbourhood;
- **Mechanical Penthouses** - Vents, mechanical equipment rooms and elevator penthouses shall be integrated with the architectural treatment of roofs and screened from view. Mechanical penthouses shall not count toward the overall height limits identified in this Plan. Excessive noise shall be appropriately mitigated;
- **Building Services** - All development shall locate and screen service areas, access ramps and garbage storage to minimize the impact on the adjacent Street System and/or Pedestrian Realm Network. It is encouraged that these facilities be located internally within buildings. The locations for parking, driveways and service entrances and loading areas are to be carefully considered and coordinated with surrounding developments;
- **Site Access** - Good access to the Site is to be provided primarily from the extension of Stavebank Road and from the East-West Access Streets, where available. Any vehicular entrances into buildings must promote convenient pedestrian access as well as maintain the surrounding landscape character;
- **Adequate Parking** - Adequate parking for residents, visitors and employees must be provided on-site. Parking for the Marina will be provided partly on the Site, and partly within off-site municipal parking lots/structures. Parking should be coordinated by the City throughout Port Credit to accommodate shared parking facilities;

- **Communal Parking Facilities** - Communal parking facilities shall be provided in below-grade and/or above-grade garages. Above-grade garages shall be visually concealed from public streets by a perimeter of active outward facing uses at-grade and shall not be counted as Gross Floor Area toward any calculation of Site Density.

Vehicular access to communal parking shall, where possible, be located off of East-West Access Streets, Shared Streets or the Elizabeth Street Connections to minimize the impact on the pedestrian experience; and
- **Barrier-Free Access** - All development shall be designed to provide barrier-free access through accessible features that are well integrated with the function and design, consistent with the applicable standards and regulations of the Accessibility for Ontarians with Disabilities Act and the Ontario Building Code.

Building Height Pattern

The existing Zoning on the 1 Port Street East Site identifies a maximum building height of 3 storeys, and that height is considered the baseline permitted height for all new development on the entire Site. In addition, however, the City may consider additional building heights, generally following a transition from tall along Port Street (where the existing hotel creates the 'peak' height of approximately 38 metres), to low at the water's edge, in accordance with the Building Height Pattern identified on Map 9, and the following criteria:

- The maximum building height on lands within the **Marina Designation** shall be 12 metres or 3 storeys, whichever is less, to accommodate an administration office which may be 1 or 2 storeys, a repair shed which may have a large interior volume (possibly up to 12 metres in height), and potentially small scale, ancillary buildings;
- New development within the **Waterfront Mixed-Use I Designation**, the City:
 - > Shall require that the at-grade floor to ceiling height for all non-residential uses and live-work units be a minimum of 4.5 metres and a maximum of 6.0 metres. A 6.0 metre at-grade floor to ceiling height may permit an active use to completely conceal two levels of above-grade structured parking located behind the active use, internal to the development block;
 - > May consider taller building heights ranging up to a maximum of 20 metres, or 6 storeys, whichever is less, subject to a compatibility test, the execution of appropriate height bonus agreements and the approval of an implementing Zoning By-law or Development Permit By-law; and
 - > May permit, within the Destination Park, the incorporation of single, or two-storey community use buildings; and

- New development within the **Waterfront Mixed-Use II Designation**, the City:
 - > Shall require that the at-grade floor to ceiling height for all non-residential uses and live-work units be a minimum of 4.5 metres and a maximum of 6.0 metres. A 6.0 metre at-grade floor to ceiling height may permit an active use to completely conceal two levels of above-grade structured parking located behind the active use, internal to the development block;
 - > In locations identified on Map 9, may consider taller building heights ranging up to a maximum of 26 metres, or 8 storeys, whichever is less, subject to a compatibility test, the execution of appropriate height bonus agreements and the approval of an implementing Zoning By-law or Development Permit By-law;
 - > In locations identified on Map 9, may consider taller building heights ranging up to a maximum of 34 metres, or 10 storeys, whichever is less, subject to a compatibility test, the execution of appropriate height bonus agreements and the approval of an implementing Zoning By-law or Development Permit By-law; and
 - > May permit, within the Arrival Park, the incorporation of single storey community use buildings.

In general, new development in all Designations, building facades defining and adjacent to Street System or the Pedestrian Realm Network shall have a human scale and be reflective of their context. Podium heights should be 4 storeys. A minimum 2 metre step-back above the identified podium height is required.

Potential Landmark Building

In addition, Map 9 identifies a Potential Landmark Site which may warrant a taller building with special design treatment because of its location and visibility.

The 1 Port Street East Site has consistently been identified as an exceptional site with unique locational attributes that are not found anywhere else in Mississauga. Its waterfront location - where Lake Ontario meets the Credit River - provide a substantial opportunity to establish both a landmark presence and a memorable destination. This important location is further enhanced by its marine history, and current marina facilities.

Conversations with City staff, key stakeholders and, importantly, the public have focused not only on the replacement of an ageing and uninviting existing building context, but also on the key identifiers of "landmark" and "destination". To fully explore how those identifiers can be properly articulated on the 1 Port Street East Site, it is important to know, in city-building terms, what those words mean.

What Is A Landmark?

In a general sense, a landmark is a structure or feature that acts as an identifier. Dictionary definitions of "landmark" share a number of key concepts, including: conspicuousness, standing out from their environment, visible and recognizable from long distances, and used for navigation or orientation. On this Site, a landmark is interpreted as a tall and iconic building. The locational attributes of the site and the desire for a landmark presence enhances the Port Credit community within the City of Mississauga by raising its overall profile, and marking this important Site. There are two inextricable components of the potential landmark building on this Site, beyond its height. The first is that it be iconic, and this is hoped to be achieved through the required international design competition. And second, that it be a destination.

What Is A Destination?

A destination is a land use that acts as an identifier. Dictionary definitions of "destination" share key concepts, including: a place at the end of a journey, somewhere people make a special trip to visit, and somewhere worthy of an extended visit. On this Site, a destination is an individual use or mix of uses that can attract visitors.

The 1 Port Street East Site, beyond its own locational attributes, includes a marina, as well as an enhanced Pedestrian Realm Network, that will attract visitors. On Block 7, the inclusion of a destination use will further enhance this Site as a popular destination.

A number of sources were canvassed:

Landmark

Canadian Oxford Dictionary: "a conspicuous object in a district"... "important building, monument"

Oxford Dictionary: "an object or feature of a landscape that is easily seen and recognized from a distance, especially one that enables someone to establish their location"

Merriam-Webster Dictionary: "an object or structure that is easy to see and recognize"

Cambridge English Dictionary: "a building or place that is easily recognized, especially one that you can use to judge where you are"

Wikipedia: "a recognizable natural or artificial feature used for navigation"... "a feature that stands out from its near environment and is often visible from long distances"

Destination

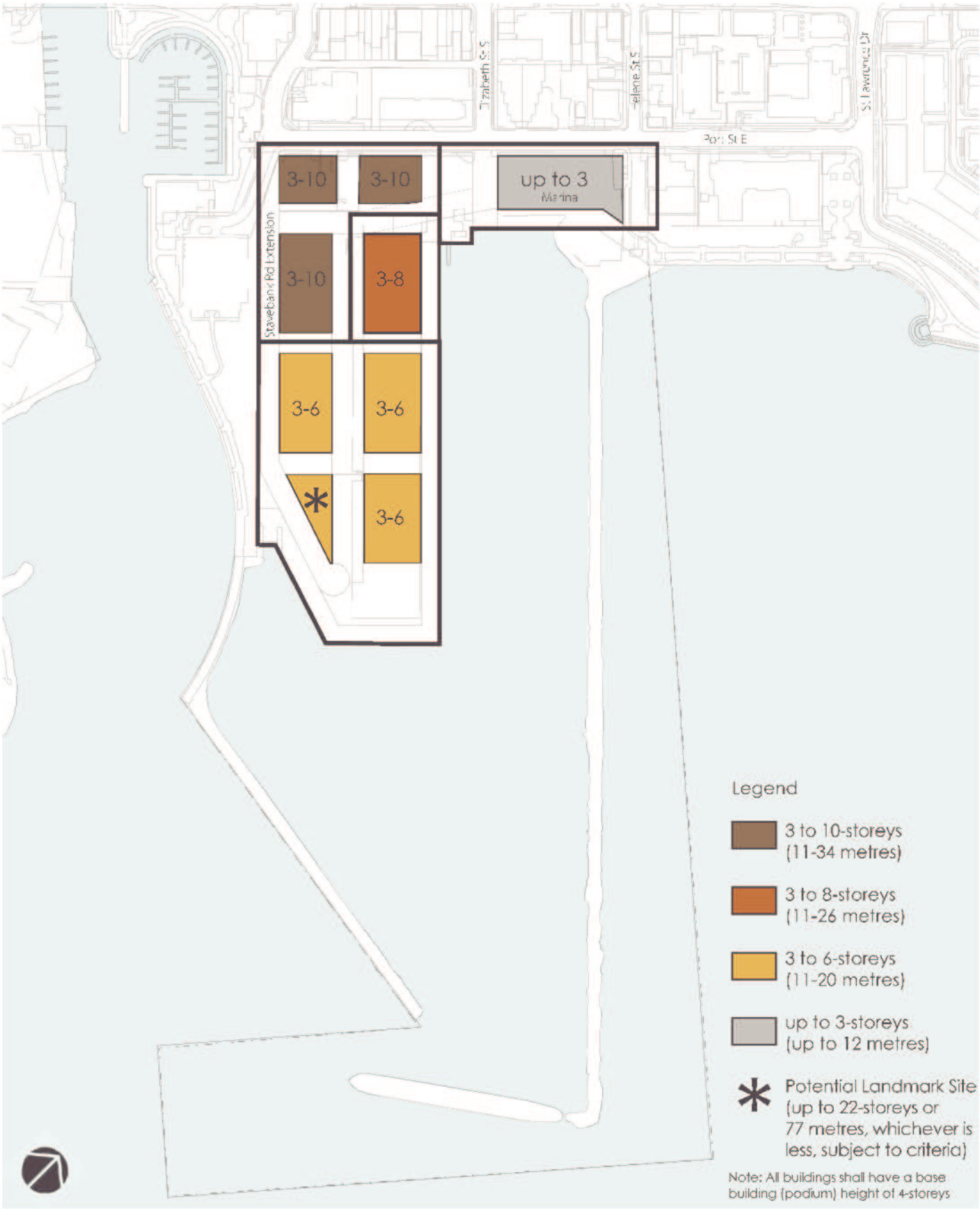
Canadian Oxford Dictionary: "a place to which a person or thing is going, the intended end of a journey"

Oxford Dictionary: "the place to which someone or something is going, or be sent"... "being a place that people will make a special trip to visit"

Merriam-Webster Dictionary: "a place worthy of travel or an extended visit"

Cambridge English Dictionary: "the place where someone or something is being sent"

Wikipedia: "the place set for the end of a journey"



Map 9: Building Height

Test for Compatibility

As previously noted, compatible development is central to the vision of preserving and enhancing the unique character of the entire Port Credit Community. A taller, landmark building with a destination use on Block 7 is fundamentally compatible with the development of the 1 Port Street East Site, and is also compatible with the broader Port Credit community. It is recognized that 22 storey buildings are permitted elsewhere in Port Credit. A taller, landmark building on Block 7:

- Enhances the established community by providing an opportunity to create a world class, iconic building that marks this important waterfront location and ensures that it will be recognizable as a landmark from the water, and from within Port Credit;
- Will be required to include a destination land use that will serve to raise the profile of the Site, and specifically Block 7. It is adjacent to the proposed Destination Park, and serves as a complement to that facility, which enhances the new development and the existing community;
- Will not create any unacceptable adverse impact on adjacent properties or the surrounding area. It is well removed from any existing buildings. Block 7 is 225 metres from the nearest building, the Snug Harbour Restaurant, and over 275 metres from the Waterside Inn and the Ports Hotel, the buildings that form the edge of the Site's urban context;
- Recognizes that the Site is identified in the City's Inventory of Landmark Site. It is unique in Mississauga and marks the mouth of the Credit River, as it enters Lake Ontario; and
- There are requirements and tests in place to ensure iconic status and the inclusion of a destination use.

Further, while not a specific driving force behind the establishment of the potential for a taller, landmark building, given the desire for a generally lower scale and visually permeable development pattern on the 1 Port Street East Site, there is also a desire to achieve reasonable development potential, in light of the many expectations for community benefits, including the redevelopment of the marina.

Notwithstanding that a taller, landmark building on Block 7 is considered fundamentally compatible with the broader Port Credit community, and there has not been conclusive or overwhelming negative response from the public, there remains criticism of the concept. Specifically, there is a concern that permitting a taller, landmark building will set an undesirable precedent for new developments elsewhere in Port Credit. However, attributes of this site are unique.

As required by the Local Area Plan, this Comprehensive Master Plan for the 1 Port Street East Site has been broadly considered and planned as a significant new neighbourhood within Port Credit. The potential tall landmark building is not a case of overbuilding within an established community context, but rather, a considered element of a larger master plan. The height pattern for this Site is designed to achieve a gradation – stepping down – from the existing built context towards the water's edge, which holds true for 8 of the 9 development blocks. Permitting a landmark building on the remaining block satisfies the definition of “landmark” in the sense that it will stand out from its environment. Only one landmark tall building is permitted. Multiple landmark tall buildings would weaken their impact – in effect, they would no longer be landmarks.

Important Requirements and Tests

On the Landmark Site (Block 7), exceptions to the policies governing building height may only be considered in conformity with all of the criteria identified in this Comprehensive Master Plan. Specifically, the built form on the Development Block 7, as well as the surrounding Public Realm Network, must:

- Clearly distinguish the built form, urban design and landscaping as a signature location through iconic design;
- Conform with the Design Criteria for a Landmark Building, identified in this Plan;
- Be the subject of an International Design Competition to ensure that together they are of iconic character and showpieces of design excellence and innovation; and
- Enhance the site and strengthen the identity of the Port Credit Area by providing a destination use that is a public benefit or attraction that enhances the image of Port Credit.

In addition, a Landmark Building, where proposed, will be subject to demonstrating appropriate massing, which will address building articulation, micro-climate conditions, sky views, sunlight access and shadows and appropriate transitions to adjacent development.

Density

An overall Floor Space Index of between 2.0 and 2.5 is considered an appropriate overall density objective for the 1 Port Street East Site, given it's size and configuration, it's location in the vicinity of potential higher order transit, the existing built form context and the provision of new water's edge access.

This density range results in significant development potential that provides the opportunity for the achievement of an enhanced Pedestrian Realm Network, as well as a number of other significant community benefits.

The maximum densities for each individual Development Block shall be determined at the time of the approval of the Implementing Zoning By-law or the Development Permit By-law, in conjunction with the preparation of more detailed development concepts and technical analyses. The development yields based on this density range are summarized in Table 5:

Table 5 – Gross Floor Area	
Developable Land Area	63,000 m ²
Total Gross Floor Area at 2.0 FSI	126,000 m ²
Total Gross Floor Area at 2.5 FSI	157,500 m ²

Building upon that calculation, the following assumptions may be used to begin to understand the development yields that can be anticipated on the Site:

- It is a requirement that a minimum of 6,000 gross square metres of Gross Floor Area be assigned to the development of secondary office space;
- It is also a requirement that a minimum of 5 percent of the total Gross Floor Area be dedicated for other, non-residential land uses including retail, service commercial, restaurant and maker spaces; and

- It is estimated that marina-related land uses that are retail, office, restaurant and repair facilities would total approximately 5,000 square metres of Gross Floor Area.

Overall then, it can be expected that a minimum of between 17,300 square metres and 18,900 square metres of non-residential GFA will be required to be incorporated into the development of the 1 Port Street East Site.

It is estimated that 6,000m² of office will generate approximately 325 jobs, that 6,300m² to 7,900m² of non-residential at-grade uses (retail, restaurant) will generate 340-425 jobs, and that the re-configured marina will provide between 115-135 jobs.

Based on those assumptions, it is expected that the 1 Port Street East Site will produce between 108,700 square metres and 138,600 square metres of residential Gross Floor Area. In consideration of further assumptions with respect to average dwelling unit size and average household size, dwelling unit and population yields can be estimated, as in Table 6:

Table 6 – Dwelling Unit and Population Yields

1. Dwelling Units at an average size of 90 square metres (gross) = **between 1,205 and 1,540 new dwelling units;** and
2. Average Household Size of 1.47 persons per unit = **between 1,770 and 2,265 new residents.**

Notwithstanding any other criteria or policy objectives of this Comprehensive Master Plan, the achievement of the density objective identified in this Plan shall not be used as a justification for changing the building height regime identified on Map 9.

Building Frontage Activation

The animation of the Pedestrian Realm Network and the Street System requires a well planned relationship with the adjacent at-grade land uses that activate the interface between the buildings and the Pedestrian Realm Network/Street System. A comfortable and, ultimately successful development strategy establishes a symbiotic relationship with the adjacent built form and land use mix.

The 1 Port Street East Site is expected to accommodate a primarily residential neighbourhood with a mixture of other, non-residential land uses permitted throughout. It is crucial to get the Pedestrian Realm/Residential transition right, and to promote active uses – like retail and restaurant uses at-grade to the greatest extent possible. The following design criteria are expected to establish the appropriate relationship between the Pedestrian Realm Network, the Street System and the adjacent built form:

Built Form Adjacent to Port Street East and the North-South Spine

Development at-grade, adjacent to the 1 Port Street East Site is expected to provide primarily retail and service commercial uses that are transparent at the sidewalk and that provide comfort and interest for the pedestrian. Narrower retail frontages (6.0 metres in width) are desirable and signage should be appropriately scaled to the pedestrian. Outdoor cafés and opportunities for 'spill out' retail should be accommodated within setbacks, or subject to encroachment agreements, located close to the pedestrian traffic;

Built Form Adjacent to Stavebank Road

Development at-grade, adjacent to Stavebank Road and JJ Plaus Park, shall engage with the vehicular, cyclist and pedestrian traffic. The extension of display windows, transparency to the second floor level, and appropriately scaled signage shall be required to respond well to the vehicular function of the street. Moreover, significant amounts of transparency and canopy coverings support the pedestrian experience. If outdoor cafés are provided, they should be set back, or surrounded by landscaping treatment to mitigate noise and air quality from the anticipated vehicular traffic;

Built Form Adjacent to East-West Access Streets and Shared Streets

Development at-grade, adjacent to the East-West Access Streets and the Shared Streets is expected to be predominantly residential. In these locations, the animation of the sidewalk is accomplished through the provision for street access housing and landscaping. Street access housing refers to a pattern of buildings, which places multiple entrances to individual units on the street level as opposed to one common entrance shared by multiple units. To ensure privacy, set backs, grade shifts and landscaping will assist to buffer and screen the interior spaces from the eye-level of the pedestrian. Furthermore, stairs and porches will add another dimension of visual interest to the building frontage; and,

Built Form Adjacent to the other elements of the Pedestrian Realm Network

Development at-grade, adjacent to the Pedestrian Realm Network is expected to be a combination of retail and service commercial uses and restaurants, as well as a full range of residential dwelling types and live-work units. Where retail and service commercial uses and restaurants are proposed, they shall be transparent and provide comfort and interest for the pedestrian.

Narrower retail frontages (6.0 metres in width) are desirable, and signage should be appropriately scaled to the pedestrian and to the adjacent Pedestrian Realm Network element. Outdoor cafés and opportunities for 'spill out' retail should be accommodated within set backs, close to the pedestrian traffic.

The City may consider encroachments into the Pedestrian Realm Network, where appropriate. Where residential dwellings or live-work units are proposed at-grade and adjacent to the Pedestrian Realm Network, street access buildings, which place multiple entrances to individual units at-grade are desired. To ensure privacy, set backs, grade shifts and landscaping will assist to buffer and screen the interior spaces from the eye-level of the pedestrian. Furthermore, stairs and porches will add another dimension of visual interest to the building frontage.

Private Amenity Space

Private amenity space associated with individual buildings and dwelling units will support the Pedestrian Realm Network and may contribute to the overall greening of the 1 Port Street East Site. Any landscaped outdoor space above the second storey that has a public access limitation of any kind, shall be considered amenity space for building residents, and shall not be accepted by the City as contributing to the parkland dedication requirements of this Plan. New residential buildings are to include dog stations accessible to, and for the exclusive use of their residents.

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Design Criteria for Buildings

Townhouses and Live-Work Units

This Plan permits a variety of live-work buildings, and street, block and stacked townhouses. The design criteria for this form of building include:

- All building facades that face any element of the Street System or the Pedestrian Realm Network shall be appropriately articulated through entrances, windows, architectural details and/or signage to provide pedestrian interest. Corner Buildings shall be further articulated through massing, entrances and/or distinctive architectural elements;
- Townhouses shall be set back from the adjacent street right-of-way, or any other element of the Pedestrian Realm Network, by a minimum of 2.5 metres and a maximum of 4.5 metres from the right of way or block edge to the building face to permit enhanced privacy. The setback may include a decorative low wall and associated landscaping (not a privacy fence) of 1.0 to 1.25 metres in height to provide a sense of separation;
- The main front door will be clearly visible. Building entrances shall be prominent in the design of the façade using techniques such as height, massing, porches, overhang, punctuation and/or change in roof line. The main front door shall:
 - > Directly access and address the adjacent Street or the Pedestrian Realm Network; and
 - > Be a maximum of 1.2 metres above grade; and
- Side yard setbacks within a Development Block shall be sufficient to allow safe pedestrian access, and for the inclusion of windows, where they exist, or are proposed.

Mid-Rise Slab Buildings

The following design criteria shall be applied to Mid-Rise Slab Building development:

- All building facades that face any element of the Street System or the Pedestrian Realm Network shall be appropriately articulated through entrances, windows, architectural details and/or signage to provide pedestrian interest. Corner Buildings shall be further articulated through massing, entrances and/or distinctive architectural elements;
- Building entrances shall directly access and address the Street System and the Pedestrian Realm Network. Building entrances shall be prominent in the design of the façade using techniques such as height, massing, overhang, punctuation and/or change in roof line;
- Slab elements (the portion of the building above the podium structure) shall be placed on a podium building of 4 storeys, which represents the scale of the appropriate street wall height throughout the 1 Port Street East Site. The podium shall be comprised of:
 - > Grade access live-work, retail, service commercial, restaurant or other active, non-residential uses to animate the frontage. Where grade access retail and/or other active, non-residential uses are provided, there shall be no required building setbacks;
 - > Where residential dwelling units are provided at-grade, there shall be a set back from the adjacent street right-of-way, or any other element of the Pedestrian Realm Network, of a minimum of 2.5 metres and a maximum of 4.5 metres. Further, the elevation of the shared access front door shall be no more than 1.2 metres above grade;

- Mid-Rise Slab Buildings shall be sited to align to streets and the Pedestrian Realm Network to frame these areas. Adjacent podiums within a Development Block may abut, however, the minimum separation distance between slabs and any other building is 15 metres, where there are windows, and 6 metres where there are no windows;
- Podiums should generally be built to the edges of Street System right-of-ways or their blocks, in order to create a well defined urban streets and public spaces. Building podiums may include set backs that accommodate courtyards, pocket parks or other elements of the Pedestrian Realm Network;
- Notwithstanding any other statement in this Plan, there should be a minimum 1.5 metre at-grade setback to the building face along Port Street East to accommodate a wider sidewalk and, potentially the implementation of a higher order transit facility. This building face set back should be to a minimum of 4.5 metres in height. Above this, the building podium may be built to the property line, where it would provide an arcade shelter over the sidewalk; and
- The Slab is required to step-back a minimum of 2 metres from the top of the podium façades that are adjacent to the abutting street right-of-way and/or any other element of the Pedestrian Realm Network.

Landmark Building

The following design criteria shall be applied to the Landmark Building Site:

- All building facades that face any element of the Street System or the Pedestrian Realm Network shall be appropriately articulated through entrances, windows, architectural details and/or signage to provide pedestrian interest;
- Building entrances shall directly access and address the Street System and the Pedestrian Realm Network. Building entrances shall be prominent in the design of the façade using techniques such as height, massing, overhang, punctuation and/or change in roof line;
- The City may consider a taller building height ranging up to a maximum of 77 metres (or 22 storeys, whichever is less), subject to the execution of appropriate height bonus agreements and the approval of an implementing Zoning By-law or Development Permit By-law. This height represents the maximum building height permissible in Port Credit Village as a whole;
- A Landmark Building shall be placed on a podium building of 4 storeys, which represents the scale of the appropriate street wall height. The podium shall be comprised of:
 - > At-grade retail, service commercial, restaurant or other active, non-residential uses to animate the frontage. Where grade access retail and/or other active, non-residential uses are provided, there shall be no required building setbacks; and

Sustainable Design/Green Building Criteria

Marina-Related Buildings

- > At-grade residential dwelling units. Where residential dwelling units are provided at-grade, there shall be a set back from the adjacent street right-of-way, or any other element of the Pedestrian Realm Network, of a minimum of 2.5 metres and a maximum of 4.5 metres. Further, the elevation of any front door shall be no more than 1.2 metres above grade;
- A Landmark Building shall be sited to align to the Street System and/or the Pedestrian Realm Network to frame these areas;
- Podiums should be built to the edges of Street System right-of-ways or their blocks, in order to create well defined, urban streets and public spaces;
- The Tower component of a Landmark Building (the portion of the building above the podium structure) shall step back from any façade of the podium that faces a street or other element of the Pedestrian Realm Network by a minimum of 2 metres; and
- To ensure a slender form, the Tower component shall maintain an average gross floor plate size that is no greater than 750 square metres.

The following design criteria shall be applied to marina-related building development:

- All building facades that face any element of the Street System or the Pedestrian Realm Network shall be appropriately articulated through entrances, windows, architectural details and/or signage to provide pedestrian interest. Corner building elements shall be further articulated through massing, entrances and/or distinctive architectural elements;
- Marina-related buildings shall be sited to align to adjacent streets and elements of the Pedestrian Realm Network to frame these areas and to create well defined, urban streets and public spaces. There should be a minimum 1.5 metre at-grade setback to the building face along Port Street East to accommodate a wider sidewalk and, potentially the implementation of a Light Rail Transit facility; and
- Building entrances shall directly access and address the Street System and the Pedestrian Realm Network. Building entrances shall be prominent in the design of the façade using techniques such as height, massing, overhang, punctuation and/or change in roof line.

Based on its importance, visibility and its substantial development potential, the 1 Port Street East Site provides an excellent and unique opportunity to showcase the most recent and innovative approaches to sustainable design and green building technologies. As such, as a key element to the approach to planning for the Site, this Plan provides targets aimed at incorporating climate change mitigation and adaptation strategies for the long-term sustainability of the 1 Port Street East Site. Further, this Comprehensive Master Plan promotes green building technologies, renewable and alternative energy options and other sustainable design options for development.

The following criteria shall be considered in the review of all new development proposals on the 1 Port Street East Site:

- All development shall be designed to achieve the principles of the LEED Gold standard (Leadership in Energy and Environmental Design - Canada), as they evolve, to the satisfaction of the City. Further, to encourage that new development be designed to achieve the principles of the LEED Platinum standard, the City may consider financial incentive programs or consider that as a defined community benefit;
- Green building practices for all development within the Site shall be consistent with the following energy efficiency objectives:
 - > Townhouse dwellings shall achieve a minimum performance level that is equal to an ENERGY STAR® standard AND achieve a performance level that is equal to a rating of 83 or more when evaluated in accordance with Natural Resources Canada's EnerGuide for New Houses: Administrative and Technical Procedures;

- > Residential apartment buildings, live-work units and mixed use buildings shall be designed to achieve 40 percent greater energy efficiency than the Model National Energy Code for Buildings; and
- > Stand-alone commercial office, retail and industrial buildings be designed to achieve 25 percent greater energy efficiency than the Model National Energy Code for Buildings;

- The City shall require mitigation of the local heat island effect in all development through:
 - > The incorporation of green and/or white roofs into all building design; and
 - > Installing light-coloured paving materials, or any paving material with a solar reflectance index of at least 29 (which is the requirement to achieve a point in the LEED evaluation process);
- The City shall encourage the development of a site specific or local area specific District Energy System. Further, to encourage the development of a District Energy System, the City may consider financial incentive programs. Where a District Energy System is not provided, the City shall require all development to include on-site renewable or alternative energy systems which produce 25 percent of projected energy use; and
- The City shall encourage development on the 1 Port Street East Site to:
 - > Achieve 10 percent greater water efficiency than the Ontario Building Code;
 - > Install rainwater harvesting and re-circulation/reuse systems to be utilized for outdoor irrigation and outdoor water use; and
 - > Utilize water efficient, drought resistant landscaping by providing landscape features that minimize the demand for water and synthetic chemicals by utilizing native and drought resistant plant species.

8.0 | GUIDING PRINCIPLE 6
PROMOTE INNOVATIVE
INFRASTRUCTURE

The 1 Port Street East Site is an urban site that will be provided with full urban service infrastructure. It is an objective of the City to work with the developer to provide the full range of service infrastructure that is efficient, cost effective an best utilizes existing infrastructure systems, while minimizing environmental impacts. It is also an objective of the City that the 1 Port Street East Site becomes a demonstration of state-of-the-art technology for the provision of service infrastructure and utilities. New development will:

- Support Active Transportation, and include facilities for pedestrians, cyclists, transit and vehicles;
- Provide efficient and sustainable water, waste water and stormwater management systems;
- Consider site, or area specific District Energy and/or Deep Lake Cooling Systems;
- Consider renewable energy components in all development;
- Consider innovative garbage collection and utility delivery strategies; and
- Consider the impacts of climate change on new development.

It is important to note that through subsequent approval processes, satisfactory arrangements shall be made with the City and with the Region for the provision of storm, sanitary and water services to all Development Blocks.

Servicing capacity

Region of Peel staff have reviewed water and wastewater capacity based on this Comprehensive Master Plan. At this time, the Region has no significant concerns with the availability of water and wastewater servicing for the Site. Infrastructure upgrades may be required to support the development of the 1 Port Street East Site. Further detailed servicing analyses will be completed at the subsequent development application stages.

Transportation Demand

Increasing vehicular traffic and congestion is a broad trend being experienced across Mississauga and the Greater Golden Horseshoe as intensification occurs. As Mississauga and surrounding municipalities mature, they experience increases in population and employment, but the opportunity to improve roadway corridors or adding roads becomes less feasible and desirable.

The Port Credit Area road network is constrained by the location of the Credit River and the lack of parallel crossings over the River south of the Queen Elizabeth Way. Future growth from surrounding areas will result in an increase in travel demand and congestion levels on the existing road network. The most noticeable congestion will be eastbound during the afternoon rush hour through a portion of Port Credit Village (Credit River to Elmwood Ave). This will include delays at intersections.

Development of the 1 Port Street East Site will further increase vehicular congestion levels along the corridor. Based on current transit modal share, the most noticeable congestion will be experienced during the afternoon rush hour in the eastbound direction through Port Credit Village.

Development of the Imperial Oil Lands site would add additional delays and would require consideration of significant transportation network improvements.

The Development of 1 Port Street East as a complete neighbourhood promotes Active Transportation and transit use. Further, the proximity of the Port Credit GO Station, future Light Rail Transit on Hurontario Street, and transit service on Lakeshore Road, will promote alternatives to the vehicle both for the Site and the surrounding area, which will reduce the vehicular congestion impacts noted above.

While it will not be possible to avoid increases in congestion, key mitigation strategies can limit the impacts to the transportation network, including:

- Transportation Demand Management (TDM) Measures such as:
 - > Capping parking spaces;
 - > Transit incentive programs (e.g. transit fare card provided by developer to residents; buildings include real-time transit schedule information display);
 - > Creation of compact, walkable, mixed-use development centered around high quality transit;
 - > Enhanced pedestrian and cycling connections and facilities (e.g. enhanced connections to the Port Credit Mobility Hub and Lakeshore Road);
 - > Limiting access to sites near intersections; and
 - > Programs (e.g. joining a local Smart Commute transportation management association, Car Share, etc.); and
- Intersection improvements – operational and/or physical.

City staff have suggested that a combination of the proposed mitigation strategies could provide up to an additional 10% reduction in number of vehicle trips.

The City is conducting a Lakeshore Road Transportation Master Plan Study to further examine transportation challenges and opportunities, including higher order transit improvements, road connections, possible river crossing(s), and additional cycling facilities throughout the Port Credit Area. That Study will review all of the identified traffic and transportation issues comprehensively, and over the long-term.

9.0 | GUIDING PRINCIPLE 7
ENSURE COORDINATED
IMPLEMENTATION

Building the Plan

The combination of, and interaction among the various Guiding Principles are intended to foster a complete and healthy neighbourhood, complex in nature but simple to understand. In this Comprehensive Master Plan, the Guiding Principles have been articulated in a series of Maps. The Maps show the functional elements of each Principle, as well as the relationships among the elements. Each Map can be considered as a “Layer” that contributes to the overall neighbourhood structure. The key layers and their elements are:

- **Street and Block Pattern** – The Street System Hierarchy is defined by the location and role of individual streets, and their connections with each other and existing streets. Streets create Development Blocks that shape the built form. They also define view corridors;
- **Pedestrian Realm Network** – A range of open spaces are created to provide access to different recreational opportunities, which are linked by the Network. The Pedestrian Realm Network is complementary to and integrates with the Street System hierarchy. It also defines view corridors;
- **Land Use Designations** – The designations define different types of uses, broadly, mixed uses on the Pier and marina uses;
- **Hazard Lands** – Around the water's edge, natural hazards are mitigated through the engineered design of the land/water interface; and
- **Building Height** – The defined building heights shape building massing to achieve a scale and form appropriate to the 1 Port Street East Site within its Port Credit context. Design criteria shape buildings on the site itself in relation to the Streets, Blocks, Pedestrian Realm Network and Land Uses.

This Comprehensive Master Plan is the sum of its component Layers. These layers are overlaid to create a Composite Plan, as illustrated in Diagram 7 and on Map 10.

The City of Mississauga Official Plan and Port Credit Local Area Plan provide for a full range of development implementation tools and processes, as provided by the Planning Act. New development on the 1 Port Street East Site will be implemented through ongoing development approval processes as mandated by these planning policies and processes. More specific to the 1 Port Street East Site, the City will be considering a Site Specific Official Plan Amendment based on this Comprehensive Master Plan, and that:

- Promotes an effective staging strategy that ensures logical development and consideration for the accommodation of existing marina-related land uses;
- Encourages review by the City's Design Review Panel as well as, where appropriate, International Design Competitions;
- Requires further, more detailed development approval processes; and
- Utilizes the Height Bonusing provisions of the Planning Act.

Application

It is anticipated that development on the 1 Port Street East Site shall be subject to a Site Specific Official Plan Amendment. As such, the policies of that planning policy document shall be read in combination with the City of Mississauga Official Plan and the Port Credit Local Area Plan, and all relevant policies shall apply. Where there is a conflict between the policies of the Site Specific Official Plan Amendment and the policies of the City of Mississauga Official Plan and/or the Port Credit Local Area Plan, the policies of the Site Specific Official Plan Amendment shall prevail.

It is also anticipated that the City will utilize the concepts, intent and recommendations of this Comprehensive Master Plan, the policies of the City of Mississauga Official Plan and the Port Credit Local Area Plan and any other applicable, Council adopted Design Guidelines in the preparation of the Site Specific Official Plan Amendment and ultimately, the review of future applications for development on the 1 Port Street East Site.

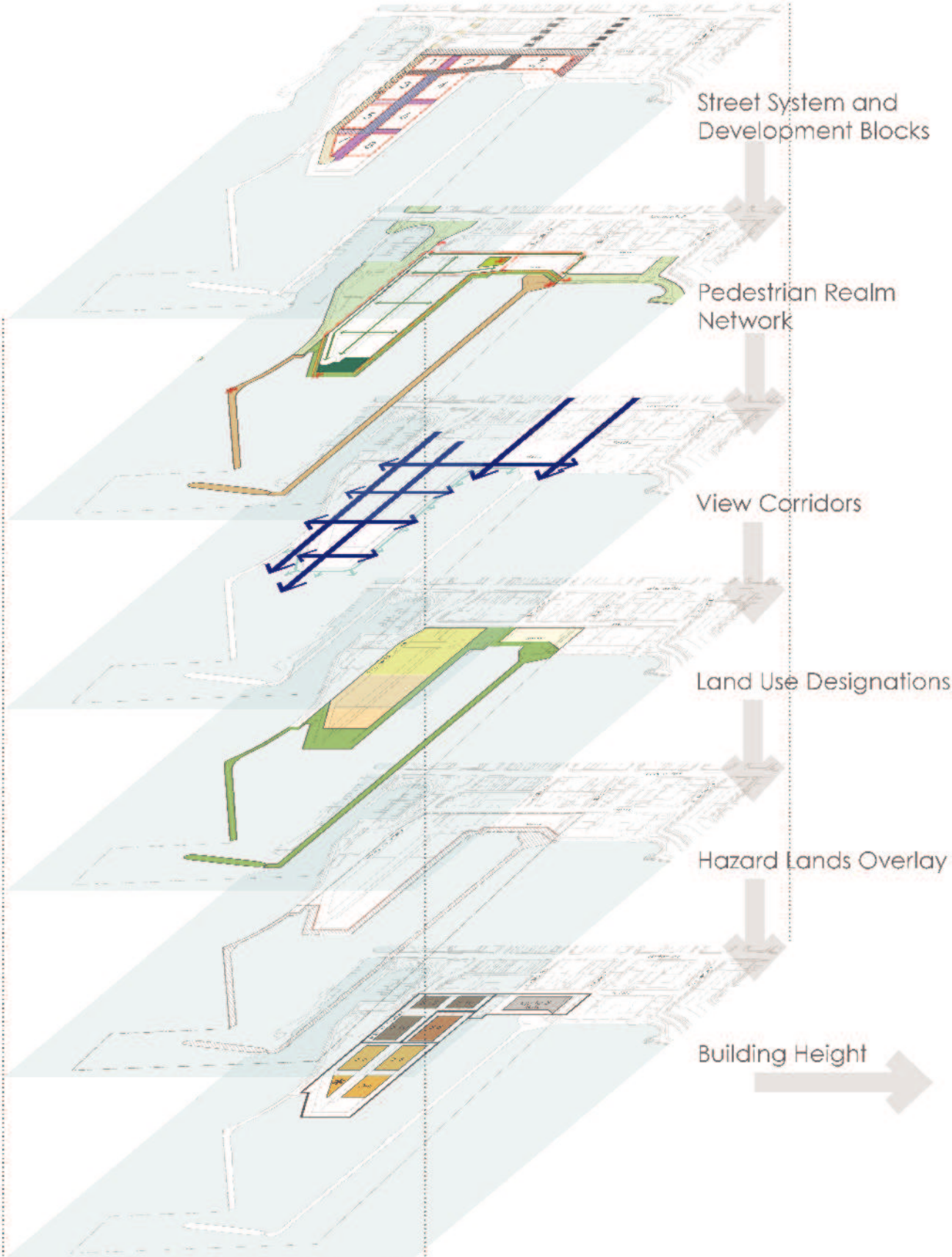
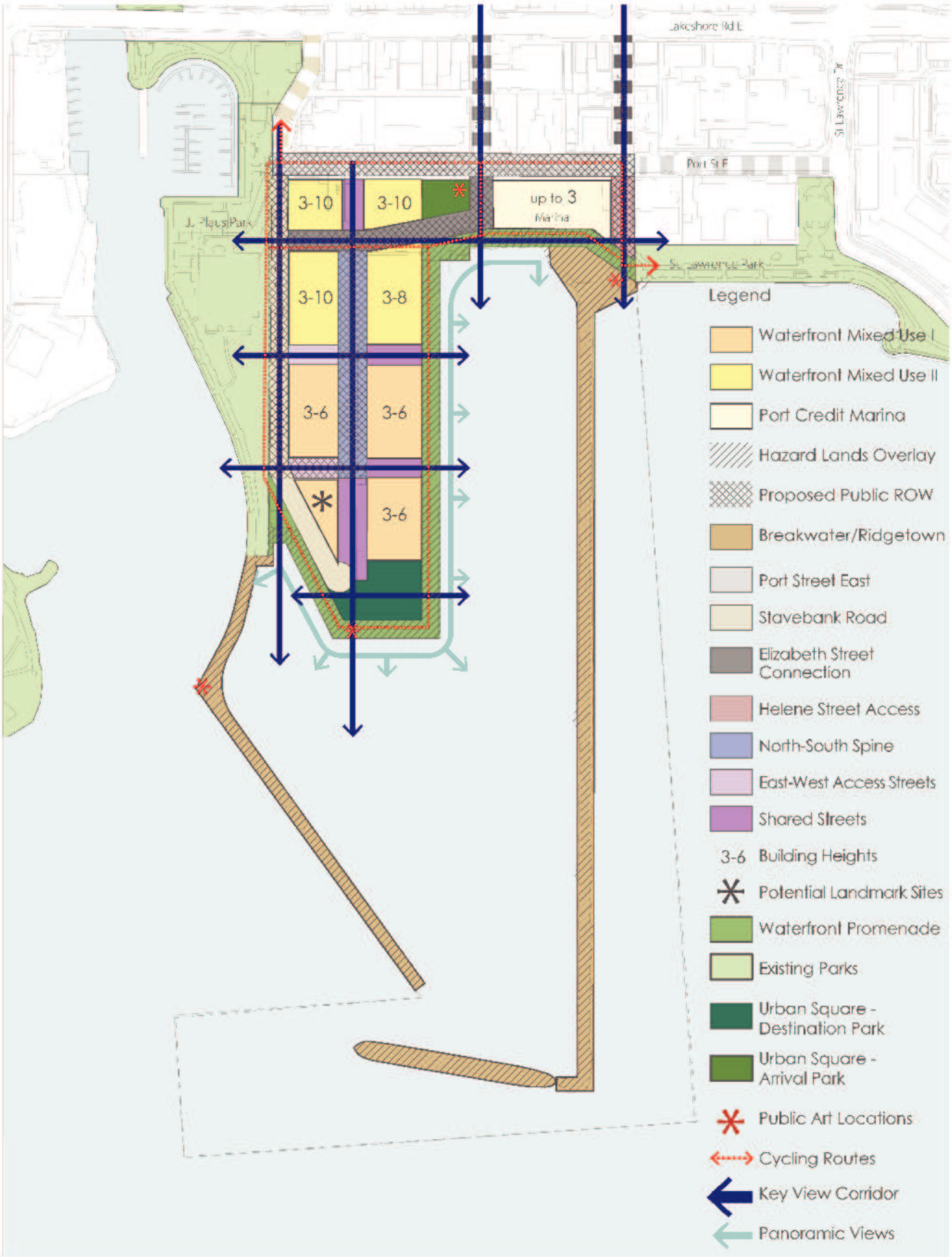


Diagram 7: Layers of the Master Plan



Map 10: Composite Master Plan

Staging Strategy

In general, it is in the interest of the City to deal with development applications incrementally, through either the Development Permit System, or the more traditional Rezoning/Site Plan Approval processes. As such, the City should specify through policy that applications for new development on the 1 Port Street East Site shall be considered in increments of a maximum of 30,000 square metres of Gross Floor Area. This approach will ensure that the City retains control of the phasing strategy through the implementing development approval process. Further, accommodating the existing marina function in situ generates the need to appropriately stage redevelopment.

In addition, the City has identified four key objectives for the development of the 1 Port Street East Site that can be dealt with through an appropriate staging strategy, as follows:

- The requirement to further investigate existing site contamination issues, prior to any development on the 1 Port Street East Site;
- The desire to ensure that existing marina-related businesses can continue to operate on the Site, until alternative and appropriate building spaces and infrastructure are developed on-site to accommodate their continued and uninterrupted operation;
- The requirement that new development incorporate office floor space and other non-residential floor space in conjunction with the development of new residential dwelling units; and
- The creation of a Marina Action Plan detailing the function and configuration of a full service marina on site.

Site Contamination - With respect to site contamination, environmental assessments carried out by the landowner have reportedly identified contamination in the fill material used to create the Pier and Port facility. Future development will need to comply with all applicable environmental regulations and public policy requirements for environmental assessment, remediation, mitigation and management.

Marina-Related Businesses - The Staging Strategy that deals with the existing marina-related businesses is as follows:

- New development within Blocks 4 and 6, as identified on Map 4 shall not be permitted until appropriate marina-related infrastructure, office, retail and service commercial floor space, and floor space and outdoor areas to accommodate the existing boat repair facility, including winter boat storage, have been provided and are available on-site, or elsewhere in Mississauga.

Office and other Non-Residential Development - The Staging Strategy that deals with the office floor space and other non-residential floor space requirement is as follows:

- Within the Waterfront Mixed-Use I and Waterfront Mixed-Use II Designations, a minimum equivalent of 5 percent of the total Gross Floor Area within each Designation shall be assigned to at-grade, employment generating land uses, exclusive of any Gross Floor Area assigned to Live-Work Units, office uses, or any marina-related non-residential uses;
- Within the Waterfront Mixed-Use II Designation, a minimum of 6,000 square metres of Gross Floor Area shall be assigned to office space, exclusive of any Gross Floor Area assigned to Live-Work Units, or any marina-related non-residential uses. The minimum office space Gross Floor Area requirement may be reduced if office space is developed within the Mixed-Use I designation;

- The development of office space will occur concurrent to the development of residential dwelling units, as follows:
 - > Subsequent to the approval of the first 25,000 square metres of residential GFA on the Site, no additional implementing Zoning By-law or Development Permit permitting residential GFA on the Site shall be approved by the City until at least 1,000 square metres of office space is built, or secured to the satisfaction of the City;
 - > Subsequent development applications on the Site shall be approved through implementing Zoning By-laws or Development Permits that identify that for every 25,000 square metres of residential GFA, another 1,000 square metres of office space be built, or secured to the satisfaction of the City;
 - > If any application for development includes less than 25,000 square metres of residential GFA, then the office space requirement can be appropriately pro-rated; and
 - > Once the prescribed 6,000 square metres of office space has been achieved at any point in the overall site development program, no additional office space shall be required in any subsequent phase of development.

Marina Action Plan - Based on the recommendations of the Marina Business Case Study and the City's decision on the appropriate scope and direction of a new full service marina, a Marina Action Plan can be prepared. It will set out:

- The location, size, and design of the marina elements the City wishes to provide, including the potential boat repair shop;
- The eastern breakwater fill area, inclusive of any public amenity;
- The configuration and security features of the boat docks and slips;
- Access strategy for people, vehicles, boats, and boat lift(s);
- The design of the shoreline and associated habitat enhancement;
- The location and design of the marina office;
- The location and design of structured and surface parking with any associated boat storage;
- Appropriate screening and security for summer and winter boat storage; and
- The design and function of the Pedestrian Realm Network where it is shared with the marina functions.

Further, the Marina Action Plan can set out a financial plan inclusive of capital costs and phasing, and, if required, a relocation plan for existing marina-related businesses and operations.

The Urban Design Advisory Panel/International Design Competitions

The prominence and importance of the 1 Port Street East Site demands beautiful and iconic architecture. It should become a showpiece of design excellence and innovation and a great urban waterfront neighbourhood. As such, all applications for development, including the Pedestrian Realm Network, Street System and buildings on the Site should be vetted by the Mississauga Urban Design Advisory Panel, which acts as an independent urban design advisory body to the Planning and Building Department.

While it is understood that the Panel is strictly an advisory body, and does not have the authority to approve or refuse projects or make policy decisions, it's recommendations represent an unbiased evaluation of the design merits of development proposals. This process should be simply part of the ongoing approval process for new development on the Site, and it is expected that the contribution of the Urban Design Advisory Panel will add substantially to the overall design quality of the all development on the Site.

In addition, the 1 Port Street East Site has been identified as a candidate site for International Design Competitions. It is recognized that design competitions will bring significant value to the Site and to the City overall. As such, the City should require that for all of its assets on the 1 Port Street East Site, which are expected to include most of the Pedestrian Realm Network, Street System and, potentially, the marina, be subject to International Design Competitions to ensure that the highest quality and most innovative design solutions are found, and implemented.

With respect to the private sector developments, the City should encourage the developers to work with the City to utilize a design competition approach. The permission for any Landmark Building on Development Block 7 shall be subject to a mandatory, International Design Competition.

Further Development Approvals

It is expected that development on the 1 Port Street East Site will occur incrementally over time. Further development approvals will be required. The following articulates some of the steps and tools required to facilitate future development approvals, and is illustrated conceptually on Diagram 8.

Detailed Development Applications - The City's Official Plan includes a comprehensive list of information and studies that are required to support applications for development. That policy regime also includes a process for dealing with those requirements.

In addition to the existing Official Plan policy regime, there should be a requirement that, as part of complete application for the Development Permit By-law, or the first implementing Zoning By-law facilitating development on the Site, a Development and Phasing Plan be prepared for the entire Site that identifies:

- Development Blocks, the Pedestrian Realm Network, and Street System;
- Site statistics identifying, by Development Block, how much total GFA will be developed on the Site, and the anticipated mixture of land uses;
- A Development Phasing Plan that identifies the sequence of development, by Development Block; and
- The identification of where and when in the overall sequence of site development the office space GFA will be built.

No Rezoning or Development Permit application facilitating any development on the 1 Port Street East Site shall be approved until the City is satisfied with the required Development and Phasing Plan. The Development and Phasing Plan may become part of a Developer's Group Agreement dealing with all, or part of the Site.

Implementing Zoning By-law Amendments - Following the preparation and approval of the required Official Plan Amendment, an implementing Zoning By-law (or By-laws) may be prepared to provide a more detailed regulatory regime for development on the 1 Port Street East Site, in conformity with the policies of the required Official Plan Amendment. Until such time as the Zoning By-laws can be prepared, the present Zoning By-law shall remain in effect.

The required Official Plan Amendment shall be implemented by the passage of a Zoning By-law or By-laws in compliance with the provisions of the required Official Plan Amendment and pursuant to the Planning Act. The implementing By-law will also consider the following:

- The implementing Zoning By-law may permit the uses established in the required Official Plan Amendment, however, the City reserves the right, through the implementing Zoning By-law, to further refine the list of permitted land uses to ensure that development is appropriate in the context of the adjacent and surrounding community; and
- No provision of the required Official Plan Amendment shall be deemed to require the City to zone all lands within the 1 Port Street East Site at one time in order to permit immediate development of such lands for their designated uses. Therefore, the City may zone lands with a 'Holding' or other appropriate zoning category where there is insufficient information to determine specific zoning categories or where the development of such lands is considered to be premature, or not in the public interest.

Such lands shall be zoned in accordance with the provisions of the required Official Plan Amendment at such time as there is sufficient information to determine specific zoning categories and the development of such lands is no longer considered to be premature, or not in the public interest.

Site Plan Approval - As noted, the prominence and importance of the 1 Port Street East Site demands beautiful and iconic architecture. It should become a showpiece of design excellence and innovation and a great urban waterfront neighbourhood. As such, the Site, in its entirety, is identified as a Site Plan Control Area, pursuant to Section 41 of the Planning Act and the City's Site Plan Control By-Law. Site Plan Approval, may deal with, at a minimum, and without limitation:

- The location of all proposed buildings and the location of all facilities and works to be provided in conjunction with those buildings and the relationship of the proposed buildings to adjacent buildings, the Pedestrian Realm Network and Street System and other exterior areas accessible to the public;
- The massing and conceptual design of the proposed buildings and structures, including matters relating to exterior design such as the character, scale, appearance and design features of buildings, and their sustainable design;
- The sustainable design elements on any adjoining element of the Street System under the City's jurisdiction, including without limitation, trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, low impact development features, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities; and
- Facilities designed to have regard for accessibility for persons with disabilities.

The Development Permit System - The Planning Act permits the City to implement a Development Permit System that is intended to combine Zoning and Site Plan Approval processes and Minor Variances. The 1 Port Street East Site is identified as an appropriate location for the consideration of implementation through the Development Permit System because of its size and ownership characteristics. A Development Permit By-law, if proposed, would clearly articulate and establish development and design requirements, provisions and standards which must be demonstrated to the satisfaction of the City prior to the granting of any approval.

The Development Permit By-law(s) will generally provide for a streamlined approach to the review and approval of development applications and allow for flexibility within a clearly articulated vision for the Site, in conformity with the policies of the required Official Plan Amendment. The key elements of the Development Permit By-law include:

- **Application Requirements** - All applications for Development Permits are required to submit a full drawing and plan set which includes elevation and cross section drawings for any proposed building or structure. The City shall determine, in its Development Permit By-law, the detailed requirements for the submission of a complete application which will include, but not limited to, matters of ownership, current planning controls, existing and proposed uses and the location of natural features.

Technical reports, plans and studies may be required to assist in the review process of a Development Permit Application. The requirements for Complete Applications and supporting studies as set out in the City of Mississauga Official Plan shall apply;

- **Regulations** - The Development Permit By-law shall clearly articulate and establish development and design requirements, provisions and standards which must be demonstrated to the satisfaction of the City, prior to the granting of any further approval. The By-law may specifically identify:
 - > The distribution and mixture of land uses;
 - > Parameters for built form, including height, density, site coverage, setbacks, stepbacks and angular plane requirements;
 - > Building details related to massing, building materials, architectural details and colours; and
 - > Any development related servicing and engineering matters;
- **Flexibility/Variations** - The Development Permit By-law may allow for defined variations to the uses, standards and regulations outlined in the Development Permit By-law. Such variations will only be permitted if they are consistent with the intent, principles, policies and objectives of the Official Plan Amendment;
- **Delegation of Approval Authority** - Council may delegate to staff the approval or issuance of Development Permits. Limits on and criteria for such delegation shall be established in the Development Permit By-law; and
- **Conditions and Agreements** - The City may impose conditions and grant provision approval prior to final approval as set out in the Development Permit By-law. A Development Agreement, registered on title may be required prior to final approval for any Development Permit Application.

As a condition of the approval of a Development Permit Application and as set out in the required Development Agreement, the City may require the owner to provide, any or all road widening, facilities for access to and from the Site, off-street parking and loading facilities, walkways and ramps, facilities designed to have regard to the accessibility for person with disabilities, lighting of any land or buildings, vaults and enclosures for the storage of waste and recycling materials, easements for engineered services and public utilities, and the grading of the lands including the provision of stormwater management controls and facilities.

The agreement may also include, but shall not be limited to, public benefits, or payment-in-lieu of public benefits, maintenance of the works, securities and insurance, timing of construction including commencement and completion, fees, and payment-in-lieu of parking and/or parkland dedication.

These conditions are not exhaustive; additional conditions may be required to be determined at the time of application.

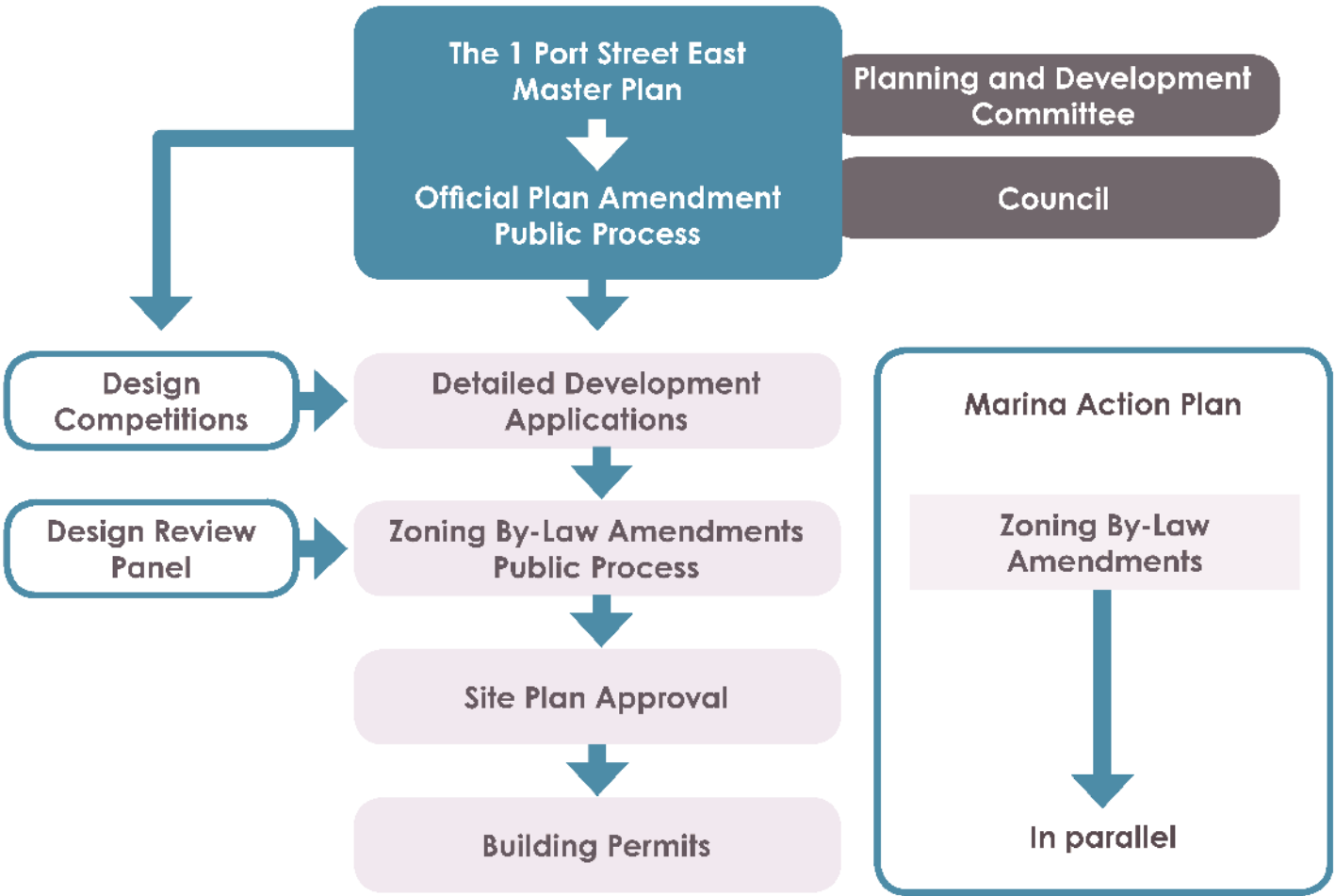


Diagram 8: Next Steps

Public Sector Agreement to Comply

The successful development of the 1 Port Street East Site will require a complex partnership among the developer and the public agencies that are responsible for the approval of new development. Most importantly, the City of Mississauga may eventually be a landowner within the Site, responsible for much of the Pedestrian Realm Network, the Street System and potentially the marina facility. In this regard, it is a fundamental requirement of the successful achievement of the Collective Vision for the 1 Port Street East Site, that the City of Mississauga and all other public agencies that may be involved in future development on the Site, consider and comply with all of the Guiding Principles and criteria of this Comprehensive Master Plan, and the required Official Plan Amendment.

The Use of Height Bonuses

The existing Zoning By-law establishes a height limit of 3 storeys for the developable areas of the 1 Port Street East Site. The City may consider an increase in the height permitted by the existing Zoning By-law in accordance with the height strategy of this Comprehensive Master Plan in exchange for the provision of community benefits, in accordance with the policies of the City of Mississauga Official Plan, and the provisions of Section 37 of the Planning Act. In addition, the City may only consider the achievement of the building heights identified in this Plan, or any Development Block, under the following circumstances:

- The development is representative of good planning;
- The proposed community benefits are to be located within the boundaries of the Site;
- Where cash-in-lieu of a community benefit is accepted by the City, the funds shall be spent on appropriate community benefits within the Site; and,
- The community benefit, or cash for a community benefit is used to help ameliorate the impacts on the community generally attributable to the permitted height bonus.

In determining community benefits accrued under Section 37 of The Planning Act, or through a Development Permit By-Law, the following shall be considered the priorities of the City within the 1 Port Street East Site:

- Improvements to the components of the Pedestrian Realm Network;
- Improvements to the marina facilities;
- Improvements to Streetscapes;
- Public Art installations;
- Establishment of new non-profit community or cultural services and facilities, including child care, library facilities, maker spaces, artist workshops, gallery spaces and/or performance spaces;
- Provision of dedicated affordable housing units;
- Provision of dedicated office space, in excess of the 6,000 square metres of Gross Floor Area already required by this Master Plan;
- Achievement of criteria for LEED Platinum status; and/or
- Provision of District Energy and/or Deep Lake Cooling Systems that serve the broader Port Credit community.

10.0 | THE DEMONSTRATION PLAN

A Demonstration Plan was developed over the course of the public consultation events described in Appendix 2.

The Demonstration Plan is intended to show one possible application of the Master Plan's guiding principles, in the form of building configurations, landscape architecture and urban design, to the 1 Port Street East Site.

A series of further stakeholder meetings were held to test and refine the Demonstration Plan. Based on the outcome of these sessions, the Comprehensive Master Plan was modified and refined based on changes to the Demonstration Plan.

There is a great similarity between the Demonstration Plan and the Emerging Concept, because it was important to follow through with the parameters developed at the two day workshop. Two significant improvements to the Demonstration Plan include:

- Making a direct connection to Elizabeth Street, which now extends into the Site and connects with an East-West Access Street, which in turn connects with Stavebank Road. This increases connectivity to Port Credit Village and within the community itself, and provides a direct view of and linkage to the Waterfront Promenade; and
- The loop road around the edge of the Destination Park was removed, creating a direct relationship between the park and the water. Stavebank Road still provides public access to and street frontage for the park.

What is a Demonstration Plan?

A Demonstration Plan is a tool for visualizing the form and structure of the Comprehensive Master Plan by illustrating one potential configuration of the Street System, the Pedestrian Realm Network and the consequent Development Block pattern that will accommodate private sector building activities. During the 1 Port Street East community workshops, a number of Demonstration Plans were created as a useful way to help stakeholders visualize the intent of design and policy concepts. That process led to the creation of the single Demonstration Plan illustrated herein. However, the Demonstration Plan remains only one of many possible urban design and architectural expressions that could be achieved based on the Vision, Guiding Principles and criteria articulated in this Comprehensive Master Plan document.

Details of the Demonstration Plan

The Demonstration Plan shown on Map 11 and in Diagrams 10A and 10B, illustrated at full build-out, is annotated to give a sense of how the Comprehensive Master Plan Collective Vision, Guiding Principles and criteria could manifest as a built environment on the 1 Port Street East Site, and how the Comprehensive Master Plan has addressed the requirements of the Port Credit Local Area Plan policy 13.1.8.

Site Contamination - To begin the description, Section 13.1.8 a) of the Port Credit Local Area Plan requires that this Comprehensive Master Plan “**determine contamination on the site**”. Environmental assessments carried out by the landowner have reportedly identified contamination in the fill material used to create the Pier and port facility. Future development will need to comply with all applicable environmental regulations and public policy requirements for environmental assessment, remediation, mitigation and management;

Other Policies and Reports – Section 13.1.8 b) of the Port Credit Local Area Plan requires that this Comprehensive Master Plan “**have regard for other City plans, policies and reports, such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Direction Report and the Waterfront Parks Strategy 2008**”.

This Comprehensive Master Plan builds upon a host of prior work and studies, including the above noted documents. The Comprehensive Master Plan is consistent with the Directions Report Recommendations for built form, and for creating continuous public access along the shoreline with high quality spaces enhancing the Village character.

- The Street System and Pedestrian Realm Network in the Comprehensive Master Plan facilitate the implementation of the detailed design recommendations of the Waterfront Parks Strategy, and further connects and integrates the Site into the waterfront parks network;

Marina Facility Reconfiguration - Section 13.1.8 e) of the Port Credit Local Area Plan requires that this Comprehensive Master Plan “examine unique opportunities to take advantage of the site's location and reflect the historic marine heritage of the area including preserving the marina function and the Ridgetown breakwater”. The marina facilities shown in the Demonstration Plan are based on Marina Concept 8A from the Marina Business Case Study (2015). This Comprehensive Master Plan preserves the opportunity for the ongoing operation of the marina, preserves views of the water and of the Ridgetown, celebrates its waterfront location through the Pedestrian Realm Network, creates strong linkages between Port Credit and the Site through the Street System, and makes strong linkages along the shoreline, stitching together this vital waterfront asset. In accordance with the Marina Business Case Study (2015) the Demonstration Plan identifies:

1. A new boat repair building at the corner of Port Street East and Helene Street. It must be well-designed and character-defining, since it is located at an important gateway to the Site, and forms an edge to the Waterfront Promenade;
2. The new marina offices must also be well-designed and complement the boat repair building;
3. A surface and below-grade parking lot beside the boat repair building would accommodate at-grade boat storage in winter;
4. The east breakwater would be expanded to accommodate additional vehicular parking (in summer), boat storage (in winter), and a landscaped pedestrian trail terminating in a lookout; and
5. New docks and boat slips. The main dock would be 6 metres in width, publicly accessible, and terminate in a viewing platform near the Ridgetown;



Map 11: Demonstration Plan (numbers correspond to numbering in the text)



Diagram 9: Demonstration Plan - Foam Model

A Logical and Efficient Street and Block Pattern – Development of the 1 Port Street East Site requires that a logical and efficient street and block pattern be established. The Street System and the Pedestrian Realm Network create the Development Blocks, and is comprised of the following:

- 6. Elizabeth Street and Helene Street are extended into the Site and provide important view corridors and linkages to the Port Credit community;
- 7. Stavebank Road is extended all the way to the Destination Park, and is the primary vehicular access to the Site;
- 8. East-West Access Streets augment the primary street network by providing emergency, service vehicle, parking and drop-off access to surrounding buildings;
- 9. Shared Streets fulfill a similar function to Access Streets, but are designed to have a pedestrian character;
- 10. Access Streets and Shared Streets create view corridors and permeability across the Site in an east-west direction;
- 11. A new entrance to the parking lot in JJ Plaus Park can be created at the Stavebank Road/Elizabeth Street intersection. A generous, direct trail linkage should be provided from the East-West Access Street through the park to the Credit River promenade;
- 12. This Demonstration Plan shows more than one building on some Development Blocks, with pedestrian/shared spaces between buildings. There are many ways the blocks can be developed, including with a single, larger building;
- 13. Development Block 8 is shown with stacked townhouses and a small, publicly accessible interior courtyard; and
- 14. An opportunity for a Landmark Building at the southern tip of the Site on Block 7, together with a destination use, creates the potential for a spectacular and iconic architectural gem that helps define the neighbourhood character;

A Connected Pedestrian Realm Network - Section 13.1.8 c) of the Port Credit Local Area Plan requires that the Comprehensive Master Plan “**include provision of significant public parklands along and access to the waterfront including the extension of the Waterfront Trail**”. This Comprehensive Master Plan provides a robust Pedestrian Realm Network along the complete length of its shoreline, including a Waterfront Promenade and two Urban Squares. If the east breakwater is expanded as part of the marina redevelopment, an additional public walkway would be extended along it, too, providing additional public access and a lookout. There are many street and pedestrian connections to the Pedestrian Realm Network from within the Site and from Port Credit. The Pedestrian Realm Network is extensive and multi-faceted. It includes the following:

- 15. The existing Waterfront Trail meets the Waterfront Promenade in a plaza area in front of the boat repair building, and extends westward along a wide walkway. The plaza and walkway areas will accommodate marina operations from time to time, including vehicular access to the east breakwater parking lot/boat storage area. They are designed as pedestrian spaces that can accommodate vehicles;
- 16. The Waterfront Promenade connects the Waterfront Trail to JJ Plaus Park along the eastern edge of the Pier. It is a generous pedestrian promenade with opportunities for trees, seating, lighting, café seating, public art and flexible event space. The Waterfront Promenade is continuous across the Destination Park and links directly to JJ Plaus Park at the foot of the Training Wall along the Credit River;

- 17. The Destination Park, at the southern tip of the Pier, can accommodate a small community building, such as washroom/change room for a winter skating loop. The park is intended to flow seamlessly into Stavebank Road and the Shared Street that is an extension of the North-South Spine. A hard surface plaza treatment provides flexibility for events and performances. View corridors along Stavebank Road and the North-South Spine are maintained. Stavebank Road can terminate in a cul-de-sac/drop-off designed integrally with the Destination Park;
- 18. The Arrival Park can be designed to work with the change in grade by providing a small amphitheater, and patio space for adjacent retail, service commercial or restaurant uses. It should be designed cohesively with the Waterfront Promenade on the other side of the East-West Access Street, incorporating a common language of paving, lighting and other amenities; and
- 19. A new edge to JJ Plaus Park can be created with a multi-purpose trail in conjunction with the extension of Stavebank Road.

A System of View Corridors - Section 13.1.8 d) of the Port Credit Local Area Plan requires that the Comprehensive Master Plan “**preserve and enhance views to Lake Ontario**”. The structure of both the Street System and the Pedestrian Realm Network has been deliberately designed to provide multiple view corridors north-south and east-west, preserving and enhancing views both from the existing Village and from within the Site. These view corridors are fundamental structuring elements of the Plan.

- 20. Stavebank Road, Elizabeth Street and Helene Street all provide views (and connections) south to the water from the Village. The North-South Spine is also an important southerly view corridor, providing a clear view all the way from Port Street East;
- 21. East-west views (and connections) from JJ Plaus Park to the marina basin are also created in four locations within the Site, including along the east-west extension of Elizabeth Street, along the East-west Access Street/Shared Street corridors, and through the Destination Park; and
- 22. The continuous public access to the water's edge along the Waterfront Promenade provides an ever-changing panoramic view of the harbour, lake, and Ridgetown.

- **Appropriate Built Form** - Section 13.1.8 f) of the Port Credit Local Area Plan requires that the Comprehensive Master Plan “**consider the appropriate built form around the future terminus of the Light Rail Transit planned along Port Street East**”. The proposed density, built form and land use is appropriate to support and encourage use of higher order transit. The Port Street East right of way has the potential to be widened to accommodate future requirements. In conjunction, buildings on the Site will be modestly set back from the edge of the right of way to allow a wider sidewalk. In general, building heights are designed to step down from a peak along Port Street East to lower buildings at the water's edge, creating a transition.
- **A Mix of Land Uses** - Section 13.1.8 g) of the Port Credit Local Area Plan requires that the Comprehensive Master Plan to “**provide opportunities to accommodate employment uses**”. This Comprehensive Master Plan provides accommodation for all of the existing marina facilities and jobs. It also provides further retail, service commercial and restaurant potential, and most importantly, it requires a minimum of 6,000 square metres of office space to be built. The Plan is for a mixed use neighbourhood that includes employment opportunities and a range of housing types, tenures and sizes, including dwelling units that are more affordable.

23. The tallest buildings are permitted along Port Street East, beginning a downward transition from the height of the existing hotel building at 38 metres. These buildings are permitted to be a maximum of 34 metres (10 residential storeys);

24. To the south, across the east-west extension of Elizabeth Street, building heights are permitted up to 34 metres (10 residential storeys) adjacent to JJ Plaus Park, and 26 metres (8 residential storeys) adjacent to the Marina Basin. This encompasses the northern blocks of the Pier. This continues the downward height transition;

25. Further south and extending to the water's edge, buildings are permitted to be up to 20 metres (6 residential storeys) in height;

26. The marina repair building may require a three storey massing to accommodate boats and masts; and

27. A single Landmark Building may be permitted at the southern tip of the Site – as an iconic and completely unique, stand-alone marker. Design quality must be world class.



Diagram 10A: 3D Model of Demonstration Plan (Looking West)



Diagram 10B: 3D Model of Demonstration Plan (Looking East)

Character Sketches

New character sketches were prepared to illustrate how the principles of the master plan, as represented by the demonstration plan, might be visualized.

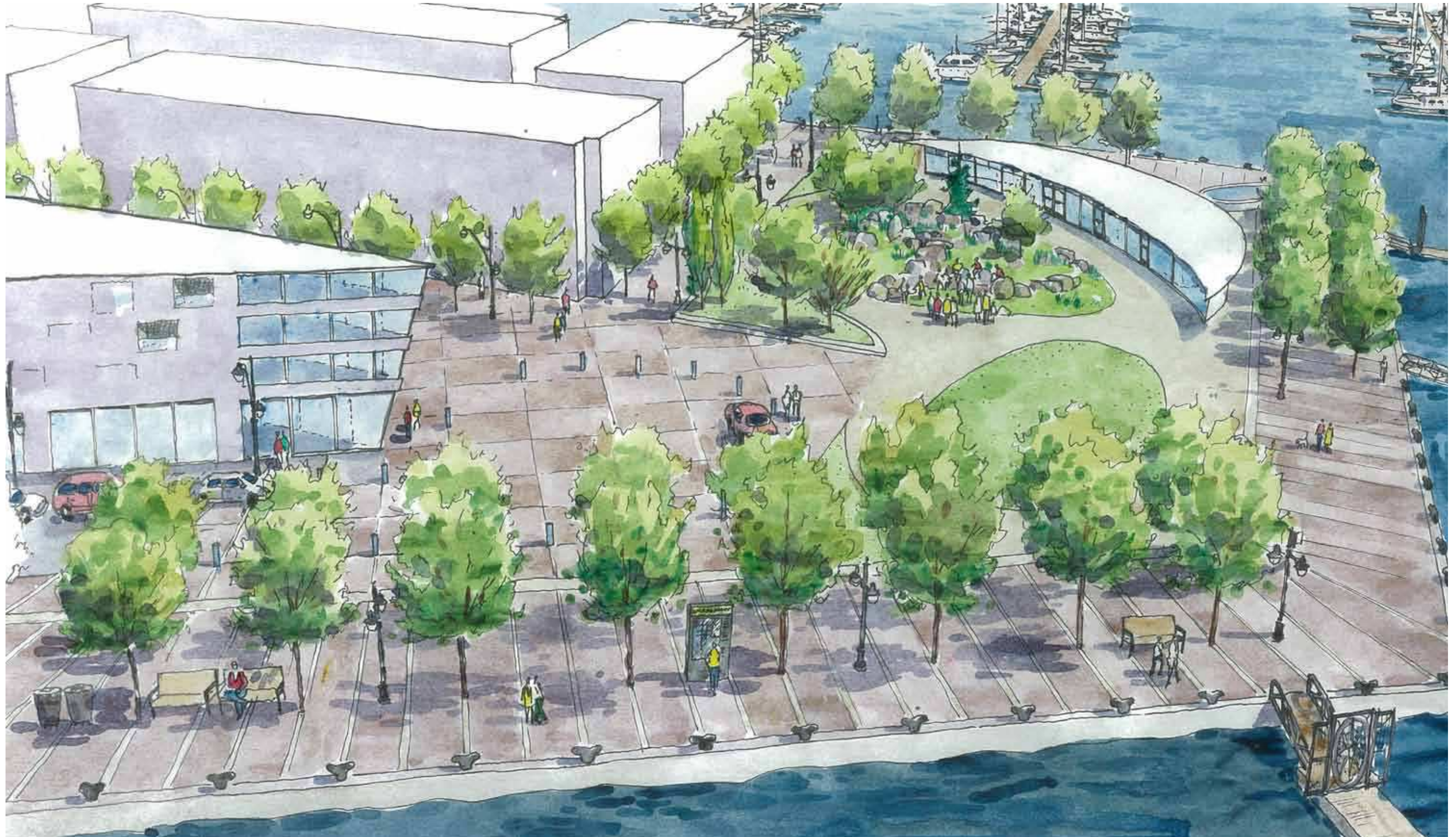


Diagram 11: Destination Park Visualization

View looking east over the Destination Park. Stavebank Road will be extended to provide frontage and access. The Waterfront Promenade will be continuous along the water's edge.



Diagram 12: Port Street East Visualization

View looking east along Port Street East from Stavebank Road. Port Street East will include on-street parking, bicycle lanes, sidewalks with street trees and high quality street furniture, and at-grade retail uses facing it.



Diagram 13: Arrival Park Visualization

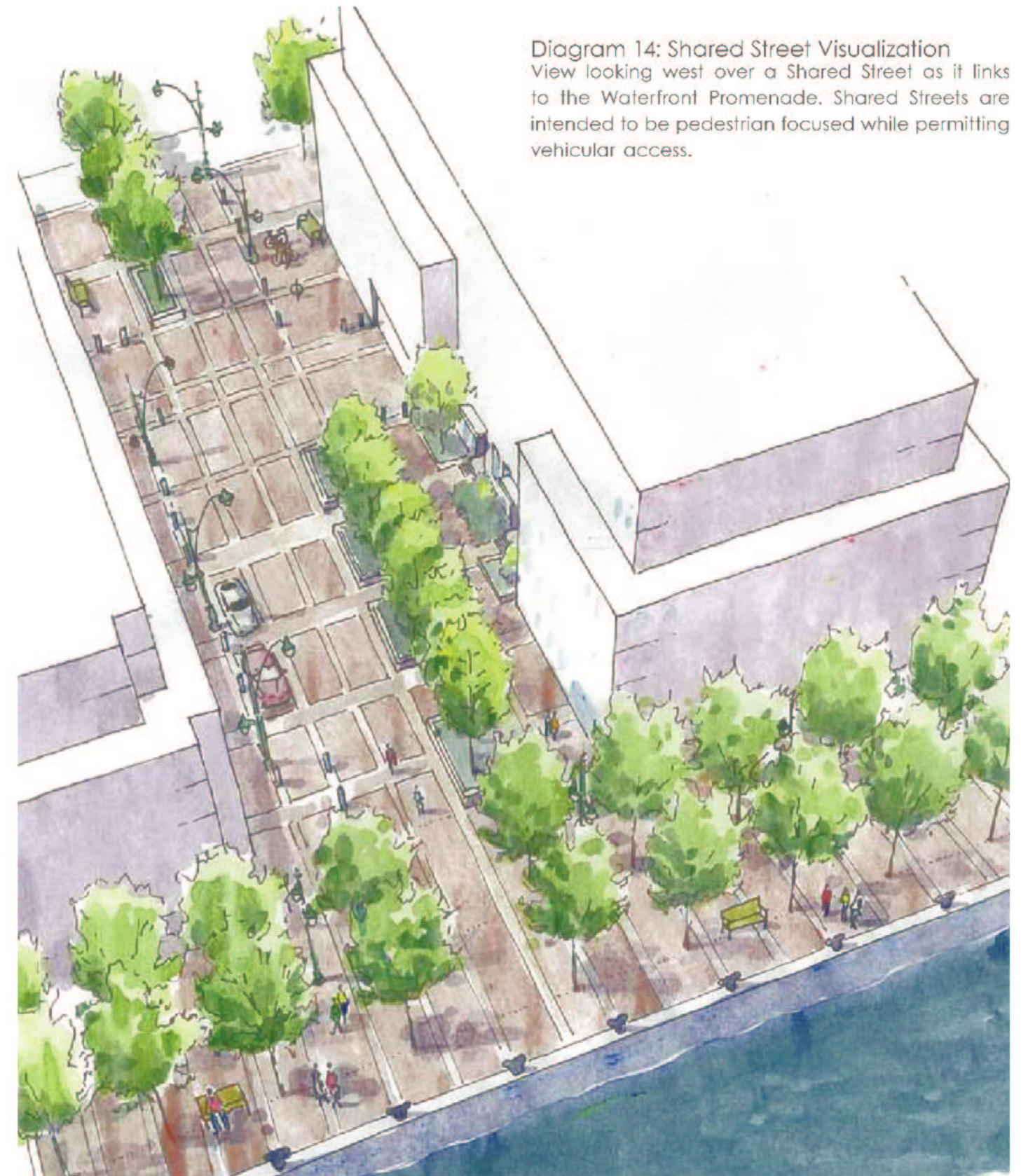


Diagram 14: Shared Street Visualization
View looking west over a Shared Street as it links to the Waterfront Promenade. Shared Streets are intended to be pedestrian focused while permitting vehicular access.

Built-Form Options/ Demonstration Blocks

As previously noted, the Demonstration Plan included in this Comprehensive Master Plan remains only one of many possible urban design and architectural expressions that could be achieved based on the Collective Vision, Guiding Principles and criteria articulated in this Comprehensive Master Plan document. The key variable is the built form to be developed within each of the identified Development Blocks.

While this Comprehensive Master Plan establishes a structuring framework for private sector development, there are many permissible configurations of built form options within the Plan's principles and criteria. A typical Development Block, shown below, has been illustrated in Diagrams 20 to 24, with a variety of building forms, all of which would be possible under the structuring framework:

Option A - This option is similar to the Demonstration Plan, showing two separate buildings on a single development block. The buildings shown in Diagram 15A are 6 storeys in height (with a step back above the 4th storey) and have a central interior corridor, with below-grade parking. The spaces in between the buildings can be designed as Access Streets, Shared Streets or open spaces. Diagram 15B shows an example of two buildings on the same development block with a pedestrian walkway between.

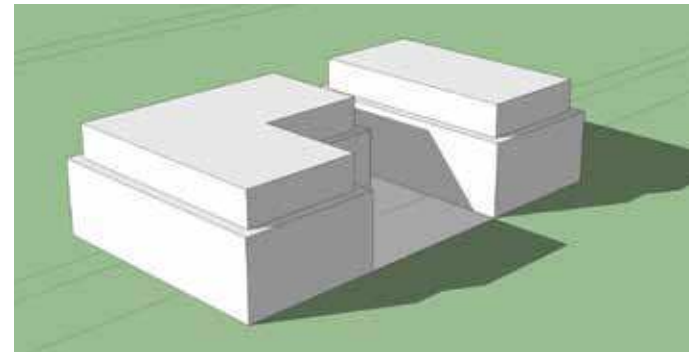


Diagram 15A: Two Building Massing

Option B - This option is similar to the concepts created by Canada Lands Company, showing a single, larger building composed of differing parts. The primary building mass shown in Diagram 16A is a 6 storey (with a step back above the 4th storey) C-shaped apartment with a central interior corridor. This option has the potential to accommodate a one to two storey above-grade parking structure internal to the block. It would be screened from view of public spaces by a veneer of active uses, such as residential units or commercial uses. Diagram 16B shows a massing example prepared for Canada Lands Company.

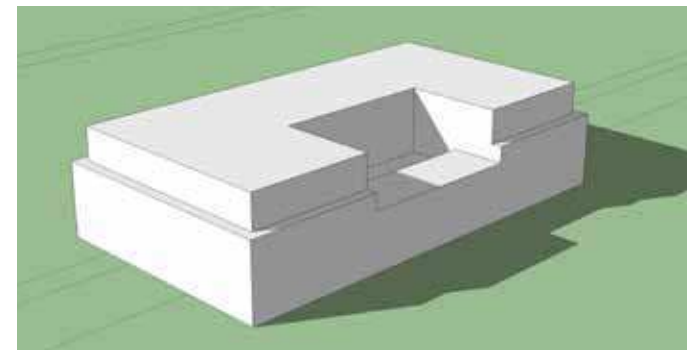


Diagram 16A: C-Shaped Building Massing

Option C - This option is similar to the concepts created by Centre City Capital Limited, showing a single, larger building that terraces to the water's edge. The building shown in Diagram 17A is a 6 storey (with a step back above the 4th storey) C-shaped apartment building with a central interior corridor and below-grade parking. Diagram 17B shows a massing model prepared for Centre City Capital Limited.

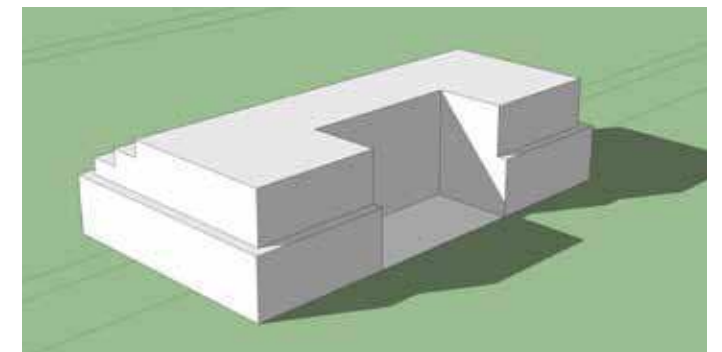


Diagram 17A: C-Shaped Building Massing with Terracing



Diagram 15B: Example of Two Building Massing



Diagram 16B: Example of C-Shaped Building Massing (source: DTAH)



Diagram 17B: Example of Terraced Building (source: Adamson Associates)

Option D - This option shows a lower built form comprised of stacked townhouses accessed individually from the Pedestrian Realm Network (i.e. by front doors). Building heights shown in Diagram 18A are 4 storeys, and parking is below-grade. Units at-grade would generally have modest private outdoor amenity areas, with the potential for a publicly accessible interior courtyard. Upper units could have rooftop amenity areas. Diagram 18B shows an example of stacked townhouses.

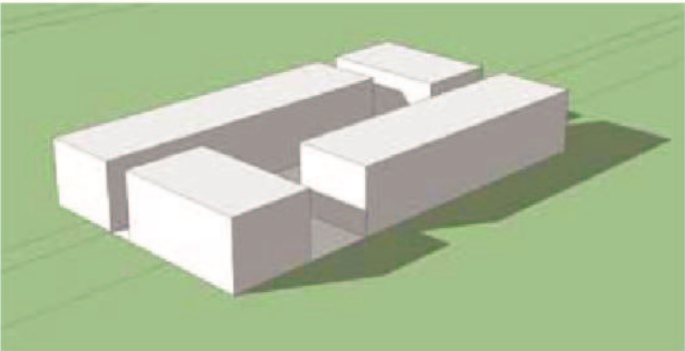


Diagram 18A: Townhouse Massing in Multiple Buildings.

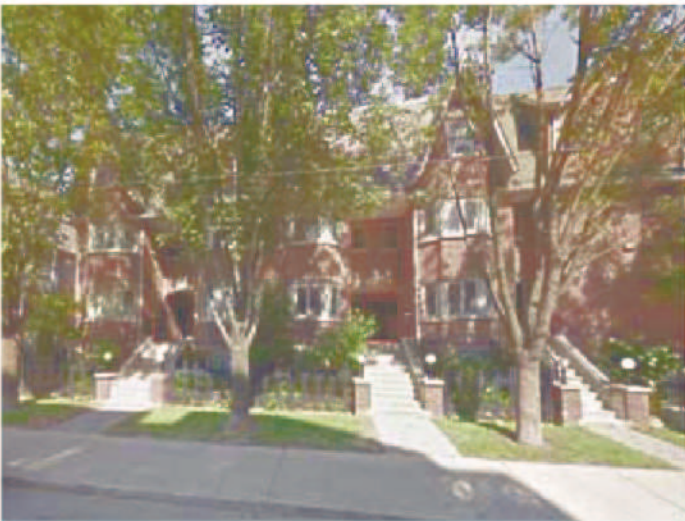


Diagram 18B: Example of Stacked Townhouses

Option E - There are many creative architectural solutions for each block. As an example, the option shown in Diagram 19A shows two slab buildings containing two storey through units (units with windows on both the front and back) that are accessed from a single-loaded corridor located on every other level. A common elevator core can connect both slabs. The building is shown at 6 storeys in height (with a step back above the 4th storey), and could accommodate a one to two storey above-grade parking structure internal to the block, hidden by a veneer of active uses. Diagram 19B shows an example of two slabs as part of the same building.

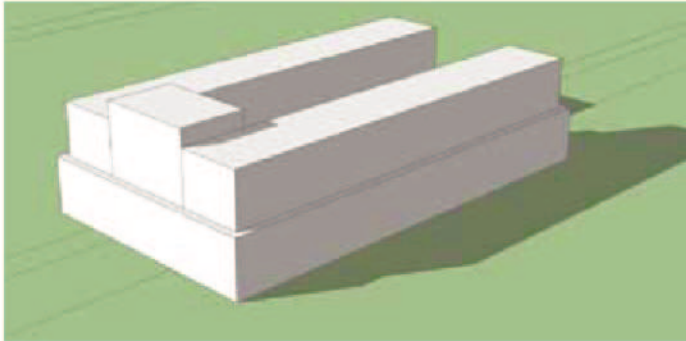


Diagram 19A: Two Slab Through Unit Massing



Diagram 19B: Example of Two Slab Through Unit Building

Statistics

The following order-of-magnitude statistics are based on the land areas generated by this Comprehensive Master Plan, and assumptions with respect to density, unit size and population yield. There are two Scenarios identified: the Demonstration Plan is at 2.0 FSI; and Scenario 2 is at 2.5 FSI, and represents the maximum Gross Floor Area permitted by the Comprehensive Master Plan.

Site Area

The Pier	
Development Blocks	2.76ha
Pedestrian Realm Network	1.55ha
Street Network	2.00ha
Total Developable Land Base	6.3 ha
The Breakwaters & Ridgetown	2.5 ha
Elizabeth and Helene Street ROW's	0.2 ha
The Water Basin	18.7ha
TOTAL AREA	27.7ha

Gross Floor Area

	Based on 6.3ha total land base (63,000m ²)	
	Demonstration Plan	Scenario 2
	2.0 FSI	2.5 FSI
Gross Floor Area	126,000m ²	157,500m ²
Commercial Office	6,000m ²	6,000m ²
Non-residential at 5%	6,300m ²	7,900m ²
Marina	5,000m ²	5,000m ²
Net Residential GFA	108,700m ²	138,600m ²

Units and Population/Jobs

	Demonstration Plan	Scenario 2
Gross Unit Size 90m ²	1,205 units	1,540 units
1.47 persons/unit	1,770 people	2,265 people
Office Jobs	325	325
Non-Res. Space Jobs	340	425
Marina Jobs	115-135	115-135
TOTAL PERSONS/JOBS	2,550-2,570	3,130-3,150

Pedestrian Realm Network*

Area	1.55 ha
% of developable land base	25%
Breakwater/Ridgetown	2.5 ha

* Does not include Breakwater/Ridgetown

Development Blocks

	Area (ha)	Dimensions (approx.)
Block 1	0.21 ha	46 x 45m
Block 2	0.21 ha	51 x 41m
Block 3	0.33 ha	42 x 78m
Block 4	0.39 ha	47 x 82m
Block 5	0.34 ha	42 x 79m
Block 6	0.37 ha	47 x 79m
Block 7	0.14 ha	37 x 71m
Block 8	0.33 ha	47 x 71m
Block 9	0.44 ha	100 x 43m
TOTAL AREA	2.76 ha	

Street System

Port Street East Widening (assumed 3m)	0.08 ha
Stavebank Road (17m)	0.60 ha
Elizabeth Street E-W Extension (17m)	0.27 ha
North-South Spine (25m)	0.48 ha
East-West Access Streets (17m)	0.14 ha
Shared Streets (17m)	0.43 ha
TOTAL AREA FOR STREET SYSTEM	2.00 ha*

*The Total Area for the Street System does not include the existing Elizabeth or Helene Street right-of-ways.

Pedestrian Realm Network

Waterfront Promenade	1.11 ha*
Urban Squares	
- Destination Park	0.31 ha
- Arrival Park	0.13 ha
Breakwater/Ridgetown	2.5 ha
TOTAL AREA	4.05 ha

*It is important to note that lands of the Waterfront Promenade, which is considered in the Developable Land Base, is also identified as within the Hazard Land Overlay Designation.

APPENDIX 1

BACKGROUND MEMORANDUM

APPENDIX 1 | BACKGROUND MEMORANDUM

Introduction

The Background Memorandum provides an overview of the documents that were reviewed in the preparation of the 1 Port Street East Master Plan. The documents were reviewed for their design intent and their ability to inform the community workshops, the principal design development events in the process.

The Port Credit Local Area Plan provides a strong framework for Port Credit as a whole, in defining its character and structure, and the kind of redevelopment that will be compatible. Building on this, the Inspiration Port Credit process has defined a strong vision and a whole series of principles for the 1 Port Street East site through extensive public consultation. Recurring themes are aimed at ensuring the redevelopment will be publicly accessible throughout, including multiple views of and access points to the water, with high quality parks and buildings, and integrated with the fabric of existing Port Credit.

Other documents and reports have provided direction with respect to components of the master plan, for example the Office study and the Marina Business Case. A brief summary of the background documents is provided here.

Port Credit Local Area Plan (August 2015)

This plan provides area specific Official Plan policies for Port Credit. It establishes the overall vision for Port Credit as an evolving waterfront village with a mixture of uses and densities with a strong public realm. Guiding principles are:

"5.1.1 Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks.

5.1.2 Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.

5.1.3 Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and balanced parks and open spaces and reinforcing high quality built form.

5.1.4 Support the preservation, restoration and enhancement of the natural environment.

5.1.5 Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision.

5.1.6 Promote a healthy and complete community by providing a range of opportunities to access transportation, housing, employment, the environment, recreational, educational, community and cultural infrastructure that can assist in meeting the day-to-day needs of residents."

The 1 Port Street East site is part of the Harbour Mixed Use Precinct. Policies for this area specify that development will be at a lower overall scale than the Central Residential Precinct (which has a height limit of 15 storeys), contain a mix of use and densities, and will step down to Lake Ontario. View corridors to the lake must be maintained.

Site specific policies require a comprehensive master plan be prepared addressing, among other matters, land use, built form, transportation,

significant public parklands along and access to the waterfront, preserved and enhanced views, and the consideration of the marina, the possible higher order transit, and employment uses.

Appended to the Port Credit Local Area Plan is a detailed Built Form Guide. It provides guidelines for the design and placement of buildings, including heights, separation distances, setbacks, at-grade uses, floorplate sizes, façade design, microclimate requirements, landscape areas, materials, access, and servicing. These guidelines are representative of contemporary industry standards for creating safe, attractive and animated streetscapes - though they have a somewhat 'suburban' character to some of their recommendations.

Zoning By-law

Most of the site is zoned C4-18, with a Greenbelt Overlay over much of it.

The C4 zone refers to main street areas which are pedestrian-oriented, and to street-related retail areas. It permits a variety of service retail and entertainment uses, including residential above retail, and excludes automotive-related and some large format retail uses. Zoning performance standards require urban buildings. This includes, for example, by imposing a maximum front yard setback of 3.0m and a minimum building height of 2 storeys. It should be noted, however, that the maximum height permitted is only 3 storeys.

Exception 18 permits the existing boat repair, sales, service and storage use, inside and outside buildings. The Greenbelt Overlay requires appropriate environmental studies be completed prior to redevelopment.

It is anticipated that the site's current zoning will be amended to permit the anticipated development.

1 Port Street East 2015 Market Update (Cushman & Wakefield, December 16, 2015)

This report provides an update to the 2014 office study undertaken by Cushman & Wakefield on behalf of the City of Mississauga specifically in regard to the 1 Port Street East site. The report concludes that a large, speculative design-build office is unlikely due to market conditions. A large office user may be possible, but on the whole, modest office space that can be absorbed in an incremental fashion will be the most viable scenario for office development on the site.

Total office space of 5,000-6,000m² (54,000-65,000 sf) is reasonable. Floorplates should be a minimum of 1,000m² (about 10,000 sf), with larger floorplates offering greater flexibility and attractiveness to potential users. The most likely location for office would be along Port Street East, closest to the retail/restaurant amenities of Lakeshore Road. A larger tenant, if attracted to this site, may desire a higher building with lake views, and a prominent location for signage.

Mississauga Marina Business Case Study – Final Report (TOURISTICS, Shoreplan Engineering Limited and The Planning Partnership, DECEMBER 2015)

The City of Mississauga commissioned a study to examine the viability of operating a full service marina at 1 Port Street East within the context of a mixed use development.

There is an anticipated strong demand for seasonal and transient slips for a new marina. The current vacancy rate is below 5% over all the Marinas in Mississauga (excluding the Port Credit Harbour Marina).

After an inventory of current capacity and operations, research of local and international marina precedents, projections of boating demands, and public consultations, 11 marina options were developed and analyzed, then reduced to two based on their overall financial and physical performance against a set of evaluation criteria, as follows.

Concept 5A consists of 482 floating slips relocated to a main floating dock paralleling the east breakwater, with an office building near the foot of Helene Street. Boat repair and storage would occur off-site. This concept is less expensive (\$24.5 million) because it does not provide a full-service marina.

Concept 8A consists of 482 floating slips relocated to a main floating dock paralleling the east breakwater, with an office building, repair facility, and dryland winter boat storage near the foot of Helene Street. Additionally, it proposes a widened east pier (through lake fill, approximately 200m in length) in order to accommodate additional summer vehicular parking and winter dryland boat storage, as well as a landscaped walkway around its periphery. This concept is more expensive (\$33.5 million) due to the additional fill and building construction, but provides a full-service marina.

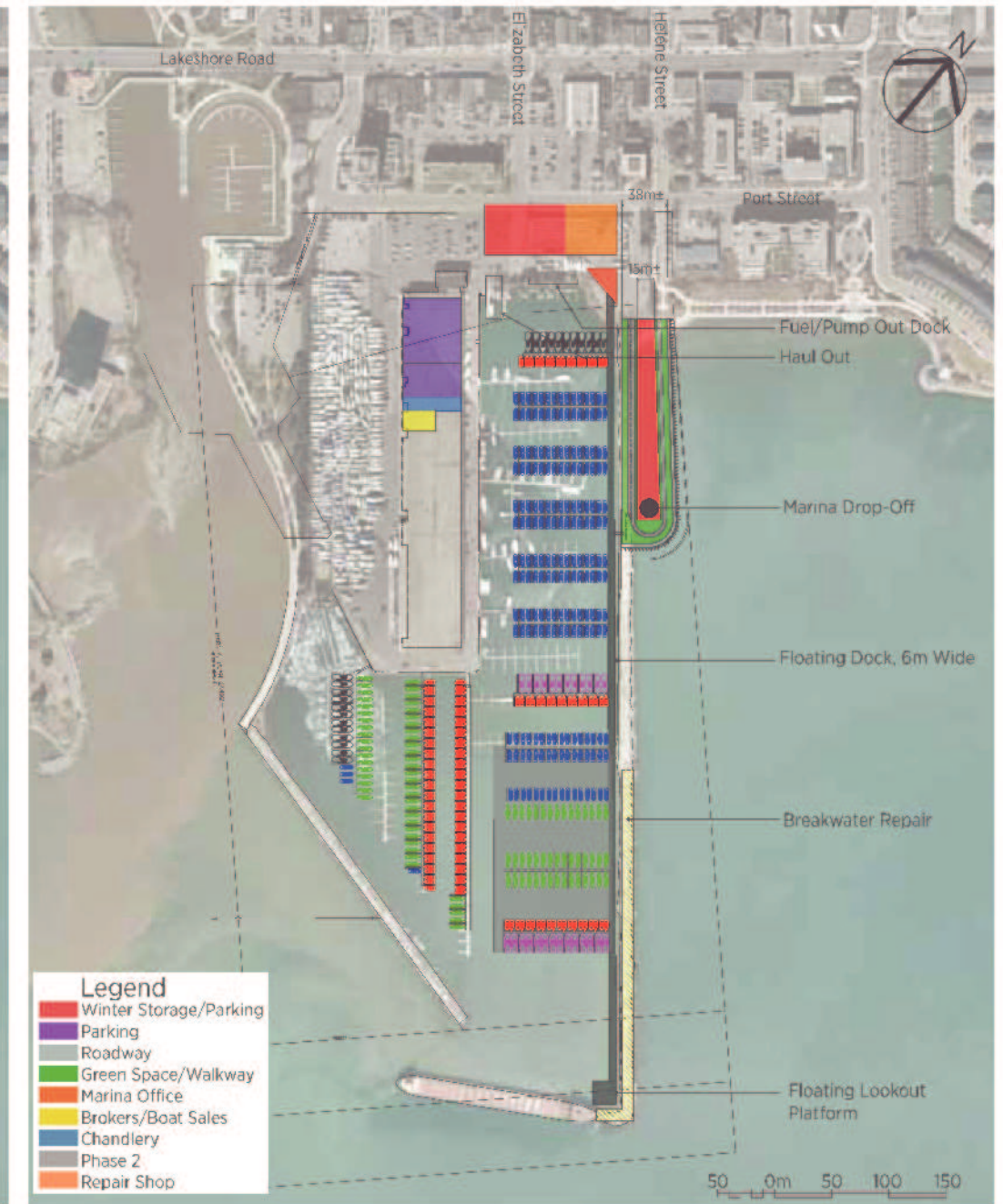
Both concepts require breakwater repairs and additional on-site vehicular parking. They assume that some of the existing businesses, such as the chandlery and boat sales, can be accommodated within new mixed-use buildings in the redevelopment.

Financial projections were examined for all of the concepts. A significant conclusion is that a private developer/operator is unlikely to find the marina redevelopment attractive, due to the significant capital outlays, modest revenues, and long term debt service. Therefore, public involvement is likely.

Concept 5A



Concept 8A (Preferred)



Recreational Boating Demand and Capacity Study, TOURISTICS and Shoreplan Engineering (June 2015)

This study provided an overview of demographic trends relating to boating demands, current trends in the type of boating and docking requirements, an analysis of the current harbour capacity on the north shore of Lake Ontario and Mississauga, and determined if addition harbour and recreational boating facility capacity is warranted in Mississauga in the next 20 years.

Boating appeals to men and women, and across a variety of income groups. Boating appeals most to people between 35 to 54 years of age. Power Boating, Sail Boating and Canoeing are all expected to increase, as a percentage of population participating, to 2035. Participation rates of people of age 65 or more are expected to triple by 2035. Boat size is increasing, and marinas will need to provide for more long finger docks (above 30' length). In Mississauga, there will be a need for an additional 770 slips by 2035. However, there will not be a need for additional launch ramps.

Innovation and Maker Spaces Research Report and Addendum (City of Mississauga, March-August 2015)

These documents explore the nature of Innovation and Maker Spaces, which are being considered by the City of Mississauga as part of the 1 Port Street East master plan and redevelopment. Maker Spaces are defined as small, shared workshops or studios with equipment and resources to make things. Equipment may include 3D printers, sewing machines, or power tools for woodworking or metal fabrication. They often cater to the general public or small businesses. Innovation Spaces are office environments geared to start-up companies and small businesses. The internal office environment is

open concept, facilitates sharing, accommodates short term and flexible user needs. Innovation Spaces often provide programs and services fostering mentorship and business development, and legal, technological, and other communal knowledge sharing practices to incubate entrepreneurs.

A tour of Maker and Innovation Spaces in the Kitchener area revealed a wide range of building sizes (2,400 square feet for a Maker Space, and 7,000 to 50,000 square feet for Innovation Spaces), funding mechanisms, and institutional associations (with Universities, municipal/local/national government agencies, information technology companies such as Google and RIM, and other start-up focused organizations).

District Energy Screening Study for the City of Mississauga (Genivar, 2013)

District Energy is a community approach to provide heating and cooling services to a series of buildings via underground piping from a central utility plant. Benefits accrue both from economies of scale and from greater efficiencies due to predictability of needs (conventional in-building systems are less efficient due to daily and seasonal fluctuations). Costs are high and therefore district energy systems are typically built and financed by government. Overall, district energy supports the City's Living Green Master Plan, and the City has expressed a desire to investigate the feasibility of implementing district energy.

Port Credit is considered one of the more suitable locations within Mississauga to develop district energy. It has a relatively high existing density, has a good profile for showcasing the technology, and combined with the Imperial Oil site redevelopment, has good potential for implementing district energy in new construction. The next steps would be to study a business case for it. This would involve defining the type, scale, location and phasing of the district energy facility, the required infrastructure, and the impacts and benefits on developers and their buildings.

Winter Planning Report: Case Study Analysis for Winter Waterfront Planning in Port Credit (City of Mississauga, 2015)

In response to requests generated through the IPC process for winter facilities and programming as part of the 1 Port Street East site redevelopment, City staff reviewed a number of precedents for ideas and best practices. These included warming stations, public art, heated patios, outdoor skating, festivals and programs, and heated or covered sidewalks. No conclusions or recommendations have been drawn as yet.

Preliminary Review of Potential for a Public Market at 1 Port Street East, Port Credit, Mississauga (Coriolis Consulting Corp, 2014)

A public market is defined as a permanent indoor facility hosting year-round vendors of meat, fish, cheese, poultry, produce, and other specialty foods, and is not to be confused with the seasonal and outdoor farmers market format. There are a number of indicators that a public market could be successful on the 1 Port Street East site in Port Credit, including a sufficient 'on paper' sales potential in the trade area of 10 miles (16km); an affluent, older and English-speaking population base; and local retail market capacity for new specialty food entrants.

However, the success of public markets is dependent on capturing frequent shoppers within a 1 to 3 mile (1.5-5km) radius. Port Credit currently has a small population within this radius. A Port Credit market would therefore have to work hard to capture this population by offering a very high quality food shopping experience, and, the surrounding development would have to offer very high quality recreation, entertainment, and shopping as part of a regional destination. It is noted that an increased residential population on site would help.

The size of the public market building that can be supported by the population of the trade area is about 40,000 square feet, of which 20,000 square feet is leasable. In addition, a 100,000 square foot site is recommended, in order to provide a servicing/loading area and outdoor public seating, performance, and vending areas. Because a large volume of annual sales is generated on a few summer weekends, 400 parking spaces should be provided close by: food is heavy and people arrive from the surrounding region by car.

Public markets benefit from a location with good urban character, a waterfront, adjacent programmed public open space, complementary specialty retail, and lots of parking. They offer benefits to surrounding communities including daily convenient food shopping, and community ambiance. On the other hand, high traffic volumes, early morning loading activities, and garbage (with its smell) can detract from residential areas, and should be mitigated. If a public market is constructed in Port Credit, the existing farmers market would likely benefit from being relocated to the site as well.

International Design Competitions Task Force: Report on Recommendations (City of Mississauga, 2013)

The 1 Port Street East site is identified in the City's Inventory of Landmark Sites. These sites are encouraged to have International Design Competitions to foster high quality architecture, urban design and landscape. It is not mandatory for private landowners to participate. Rather, the City wishes to engage landowner interest in holding design competitions that are based on best practices, such as those of the Royal Architectural Institute of Canada or the Ontario Association of Architects.

Community Meeting Materials and Survey Results (City of Mississauga, 2014-2015)

Inspiration Port Credit

The Inspiration Port Credit process was initiated in 2012 to envision the future transformation and redevelopment of the former Imperial Oil lands and the 1 Port Street East site. It has informed and engaged the public in creating a vision and principles for the lands. This work has included:

- online surveys;
- a consultant-led public engagement process resulting in a guideline report entitled "Charting the Future Course";
- a boating demand and capacity study;
- a marina business case study; and,
- a series of public meetings to educate the public and solicit opinions on future change.

Through the results of this master plan process and the associated studies, the City will create the appropriate planning policy framework, for the eventual redevelopment of the two sites, including the 1 Port Street East site.

"See the Possibilities" Online Survey (September 2014)

The City conducted an online survey for both to the 1 Port Street East site and the former Imperial Oil lands, related to general principles for change and development that had been generated through the public participation. The principles were:

- Protect the marina: the operation, sales, service and repair (with permits) as well as charter boats and deep water harbour. Look at providing opportunities for boat storage on site;

- Build a vibrant waterfront community and destination [park] at this unique site with a "Marina Marketplace";
- Ensure that open space is in the best spot for use and is comfortable, animated and attractive all year round. Provide views and access throughout the site to the water;
- Support tourism with "Marina Marketplace" restaurants, shops and entertainment. Protect and add jobs...; and,
- Put pedestrians first!

The survey question to each principle was phrased as 'Do you think we're headed in the right direction?' Each question received a minimum 80% YES response; in other words, survey respondents feel the principles are headed in the right direction. In addition, numerous written comments were received with further ideas and suggestions.

The survey also showed three Marina "Possibilities" in the form of concept plans for the site. The three plans are the same in terms of the community structure shown on the main wharf, and vary on the eastern portion of the site and marina basin, with respect to the east pier (expanded or not), the location of slips (east or west side) and the location of the marina repair facility (on the land lot or on the pier). Design features of the concepts include:

- A continuous water's edge promenade;
- A large park at the southern tip of the wharf (with some lake fill);
- The extension of Stavebank, Elizabeth and Helene southwards into the site;
- A grid of roads on the west side of the wharf, with service access to the east side; and,
- Taller buildings along Port Street East.



City of Mississauga Marina "Possibilities" Concepts

Charting the Future Course: A Strategic Comprehensive Master Plan and Implementation Guide (Stoss Urbanism, December 2013)

A multi-disciplinary consultant team, led by Stoss Urbanism under the City's direction, led a publicly engaged study as part of the IPC process. This included background research, public consultations, public workshops and design development. The consultant team conducted a peer review of the 1 Port Street East master plan for their lands. The final report makes a series of design and policy recommendations for the 1 Port Street East site.

The vision and guiding principles generated through the public process form the basis for the City's current master plan exercise. They include:

- Embrace the water;
- Celebrate Port Credit's waterfront heritage;
- Living green and blue;
- Create an economically sustainable waterfront;
- Connect land and water;
- Balance development and embrace the regional context; and,
- Activate early and often.

In addition to the principles, the report makes some detailed design recommendations for the lands.

Key public realm recommendations include:

- Protecting and enhancing water views;
- Completing the waterfront trail; and,
- Creating a well-connected network of public spaces (road and open spaces).

Key private realm recommendations include:

- Limiting heights to 6 storeys, stepping down to 3-4 storeys at the water's edge, with potential for 8-12 storeys along Port Street;
- Overall site density of 2.5 times coverage; and,
- Encouraging mixed use and retail along much of the site's edges, including a marina marketplace, and employment/office uses.



Stoss Report Concept - Vehicular Circulation, Residential and Commercial Uses



Hurontario-Main LRT Project Environmental Project Report (Cities of Mississauga and Brampton, and Metrolinx, 2015)

Port Credit is a Gateway Mobility Hub in the Big Move – a place where transit lines meet. Existing transit includes the Lakeshore West GO Station and City of Mississauga bus routes. Future transit includes the Hurontario LRT, and longer term, high order transit along Lakeshore Road East. Metrolinx envisions Mobility Hubs as mixed use, high density, pedestrian oriented districts seamlessly integrated with transit. The Master Plan Study identifies the existing southeast GO parking lot as a key transformative location to achieve 20+ storey mixed use development at 4.0 times density with a new 500 space parking garage.

Most of the 1 Port Street East site is within the 800m radius of study, centred on the Go Station, in the Port Credit Mobility Hub Master Plan Study. As such, the Study has a number of recommendations relating specifically to the site:

- Creation of a mixed use node, composed of high density, low- to mid-rise buildings, with associated waterfront retail and open space. The site should be well-connected to the existing street network, and highly permeable to views;
- Commercial is allowed along Port Street; and,
- 3.0 times density, and up to 8 storeys of building height, over the entire site, with additional height considered in specific locations. However, the Study also notes that a site-specific master plan is needed to determine all of the above parameters.

The Study examines four options for the terminus of the Hurontario LRT, three of which would result in LRT tracks on Port Street East directly adjacent to the CLC lands. The recommended Option 4 would result in a terminal station on Port Street East between Helene and Elizabeth Streets. However, the current design drawings for the LRT terminate the line at the Port Credit GO station.

The Hurontario-Main LRT Project Environmental Project Report notes that continued discussion is required in order to determine the appropriate location of a waterfront-area stop, its interface with the 1 Port Street East site, and the flexibility to expand the LRT across the Credit River.

Metrolinx has worked with the City of Mississauga to bring forward draft Official Plan Amendment policies in order to implement the site development. They are currently seeking a private development partner to build the proposal.

One Port Master Plan: Keeping the “Port” in Port Credit (Canada Lands Company, 2013)

Canada Lands Company (CLC) retained a multi-disciplinary consultant team to prepare a comprehensive master plan for the site. The CLC plan engaged the public in a meaningful process to envision future development. They also dovetailed with the concurrent Inspiration Port Credit process.

The CLC report provides a detailed vision for a vibrant, mixed use waterfront community. Characteristics of this plan include:

- A fine-grained network of streets and blocks;
- A continuous waterfront promenade linking St. Lawrence and JJ Plaus parks, punctuated with water's edge parks and plazas;
- A mid-rise six storey building scale, with four storey podiums facing streets. Buildings along Port Street East would be 8 or 12 storeys; and,
- Mixed use retail at grade in most buildings.

In general, this plan seems consistent with the intended vision of Port Credit as set out in the Local Area Plan,



Canada Lands Company Concept, with Two Marina Options

Centre City Capital Limited
Concept (Adamson Associates,
2013)

Centre City Capital Limited is the operator of the private Port Credit Harbour Marina currently on the 1 Port Street East Site, which they lease from Canada Lands Company. They have prepared their own redevelopment concept for the Site, which takes, as a starting point continued full-service marina operations. They emphasize the creation of a 'marquee destination' through public access to, and amenity along, the water, mixed residential, office and retail uses, and a coordinated approach to design (as opposed to individual builders each with their own expressions).

Some observations of this plan include:

- A stylized, formal, symmetrical site plan arrangement;
- A very large, central pedestrian plaza/spine terminating at a long, tall (15 storey) and signature building at the southern tip;
- 8-9 storey buildings lining the site's edges;
- What appear to be two, 6 storey office buildings along Port Street;
- Significant retail occupying part of the at-grade levels of all the buildings facing inward;
- A pedestrian promenade along the water's edge; and,
- An expanded east pier with public open space and with what appears to be the relocated marina facilities.



Centre City Capital Limited Concept



Ann Street Development
Proposal, Ontario Municipal
Board Decision (January 2014)

F. S. 6810 Limited Partnership (FRAM) proposed a 22 storey residential building for a site comprising 6, 8 and 10 Ann Street in Port Credit, just west of Hurontario Street and north of Lakeshore Road East, and appealed to the Ontario Municipal Board over the City's neglect to enact their Official Plan and Zoning amendments.

The proposed building, incorporating a two storey podium with at-grade retail, while considered well designed, was found by the Board not to reflect the policies of the City and dismissed. Specifically, the proposal was of a height, scale, massing and density that is excessive for the site, did not provide appropriate transition or scale with respect to the surrounding established neighbourhood, would be visually intrusive with respect to the low-rise character of Lakeshore, and would set an undesired precedent for future development in the area.

The Board preferred the above urban design and character arguments put forward by the City over the appellant's arguments, which focused on providing higher density to support transit, and, the suitability of the proposed height in a context of existing tall buildings. The Board stated that the existing tall buildings were older and built at a time when there was no clear planning direction, and that the City has established clear policy with respect to Port Credit in terms of achieving compatibility and fit, including directing the tallest buildings towards the GO station, and limiting heights to around 14 storeys elsewhere.

This decision provides some guidance for the development of the 1 Port Street East site consistent with the City of Mississauga's Local Area Plan.

APPENDIX 2

SUMMARY OF PUBLIC CONSULTATION

APPENDIX 2 |
SUMMARY OF PUBLIC
CONSULTATION

Introduction

Port Credit Local Area Plan states that **“consultation on the comprehensive Master Plan will occur with the landowners, local community, and other stakeholders.”** This Comprehensive Master Plan was created with extensive stakeholder consultation. This includes the incorporation of much foundational work undertaken since 2012 as part of the Inspiration Port Credit Process.

There were two principal mechanisms for public input and comments. First and most importantly, much thinking on community organization and design occurred during the two public workshops. Secondly, there was ongoing opportunity for written comments collected by the Inspiration Port Credit website throughout the process. A general overview of those comments is presented here.

There were a total of three days of public input during the workshops, which occurred both during the day and in the evening. The biggest turnout and most comments were received during and immediately following the second public workshop.

From the start, there have been a range of comments from the public on most issues: some in support, some in opposition. It can be argued that the design concepts shown on various options all were ‘in the ballpark’ in terms of their approach to their components such as building heights, land uses, street network, and the like. Some people felt that the concepts went too far – buildings are too tall, too many streets, not enough parks; while others felt that the concepts didn’t go far enough – need taller buildings, and need more active/retail uses. This applies both to the previous concepts that had been developed for the site by the City, its consultants, and other landowners, as well as to the concepts developed specifically during this process.

Waterfront pedestrian access, open spaces and views were probably the most important issues to people. Since the previous concepts as well as the Alternative Concepts, Emerging Concept, and the Demonstration Plan developed during this process all have near-continuous public access to the water’s edge and key view corridors preserved, people have generally been satisfied on this front. The one consistently identified shortfall perceived by the public is that there are not enough parks, or the parks are too small.

Height and density were among the next most important issues. Right from the start there were a range of opinions. Some people felt 4-6 storeys throughout with wide building separations were appropriate; others were satisfied with the range of heights under discussion (6-12 storeys, with the potential for one higher building); and others feeling the height and density were not enough to generate a critical mass of activities and amenities, and that more tall buildings were needed.

Through discussion with stakeholders and the general public, a number of themes emerged:

- An amazing site
- Exciting
- A new paradigm for Port Credit
- Destination
- Iconic
- Landmark
- Economically sustainable
- Financially viable
- Sustainable infrastructure
- Great green architecture
- Healthy community
- Human scale
- Accessible
- Affordable housing
- Public art

These themes were common catchphrases and desires expressed by workshop participants. They were woven into the master plan in various ways.

Two Day Workshop

December 2-3, 2015

A two-day workshop was held on December 2 and 3, 2015. The purpose of the workshop was to involve the stakeholders and the community in the process to develop a Demonstration Plan for the 1 Port Street East Site. During each day of the workshop, there were three streams of work:

- Stakeholder meetings;
- Design; and
- Presentations, conversations with the public.

On each day of the workshop, members of the consulting team met with the following stakeholders in sequential working sessions:

- Staff from the City, Region of Peel and Credit Valley Conservation;
- Canada lands company;
- Stakeholders interested in a focused discussion on the marina and jobs; and
- Stakeholders interested in a focused discussion on land use, parks, built form and mobility.

The Demonstration Plan evolved through a process of establishing key design parameters and options on the first day, followed by developing the “Emerging Plan” on the second day of the workshop.

The public was invited to an informal drop-in on the first day after 12:00pm for one-on-one conversations with a member of the team. A formal presentation summarizing the results of the day was made at 7:00pm, followed by table group discussions to obtain input on the component elements of the previous concept plans. The public were again invited for an informal drop in on the second day after 11:00am. An evening presentation was made to a group of residents to report out on the results of the second day at 7:00pm followed by a round table discussion on the Emerging Plan with workshop participants.

Day 1: Design Parameters

The first day of the workshop focused on achieving a common understanding of the fundamental design parameters. To do so, the team dissected each of the previous concept plans developed for the site according to the component frameworks, or layers for:

- **Open space;**
- **Pedestrian and cycling network;**
- **Street and block network;**
- **Land use;**
- **Height pattern; and**
- **Marina.**

The team heard a wide range of opinions with respect to preferences for various frameworks. Key points heard included:

1. Views to and through the site are important, establishing a connection to the water's edge;
2. East-west and north-south connectivity are important; some felt it must be accomplished with a road grid, others felt it could be more pedestrian;
3. Everybody agrees on the pedestrian promenade at the water's edge;
4. Many people felt that greater building height is appropriate at Port Street and the wharf should be lower in scale;
5. Many people felt a taller iconic building at the southern tip of the site would be appropriate;
6. Mixed use is ideal, but how much retail and where it should be located were debated; and
7. Preserving the operation of the existing marina and building through the initial redevelopment and site construction is important. In the longer term, the marina function will be accommodated in a new facility.

Design parameters were also developed based on the discussions. Through the workshop conversations it was revealed that the Demonstration Plan should:

- Not be a private enclave
- Have streets and blocks to facilitate development and provide public access, EMS, service, etc.
- Extend Stavebank for access by pedestrians, cyclists, and cars
- Include a street to clearly define the edge of private development
- Provide more than one way to drive in and out
- Distribute public space and locate some at the water's edge
- Include continuous public access at the water's edge
- Have 4-6 storey buildings on the south pier with higher buildings close to Port Street
- Have buildings with ground floor retail/ commercial uses
- Include between 5,000 to 6,000 square metres of office employment space
- Accommodate a full-service marina as per the Marina Business Case

The following is a summary of input in response to the component layers of the previous concept plans illustrated on the facing page.

Pedestrian Realm

- Full public access to the water's edge

Street System and Development Blocks

- Create cobblestone streets
- Don't have parking everywhere; reduce the parking requirement

Building Height

- High along Port Street (22 storeys) and 4-6 storeys elsewhere
- No tall building across the full tip of the pier

View Corridors

- Keep views to the water

Land Use

- Shops, restaurants and coffee shops on the ground floor
- Keep lots of employment (60,000 sq ft)
- Area needs to be active all year

Previous Concept Plans

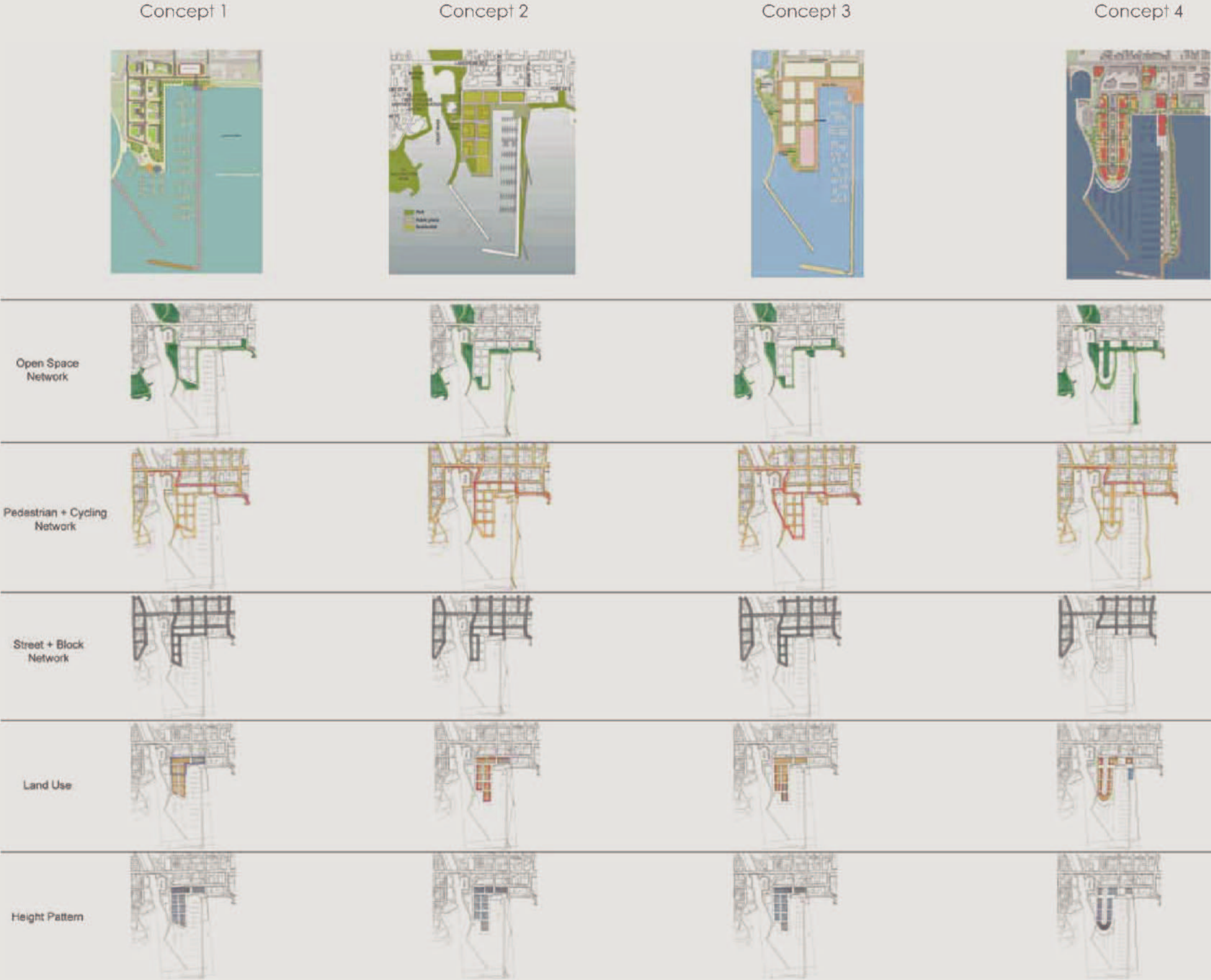
Over the past several years, a number of Concept Plans have been developed and discussed. This includes two plans prepared by or at the direction of the City, and one by Canada Lands Company, all three of which involved extensive public consultation. A fourth plan was prepared by Centre City Capital Limited.

The component frameworks, or "Layers", of each of the previous Concept Plans were analyzed to understand the underlying neighbourhood structure of each. The Layers were compared and contrasted with each other.

All of the Concept Plans provide a continuous open space network focused on the water's edge, making linkages to adjacent parks.

Concepts 1, 2 and 3 have a very similar neighbourhood structure in terms of their street and block pattern, a grid pattern connecting to Port Street East, and their height pattern, where the tallest buildings are located adjacent to Port Street East. Concept 4 has a central plaza for access and focuses height at the southern tip of the Pier.

All of the Concept Plans propose mixed use with retail at grade, with varying locations from central to perimeter for the retail.



Layers of the Previous Concepts

Day 1 & 2: Design Concepts

During the workshop, the design team developed three concept options for the site.

Concept A



- 1. Wide east block, narrow west block
- 2. Extension of Stavebank as a loop road
- 3. Wharf end park
- 4. Existing shed building can remain during 1st phase of development
- 5. Focus retail on interior street
- 6. Continuous promenade

Concept A shows a marina repair facility and boat storage (blue in top image) as per Marina Business Case Option B.

Concept A Variant



- 1. Equal width east and west blocks
- 2. Extension of Stavebank as a loop road
- 3. Wharf end park
- 4. Existing shed building removed
- 5. Focus retail on interior street
- 6. Continuous promenade

Concept A variant shows no marina repair facilities, boat storage or pier expansion, as per Marina Business Case option A. These could be accommodated in this concept by replacing the development block in this area with a repair shop and expanding the pier, as per Marina Business Case Option B.

Concept B



- 1. Wide blocks
- 2. Extension of Stavebank as a loop perimeter road
- 3. Park is mid block and connected to water at both ends
- 4. Marina or development block on Port Street
- 5. Continuous promenade

Concept B shows a marina repair facility and boat storage (blue in top image) as per Marina Business Case Option B.

Concept C



- 1. Wide blocks
- 2. Stavebank extended as a loop perimeter road
- 3. Park is at water's edge in basin; central to village
- 4. Continuous promenade

Concept C shows no marina repair building or boat storage, as per Marina Business Case Option A. Instead, it shows a public park in this location.

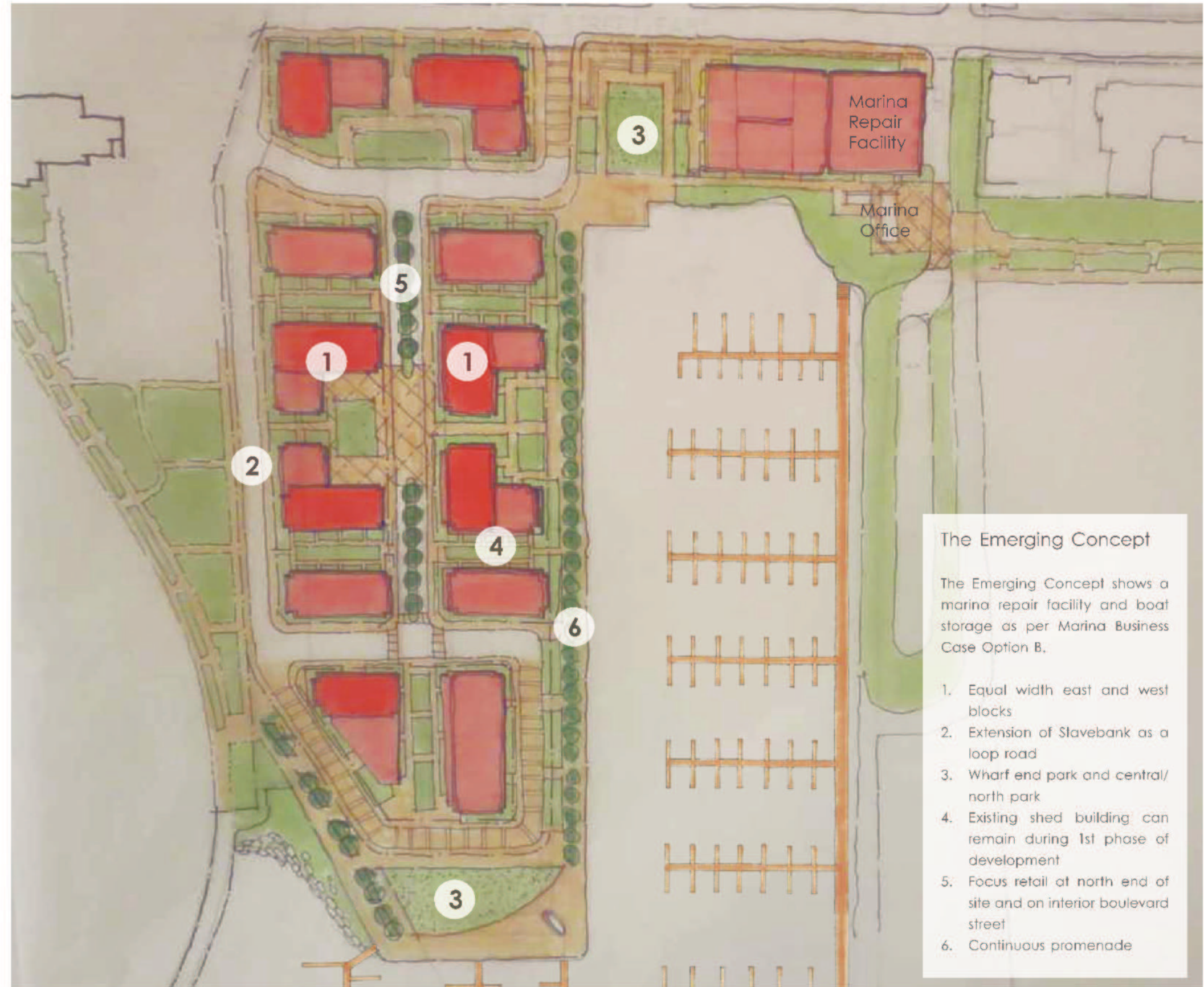
Day 2: The Emerging Concept

The Emerging Concept, shown in Diagram 14, was developed based on discussions with respect to the three options with the various staff and stakeholder groups during Day 2.

The Emerging Concept was presented on the evening of the second day of the workshop. There was broad based support for the Emerging Concept that captured the principles upon which it is based.

During the discussion with workshop participants, the following comments were made:

- The internal street network allows good access to the site and provides good connectivity, but might be excessive in places where it is not needed;
- Connecting a street directly to Elizabeth will better integrate this development with Port Credit;
- Two park locations create opportunities for providing different functions and amenities;
- This "amazing site" should be reflected in iconic buildings – including one at the southern tip of the wharf, if it has a significant public use or benefit;
- A full service marina with some auto parking and some winter boat storage is desired;
- The existing wharf shed should be maintained as development is phased in around it. The existing businesses can move once their new facilities are ready; and
- Concern for too much ground floor retail and success of retail on internal street.



The following is a summary of the comments on the layers of the emerging concept:

Pedestrian Realm

- Like the water’s edge trail
- Are the parks are large enough for active uses?

Street System and Development Blocks

- Concern with the Stavebank/Lakeshore intersection – is dangerous today and what will happen in future?

Building Height

- Some liked the 6 storey general heights, could also be 4 storeys
- Others didn’t mind 12 storeys along Port
- There was a strong voice for a tall/landmark building befitting the unique and special location

View Corridors

- Views have been considered and maintained – including views from existing streets and views across the site
- Lots of views from the water’s edge

Land Use

- Discussion around the potential tall/landmark building was linked to community benefits – a use at the ground level of the building that provided a community service, destination or benefit – can’t have height without the benefit
- Liked the active winter use/potential
- Liked the dense, active, 6 storey fabric, liked the marina staying as a use
- Concern with spending substantial monies just for boaters (to build the new marina)
- Some written comments were concerned with maintaining a full service marina and associated employment

One Day Workshop 2

February 4, 2016

An evening public presentation and working session (estimated 200+ people) was held to present the Draft Master Plan. People held table group discussions and provided verbal and written feedback organized under the Layers. A number of written submissions followed in the period after the workshop.

Pedestrian Realm

- Good that everything is connected, it’s walkable, it integrates health, recreation, art, etc.
- Should be pedestrian only, keep traffic out
- Concern about creating wind tunnels
- Should have pedestrian access to the breakwall
- Parks seem too small for the proposed amenities
- Need more green spaces, bigger green spaces
- Need opportunities for community engagement in park design
- Provide indoor-outdoor pools, hockey/skate park, playground and performance areas
- Maintain the green space shown in the plan now, don’t let it be eroded

Street System and Development Blocks

- The street system creates clear connections and makes the site accessible
- Mixed traffic is great
- Support the shared street and pedestrian-first approach
- The street grid breaks up the building massing
- Concern with traffic on Lakeshore

- Concern with background traffic, ensure there is a traffic management plan
- Concern with existing lack of available parking
- Have dedicated bike lanes, not bike paths

Building Height

- Like the transition from higher to lower (lower at the water’s edge)
- Love the iconic building and international design competition
- Don’t like the tall building
- 8-10 storeys is good
- 6 storeys is too high (or 5)
- Tall buildings should set back from Port Street
- Ensure developers respect the building heights and don’t go to OMB for more
- Keep building heights at existing zoning – 3 storeys
- 3 storeys stepping up (to 6, to 10…)
- Could exceed 22 storeys with fewer buildings

View Corridors

- Street views in all directions, lots of views, lots of sight lines
- Makes it easy to navigate
- Lots of chances to see the water
- Concern with canyon effects of views
- Make the view corridors wider

Land Use

- Great to preserve the full service marina, need winter boat storage
- Need activity, lots of uses
- Model community uses: residential, office, retail, public, cultural
- Need a permanent market

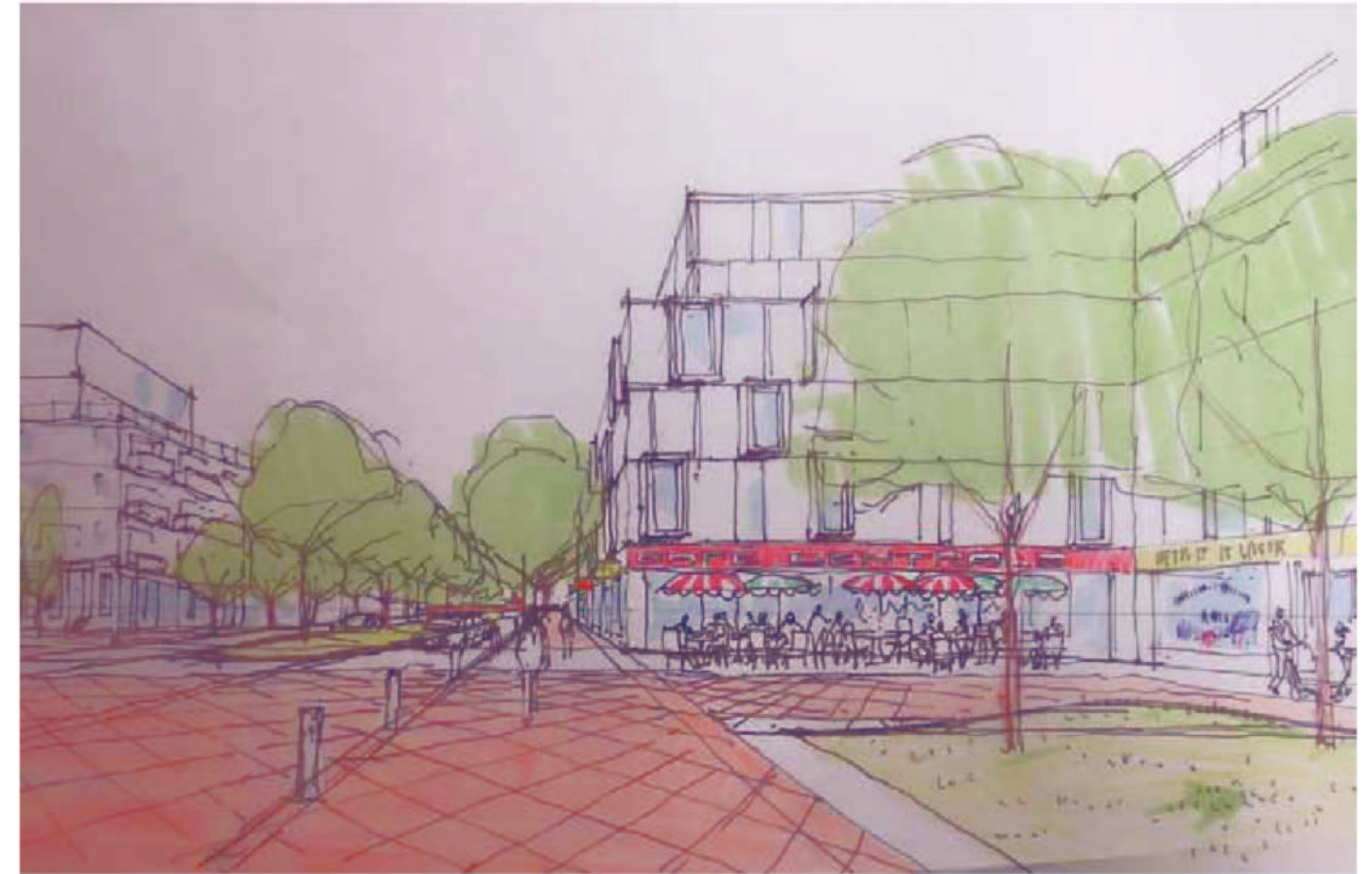
- Concern with size of proposed marina – enough space? Need storage, access, slips
- Add a community garden
- More community uses
- No office buildings!
- Need a variety of housing – co-op, rental, seniors
- More and larger green spaces
- Don’t let it be a gated community

Character Sketches

A number of character sketches were prepared to illustrate the key aspects of the emerging concept.



View looking west from the Waterfront Trail towards the site. The existing Waterfront Trail will be extended into the site.



View looking south along the central spine from the middle of the site. In the emerging concept, the central spine road could be a location for retail.



Appendix 2 – Draft Official Plan Amendment

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

Amendments to Mississauga Official Plan

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

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

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

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

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

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

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

Amendments to Port Credit Local Area Plan

- Section 10.2.4 Harbour Mixed Use Precinct

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

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

New policy be added as follows:

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

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

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

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

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

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

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

Land Use - Open Space

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

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

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

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

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

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

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

13.1.8.x Notwithstanding the policies of this Plan, the following additional uses are permitted within Area D:

- a. marina facilities, including floating docks and boat slips, fuel dock and pump-out station, boat repair facilities, and ancillary equipment; and
- b. on-site winter boat storage.

Land Use – Mixed Use

13.1.8.x Notwithstanding the policies of this Plan, the following additional uses are permitted in Area C:

- a. marina facilities, including floating docks and boat slips, fuel dock and pump-out station, boat repair facilities, and ancillary equipment; and
- b. on-site winter boat storage.

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

13.1.8.x The equivalent of a minimum of five percent of the total gross floor area (gfa) will be provided for at-grade, non-residential uses in Areas A and B. Retail and service commercial uses will be limited in size to a maximum of 3,800 m² per individual business.

13.1.8.x A minimum of 6,000 m² of office space will be provided in stand-alone or mixed use buildings. A maximum of 20 percent of the proposed gfa for office space may be developed at-grade in any individual building. The remainder of the proposed office space is to be located on floors above-grade.

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

Urban Design

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

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

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

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

Transportation

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

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

Environment

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

13.1.8.x All development will contribute to the health of the environment and promote innovative infrastructure by incorporating measures such as:

- a. active transportation, and include facilities for pedestrian, cyclists, transit and vehicles;
- b. efficient and sustainable water, waste water and stormwater management systems;
- c. site or area specific district energy and/or deep lake cooling systems;
- d. renewable energy components in all development;
- e. innovative garbage collection and utility delivery strategies;
- f. installing green roofs or white roofs; and
- g. installation of light-coloured paving material or any paving material with a solar reflectance index of at least 29.

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

Staging of Development

13.1.8.x The staging of development on the site will be required to ensure the following:

- a. the need to mitigate existing site contamination issues, prior to any development;
- b. that the existing marina-related businesses can continue to operate, until alternative and appropriate building spaces and infrastructure are developed to

accommodate their continued and uninterrupted operation; and
c. the requirement that new development incorporate office floor space and other non-residential floor space in conjunction with the development of new residential dwelling units.

13.1.8.x Mississauga will consider development applications on the site in increments of a maximum of 30,000 m² of gfa.

13.1.8.x New development on Areas A4 and B4 will not be permitted until other site requirements have been provided and are available on-site or elsewhere in the city, including the following:
a. appropriate marina-related infrastructure;
b. office;
c. retail and service commercial floor space; and
d. boat repair facility.

Implementation

13.1.8.x In determining community benefit accrued under Section 37 of the *Planning Act*, the following priorities will be considered:
a. improvements to the components to the public open space;
b. improvements to the marina facilities;
c. improvements to streetscape;
d. public art installations;
e. establishment of new non-profit community or cultural services and facilities, including child care, library facilities, maker spaces, artist workshops, gallery spaces and/or performance spaces;
f. provision of dedicated affordable housing units;
g. achievement of criteria for LEED Platinum status; and/or
h. provision of district energy and/or deep lake cooling systems that serve the broader Port Credit community.

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

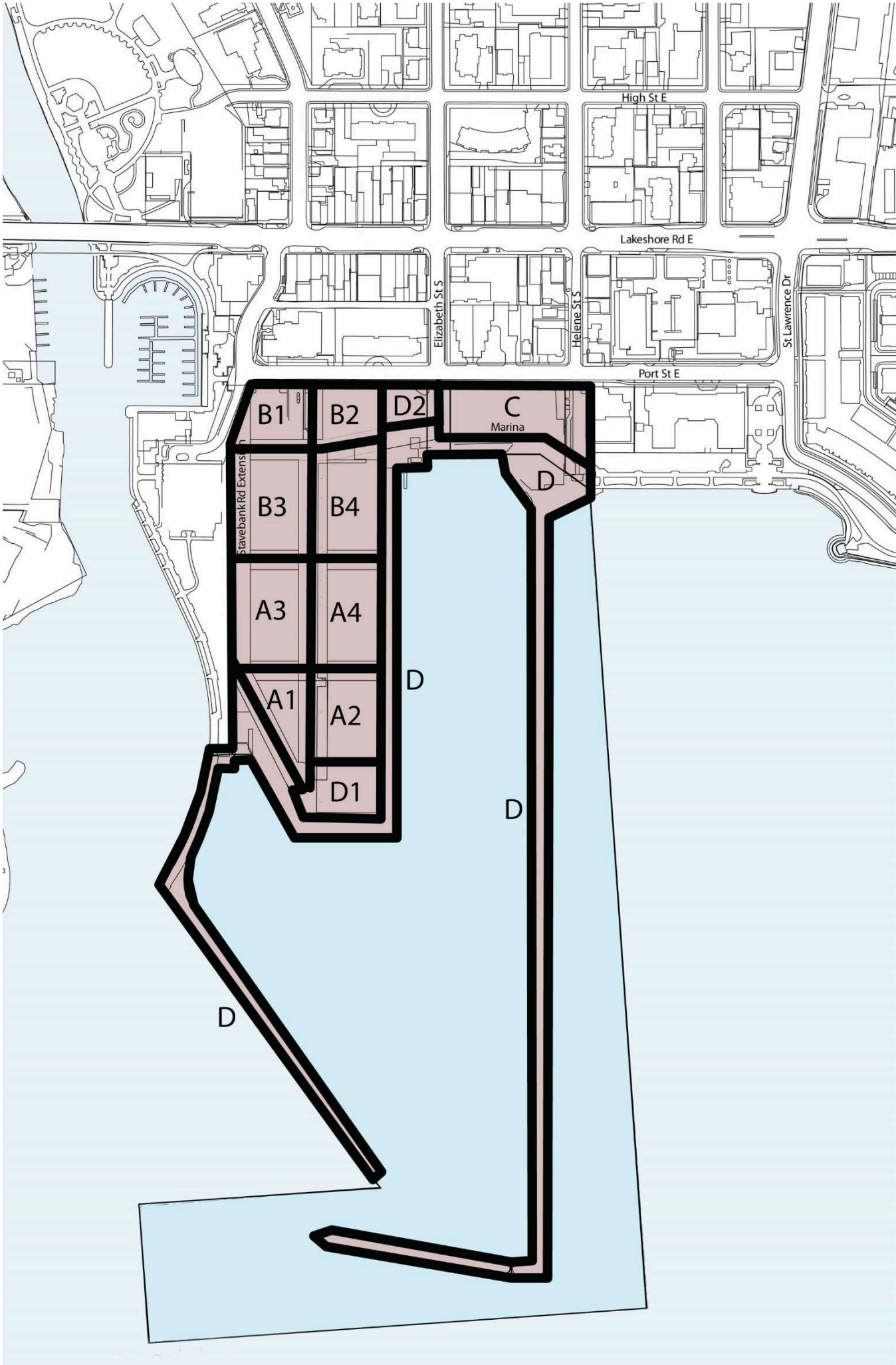
- Amend Schedule 2B Port Credit Community Node Height Limits to be consistent with Map 6 to this amendment.

Appendix 1: Built Form Guide

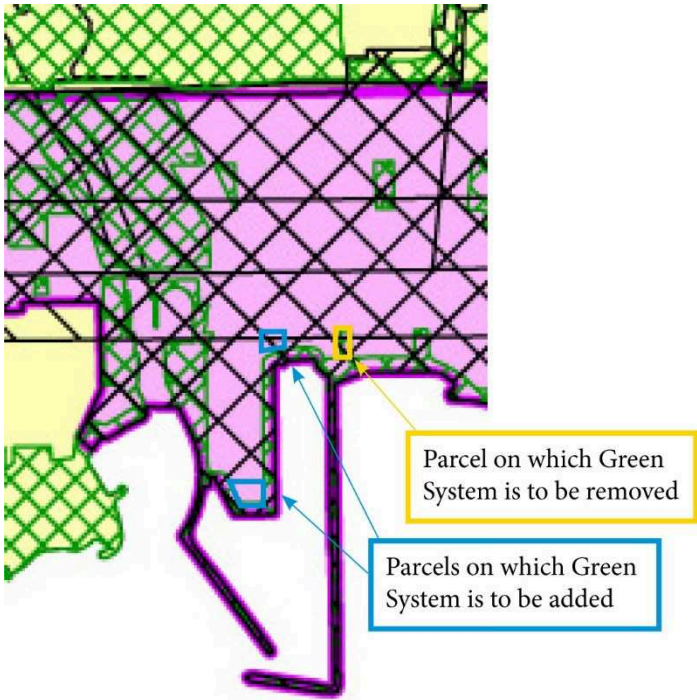
2.3.4 Harbour Mixed Use Precinct

Delete the 3rd paragraph and replace with the following:

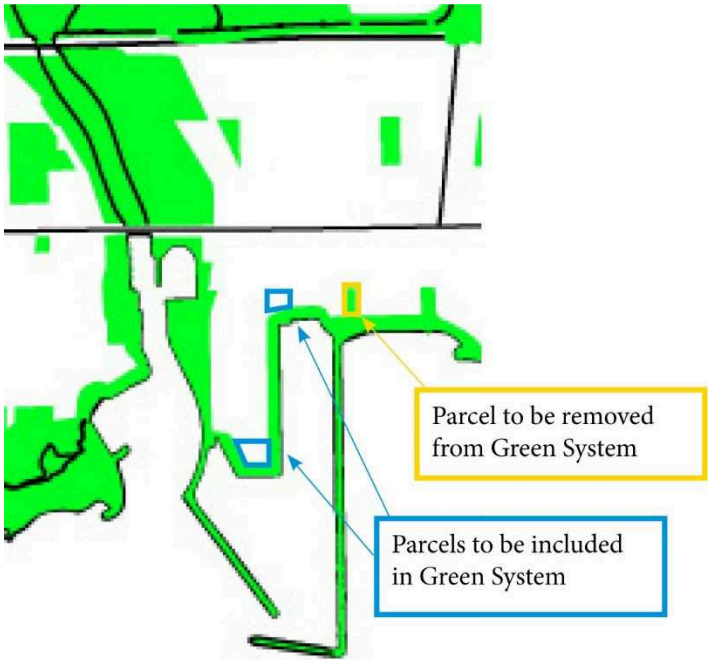
Buildings on the 1 Port Street East site (Special Site 8) have been comprehensively planned and considered as a distinct, urban waterfront neighbourhood. The site is intended to be iconic and vibrant with a full service marina. Notwithstanding the direction provided in this Built Form Guide, all development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



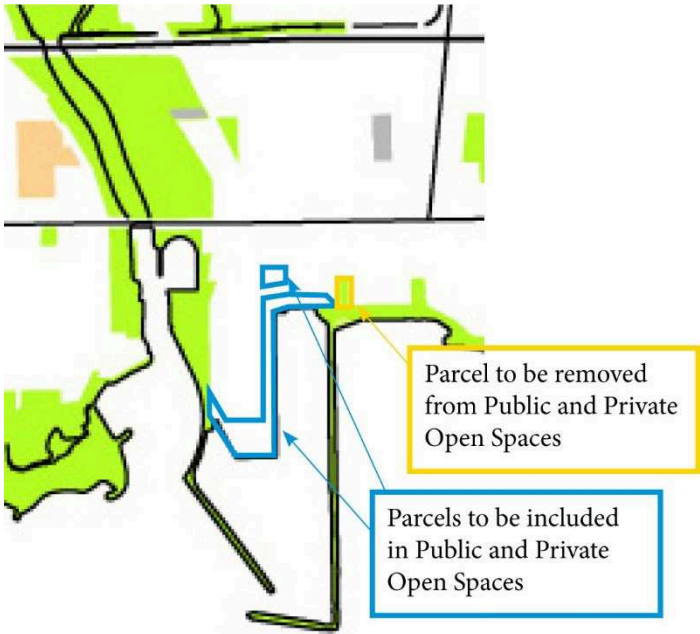
Location Map



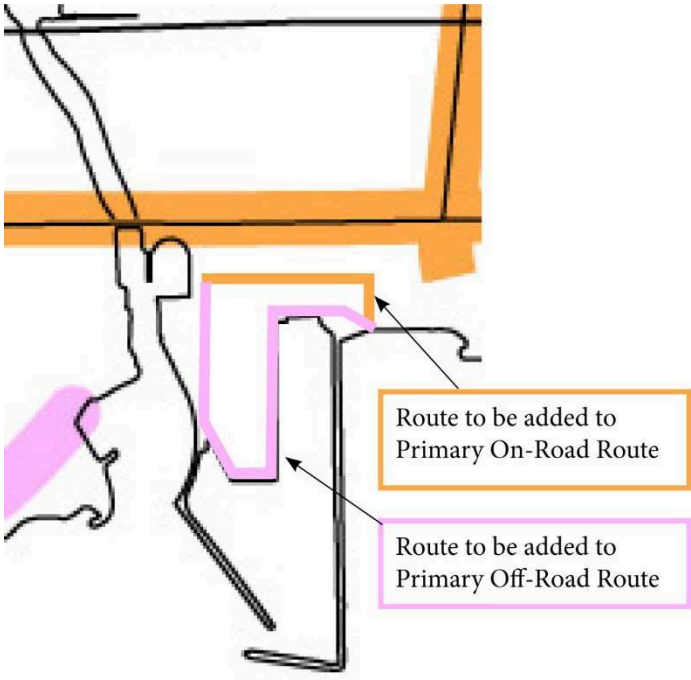
Map 1 to OPA_: Excerpt of Schedule 1 Urban System



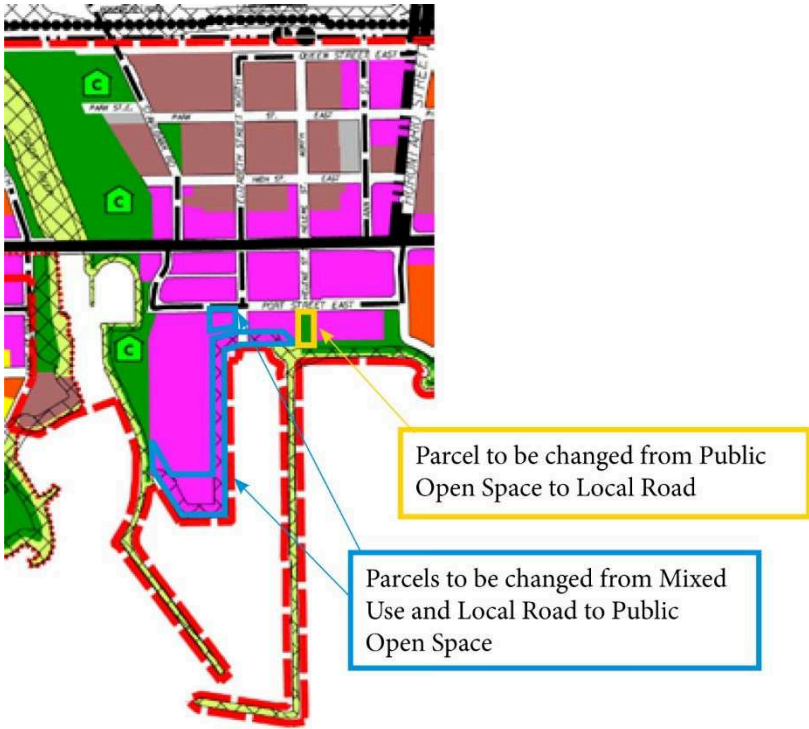
Map 2 to OPA_: Excerpt of Schedule 1a Urban System – Green System



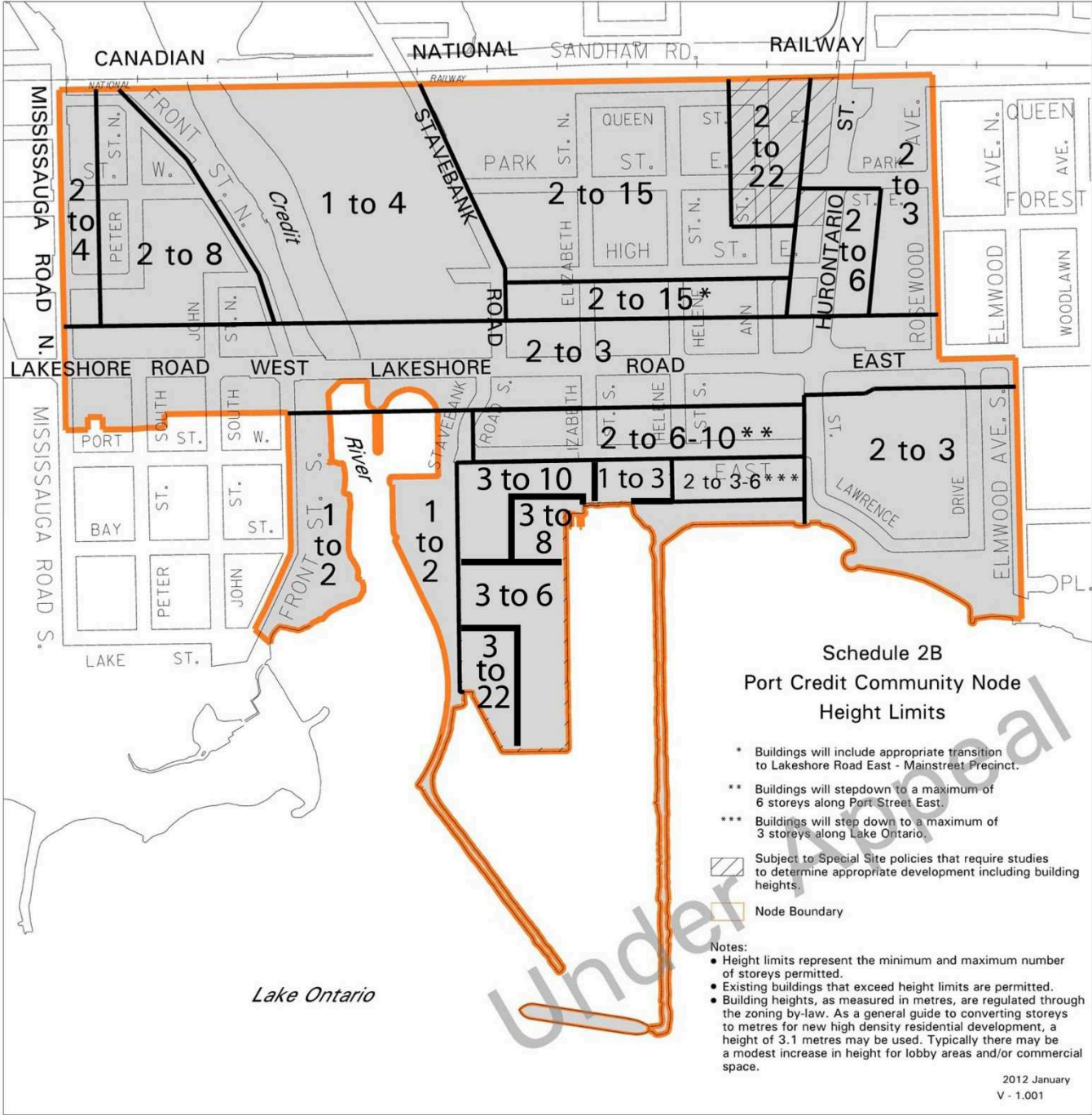
Map 3 to OPA_: Excerpt of Schedule 4 Parks and Open Spaces



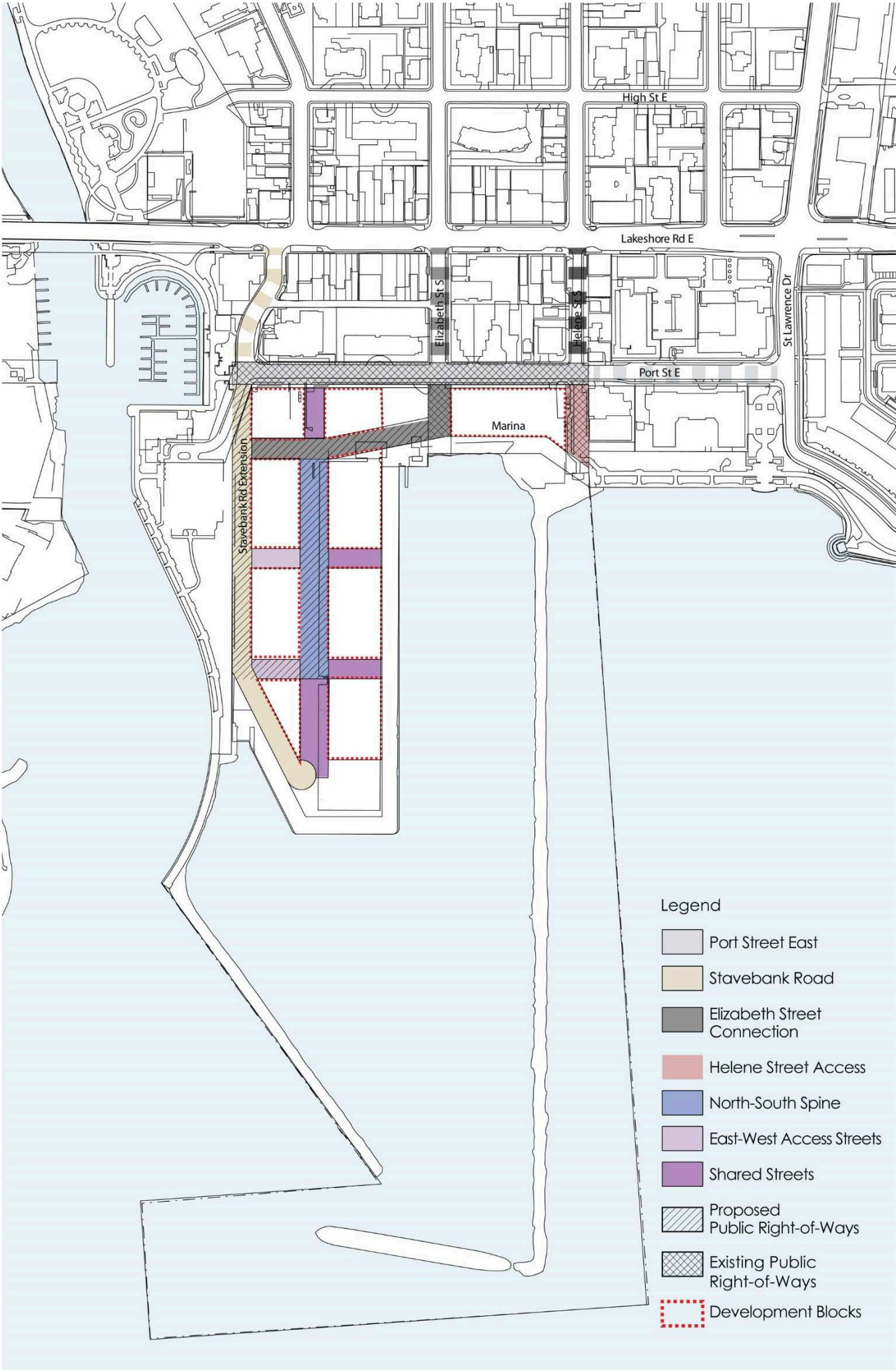
Map 4 to OPA_: Excerpt of Schedule 7 Long Term Cycling Routes



Map 5 to OPA_: Excerpt of Schedule 10 Land Use Designations



Map 6 to OPA_: Schedule 2B Port Credit Community Node Heights



Map 7 to OPA_ : Street System

Response to Public Comments*

Appendix 3

*extracted and consolidated from public comments received at the February 2016 community meetings and written submissions regarding the Draft Master Plan. Full record of public comments at: www.inspirationportcredit.com

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
Principle 1: Create a Logical and Efficient Street and Block Pattern	<u>Walkability/Cycling</u> <ul style="list-style-type: none"> • Support for the abundance of walkable connections through the site. This represents a healthier, neighbourhood oriented block pattern and complete street network. • Walkability is especially important for an aging population (this includes streetscape design) • Support for prioritizing a multi-modal approach to the street network. • Support emphasis on pedestrians and cyclists. This is especially important at the south end of the site. Bicycle lanes throughout. • Support for shared streets • Suggest elimination of all cars in the area south of Port Street, with the exception of delivery and emergency vehicles. 	<ul style="list-style-type: none"> • Putting pedestrians and walkability first is a guiding principle of the Master Plan, and this priority is reflected in the design of the streetscapes, block structure, pedestrian realm network, and configuration of land uses (Pages 4, 5, 8, 12). • The Master Plan promotes cycling, including provisions for cycling infrastructure and a street structure that is conducive to cycling (Pages 4, 5). • The Master Plan identifies 4 shared streets (Map 4). • Elimination of cars would be a challenge given range of uses proposed and accessibility needs. A “shared” street approach for all modes of transport was seen as an appropriate solution.
	<u>Street Design</u> <ul style="list-style-type: none"> • Streets and other corridors should have wider design; ensure enough space for outdoor uses e.g. restaurants, 	<ul style="list-style-type: none"> • The Master Plan allows for the possibility of wider streets for pedestrian “piazza” for cafes, gathering (e.g. North-

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<p>cafes, gathering space.</p> <ul style="list-style-type: none"> • Support for green infrastructure in street design • Street network should have a more unique design, eg. more curves. • There should be fewer roads on the site • Connect the arrival park with the waterfront trail and delete the road that runs alongside the park • Make Stavebank Road a one-way street, and improve its alignment with Lakeshore Road. 	<p>South Spine) (Page 6).</p> <ul style="list-style-type: none"> • Promoting sustainable street design is included in the Master Plan (Page 5) • The Plan recommends international design competitions for the street system, and recommends the establishment of a Design Review Panel to maintain high design standards (Page 31). • Final individual street designs will be determined at the development application stage
	<p><u>Traffic</u></p> <ul style="list-style-type: none"> • Concern about increased traffic resulting from the site's development, especially along Lakeshore Road. • A traffic management plan is needed, incorporating the planned Imperial development as well • Need another bridge over the Credit River for traffic alleviation, or even potentially just pedestrian access. 	<ul style="list-style-type: none"> • The City's Lakeshore Road Transportation Master Plan will further examine transportation challenges and opportunities including higher order transit improvements, road connections, possible river crossing(s), and additional cycling facilities throughout the Port Credit area (incl. 70 Mississauga Road South and 1 Port Street East). (Page 27)

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
<p>Principle 2: Put Pedestrians First! A Connected Pedestrian Realm Network</p>	<p><u>More Space for and Use of the Pedestrian Realm Network</u></p> <ul style="list-style-type: none"> • More space on the site needs to be allocated to the pedestrian realm network. Public uses and spaces should dominate the site rather than residential buildings. World-class public spaces are essential for quality of life. • Increase green space on site (both in general and in relation to paved elements) • Support for the Destination Park – this should be increased in size • More space needed for active recreation. Don't let the public recreation potential of this site go to waste. • Support for the integration of sustainable elements, recreation, and art into the pedestrian realm. • Ensure all-seasonality and active winter uses (eg. skating rink.) • Support for animation and activation of the public realm. Want this to be an active, buzzing place. • Support for public art – even more should be included. 	<ul style="list-style-type: none"> • World class public spaces are an integral part of the Master Plan (Pages 11, 19). • The Master Plan provides 25% of the developable land base for the Pedestrian Realm Network (page 10). This area amply accommodates space for a variety of recreational activities. • Sustainable elements such as plantings and low impact development standards will be integrated into the design of the pedestrian realm (Page 11). • All season, active and passive recreation can be enjoyed in the Destination Park (outdoor programmable recreation spaces, water feature/skating loop), Waterfront Promenade and boating at marina facilities. (Page 15) • Animation and activation of the pedestrian realm will be incorporated through the programming (Page 10), physical design (Page 8). • Public art will be encouraged on areas identified on Map 5. Opportunities for more public art may become available through the development application process.

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<p><u>Connectivity</u></p> <ul style="list-style-type: none"> • Ensure a continuous, well-connected pedestrian realm • Support for the waterfront promenade continuing along the perimeter of the site. This element is very important. This should connect to the surrounding waterfront trail and accommodate a variety of users (pedestrians, cyclists, outdoor patios etc). • Make sure the waterfront promenade is wide enough • Allow for pedestrian access along the breakwall • Connect the waterfront trail through the site, accommodating a variety of users 	<ul style="list-style-type: none"> • Maximizing the connectivity of the pedestrian realm is a key part of its design (Page 8). The elements of the Pedestrian Realm Network (parks and Waterfront Promenade) are linked to each other, as well as to the adjacent parks (St. Lawrence and JJ Plaus Parks)(Map 5). • The Waterfront Promenade is at the water's edge. It's proposed 15 m width is adequate space for a range of users and uses (Page 9) • The Master Plan describes multiple on-street cycling routes through the site, providing dedicated cycling infrastructure (page 5, Map 5) • The Master Plan acknowledges the potential for the breakwater to become part of pedestrian network (Page 9) • Map 5 shows the Waterfront Promenade which will connect with the existing Waterfront Trail in JJ Plaus Park, along Port Street East and in St Lawrence Park. Pedestrians and cyclists will the option of using the Waterfront Trail, Waterfront Promenade, pedestrian or secondary cycling routes to make their way through the site.
	<p><u>JJ Plaus Park</u></p> <ul style="list-style-type: none"> • JJ Plaus Park and the pier adjacent to the site could present opportunities for amenities as well. 	<ul style="list-style-type: none"> • As the 1 Port Street East site is redeveloped JJ Plaus Park will need to be redesigned so that they are integrated. At this stage opportunities for amenities could be examined.

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<p><u>Implementation</u></p> <ul style="list-style-type: none"> • How will the community amenities be managed and overseen? • Will there be opportunity for further public input on the design of these pedestrian realm elements 	<ul style="list-style-type: none"> • Public process, design and management of the amenities and elements within the public pedestrian realm will be determined at the site planning stage. • Through future development applications there will be further public process
	<p><u>Views</u></p> <ul style="list-style-type: none"> • Support for extensive views to the water and Ridgetown. Vistas to the water are essential – both street design and building footprints need to open up these views • What will be the views to the site from the existing Port Credit Village? • Retain the view corridor from the GO Station to the water's edge. 	<ul style="list-style-type: none"> • Map 6 illustrates the view corridors from Lakeshore Road south to the lake along Stavebank Road South, Elizabeth and Helene Streets. • The view from the Port Credit GO station to the lake will be retained.
<p>Principle 3: Be a Complete and Healthy Neighbourhood</p>	<p><u>Mix of Uses</u></p> <ul style="list-style-type: none"> • Ensure that the character of Port Credit with the local retail, restaurants, streets etc. is extended and blended into the site. Restaurants overlooking the water. • Support for the mix of uses • Some support for the necessary density to create a thriving area • Support for public market use, maybe incorporating a farmers market or food carts to enhance the market's destination value. • Need to make sure that the new commercial businesses 	<ul style="list-style-type: none"> • The mix of uses proposed in this waterfront neighbourhood are the foundation for a vibrant, exciting and liveable place (Pages 12,13) including restaurants, hotels and marina marketplace • It is anticipated that the new commercial space will

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<p>do not undermine existing ones along Lakeshore. Don't want large amount of empty storefronts either on Lakeshore or in the new developments</p> <ul style="list-style-type: none"> • Ensure the neighbourhood is liveable year-round, not just a destination. 	<p>complement the Lakeshore Road mainstreet businesses. The estimated over 800 jobs on site will generate people who will enjoy what the mainstreet has to offer.</p> <ul style="list-style-type: none"> • Page 19 states development must be designed for human comfort during all seasons.
	<p><u>Housing</u></p> <ul style="list-style-type: none"> • What kind of unit mix will there be? Will the residential units be designed for seniors? Singles? Families? • Less condos, more rental housing. No gated enclave. • What does affordable mean on this site? Desire for affordability 	<ul style="list-style-type: none"> • The range of housing is intended to include live-work units; street, block and stacked townhouses and apartments (Page 13). • The Master Plan encourages a range of housing types, tenures and affordability for all needs. Page 16 outlines strategies to promote affordable housing. It speaks to requiring 10% of dwelling units to have a maximum net floor area of 80 sq.m and an additional 5% having a maximum net floor area of 50 sq.m.
	<ul style="list-style-type: none"> • Concern that the site cannot accommodate all the parking requirements generated by the new development (residents, employees, marine uses etc). 	<ul style="list-style-type: none"> • There will be a number of strategies to address the required parking including parking structures, car share spaces, “unbundled” parking, promotion of active transportation and recognition of the availability of higher order transit (as the site is within 800 m of the Port Credit Mobility Hub). (Pages 9, 13-15)
	<p><u>Marina</u></p> <ul style="list-style-type: none"> • Support for integration of marina within the Master Plan – ensure the marina remains on the site and there is enough land allocated and a plan in place for it to operate successfully (including addressing lakefill) 	<ul style="list-style-type: none"> • The master plan reflects the findings of the Recreational Boating Study and the Marina Business Case and permits for a full service marina. It identifies an area of the site for the marina facilities and speaks to the potential for lakefill

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<ul style="list-style-type: none"> • Questions as to the future level of service and operation of the marina (eg. Winter storage, slip configuration, retention of supporting businesses, future of the Ridgetown, public or private operation?) Support for first-class full service marina. Winter storage is important • Industrial marina uses should be limited - winter storage is not appropriate on the site 	<p>for marina facilities on an expanded breakwall. Additionally, the plan outlines the components of a Marina Action Plan to identify marina operational, funding, layout and implementation strategies.(Pages 15, 30)</p>
Principle 4 Protect and Enhance Natural and Cultural Heritage	<ul style="list-style-type: none"> • What will the environmental impacts be from this development? Need to protect the surrounding environment • Need to connect nature and the community with this development – public education, recreation, community garden. 	<ul style="list-style-type: none"> • The development approval process will include and address any environmental matters (eg. site contamination, shoreline, aquatic habitat) through regulatory requirements to ensure that environmental standards are met. • Given the waterfront site, public education around water related habitat could be considered. Page 12 states educational opportunities should be promoted.
Principle 5: Represent World-Class Design Quality	<ul style="list-style-type: none"> • Ensure that the built form does not create wind tunnels • Shadow studies need to be undertaken • Do not want a high-rise. Maintain the village feel. • Look to the surrounding village for design inspiration • Support for mix of heights and height gradation down to the water • Building heights should not dwarf the Destination Park. • If view corridors could be enhanced, greater heights could be acceptable. Taller and more slender buildings. • Buildings need to be human scale and maintain village 	<ul style="list-style-type: none"> • Page 19 ensures that all season comfort is addressed. • Page 11 speaks to the need to provide for maximum daily sunlight and protection from wind • Consistent with the Port Credit Local Area Plan, the plan establishes a gradation of heights down to the water from Port Street East. This strategy in combination with a 4 storey podium and stepping back additional height above will keep the desired human scale at the street level. (Pages 20, 21)

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<p>character – heights need to be low enough to maintain this and this height regime may still be too tall. Don't create walls.</p> <ul style="list-style-type: none"> • Density and massing of buildings on the site is excessive • Recognition that trade-offs need to be made to realize the vision for the site. • Mixed support for the 22-storey height – don't overwhelm the site, integrate it into the area and maintain the focus on the water. Could maybe be iconic regardless of size. Is the waterfront really the place for tall structures? • Overall interest and tentative support for the landmark building, especially if it can help fund other components of the plan (i.e. public benefits). • Need destination public use within the building (eg. auditorium, museum?) and broadly the whole site should be designed as a destination with uses that have significant cultural or public benefit (eg. museum, performance space). • Destination character and uses should be prevalent throughout the site not just in one building • Support for ambitious world-class design and international design competitions. 	<ul style="list-style-type: none"> • The potential landmark building up to 22 storeys in the southern tip of the pier is subject to a number of criteria including having a destination use, meeting the tests of compatibility (Page 21).
	<p><u>Sustainable Design</u></p> <ul style="list-style-type: none"> • Utilize strong language to ensure these sustainable design elements are actually realized. 	<ul style="list-style-type: none"> • The Master Plan outlines sustainable design criteria to be applied to the development (Page 25).

Guiding Principle	Component Item and Comments	Staff/Master Plan Response
	<ul style="list-style-type: none"> • Want sustainability fundamentally integrated into the development – green roofs, green walls, innovative sustainable technology etc. 	
Principle 6: Promote Innovative Infrastructure	<ul style="list-style-type: none"> • Consideration should be given for innovative mobility solutions on the site and changing transportation technology 	<ul style="list-style-type: none"> • The Master Plan speaks to state-of-the-art technology for service infrastructure (Page 27).
Principle 7: Ensure Coordinated Implementation	<ul style="list-style-type: none"> • Support for phased non-residential development as part of the overall site development. • How do we ensure that developers respect this height regime and not go to the OMB or COA to circumvent the plan • Want strong City/CLC oversight to ensure proper phased implementation of this vision. 	<ul style="list-style-type: none"> • Page 30 of the Master Plan speaks to the staging strategy to control the phasing of residential development relative to the provision of non-residential space and allow the transition/relocation of marina uses on site. This will ensure that jobs are generated and the marina operations protected. • The combination of this Master Plan and an implementing Official Plan Amendment sets a clear direction for the site.