

---

## Planning and Development Committee

### Date

2019/07/29

### Time

6:00 PM

### Location

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

### Members

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Councillor Stephen Dasko	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Ron Starr	Ward 6
Councillor Dipika Damerla	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Sue McFadden	Ward 10

### Contact

Angie Melo, Legislative Coordinator, Legislative Services  
905-615-3200 ext. 5423  
[angie.melo@mississauga.ca](mailto:angie.melo@mississauga.ca)

### Find it Online

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

---

Meetings of Council streamed live  
and archived at [Mississauga.ca/videos](http://Mississauga.ca/videos)



**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 Local Planning and Appeals Tribunal (LPAT), and may not be added as a party to the hearing of an appeal before the LPAT.

***Send written submissions or request notification of future meetings to:***

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

1. CALL TO ORDER

2. DECLARATION OF CONFLICT OF INTEREST

3. MINUTES OF PREVIOUS MEETING

Approval of Minutes of June 24, 2019, 1:30 PM and 6:30 PM Sessions

4. MATTERS TO BE CONSIDERED

4.1. RECOMMENDATION REPORT (WARD 1)

Applications to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open space uses

70 Mississauga Road South and 181 Lakeshore Road West (former Imperial Oil Lands)

Southwest quadrant of Lakeshore Road West and Mississauga Road South

Owner: Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Pre-Bill 139

5. ADJOURNMENT





City of Mississauga  
**Corporate Report**



Date: July 5, 2019

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files:  
 OZ 17/012 W1 and  
 T-M17004 W1

Meeting date:  
 2019/07/29

## Subject

### **RECOMMENDATION REPORT (WARD 1)**

**Applications to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open space uses**

**70 Mississauga Road South and 181 Lakeshore Road West (former Imperial Oil Lands)  
 Southwest quadrant of Lakeshore Road West and Mississauga Road South**

**Owner: Port Credit West Village Partners Inc.**

**Files: OZ 17/012 W1 and T-M17004 W1**

**Pre-Bill 139**

## Recommendation

1. That City Council support the proposed development under Files OZ 17/012 W1 and T-M 17004 W1, consistent with the June 2019 Master Plan (Appendix 3) by Port Credit West Village Partners Inc. for 70 Mississauga Road South and 181 Lakeshore Road West, subject to the applicant agreeing to satisfy the City and external agency requirements.
2. That City Council authorize the Planning and Building Department to finalize the proposed official plan amendment, zoning by-law amendment and draft plan of subdivision generally consistent with Appendices 3, 4, 5, 6 and 7 in order to implement the proposed development.
3. That the City Solicitor, or her designate, be authorized to take such additional steps required to support the proposed development at the Local Planning Appeal Tribunal with the assistance of such City staff as may be appropriate.
4. That the City Solicitor, or her designate, be authorized to execute Minutes of Settlement with Port Credit West Village Partners Inc., if required, and that the Commissioner of

Planning and Building and the City Clerk be authorized to execute any other documents which may be required to implement the proposed development.

5. That City Council provide the Commissioner of Planning and Building, or his designate, with the authority to instruct Legal Services on modifications to the position deemed necessary during or before the Local Planning Appeal Tribunal hearing process, if any.
6. Notwithstanding subsection 45.1.3 of the Planning Act, should the Local Planning Appeal Tribunal approve the development applications, the applicant can apply for a minor variance application.

## Report Highlights

- The applications have been appealed to Local Planning Appeal Tribunal (LPAT) by the applicant. Pre-hearing conference and hearing dates have been scheduled
- The applicant has made revisions to the proposal to address issues raised by staff and external agencies, including relocation of the elementary school and a public park, removal of Building T and adjustments to the street network
- It has been concluded that the proposed development is supportable from a planning perspective
- Staff require direction from Council to attend any LPAT proceedings which may take place in connection with the applications and in support of the recommendations outlined in this report
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved

## Background

Public meetings were held by the Planning and Development Committee on June 18, 2018 and on February 19, 2019, at which time a Status Update Report (Item 4.2: [https://www7.mississauga.ca/documents/committees/pdc/2019/2019\\_02\\_19\\_Evening\\_PDC\\_Agenda.pdf](https://www7.mississauga.ca/documents/committees/pdc/2019/2019_02_19_Evening_PDC_Agenda.pdf)) was received for information. Recommendation PDC-0011-2019 was then adopted by Council on March 6, 2019.

1. That the report dated January 25, 2019, from the Commissioner of Planning and Building regarding the applications by Port Credit West Village Partners Inc. to permit a new multiphase waterfront community comprising a mix of residential, commercial, institutional and open space uses under Files OZ 17/012 W1 and T-M17004 W1, 70 Mississauga Road South and 181 Lakeshore Road West, be received for information.

2. That notwithstanding Corporate Policy 07-03-01 (Bonus Zoning), Section 37 community benefit negotiations proceed as outlined on page 8 of this Report.
3. That eight oral submissions made to the Planning and Development Committee at its meeting dated February 19, 2019, be received.

Since the Status Update Report, the landowner has submitted revised development applications, cumulating in the June 2019 Master Plan. All staff comments in this report are based on the June 2019 Master Plan and associated submission materials.

On March 1, 2018, the owner appealed the applications to the Local Planning Appeal Tribunal (LPAT). At the February 27, 2019 pre-hearing conference, a start date for the LPAT hearing was scheduled for May 2020. Another pre-hearing conference is scheduled for August 7, 2019. The purpose of this report is to make a recommendation to Planning and Development Committee on the applications and to seek direction with respect to the appeal.

## Comments

### REVISED DEVELOPMENT PROPOSAL

The applicant has made some modifications to the proposed concept plan including:

- Relocation of the elementary school from the Campus to a site on the east side of the subject lands. This results in a loss of 139 stacked and back-to-back townhomes, which has been replaced by 139 apartment units across the entire site
- Relocation of the public park that abuts Mississauga Road South to the south (from Block N to Block R) to accommodate the 1.2 ha (3.1 ac) elementary school site
- Removal of Building T from the Campus, resulting in an increase in the size of the waterfront park
- Increase in minimum non-residential floor area of the Campus from only the ground floor to the first two floors
- Proposed conveyance of Block D to the Region of Peel for a future mid-rise subsidized rental apartment building (up to approximately 150 units)
- Conversion of the one-way private Street G to a two-way private street between the two largest high-density blocks (Blocks K and P)
- Realignment of the private extension of Street D to allow for a straighter connection to Lakeshore Road West
- Increase in minimum building height along Lakeshore Road West from one storey to two storeys
- 4 m (13.1 ft.) minimum building setback along Lakeshore Road West to allow for full size street trees
- Increase in some building heights but the overall number of residential units and building gross floor area has been maintained at 2,995 units (does not include affordable housing units on Block D)

The June 2019 Master Plan is attached as Appendix 3 to this report.

The chart below provides a comparison of key project statistics between the November 2018 and June 2019 Master Plan submissions:

	<b>November 2018 Submission</b>	<b>June 2019 Submission</b>
Townhomes	329	329
Back to back & stacked townhomes	208	69
Apartment units	2,458	2,597
Total residential units	2,995	2,995
Residential Gross Floor Area	380 527 m <sup>2</sup> (4,096,092 ft <sup>2</sup> )	380 527 m <sup>2</sup> (4,096,092 ft <sup>2</sup> )
Non-Residential Gross Floor Area	36 937 m <sup>2</sup> (397,600 ft <sup>2</sup> )	36 937 m <sup>2</sup> (397,600 ft <sup>2</sup> )
Total Gross Floor Area	417 464 m <sup>2</sup> (4,493,692 ft <sup>2</sup> )	417 464 m <sup>2</sup> (4,493,692 ft <sup>2</sup> )
Tower Heights Greater than 15 Storeys	18, 19, 22, 24 and 29 storeys	19, 23, 25, 26 and 29 storeys
Public Park Area	5.1 ha (12.6 ac)	5.4 ha (13.4 ha)
Shoreline Hazard Lands to be conveyed to City	0.4 ha (1.0 ac)	0.4 ha (1.0 ac)
Shoreline Crown Lands (mainly additional hazard lands)	1.6 ha (3.9 ac)	1.6 ha (3.9 ac)

## COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan, zoning change and plan of subdivision. All property owners within 120 m (393 ft.) were notified of the applications on September 15, 2017. Community meetings were held on November 21, 2017, March 26, 2018 and May 30, 2019. Smaller meetings with resident representatives of the Port Credit Heritage Conservation District were held on April 30, 2019, June 10, 2019 and July 4, 2019. 62 written submissions were received.

Public meetings were held on June 18, 2018 and February 19, 2019. A total of 21 members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

## UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on September 14, 2017. A summary of the comments are contained in the Information Report attached as the first appendix within Appendix 1. Below are updated comments.

### Region of Peel

Comments updated on July 11, 2019, state that upgraded water main works and sanitary sewers are required to provide adequate capacity to service this site. The upgrades that qualify for Development Charges funding will be the financial responsibility of the Region of Peel as part of the Development Charges by-law and all other upgrades would be the financial responsibility of the applicant. The landowner is currently coordinating the design, planning and timing of these works with the Region. The Functional Servicing Report provided by the applicant is acceptable for the purposes of proceeding with the current development applications.

On July 11, 2019, Region of Peel Council authorized acceptance of the proposed gratuitous dedication of Block D to the Region for the purposes of affordable housing.

The proposed waste collection methods are satisfactory to the Region.

### Transportation and Works Department

Comments updated on June 28, 2019, state that the Transportation and Works Department is generally satisfied with the street network proposed within the development. The street network will consist of public and private streets with public access easements. Active transportation connections through and within the development are being proposed for walking and cycling. Low Impact Design (LID) features such as bioswales and other stormwater best management practices will be introduced on the development blocks and within the street right-of-ways to meet the City's and Credit Valley Conservation's (CVC) storm water quality targets. Site remediation measures have been reviewed and an agreement has been reached on acceptable risk management measures (RMMs) for the right-of-ways and parks that will be owned by the City as well as for privately developed lands.

The Functional Servicing Report has been reviewed and is acceptable for the purposes of proceeding with the current development applications.

### Community Services Department

Comments updated on June 17, 2019, state that pursuant to Section 51.1 of the *Planning Act*, parkland conveyance is calculated at a rate of 1 ha (2.47 ac)/300 units. The subject development is proposing 2,995 residential units and, under Section 51.1 of the *Planning Act*, up to 9.98 ha (24.4 ac) of public parkland can be required to fulfill parkland dedication requirements.

For the proposed development, to partially fulfill parkland dedication requirements under Section 51.1, the Community Services Department will accept the park blocks identified as Blocks 16, 18, 19, 20, 21, 25, 26, 28 and 42 in the draft plan of subdivision having an area of 5.42 ha (13.39 ac), free and clear of all easements and encumbrances for park or other public recreational purposes. The park blocks amount to 5.42 ha (13.39 ac) and equates to parkland dedication requirements for 1,626 residential units.

The Community Services Department also notes that approximately 0.42 ha (1.05 ac) of hazard lands (Blocks 43 and 23 in the draft plan of subdivision) have been identified for gratuitous dedication to the City. This dedication will not be applied towards parkland dedication requirements under Section 51.1.

Furthermore, certain areas of the development are planned for Privately-Owned Publicly Accessible Spaces (POPS). The Community Services Department is supportive of incorporating POPS within the development to enhance the public realm experience and public open space network. Final determination, extent of POPS and applicable partial parkland dedication credits is subject to POPS design and public easement requirements.

The Community Services Department is in agreement, in principal, with the applicant designing and building future City parks within the subject lands. A Park Design and Development Agreement will be required between the City and the applicant to determine appropriate Development Charges and Cash-in-lieu eligible items for parkland credits. Any outstanding cash-in-lieu of parkland dedication will remain payable to the City and is calculated and fixed (subject to indexing) at the approval of draft plan of subdivision.

## PLANNING ANALYSIS SUMMARY

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and the intent of Mississauga Official Plan.

As outlined in detail within Appendix 5, it is recommended that the **Special Waterfront, Motor Vehicle Commercial** and **Public Open Space** official plan designations be replaced by revised Special Site 3 policies for the entire site, as well as the following land use designations: **Mixed Use, Residential Medium Density, Residential High Density** and **Public Open Space**.

Maximum height and public road schedules are also recommended, as are technical changes to a number of schedules identified in Appendix 5.

The following zoning changes are recommended:

Existing Zones	Proposed Zones
<b>D</b> (Development) <b>C5</b> (Motor Vehicle Commercial) <b>G1</b> (Greenlands – Natural Hazards)	<b>C4 – Exceptions X and Y</b> (Mainstreet Commercial) <b>RM4 – Exception</b> (Townhouse Dwellings) <b>RM9 – Exception</b> (Stacked Townhouses) <b>RM10 – Exceptions X and Y</b> (Back to Back Townhouses) <b>RA3 – Exception</b> (Apartments) <b>RA4 – Exceptions X and Y</b> (Apartments) <b>RA5 – Exceptions X and Y</b> (Apartments) <b>OS1</b> (Open Space – Community Park) <b>OS1 – Exception</b> (Open Space – Community Park) <b>OS2 – Exceptions X and Y</b> (Open Space – City Park)

Detailed information regarding recommended zoning standards is found in Appendix 6.

## Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

## Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## Conclusion

In summary, the proposed development will result in the successful rehabilitation of a large vacant brownfield site on Lake Ontario. The new community has been designed to be sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent residential and commercial uses. The proposed mix of land uses and walkable design will promote a vibrant street life. The public realm elements, including substantial linear and waterfront parks, create dynamic place making opportunities that will draw residents from Port Credit and beyond. The proposed official plan amendment, rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved.

## Attachments

- Appendix 1: Status Update Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: Updated Master Plan (June 2019)
- Appendix 4: Updated Draft Plan of Subdivision
- Appendix 5: Recommended Official Plan Amendment Provisions
- Appendix 6: Recommended Zoning By-law Amendment Provisions
- Appendix 7: City Conditions of Draft Plan Approval



---

Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Ben Phillips, Development Planner



# City of Mississauga

## Corporate Report



Date: January 25, 2019

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files:  
OZ 17/012 W1 and  
T-M17004 W1

Meeting date:  
2019/02/19

### Subject

#### **PUBLIC MEETING STATUS UPDATE REPORT (WARD 1)**

**Applications to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open space uses**

**70 Mississauga Road South and 181 Lakeshore Road West (former Imperial Oil Lands)**

**Southwest quadrant of Lakeshore Road West and Mississauga Road South**

**Owner: Port Credit West Village Partners Inc.**

**Files: OZ 17/012 W1 and T-M17004 W1**

**Pre-Bill 139**

### Recommendation

1. That the report dated January 25, 2019, from the Commissioner of Planning and Building regarding the applications by Port Credit West Village Partners Inc. to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open space uses under Files OZ 17/012 W1 and T-M17004 W1, 70 Mississauga Road South and 181 Lakeshore Road West, be received for information.
2. That notwithstanding Corporate Policy 07-03-01 (Bonus Zoning), Section 37 community benefit negotiations proceed as outlined on page 8 of this Report.

### Report Highlights

- This report has been prepared as a status update on the review of the development applications, which were revised in November 2018
- Key changes to the Master Plan since March 2018 include the street network and right-of-way widths, as well as proposed building heights
- Outstanding issues include affordable housing, massing, configuration and land uses within the Campus, determination of an appropriate elementary school location, street network and parking, environmental remediation and sustainability, height and density

and Section 37 community benefits

- These items, as well as other technical requirements need to be addressed prior to the Recommendation Report proceeding

## Background

A public meeting was held by the Planning and Development Committee on June 18, 2018 at which time an Information Report (Appendix 1) was received for information. Recommendation PDC-0052-2018 was then adopted by Council on July 4, 2018.

1. That the report dated May 24, 2018, from the Commissioner of Planning and Building regarding the applications by Port Credit West Village Partners Inc. to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open spaces uses under Files OZ 17/012 W1 and T-M17004 W1, 70 Mississauga Road South and 181 Lakeshore Road West, be received for information.
2. That thirteen oral submissions be received.

Since the Information Report, the applicant has submitted an updated Master Plan and supporting studies. Given the significance of this proposal and its strategic waterfront location, it is appropriate to update the Planning and Development Committee on the status of the review of the development applications. This includes the identification of key issues that need to be resolved prior to preparing a Recommendation Report. All staff comments in this report are based on the applicant's latest submission that was made on November 2, 2018.

As noted in the Information Report, Port Credit West Village Partners Inc. (PCWVP) appealed their development applications to the Local Planning Appeal Tribunal (LPAT) on March 1, 2018. On November 23, 2018, an LPAT pre-hearing conference was held. The City, Region of Peel and the applicant are parties to the proceedings. Additionally, eight individuals and community organizations were granted participant status. A second prehearing by telephone conference call has been scheduled for February 27, 2019, as has a third pre-hearing conference for August 7, 2019. A start date for the actual LPAT hearing will likely be scheduled during the February 27<sup>th</sup> telephone conference call with the Tribunal.

## Comments

### REVISED DEVELOPMENT PROPOSAL

The applicant submitted a revised Master Plan on November 2, 2018 with a number of changes including the following:

- Increased street right-of-way widths for Streets A, B, C, D, F and Mississauga Road to accommodate prioritized street features (i.e. trees, sidewalks, bioswales, parking, bike lanes, vehicle lanes, waste collection areas) depending on the role of each street

- Introduction of an east-west private one-way street (Street G) between the two largest high-density blocks (Blocks K and P)
- Modification of several building heights throughout the plan. Some have increased while others have decreased. Examples include the Master Plan's tallest tower, which has increased in height from 26 to 29 storeys, while some adjacent towers have been reduced (from 22 to 19 storeys; from 24 to 22 storeys; from 18 to 15 storeys). Building podium heights have been reduced from 8 to 6 storeys in Blocks K and P.

The revised Master Plan is attached as Appendix 2 to this report.

The chart below provides a comparison of key project statistics between the March and November 2018 Master Plan submissions:

	March 2018 Submission	November 2018 Submission
Public Park Area	5.0 ha (12.4 ac)	5.5 ha (13.5 ac)
Privately Owned Public Spaces (POPS)	2.0 ha (4.9 ac)	1.6 ha (3.9 ac)
Shoreline Crown Lands	1.6 ha (3.9 ac)	1.6 ha (3.9 ac)
Townhomes	359	329
Back to back & stacked townhomes	146	208
Apartment units	2,464	2,458
Total residential units	2,969	2,995
Residential Gross Floor Area	365 922 m <sup>2</sup> (3,938,880 ft <sup>2</sup> )	380 527 m <sup>2</sup> (4,096,092 ft <sup>2</sup> )
Non-Residential Gross Floor Area	36 937 m <sup>2</sup> (397,600 ft <sup>2</sup> )	36 937 m <sup>2</sup> (397,600 ft <sup>2</sup> )
Total Gross Floor Area	402 859 m <sup>2</sup> (4,336,480 ft <sup>2</sup> )	417 464 m <sup>2</sup> (4,493,692 ft <sup>2</sup> )
Anticipated Population (average household sizes for all units (by type) based on the 2016 Census)	6,927	7,012
Overall Gross Floor Space Index	1.38	1.43
Overall residential density	237.7 residents per gross ha (96.2 residents per gross ac)	240.6 residents per gross ha (97.4 residents per gross ac)

## PLANNING COMMENTS

The following issues integrate preliminary planning feedback with responses from other departments and agencies based on a review of the latest proposal. It is important to note that there are additional issues and technical matters that must still be resolved in addition to those highlighted below.

### **Range of Housing**

The Provincial Policy Statement, Growth Plan, Region of Peel Official Plan and Mississauga Official Plan all emphasize the importance of ensuring that the housing mix can accommodate people with diverse housing preferences, socioeconomic characteristics and needs. This includes a mix of ownership and rental housing as part of producing a variety of dwelling types and prices, including affordable housing. Making Room for the Middle: A Housing Strategy for Mississauga (2017) and the Peel Housing and Homeless Plan (2018) build on the foundation of the policy documents noted above by providing more specific expectations and targets for new development.

With an estimated population of just over 7,000 people living in approximately 3,000 units, ensuring a diverse housing mix becomes an even more critical element in planning this sizable new community. The West Village proposal alone represents a 55% increase in Port Credit's estimated 2016 population of 12,800 residents (based on the 2014 Growth Forecast). While a mix of housing forms are proposed, they are all to be of condominium tenure. If every home were to be an ownership unit in this new community, the housing policies noted above would not be fully achieved.

As a result, staff have asked the landowner to ensure that a portion of the proposed homes be purpose-built rental housing to address low and middle income resident needs. PCWVP has indicated that it cannot provide any rental housing without financial incentives from the Region and City due in part to the high environmental remediation costs for the site. However, the landowner has advised that it is considering a number of options for affordable housing on the site including the provision of rental units and/or a land dedication. These discussions remain ongoing with the Region and City.

### **The Campus**

The vision for the Campus precinct was to have an area set aside for employment, office, institutional, academic, recreational and cultural uses. Residential uses were not contemplated within the Council-endorsed Master Planning Framework (2015). The Campus was also to function as a land use and massing transition between high density housing in the centre of the site and a spacious waterfront park along Lake Ontario. Allowing a proportion of the Campus to have some residential uses may be suitable from a planning standpoint. However, it is important to ensure that this area has a minimum "critical mass" of floor area devoted only to non-residential uses to support the Campus as envisioned in the Framework. The November 2018 resubmission significantly reduces non-residential uses in the Campus by requiring them only on the first floor of buildings, whereas previous submissions proposed the first 2 floors to be entirely non-residential. This change is not supported by staff. Residential towers with ground floor commercial uses is a common condition found in many areas of the City. Repeating this condition here would be a lost opportunity to achieve the Campus vision on this unique waterfront site.

Another Campus issue relates to the 10 storey building on the west side of the Campus known as Building "T" (as it is within proposed Block T). The location of this building has been an ongoing concern and the subject of several discussions with the landowner. This 10 storey building significantly diminishes the quality of a key view corridor to Lake Ontario. It also reduces the size of the waterfront park in its critical central area. The building prevents a strong and direct pedestrian connection from the central linear park to the waterfront park by blocking it with this proposed building. PCWVP has continued to show this building on lands that the City has requested to be parkland.

### **Elementary School**

The Peel District School Board (PDSB) has indicated its requirement for an elementary school on this site with a capacity for 650 students. PCWVP has been working with the school board and the YMCA on a design and location for an integrated multi-storey building at the east end of the Campus to house these two users. This is depicted again in the November 2018 submission. The YMCA has applied for Federal and Provincial funding, which will be required in order to make the project viable for the YMCA.

Additionally, the PDSB has advised that a minimum 0.48 hectare (1.2 acre) ground level outdoor play area is required for the school. This is not shown in the November 2018 submission. Traffic, circulation, land use compatibility and safety impacts must also be carefully considered as part of the school location selection.

### **Street Network and Parking**

With just over 7,000 new residents, a major waterfront park as well as retail, office and institutional uses, new development on the lands must connect well to the rest of Port Credit. Mobility to and within the site requires an integrated street network that connects to Lakeshore Road West and Mississauga Road South in order to function properly. These new streets will form the "bones" on which a successful new community can be built. While a strong public street network is important, it is recognized that with such a large development, some of the streets can include private condominium roads. These private roads can accommodate parking under the road and allow for easier long-term maintenance because the road and underground parking garage would be under the same private ownership. Parking under the road can result in fewer levels of underground parking which the applicant has identified as an issue due to the significant environmental remediation requirements and costs associated with the site. These factors impact the location and amount of underground parking and type of street (public vs. private) proposed by the applicant.

Notwithstanding this, staff have requested that certain streets be public due to their function and anticipated vehicular volumes. In addition to the street network shown in the latest submission, staff have requested a public east-west, two-way street across the middle of the site (Street G) from Street F over to Street D. This is recommended to provide adequate connectivity and road network distribution of vehicles through the site. PCWVP has instead provided a plan showing a private one-way street between Street F over to Street B. East of Street E, the plan shows a

pedestrian and cycling path over private lands. The applicant's proposed street network is illustrated below in Map 1.



Map 1: The applicant's proposed street network

Additionally, staff have requested that the north portions of Streets F and D be shown as public roads instead of private condominium roads given their anticipated volumes where they intersect with Lakeshore Road West. The north portion of Street D is currently designed as a driveway that wraps around a proposed commercial building instead of being a direct connection to Lakeshore Road West.

Excluding Street G, the widths of the street rights-of way are generally acceptable or close to being deemed acceptable after months of discussions and revisions. The largest remaining discrepancy is Street B, where staff have requested an additional 2.0 m (6.5 ft.) in width in order to fit in all the requested street elements on this central north-south spine street. These street elements include trees, sidewalks, Low Impact Development features (e.g. planted swales), parking, bike lanes and vehicle lanes. Discussions continue on the technical details regarding street elements within each street right-of way. Further discussions need to occur regarding the mitigation of potential vehicular impact to the neighbourhood to the east, the Port Credit Heritage Conservation District. The City has recently retained the consulting firm HDR as a peer reviewer to assist in the examination of Traffic Impact Studies provided by the applicant to ensure that the street network is designed in an appropriate manner.

Since the Information Report, further parking standard reductions have been proposed for a number of commercial uses, including financial institutions, real estate offices, take-out restaurants and sit down restaurants. More information is required from the applicant, as the requested reductions are greater than those supported by the Council-endorsed Mississauga Parking Strategy (Phase II: Port Credit and Lakeview – June 2014) for these uses.

### **Environmental Remediation and Sustainability**

The first phase of remediation continues on the site, with soil excavation, testing, removal and replacement occurring. As part of the environmental remediation of the site, discussions continue on acceptable risk management measures (RMMs) for lands that will be owned by the City (street rights-of-way and parks) as well as private lands that will be developed for residential, commercial and institutional land uses. These measures include the requirement of surface capping of unimpacted soil to an agreed-upon depth and thicknesses surrounding underground utilities in streets and City parks. These and other related requirements will ensure the health and safety of the public and workers and also will limit the City's long-term liability. This is part of the process for developing property specific standards (PSS) for risk assessments (RAs) under the Province's *Environmental Protection Act*. The City has retained Golder Associates as a peer reviewer to assist in the review of environmental reports and remediation approaches submitted by the applicant.

Staff have also asked for more details related to the applicant's sustainability plan, including efforts to integrate alternative energy systems and sources into the development. These may include geothermal heating and cooling and rooftop solar panels.

### **Approach to Height and Distribution of Density**

There is a significant range of height and density throughout the Master Plan. This has changed with every submission and is being carefully reviewed with respect to the existing surrounding context, compatibility, built-form transition and multi-modal transportation connections. One significant change from the March 2018 Master Plan is located just south of West Village Square. A 14 storey residential building is now proposed in place of the 2 eight storey buildings shown on the last version of the plan. While the overall residential unit count has remained virtually the same as the March 2018 Master Plan at just under 3,000, tower heights have been modified across the site. Some have increased, while others have been reduced. Overall gross floor area has increased by 3.6%.

Along Lakeshore Road West, one of the commercial buildings has been reduced in height from two storeys down to one storey. The Mississauga Official Plan policies for built form along Corridors require a minimum height of two storeys.

Further discussions continue with PCWVP on the appropriateness of the proposed built form across the site.

### **Section 37 Community Benefits**

At the Public Meeting, Council gave direction that discussions with the applicant related to Section 37 community benefits should commence. Given the significant size, strategic waterfront location, the LPAT appeal of the development applications and the opportunity to incorporate community benefits into the plan itself, it is appropriate to begin Section 37



discussions at this point in the planning process. Staff have asked PCWVP to provide a list of proposed Section 37 contributions.

Notwithstanding the Corporate Bonus Zoning Policy, an amended Section 37 community benefits process is recommended as follows:

- Continue to discuss potential community benefits with the applicant
- Land Lift appraisal to be prepared at this time by a qualified real estate appraiser via Realty Services. PCWVP would pay for the appraisal
- As the **D** (Development) zone does not permit redevelopment of the site, an appraiser would have to consider the current official plan policy framework (including the special site provisions currently in force for this Special Waterfront site) and the Council-endorsed Master Planning Framework (2015) as part of their base assumptions. The Master Planning Framework envisioned a mid-rise (4-12 storeys) community
- Applicant's proposed zoning would be used as the uplift zoning assumption (recognizing there will still be changes to any finalized zoning by-law)
- Once an appraised land lift amount is agreed upon, community benefits discussions could further advance
- An update on the negotiation status, including a possible recommended community benefit proposal, will be provided within the Recommendation Report

## Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

## Conclusion

All agency and City department comments have been received pertaining to the November 2018 submission. There are outstanding issues in particular regarding:

- Affordable housing
- The height and location of certain buildings
- The location of the required school site
- The street network with respect to widths as well as public and private roads
- Parking
- Section 37 community benefits
- Environmental remediation

A public meeting has been held. The development applications have been appealed to LPAT. Staff will continue to work with the Port Credit West Village Partners to resolve the outstanding issues and prepare a Recommendation Report upon which Council can direct Legal Services on the City's position at a future LPAT proceeding.



## Attachments

Appendix 1: Information Report

Appendix 2: November 2018 Revised Master Plan



---

Andrew Whitemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Ben Phillips, Development Planner

City of Mississauga  
**Corporate Report**



Date: May 24, 2018

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's files:  
 OZ 17/012 W1 and  
 T-M17004 W1

Meeting date:  
 2018/06/18

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 1)**

**Applications to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open space uses**

**70 Mississauga Road South and 181 Lakeshore Road West (former Imperial Oil Lands)  
 Southwest quadrant of Lakeshore Road West and Mississauga Road South**

**Owner: Port Credit West Village Partners Inc.**

**Files: OZ 17/012 W1 and T-M17004 W1**

**Pre Bill 139**

## Recommendation

That the report dated May 24, 2018, from the Commissioner of Planning and Building regarding the applications by Port Credit West Village Partners Inc. to permit a new multi-phase waterfront community comprising a mix of residential, commercial, institutional and open spaces uses under Files OZ 17/012 W1 and T-M17004 W1, 70 Mississauga Road South and 181 Lakeshore Road West, be received for information.

## Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires amendments to the official plan and zoning by-law and a draft plan of subdivision
- Community concerns identified to date relate to traffic volumes, the road network, public access to the west side green corridor, height and density
- Prior to the next report, matters to be addressed include the adequacy of the road and open space networks, evaluation of campus uses, built form, density, site design, environmental remediation and the satisfactory resolution of other technical requirements

## Background

On August 29, 2017, Port Credit West Village Partners Inc. (PCWVP) submitted Official Plan Amendment, Rezoning and Plan of Subdivision applications to the City, as well as a Master Plan document which outlined their vision of development for the lands. On March 1, 2018, the landowner appealed their development applications to the Local Planning Appeal Tribunal (LPAT) due to the failure by Council to make a decision within the required timelines under the *Planning Act*. An LPAT pre-hearing conference has not yet been scheduled.

The applications and the Master Plan have been circulated for technical comments and community meetings have 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:	498.7 m (1,636.1 ft.) - Lakeshore Road West 486.2 m (1,595.1 ft.) – Mississauga Road South
Depth:	523 m (1,715 ft.) - Irregular
Gross Lot Area:	29.14 ha ( 72.0 ac.)
Existing Uses:	Vacant, except for former gas station buildings

The property is located southwest of Lakeshore Road West and Mississauga Road South within the heart of Port Credit. Two established and unique low density residential neighbourhoods are found immediately to the west (Cranberry Cove) and east (Old Port Credit Village Heritage Conservation District). The north side of Lakeshore Road West is characterized by a mix of low rise retail commercial and residential uses, townhomes and two future 8 storey rental retirement buildings that are about to be constructed. J.C. Saddington Park borders the southeast corner of the site, which connects to the Waterfront Trail that runs through the shoreline portion of the subject lands. This public trail also crosses over abutting Crown lands owned by the province and provides direct public views and access to Lake Ontario.

The site has a long history of manufacturing and industrial uses. A brick manufacturing facility operated on the lands from the late 1800s to 1933. It was during this period that the excavation of shale for brickmaking occurred, leading to the creation of a large shale pit that was later used as a storm water management pond. This pond still exists and is the most noticeable feature on the site. From 1933 to 1985 the lands were used as an oil refinery and storage facility, which included a tank farm, a refinery processing area and administration buildings. In 1985, oil

Originator's files: OZ 17/012 W1 and T-M17004 W1

refining operations ended and in 1990 the site was decommissioned. It has been vacant since, except for the former gas station at the northeast corner of the site that recently ceased operations.

Aerial image of the subject lands



The surrounding land uses are:

- North: Across Lakeshore Road West, Credit Landing Shopping Centre, two and three storey residential/commercial buildings, Peel Chrysler Fiat car dealership, vacant lands approved for eight storey retirement residences
- East: Across Mississauga Road South, commercial uses along Lakeshore Road West, one and two storey detached homes, J.C. Saddington Park
- South: Provincial Crown land, Lake Ontario
- West: One and two storey detached homes, Peel Chrysler Fiat used car dealership

Information regarding the history of the site is found in Appendix 1. An aerial photo of the property and surrounding area is found in Appendix 2.

## DETAILS OF THE PROJECT

The applications are to permit a very significant mixed use redevelopment of this waterfront brownfield site. A range of residential, commercial, institutional and open space uses are proposed, as are a network of public and private roads. Dwellings include traditional townhomes, back to back and stacked townhomes, live-work units, mid-rise and high-rise condominium apartment units, with heights ranging from 2 ½ storeys to 26 storeys. The

applicant has indicated that some of the apartment units may be rentals. Retail commercial uses with a height range of two to three storeys are proposed along Lakeshore Road West. A central north-south "promenade" street and 25 m (82 ft.) wide linear public park are proposed to connect Lakeshore Road West to a new 3.2 ha (7.8 ac) waterfront park. The north end of this promenade will feature a "village square" framed by mid-rise mixed use retail commercial and residential buildings. The south end of the promenade leads to a "campus" precinct with a mix of residential and non-residential uses in mid-rise buildings which ultimately connects to the waterfront park. PCWVP is pursuing a partnership with YMCA as a possible non-residential campus use. Along the middle section of the promenade are a mix of townhomes, mid-rise and high-rise residential apartment buildings. Townhomes are proposed along the west and east portions of the site adjacent to the existing low density neighbourhoods. A public elementary school will be part of the development as requested by the Peel District School Board.

<b>Development Proposal</b>	
Applications submitted:	Received: August 29, 2017 Deemed complete: September 1, 2017 Revised: March 9, 2018
Owner/Applicant:	Port Credit West Village Partners Inc. (comprised of Diamond Corp., Dream Unlimited Corp., FRAM + Slokker Building Group and Kilmer Van Nostrand Co. Limited)
Townhome units:	359
Back to back & stacked townhome units:	146
Apartment units:	2,464
Total:	2,969
Height:	From 2 to 26 storeys
Floor Space Index:	See Appendix 3, Page 4
Public Park Area:	5.0 ha (12.4 ac)
Privately Owned Public Spaces (POPS):	2.0 ha (4.9 ac)
Landscaped Area (includes POPS but does not include public parks)	41%
Gross Floor Area:	Residential: 365 922 m <sup>2</sup> (3,938,880 ft <sup>2</sup> ) Retail: 14 525 m <sup>2</sup> (156,351 ft <sup>2</sup> ) Office: 13 764 m <sup>2</sup> (148,159 ft <sup>2</sup> ) Inst. (YMCA): 8 648 m <sup>2</sup> (93,089 ft <sup>2</sup> ) Total: 402 859 m <sup>2</sup> (4,336,480 ft <sup>2</sup> )

<b>Development Proposal</b>		
Road type:	Combination of public and standard condominium private roads	
Anticipated Population:	6,927* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required**	Proposed**
resident spaces	4,336	3,266
visitor spaces	609	446
commercial/institutional spaces	1,411	1,108
Total	6,355	4,820
	**Parking figures provided by the applicant for the entire site and based on high-level development assumptions. Required and Proposed figures will be lower once the shared parking formula for mixed use developments are applied as specific uses are confirmed through the site plan process.	
Green Initiatives:	<ul style="list-style-type: none"> <li>• investigating low carbon energy sources, including geothermal, rooftop solar and district energy</li> <li>• targeting LEED Gold for office buildings</li> <li>• examining sustainable water management/flood risk mitigation measures including bio-retention, vegetated swales and filter strips, rain barrels, green roofs, tree pits and cisterns</li> </ul>	

The proposed Master Concept Plan is found in Appendix 3 and building renderings are shown in Appendix 4.





Image of existing conditions



Applicant's rendering of the proposed full site build-out

## LAND USE CONTROLS

The subject lands are located within the Vacant Former Refinery and Mainstreet Neighbourhood Precincts of the Port Credit Neighbourhood Character Area and are designated **Special Waterfront – Special Site 3, Motor Vehicle Commercial, Public Open Space** and **Greenlands** (see Appendix 5). **Special Waterfront – Special Site 3** requires a comprehensive master plan to determine the appropriate use of the lands prior to redevelopment. **Motor Vehicle Commercial** permits a gas bar, motor vehicle repair, motor vehicle service station and

a motor vehicle wash. **Public Open Space** permits a range of uses including parkland, golf courses, recreational facilities, nursery gardening, conservation uses and accessory uses. **Greenlands** permits a range of uses including parkland, passive recreational activities, flood control/erosion management, conservation uses and accessory uses.

The applicant is proposing the following:

- Modify the **Special Waterfront – Special Site 3** policies and also apply them to the lands currently designated **Motor Vehicle Commercial** (the former Esso gas station site) as part of the mixed use proposal
- Technical changes to Schedule 1 (Port Credit Character Areas and Precincts), Schedule 1a (Urban System – Green System), Schedule 2A (Port Credit Neighbourhood Height Limits), Schedule 4 (Parks and Open Spaces), Schedule 5 (Long Term Road Network) and Schedule 10 (Land Use Designations) to make them consistent with the proposal
- Introduction of new Schedule 2C (Port Credit West Village Precinct Height Limits) to outline proposed height limits

The existing and proposed zones are listed in the chart below:

Existing Zones	Proposed Zones
<b>D</b> (Development) <b>C5</b> (Motor Vehicle Commercial) <b>G1</b> (Greenlands – Natural Hazards)	<b>C4 - Exception</b> (Mainstreet Commercial) <b>RM9 – Exceptions A, B and C</b> (Horizontal Multiple Dwellings With More Than 6 Dwellings) <b>RA3 – Exception</b> (Apartments) <b>RA4 – Exception</b> (Apartments) <b>RA5 – Exception</b> (Apartments) <b>I – Exception</b> (Institutional) <b>OS1 – Exception</b> (Open Space – Community Park) <b>OS2 – Exception</b> (Open Space – City Park)

Detailed information regarding the existing and proposed official plan policies and zone standards is found in Appendices 7 and 8.

A draft plan of subdivision is required in order to create separate development parcels/blocks, public road and public park blocks. Appendix 9 contains a copy of the applicant's proposed draft plan of subdivision as well as their proposed phasing of the development. Phase 1 would include the western townhome blocks and the commercial buildings along Lakeshore Road West. The higher density buildings and the Campus would be built in later phases.



### **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, or through LPAT, the City 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 the late Ward 1 Councillor Jim Tovey on November 21, 2017. This meeting included a workbook session for residents in attendance to fill out and return to the applicant. Staff have been given copies of all these responses. After the applicant submitted revised plans, two local ratepayers groups (Town of Port Credit Association and Cranberry Cove Ratepayers Association) hosted another community meeting on March 26, 2018 which was attended by the applicant, City staff and Ward 1 Councillor Dave Cook. A second community meeting took place on May 30, 2018 hosted by Councillor Cook. Many written submissions were also made by the public over the past several months.

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

- Concern that this development will greatly increase traffic along Lakeshore Road West and in the larger community
- Specific concern that the proposal will create a significant increase in traffic infiltration into the Old Port Credit Village Heritage Conservation District immediately to the east of the subject lands
- Desire for no road connections to Mississauga Road South
- Taller buildings should not be near Lake Ontario but pushed further north
- Preference for the original master plan submission, as it showed taller buildings further south near the lake and therefore further away from the adjacent Heritage Conservation District
- There should be lower density throughout the entire site and mid-rise heights as a maximum
- Concern that there will not be enough privacy for residents who back on to the west side of the lands - public access should be removed from the green corridor proposed along the west property line
- The green corridor along Mississauga Road South will be removed which is concerning
- The Campus area should contain cultural, educational and recreational uses to benefit the larger community – residential and office uses should be excluded
- There should be more parkland along Lake Ontario, and it should have naturalized sections

- Affordable housing should be integrated throughout the project
- More details related to environmental site remediation are needed
- This development will be a positive addition to the community – the mix of uses is good
- The idea of a central north-south promenade is very good
- Pleased with the amount of parkland abutting Lake Ontario
- The proposed extension of retail commercial uses along Lakeshore Road West is well done

Staff have also received written and verbal communication from residents within the surrounding community, which are included in the above list of comments.

### **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix 10 and school accommodation information is contained in Appendix 11. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Adherence to the applicable policies and principles of Mississauga Official Plan
- Consistency with the Council approved Master Planning Framework, which is to provide guidance to the Master Concept Plan for the site
- Appropriateness of the proposed road network including the ratio of public versus private roads and related transportation and servicing issues
- Compatibility with the surrounding context and appropriateness with respect to the proposed land uses, built form, massing, density, site design and environmental sustainability features
- Has an appropriate transition been provided to the existing residential neighbourhoods to the east and west
- Are the proposed uses, built form and preliminary design of the Campus appropriate
- Are the size, location and configuration of public parks and other open spaces appropriate, including the proposed waterfront park
- Have views to Lake Ontario been adequately addressed
- Is there sufficient affordable housing proposed for the site
- Where should a new public elementary school be located on the site
- Are the proposed reduced parking standards appropriate
- Does the proposal adhere to the Urban Design Guidelines and revised Zoning By-law regulations for back to back and stacked townhomes contained in the report dated May 24, 2018 from the Commissioner of Planning and Building
- Appropriateness of the proposed zoning regulations and plan of subdivision
- Satisfaction of several technical requirements, including site remediation, grading, servicing, parking, street design and the finalization of studies related to the proposal

### **URBAN DESIGN REVIEW PANEL**

The Urban Design Review Panel reviewed the Draft Master Plan on June 20, 2017 prior to submission of the development applications. Comments from the panel included the following:

- The character and quality of the central north-south promenade should be enhanced
- More intense density and built form than townhomes should be considered along the central north-south promenade
- Further definition and place-making in the Village Square and Campus areas are recommended
- The applicant should explore a greater proportion of institutional uses for the Campus

### OTHER INFORMATION

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

- Survey
- Draft Plan of Subdivision
- Context, Site & Parking Plans
- Grading & Servicing Plans
- Master Plan, Urban Design Study & Planning Justification Report
- Shadow Study
- Pedestrian Level Wind Study
- Arborist Report
- Stage I Archaeological Assessment
- Heritage Impact Assessment
- Cultural Landscape Heritage Impact Assessment
- Healthy Development Assessment
- Streetscape Feasibility Study
- Land Registry Documents
- Healthy Community Guidelines (Sustainability)
- Environmental Impact Study
- Noise Feasibility Study
- Phase 1 & 2 Environmental Site Assessments
- Remedial Action Plan
- Construction Management Plan – Phase 1
- Functional Servicing & Stormwater Management Report
- Transportation Considerations Report
- Natural Hazards Summaries
- 3D Digital Model
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

### Development Requirements

In conjunction with the development, there are certain other engineering and environmental matters including: noise, grading, servicing, stormwater management and environmental site remediation which will require the applicant to enter into the appropriate agreements with the City, the details of which will be dealt with during the processing of the plan of subdivision.

Prior to any development proceeding on-site, the City will require the submission and review of applications for site plan approval for each phase of development.

### 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

All 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: Master Concept Plan
- Appendix 4: Renderings
- Appendix 5: Excerpt of Port Credit Neighbourhood Character Area Land Use Map
- Appendix 6: Existing Zoning and General Context Map
- Appendix 7: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 8: Summary of Existing and Proposed Zoning Provisions
- Appendix 9: Proposed Draft Plan of Subdivision and Phasing Plan
- Appendix 10: Agency Comments
- Appendix 11: School Accommodation



---

Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Ben Phillips, Development Planner

**Port Credit West Village Partners Inc.****Files: OZ 17/012 W1 and T-M17004 W1**

### **Site History**

- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which were appealed and the subject lands were zoned D (Development), C5 (Motor Vehicle Commercial) and G1 (Greenlands – Natural Hazards)
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of the new Mississauga Official Plan apply. The subject lands are designated Special Waterfront – Special Site 3, Motor Vehicle Commercial, Public Open Space and Greenlands in the Port Credit Neighbourhood Character Area
- December 7, 2015 - Council endorsed a Master Planning Framework for the subject lands as part of the City-initiated Inspiration Port Credit visioning and master planning process. This document outlined the key considerations that should guide the future revitalization of the lands, including land use, remediation, transportation, open space and built form.
- June 26, 2017 - staff presented a report to the Planning and Development Committee outlining the key components of the Draft Master Plan submitted by the new owner of the lands, Port Credit West Village Partners Inc. (PCWVP).



**LEGEND:**

 **SUBJECT LANDS**



DATE OF AERIAL IMAGERY: SPRING 2017

**TITLE:** PORT CREDIT WEST VILLAGE PARTNERS INC.

**FILE NO:** OZ 17/012 W1  
T-M 17004 W1



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

## Concept Master Plan

### Land Use Plan



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Street Level Use Plan**



Port Credit West Village Partners Inc.

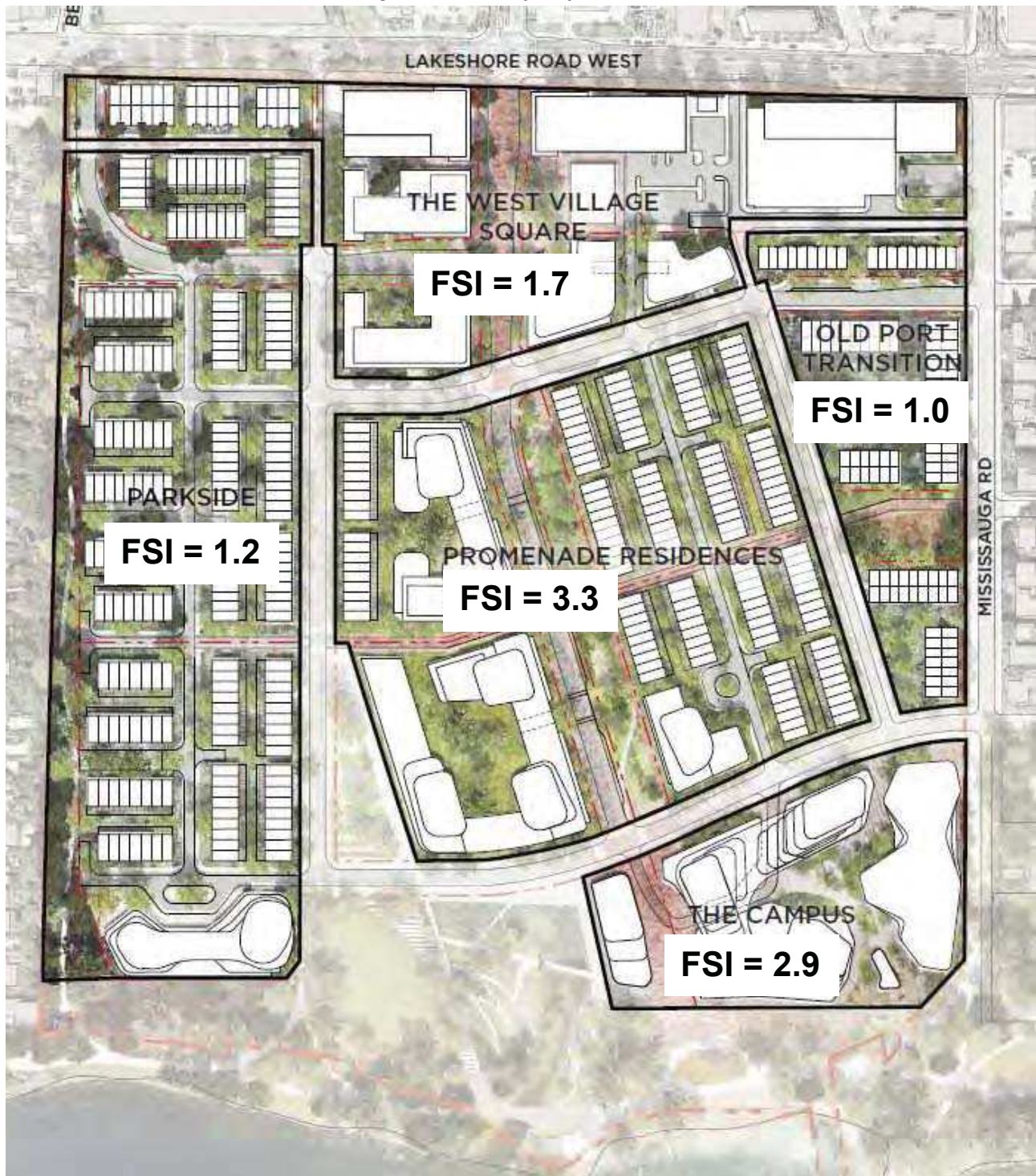
Files: OZ 17/012 W1 and T-M17004 W1

**Building Height Plan**



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Sub-Precinct Plan with Floor Space Index (FSI) \***

\* FSI calculated by staff based on information provided by the applicant. Staff have requested that the applicant provide more detailed FSI figures for each development block.



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Parking Plan****LEGEND**

- INDIVIDUAL GARAGES AT GRADE
- DEPRESSED REAR LANE - BASEMENT PARKING, INDIVIDUAL GARAGES
- UNDERGROUND PARKING



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

## Renderings

### 1. The West Village Square Sub-Precinct



Lakeshore Road West looking east



Within the Village Square looking southeast



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

## 2. The Promenade Sub-Precinct



Looking south towards the Promenade Residences



Looking north towards Lakeshore Road West



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1



Conceptual sketch and programming of linear park looking south



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

### 3. The Campus Sub-Precinct



Campus looking east



Campus looking north



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1



Campus looking north

#### 4. Old Port Transition Sub-Precinct



Conceptual elevations to convey building massing along Mississauga Road South



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1



Looking south from Mississauga Road South



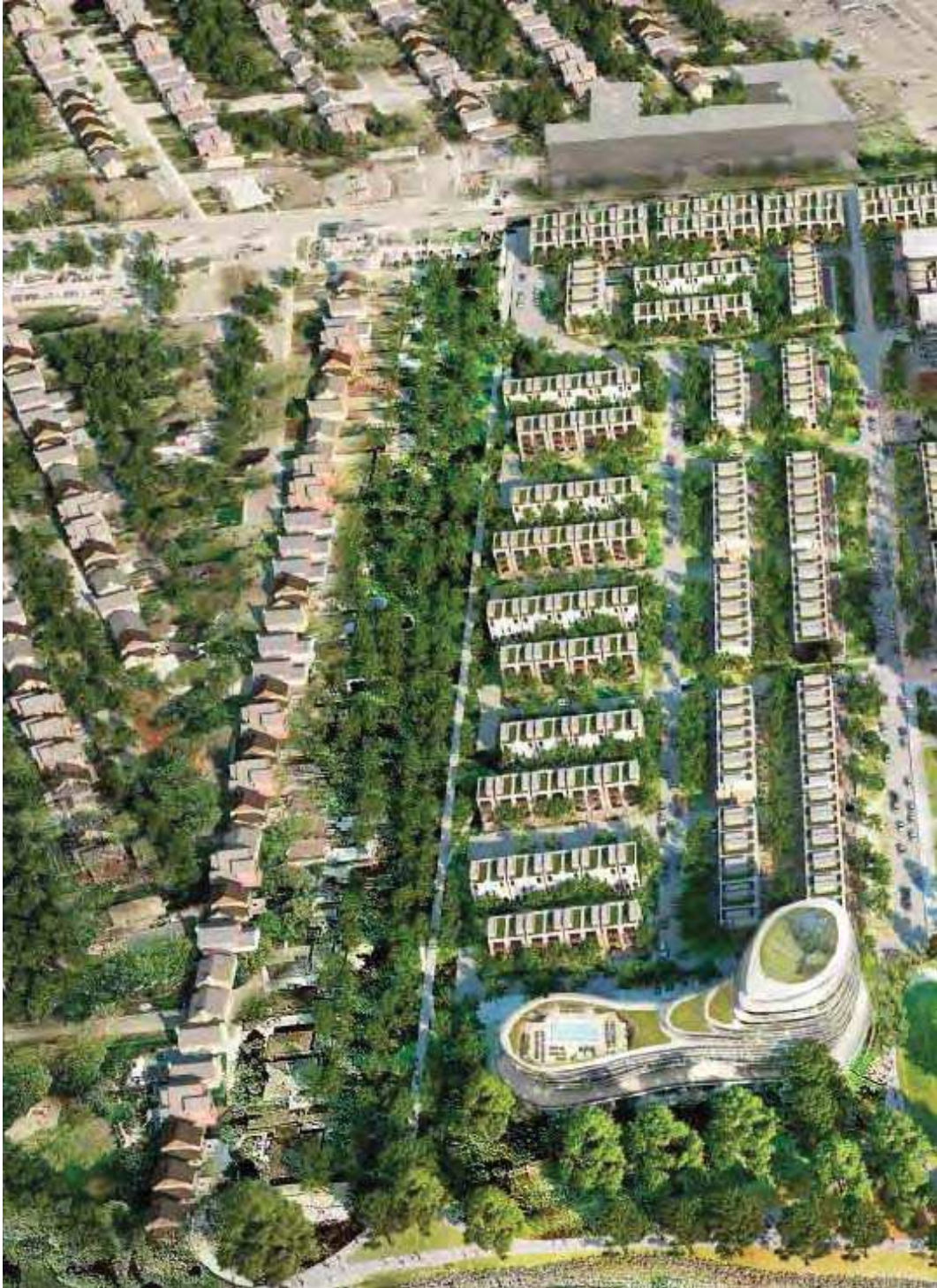
View looking north



Port Credit West Village Partners Inc.

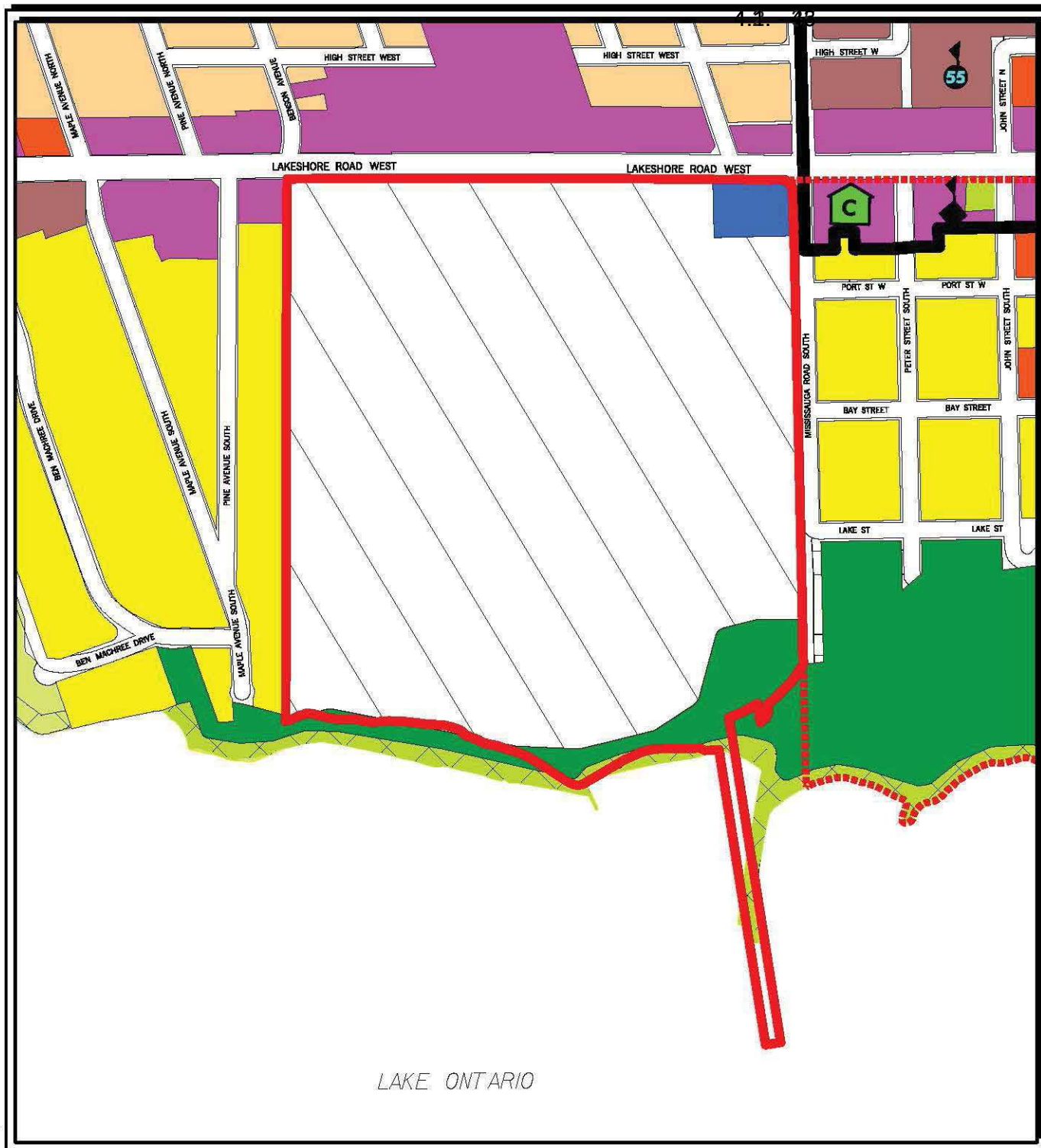
Files: OZ 17/012 W1 and T-M17004 W1

## 5. Parkside Sub-Precinct



Looking north towards Lakeshore Road West





**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**



**TITLE:**  
**PORT CREDIT WEST VILLAGE PARTNERS INC.**

**FILE NO:** OZ 17/012 W1  
T-M 17004 W1

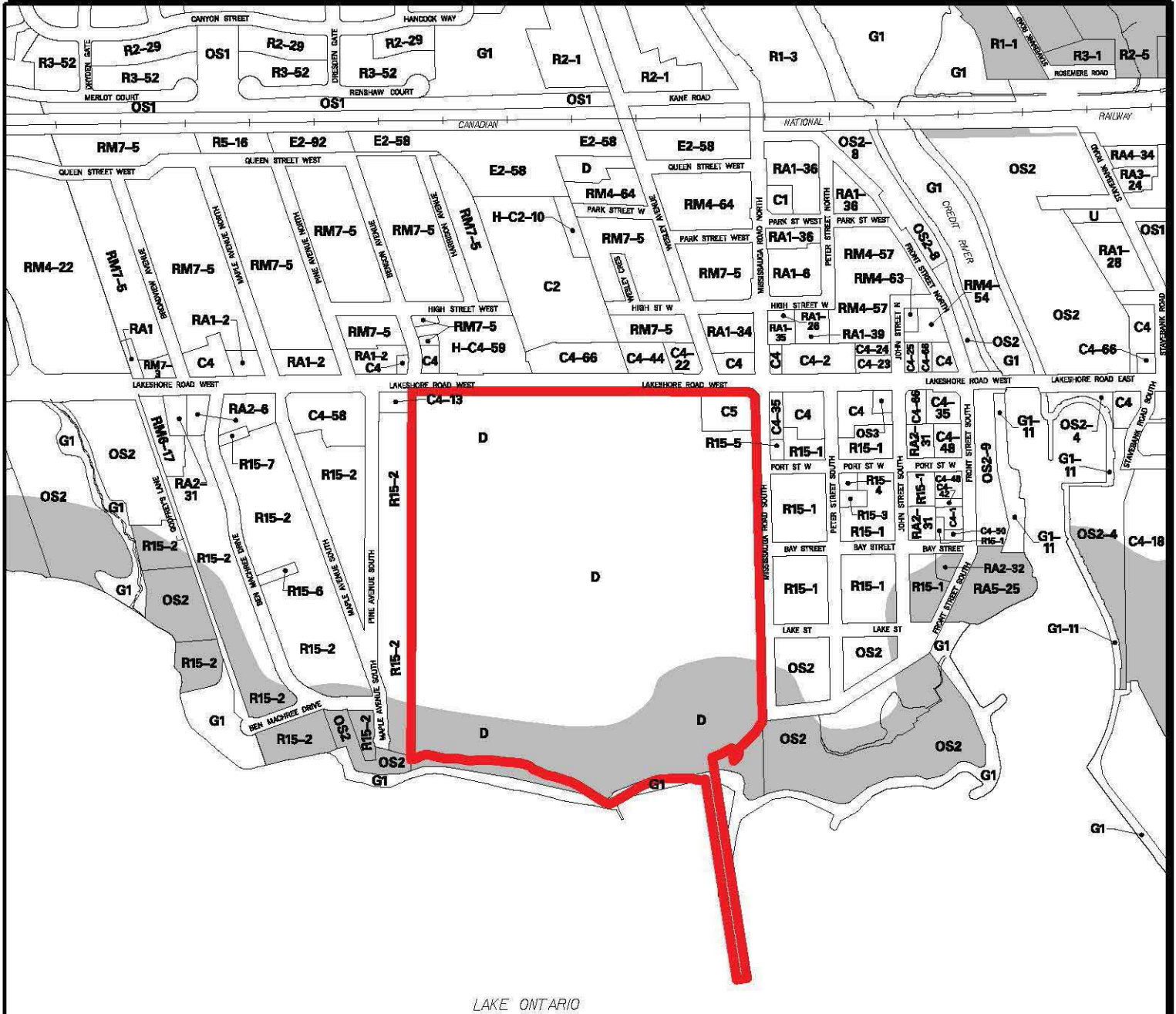


Produced by  
T&W, Geomatics

# Existing Zoning and General Context Map

OZ 17/012 W1 &  
T-M17004 W1

Appendix 6



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

## Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies

### Current Mississauga Official Plan Designation and Policies for the Port Credit Neighbourhood Character Area

**Special Waterfront – Special Site 3** requires a comprehensive master plan to determine the appropriate use of the lands prior to redevelopment (see Section 13.1.3 below).

**Motor Vehicle Commercial** permits a gas bar, motor vehicle repair, motor vehicle service station and a motor vehicle wash.

**Public Open Space** permits a range of active uses including parkland, golf courses, recreational facilities, nursery gardening, conservation uses and accessory uses.

**Greenlands** permits a range of passive uses including parkland, passive recreational activities, flood control/erosion management, conservation uses and accessory uses.

### Proposed Official Plan Amendment Provisions

The applicant proposes to retain the **Special Waterfront** land use designation and extend it so that it replaces the **Motor Vehicle Commercial** designation that currently applies to the portion of lands located at the southwest corner of Lakeshore Road West and Mississauga Road South (i.e. the former gas station). The Special Site 3 policies would be replaced with several new policies, which are summarized below:

1. Street and Block Pattern
  - Mimic the surrounding context
  - Connect Lakeshore Road West to Lake Ontario
  - Facilitate a multi-modal transportation network
  - Incorporate a variety of street types will be incorporated (minor collectors, condominium roads, waterfront streets)
2. Open Space
  - Green system network will include parks, trails, privately-owned publicly accessible spaces (POPS), and natural hazard lands
  - Connect Lakeshore Road West to Lake Ontario
  - Landscape buffer will be maintained between the Precinct and the adjacent residential neighbourhood to the west

**Port Credit West Village Partners Inc.****Files: OZ 17/012 W1 and T-M17004 W1**

- New waterfront park will build upon the existing waterfront trail and contribute to the formation of a regional waterfront destination, incorporating ecological habitats and programmable space
  - Parkland dedication shall consist of a combination of parkland conveyance, secured POPS, secured and protected hazard lands, and/or cash-in-lieu
3. The West Village Square Sub-Precinct
- Active gateway to entire site and the primary access point
  - Vibrant, multi-seasonal public square that leverages vitality of Lakeshore Road West featuring neighbourhood retail amenities as well as community services
  - Lakeshore Road West will be fronted by mostly low-rise commercial and retail uses with a requirement for non-residential uses on the ground floor
  - Live/work units will be permitted along Lakeshore Road West
  - Other buildings will contain non-residential uses on the ground floor with residential uses above
  - Mid-rise buildings permitted along the central boulevard
4. The Promenade Sub-Precinct
- Located in the centre of the site
  - Concentrated around a central public linear park leading from the West Village Square Sub-Precinct to the Campus Sub-Precinct
  - Public linear park features programming and a high quality public realm with a public street on its western edge
  - Contains a range of housing forms, has highest density in the Precinct and incorporates the broadest range of heights
  - Commercial and retail uses permitted on ground floor of apartment buildings
5. The Campus Sub-Precinct
- Located beside the waterfront park
  - Will act as a catalyst to attract movement into and through the site throughout the day and year
  - Mix of uses featuring a diverse built form
  - Non-residential uses will include community, cultural, educational, institutional, retail and office uses
  - Residential uses will be in the form of apartment buildings located above podiums comprised of non-residential uses
  - Traffic and parking impacts will be minimized
  - Parks, open spaces and POPS permitted



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

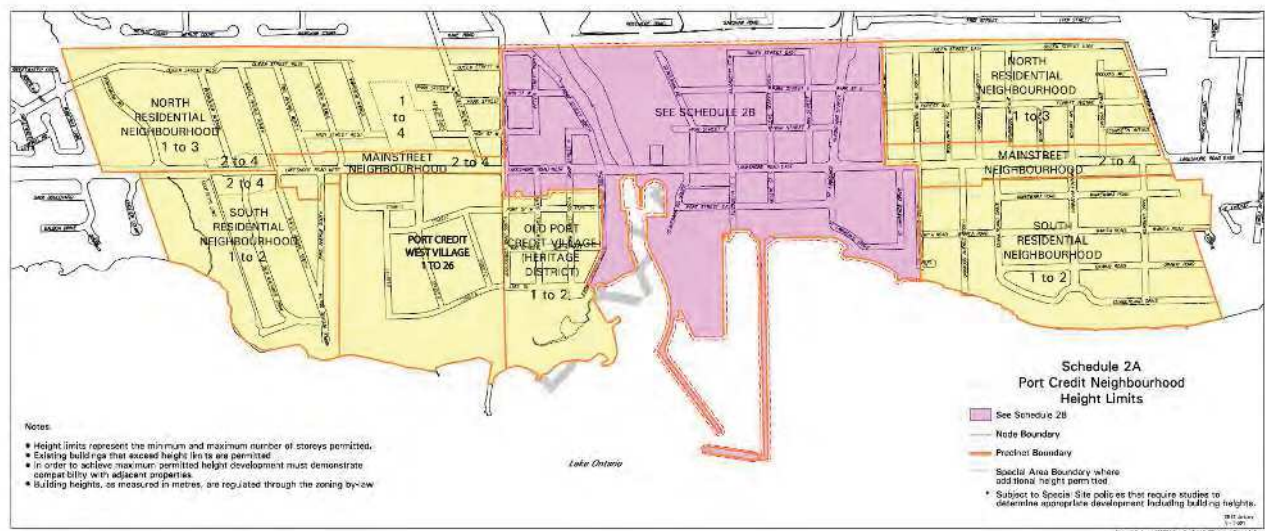
## 6. Old Port Transition Sub-Precinct

- East edge of lands that is to provide a transition to and have regard for the adjacent Old Port Credit Village Heritage Conservation District
- Comprised of low-rise residential, parks and open space uses

## 7. Parkside Sub-Precinct

- West edge of lands that will manage transition to the adjacent neighbourhood through built form and a landscaped edge condition
- Will contain predominately low-rise residential dwellings, with a taller, mixed-use signature element adjacent to the waterfront

## Proposed Revised Schedule 2A (Port Credit Neighbourhood Height Limits)



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

## Proposed New Schedule 2C (Port Credit West Village Precinct Height Limits)

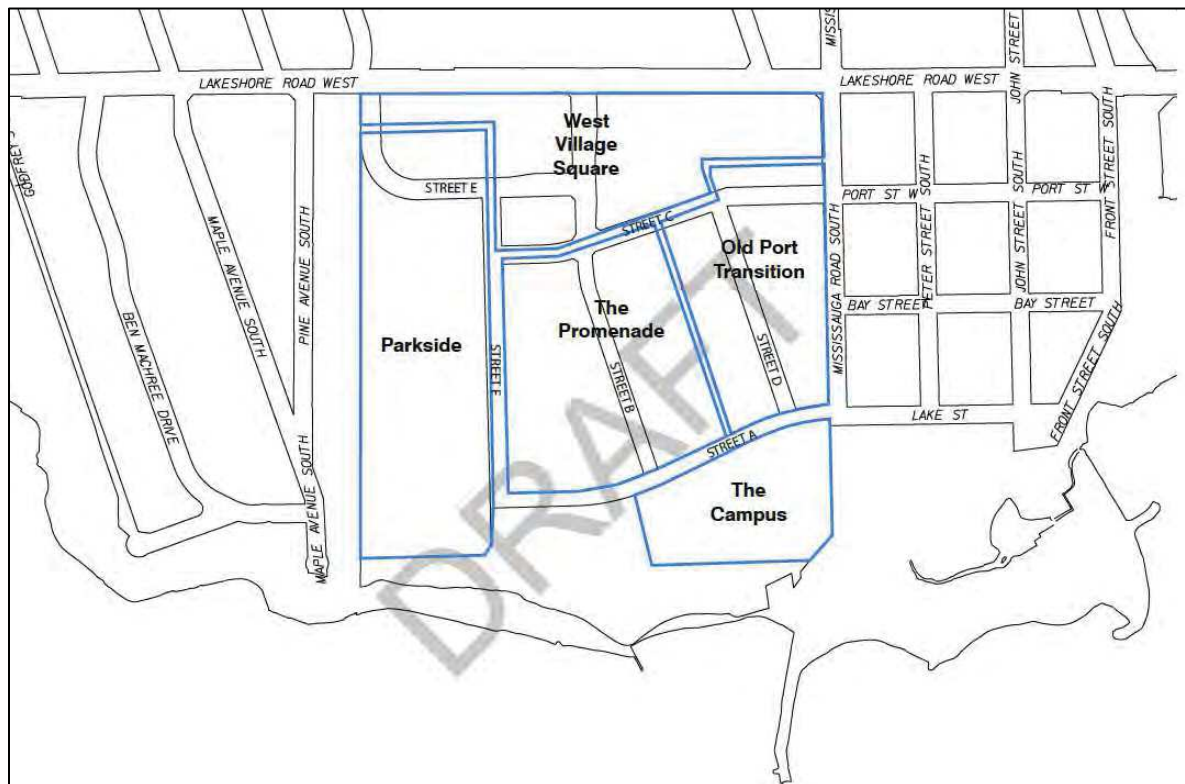




Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

## Proposed Schedule 4 (Port Credit Village Sub-Precincts)



Additional wording changes are proposed throughout the Port Credit Local Area Plan to make it consistent with the development proposal and the policies outlined above. This includes a new Section 10.3.3 (Vacant Former Refinery Precinct) that outlines the historical context, vision and general provisions for the lands, which is proposed to be renamed as the “Port Credit West Village Precinct”. Schedule 1 (Port Credit Character Areas and Precincts) is also proposed to be amended to show the subject lands as “Port Credit West Village” instead of “Vacant Former Refinery”.

Technical changes to Schedule 1a (Urban System – Green System), Schedule 4 (Parks and Open Spaces), Schedule 5 (Long Term Road Network) and Schedule 10 (Land Use Designations) in Mississauga Official Plan are also proposed to reflect additional public and private open spaces, expansion of the Minor Collector Road network and expansion of the **Special Waterfront** land use designation.

Note: The proposed Special Site policies reflect a summary of key aspects of the draft official plan amendment submitted by the applicant. These policies are subject to further review and revisions as the applications are processed and the proposed Master Plan evolves. The applicant’s complete draft official plan amendment can be viewed at the following link on the City’s website (see Resubmission Documents - March 9, 2018):

<http://mississauga.ca/developmentapp-wvp>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**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:

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 5 – Direct Growth</b>	5.1 5.3 5.3.5	<p>The focus for intensification will be the intensification areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas.</p> <p>Directing growth to locations with existing or planned higher order or express transit service and enhancing opportunities for walking and cycling will allow for competitive alternatives to vehicular travel, which will minimize impacts on our environment and promote public health.</p> <p>Mississauga's Neighbourhoods are characterized as physically stable areas with a character that is to be preserved. Neighbourhoods are not the focus of intensification. 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.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 6 – Value the Environment	6.1 6.2 6.3 6.4 6.7	<p>Mississauga will build communities that are environmentally sustainable and encourage sustainable ways of living.</p> <p>Mississauga will encourage the use of green technologies and design to assist in minimizing the impacts of development on the health of the environment.</p> <p>Development and site alterations along the Lake Ontario shoreline will be evaluated in the context of their potential impact on the overall physical and ecological functions occurring within the defined shoreline or watershed management area.</p> <p>As a condition of development approval, lands adjacent to the Lake Ontario shoreline may be placed in public ownership for their long term protection. Natural Hazard lands and buffers will be designated Greenlands and zoned to protect life and property.</p> <p>Public parkland will be designed to allow access for a variety of complementary activities through interconnections of pathways, a multi-use recreational trail and the public parkland network; and to provide a safe and accessible environment through development of clear sightlines, openness and visible entrances that can be achieved by maximizing street frontages, where possible.</p> <p>The design of stormwater management facilities and surface drainage facilities must conform to City standards, policies and guidelines. A buffer may be required as determined by the City.</p> <p>Contaminated sites must be identified and appropriately addressed by the proponent of development. This includes the submission of required information identifying potential contamination and planned remedial actions if contamination is confirmed.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 7 – Complete Communities	<p>7.1 7.2 7.3 7.4</p>	<p>In order to create a complete community and develop a built environment supportive of public health, the City will encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses. The City will also design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking.</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. This includes the production of a variety of affordable dwelling types for both the ownership and rental markets.</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.</p> <p>School sites will be determined during the processing of development applications and will have regard for the site policies established by the School Boards.</p> <p>Mississauga's cultural heritage resources are to be conserved and protected.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 8 – Building a Multi-Modal City	8.1 8.2 8.3 8.4 8.5	<p>The City will create a multi-modal transportation network for the movement of people and goods that supports more sustainable communities. Proponents of development applications will be required to demonstrate how pedestrian and cycling needs have been addressed.</p> <p>Future additions to the road network should be public roads. Public easements may be required where private roads are permitted. Permanent below or at grade encroachments into the road system will not be permitted.</p> <p>Additional roads may be identified during the review of development applications and through the local area review process. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.</p> <p>The City will strive to incorporate stormwater best management practices in the planning, design and construction of municipal road and off street parking facility projects. Decisions regarding the specific implementation of stormwater best management practices will be made on a project by project basis in accordance with relevant drainage plans and studies, and development standards and policies.</p> <p>Mississauga will encourage transportation demand management strategies that promote transit use and active transportation, and reduce vehicle dependency, single occupant vehicle travel, trip distance and time and peak period congestion.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 9 – Build a Desirable Urban Form	9.1 9.2 9.3 9.4 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.</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. Neighbourhoods are stable areas where limited growth is anticipated. Development in neighbourhoods will be required to be context sensitive and respect the existing and planned character and scale of development.</p> <p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.</p> <p>Streetscapes will be designed to create a sense of identity through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.</p>
Section 16 – Neighbourhoods	16.1	<p>Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ul style="list-style-type: none"> <li>a. an appropriate transition in heights that respects the surrounding context will be achieved;</li> <li>b. the development proposal enhances the existing or planned development;</li> <li>c. the City Structure hierarchy is maintained; and</li> <li>d. the development proposal is consistent with the policies of this Plan.</li> </ul>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Section 19 - Implementation	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"> <li>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;</li> <li>the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>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.</li> </ul>



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Port Credit Local Area Plan	10.3.3	<p><b>Vacant Former Refinery Precinct:</b></p> <p>The precinct represents a significant property along Lake Ontario that has the opportunity to create vibrant areas of interest that can enhance the existing community and offer increased public access to the waterfront. This precinct should ultimately be developed in a manner which is compatible with the surrounding lands, and which does not detract from the planned function of the Community Node.</p> <p>This precinct has redevelopment potential, however, further study is required to determine appropriate development. Building heights will provide appropriate transition to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.</p> <p>A public road will be provided in any future development that separates any new development from the Lake Ontario waterfront open space and the continuous Waterfront Trail to maximize public access to and along the Lake Ontario waterfront. A landscaped buffer will be maintained between the precinct and the adjacent residential neighbourhood to the west.</p>
	10.3.6	<p><b>Mainstreet Neighbourhood Precinct:</b></p> <p>This Precinct is intended to contain a mixture of uses that help meet the day-to-day needs of residents. It will contain street related commercial uses with closely spaced storefronts lining the street to encourage and foster an active pedestrian street. Development will provide view corridors to the lake, where appropriate.</p>
	13.1.3	<p><b>Special Site 3:</b></p> <p>Notwithstanding the provisions of the Special Waterfront, Public Open Space, Greenlands designations, and the Desirable Urban Form policies, further study is required to determine the feasibility and appropriate type of redevelopment of these lands.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

	Specific Policies	General Intent
Port Credit Local Area Plan	13.1.3	<p>A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form and transportation. In addition, the master plan will:</p> <ul style="list-style-type: none"> <li>a. determine the type(s) and extent of contamination on the site, investigate remedial strategies and identify any constraints with respect to land uses proposed for the site;</li> <li>b. have regard for other City plans, policies and reports, such as the Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report and the Waterfront Parks Strategy 2008;</li> <li>c. include provision of significant public parklands along and access to the waterfront including the Waterfront Trail;</li> <li>d. provide views to Lake Ontario;</li> <li>e. continue the mainstreet mixed use function along Lakeshore Road West;</li> <li>f. examine unique opportunities to take advantage of the site's size and location on the waterfront; and</li> <li>g. provide opportunities to accommodate employment uses.</li> </ul> <p>Consultation on the comprehensive master plan will occur with the landowners, the local community, and other stakeholders. Approval of an Official Plan Amendment implementing the master plan is required prior to development.</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

## Summary of Existing and Proposed Zoning Provisions

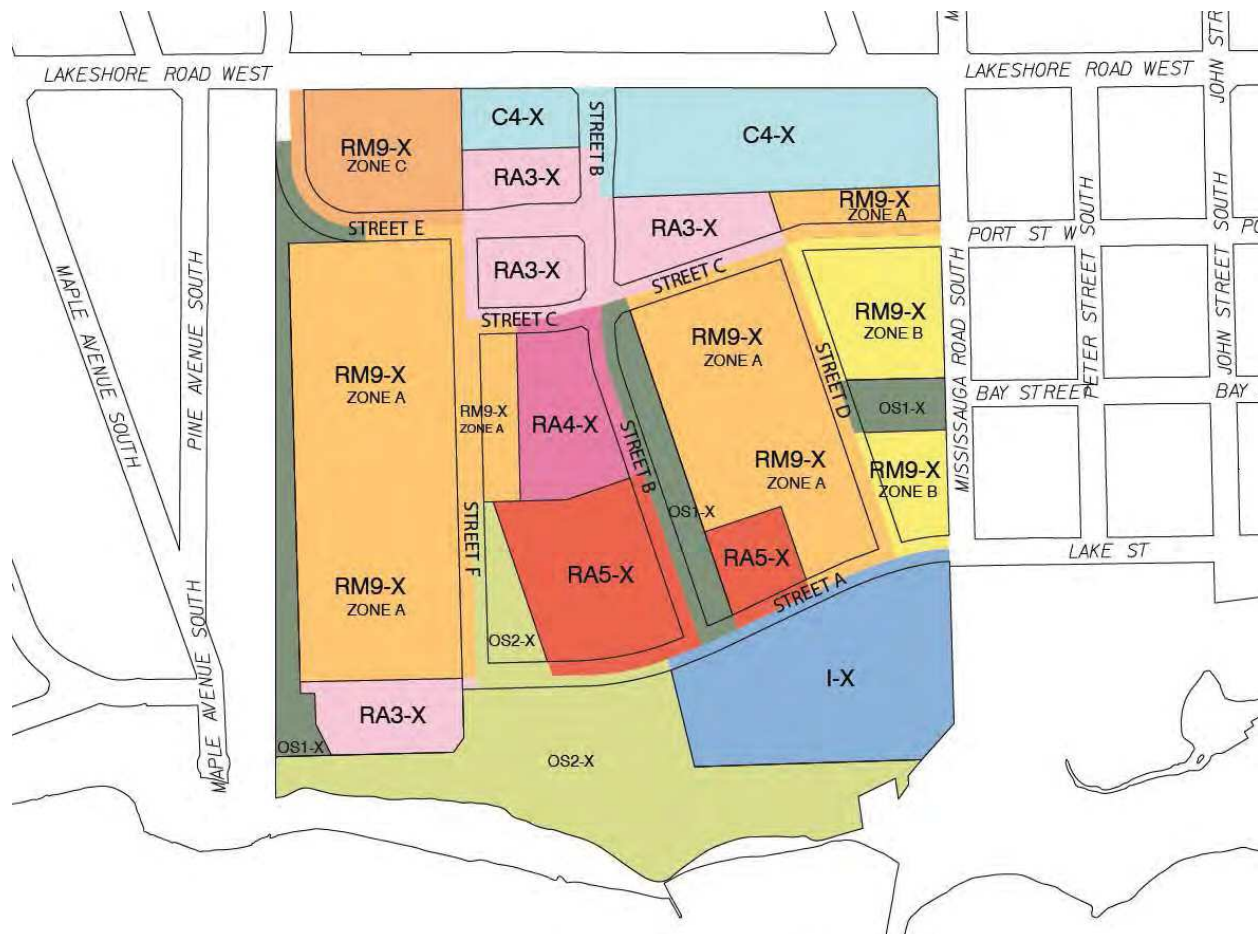
### Existing Zoning By-law Provisions

**D (Development)** permits only legally existing buildings and structures.

**C5 (Motor Vehicle Commercial)** permits motor vehicle service uses including gas bars, motor vehicle service stations, car washes and motor vehicle repair facilities.

**G1 (Greenlands – Natural Hazards)** permits flood control, stormwater management, erosion management and natural heritage features and areas conservation.

### Summary of Proposed Zones



**Applicant's Draft Proposed Zoning Map**

**Port Credit West Village Partners Inc.****Files: OZ 17/012 W1 and T-M17004 W1**

Note: The provisions listed below represent a summary of the applicant's draft zoning by-law amendment. There are several additional changes to development standards that the applicant is proposing, which will be subject to further review and revisions as the applications are processed and the proposed Master Plan evolves. The applicant's complete draft zoning by-law amendment can be viewed at the following link on the City's website (see Resubmission Documents - March 9, 2018):

<http://mississauga.ca/developmentapp-wvp>

<b>Zone Standards</b>	<b>Base C4 Zoning By-law Standards</b>	<b>Proposed C4-Exception Zoning By-law Standards</b>
Uses	Extensive range of retail, service, office entertainment/ recreation, residential and other uses	The following additional uses: Long-term care dwelling; hospice dwelling; retirement dwelling; convenience retail and service kiosk; accessory outdoor patio
Minimum Height	2 storeys	7.5 m (24.6 ft.)
Maximum Height (flat roof)	12.5 m (41.0 ft.) and 3 storeys	15.0 m (49.2 ft.) and 3 storeys
Maximum Front Yard	3.0 m (9.8 ft.)	4.0 m (13.1 ft.)
Maximum Exterior Side Yard	3.0 m (9.8 ft.)	6.0 m (19.7 ft.)
Min. Interior Side Yard – Lot abutting a Residential Zone	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
No Dwelling Units	On first floor	On first and second floor

<b>Zone Standards</b>	<b>Base RM9 Zoning By-law Standards</b>	<b>Proposed RM9-Exception A Zoning By-law Standards</b>	<b>Proposed RM9-Exception B Zoning By-law Standards</b>	<b>Proposed RM9-Exception C Zoning By-law Standards</b>
Uses	Horizontal multiple dwelling with more than 6 dwelling units	The following additional uses: townhouses; street townhouses; parking lot; sales centre	The following additional uses: townhouses; street townhouses; semi-detached dwellings; parking lot; sales centre	The following additional uses: townhouses; street townhouses; long-term care dwelling; retirement dwelling; home occupation; sales centre; all C4 zone uses

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

<b>Zone Standards</b>	<b>Base RM9 Zoning By-law Standards</b>	<b>Proposed RM9-Exception A Zoning By-law Standards</b>	<b>Proposed RM9-Exception B Zoning By-law Standards</b>	<b>Proposed RM9-Exception C Zoning By-law Standards</b>
Max. Height	Flat Roof – 13.0 m (42.6 ft.) Sloped Roof – 15.0 m (49.2 ft.)	No change	Units fronting on Mississauga Road South – 2.5 storeys	No change
Min. Front and Exterior side yard	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)	4.0 m (13.1 ft.)	0.0 m (0.0 ft.)
Min. Interior Side Yard	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)
Min. Rear Yard	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)
Min. width of an internal road	7.0 m (22.9 ft.)	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)
Min. Landscaped Area	40% of lot area	30% of lot area	30% of lot area	30% of lot area
Minimum Amenity Area	The greater of 5.6 m <sup>2</sup> (60.3 ft <sup>2</sup> ) per dwelling unit or 10% of the site area	No amenity area provided	No amenity area provided	No amenity area provided

<b>Zone Standards</b>	<b>Base RA3 Zoning By-law Standards</b>	<b>Proposed RA3-Exception Zoning By-law Standards</b>
Uses	Apartment; long-term care building; retirement building	The following additional uses: all uses permitted in the C2 Zone are permitted on the ground floor; parking lot; sales centre; convenience retail and service kiosk
Maximum Height	38.0 m (124.7 ft.) and 12 storeys	35.0 m (114.8 ft.) and 10 storeys
Max. Floor Space Index – Apartment Zone	1.0	Does not apply. Instead, a max. gross floor area of 405 000 m <sup>2</sup> (4,359,526 ft <sup>2</sup> ) applies to the entire site
Min. Landscaped Area	40% of the lot area	30% of the lot area

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

<b>Zone Standards</b>	<b>Base RA4 Zoning By-law Standards</b>	<b>Proposed RA4-Exception Zoning By-law Standards</b>
Uses	Apartment; long-term care building; retirement building	The following additional uses: all uses permitted in the C2 Zone are permitted on the ground floor; parking lot; sales centre; convenience retail and service kiosk
Maximum Height	56.0 m (183.7 ft.) and 18 storeys	59.0 m (193.6 ft.) and 18 storeys
Max. Floor Space Index – Apartment Zone	1.8	Does not apply. Instead, a max. gross floor area of 405 000 m <sup>2</sup> (4,359,526 ft <sup>2</sup> ) applies to the entire site
Min. Landscaped Area	40% of the lot area	30% of the lot area

<b>Zone Standards</b>	<b>Base RA5 Zoning By-law Standards</b>	<b>Proposed RA5-Exception Zoning By-law Standards</b>
Uses	Apartment; long-term care building; retirement building	The following additional uses: all uses permitted in the C2 Zone are permitted on the ground floor; parking lot; sales centre; convenience retail and service kiosk
Maximum Height	77.0 m (252.6 ft.) and 25 storeys	83.0 m (272.3 ft.) and 26 storeys
Max. Floor Space Index – Apartment Zone	2.9	Does not apply. Instead, a max. gross floor area of 405 000 m <sup>2</sup> (4,359,526 ft <sup>2</sup> ) applies to the entire site
Min. Landscaped Area	40% of the lot area	30% of the lot area

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

<b>Zone Standards</b>	<b>Base I Zoning By-law Standards</b>	<b>Proposed I-Exception Zoning By-law Standards</b>
Uses	Hospital; university/college; and the following accessory uses: medical office; office; staff/student residence; restaurant; take-out restaurant; financial institution; retail store; personal service establishment; cogeneration facility	The following additional uses: all C4 zone uses; art gallery; museum; centre for the performing arts; sales centre; real estate office; outdoor patio accessory to a restaurant, take-out restaurant, daycare or office
Location of dwelling units	Not permitted	No dwelling units on the first or second floor
Minimum Front Yard	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Minimum Exterior Side Yard	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Minimum Interior Side Yard	7.5 m (24.6 ft.)	3.0 m (9.8 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	shall not apply
Min. landscape buffer width	4.5 m (14.8 ft.)	3.0 m (9.8 ft.)
Maximum Height	No restriction	No restriction

<b>Zone Standards</b>	<b>Base OS1 and Base OS2 Zoning By-law Standards</b>	<b>Proposed OS1-Exception and OS2- Exception Zoning By-law Standards</b>
Uses	Passive recreational use; active recreational use; stormwater management facility	The following additional uses: parking lot; farmers' market; outdoor patio accessory to a restaurant, take-out restaurant, daycare or office; temporary tent and/or storage



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

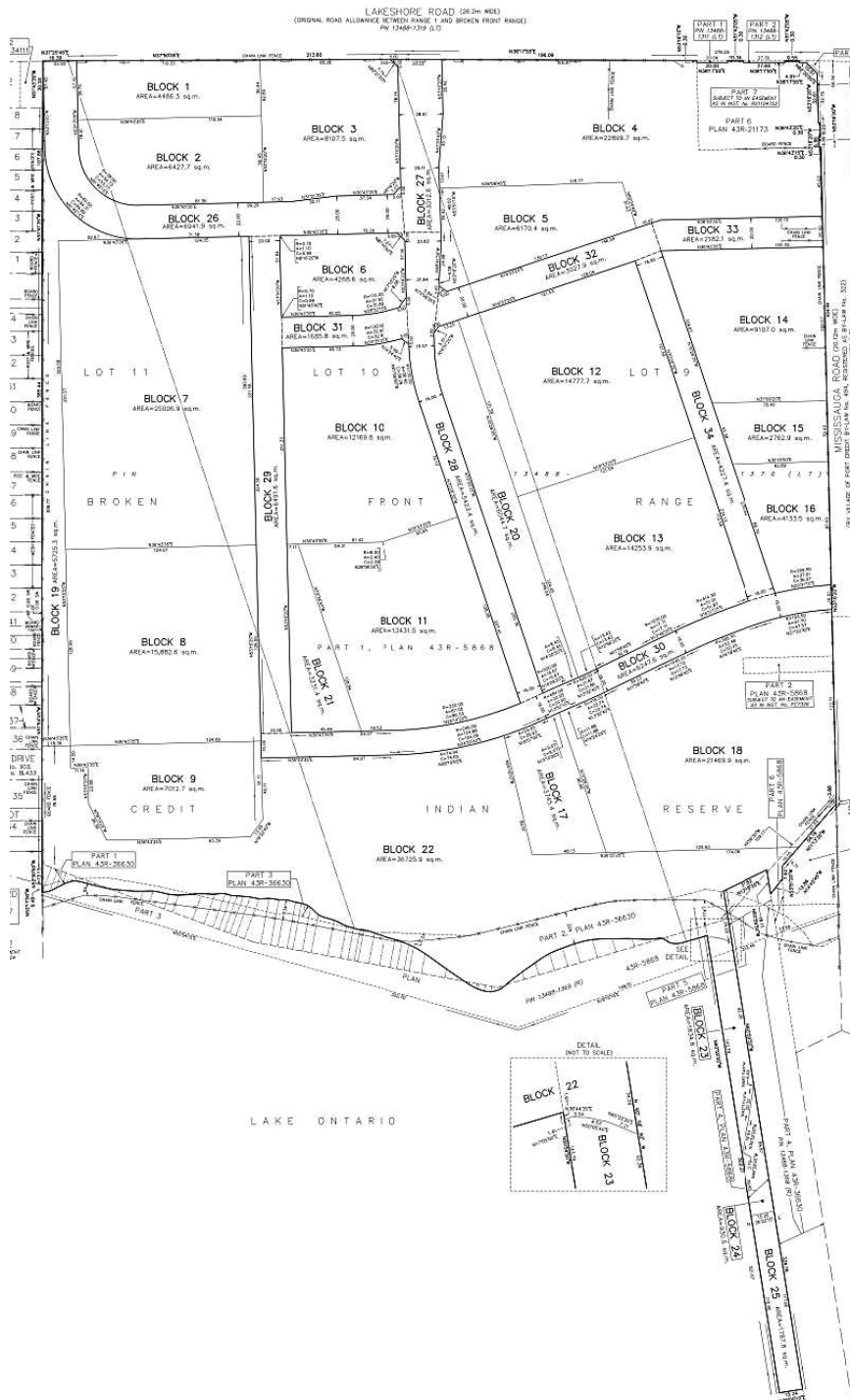
<b>Parking Use</b>	<b>Min. Number of Parking Spaces - Zoning By-law Requirement</b>	<b>Min. Number of Parking Spaces - Proposed Requirement</b>
Condominium Apartment	1.00 resident space per bachelor unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 0.20 visitor spaces per unit	1.00 resident space per unit 0.15 visitor spaces per unit
Rental Apartment	1.00 resident space per bachelor unit 1.18 resident spaces per one-bedroom unit 1.36 resident spaces per two-bedroom unit 1.50 resident spaces per three-bedroom unit 0.20 visitor spaces per unit	1.00 resident space per unit 0.15 visitor spaces per unit
Condominium Townhouse Dwelling	2.0 resident spaces per unit 0.25 visitor spaces per unit	Without exclusive use garage: 1.00 resident space per unit 0.15 visitor spaces per unit  With exclusive use garage: 2.00 resident spaces per unit 0.15 visitor spaces per unit
Live/Work units	Not specified	1.00 resident space per unit 0.15 visitor spaces per unit
Retirement Building	0.5 spaces per unit	0.3 spaces per unit
Long Term Care Building	0.33 spaces per bed	0.3 spaces per bed
Affordable housing apartment dwelling	Not specified – use rental/condominium apartment parking requirement	0.4 spaces per unit
Non-residential uses (excluding those below)	Per specified use (see Table 3.1.2.2 in Zoning By-law 0225-2007)	3.0 spaces per 100 m <sup>2</sup> (1,076.4 ft <sup>2</sup> ) of gross floor area
Financial Institutions, real estate offices, medical offices, take-out restaurants	Per specified use (see Table 3.1.2.2 in Zoning By-law 0225-2007)	4.85 spaces per 100 m <sup>2</sup> (1,076.4 ft <sup>2</sup> ) of gross floor area
Changes to the Mixed Use Development Shared Parking Formula (Table 3.1.2.3) are also proposed		

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

## Draft Plan of Subdivision and Phasing Plan

### Draft Plan of Subdivision

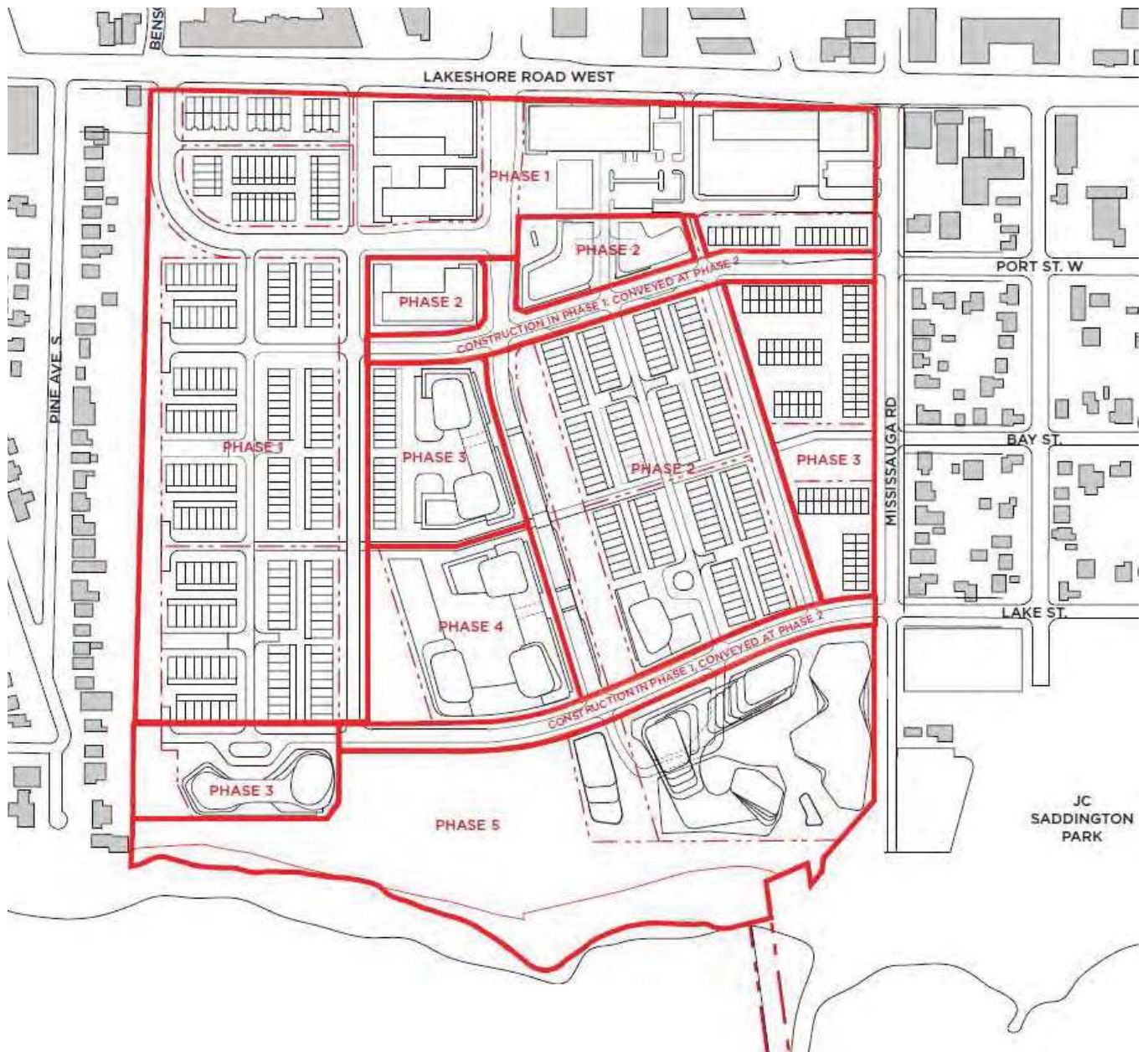


#### SCHEDULE OF LAND USE

PROPOSED LAND USE	BLOCKS	AREA (sq.m.)	AREA (ac.)
MEDIUM DENSITY-TOWNHOME	1, 2, 7, 8, 12, 14, 16	79,821.7±	19.72±
HIGH DENSITY-TOWER	3, 5, 6, 9, 11, 17, 18	64,206.0±	15.87±
MIXED USE RESIDENTIAL	10, 13	26,423.7±	6.53±
COMMERCIAL/RESIDENTIAL	4	22,899.7±	5.66±
PARK	15, 19, 20, 21, 22, 24	55,329.1±	13.67±
WATER LOT	23, 25	3,622.6±	0.90±
STREET			
16.0m WIDE	28, 30		
18.0m WIDE	34		
20.0m WIDE	29, 31, 32, 33	39,240.3±	9.70±
22.0m WIDE	26		
VARIED WIDTH	27		
TOTALS		291,543.1±	72.04±

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Phasing Plan**

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Agency Comments**

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

Agency / Comment Date	Comment
Region of Peel (May 2, 2018)	<p>The Region is in receipt of the Affordable Housing Brief and is reviewing the proposed options for affordable housing on site.</p> <p>A revised Functional Servicing Report is required to address inconsistencies.</p> <p>Municipal sanitary sewer facilities consist of a 250 mm (10 in.) sewer on Mississauga Road, a 350 mm (14 in.) sewer and a 375 mm (15 in.) sewer on Lakeshore Road West. The site falls within the drainage area of the existing Front Street Sewage Pumping Station. Existing infrastructure consists of a 300 mm (12 in.) watermain on Mississauga Road South, a 300 mm (12 in.) watermain and 400 mm (16 in.) watermain on Lakeshore Road West.</p> <p>Prior to registration of the subdivision, the developer shall execute a subdivision agreement with the local municipality and Region for the construction of municipal sanitary sewer, water and regional roads associated with the lands.</p> <p>Prior to servicing, the developer shall submit a satisfactory engineering submission to the Region to review and approval.</p> <p>Revised plans are required to address the Region's comments related to the collection of garbage and recyclable materials.</p>
Dufferin-Peel Catholic District School Board (April 26, 2018) and the Peel District School Board (April 30, 2018)	<p>The Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by 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 this development application.</p> <p>The Peel District School Board indicated that there is no available capacity to accommodate students generated by these applications. Accordingly, the Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, adopted by Council on May 27, 1998 be applied. Among other things, this condition</p>



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency / Comment Date	Comment
	<p>requires that a development application include the following as a condition of approval:</p> <p>"Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan."</p> <p>In addition, if approved, the Peel District School Board also requires 1 elementary school site on the subject lands. The Master Plan and draft plan of subdivision shall show the location of the required facility/future school block.</p>
Credit Valley Conservation (May 1, 2018)	<p>The site currently functions as a brownfield site. Notwithstanding this, the site currently provides important ecological functions as described in the Environmental Impact Statement (EIS). Considering this, it is expected that the environmental features and their functions will be further considered in the future proposed design concepts for the open space area along the Lake Ontario shoreline.</p> <p>A new outlet to Lake Ontario will require an impact assessment for the proposed condition.</p> <p>Technical revisions and additional information are required to the Storm Drainage Plan, Storm Servicing Plan and Report and the EIS.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (May 2, 2018)	<p>Pursuant to Section 42 of the <i>Planning Act</i>, parkland conveyance is calculated at a rate of 1 ha/300 units. The development is proposing approximately 2,969 residential units and, under S.42 of the <i>Planning Act</i>, up to approximately 9.89 ha (24.4 ac) of public parkland can be required to fulfill parkland dedication requirements.</p> <p>The proposed development is planning for 5.01 ha (12.4 ac) of Public Open space system within this site to partially fulfill S.42 requirements. This proposal is comprised of a waterfront park, two community parks, a central linear park and a natural corridor park representing approximately 17% of the total site area. The 5.01 ha (12.4 ac) of proposed Public Open Space also includes hazard lands and land required for ultimate storm water servicing facilities. Community Services is supportive of incorporating Privately Owned Public Accessible Space (POPS) within the development to enhance the public realm experience and the Park Open space network. However, Community Services notes that, pursuant to City of</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency / Comment Date	Comment
	<p>Mississauga Council endorsed Corporate Policy 07-07-21: Dedication of Land or Cash in Lieu Thereof, for Public Open Space, parkland conveyance credit will not be applied towards hazard lands, lands proposed for storm facilities and Privately Owned Public Accessible Space (POPS). As such, a revised Public Open space calculation will be required to determine parkland dedication credits and Cash-in-lieu of Parkland Dedication.</p> <p>Community Services also recommends relocating the proposed 10 storey building on the western edge of Campus Precinct to increase the size of waterfront park to allow for continuous unobstructed public access and a view corridor from the linear park to the waterfront park. This will also support the additional density of 450 residential units as proposed in the most recent submission (March 2018) and the requirement to accommodate a storm channel in the waterfront park.</p> <p>Additional information and further review will be required through the application review process, in consultation with the Planning &amp; Building and Transportation &amp; Works Departments to assess:</p> <ul style="list-style-type: none"> <li>• Proposal of Low Impact Development (LID) within future public open space and public right-of-way (ROW) boulevard</li> <li>• Storm Channel Servicing through future public open space (waterfront park)</li> <li>• Streetscape Corridor within the Public ROW</li> <li>• Remedial Action Plan for lands to be dedicated</li> </ul>
City Community Services Department – Culture Division (May 1, 2018)	<p>Additional revisions and information with respect to the Heritage Impact Assessment are requested.</p> <p>Concern has been expressed related to proposed buildings along Mississauga Road South that exceed two storeys given the proximity to the Old Port Credit Village Heritage Conservation District and the importance of respecting the District's character.</p> <p>The City of Mississauga strongly encourages the inclusion of public art in developments with greater than 10 000 m<sup>2</sup> (107,642 ft<sup>2</sup>) in gross floor area, with the exception of non-profit organizations and social housing. Furthermore, the waterfront has been identified in the City of Mississauga's Public Art Master Plan as one of the five priority zones for</p>



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency / Comment Date	Comment
	<p>public art inclusion. Public art helps to create vibrant public spaces and streetscapes, making the city a place people want to live in, work in and visit. Public art refers to artwork which is permanent or temporary, in any medium, material, media or combination thereof that is planned and executed with the specific intention of being sited or staged in the public realm and accessible to the public, in general. Such works are created, or managed, by a professional artist, environmentally integrated or installed, and can be acquired by the City through purchase, commission, or donation.</p> <p>The applicant is encouraged to include public art near major pedestrian walkway connections and/or to make a cash contribution to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The suggested contribution is equal to 0.5% (at a minimum) of the Gross Construction Costs of the Development. The Gross Construction Costs will initially be determined by the Owner/Applicant, to the satisfaction of the Planning and Building Department.</p>
City Transportation and Works Department (T&W) (May 2, 2018)	<p>The applicant has been requested to respond to comments on the proposed development and provide additional technical details. Some of the development matters that continue to be under review and consideration by T&amp;W include:</p> <ul style="list-style-type: none"> <li>• Transportation Impact Study</li> <li>• Functional Servicing Report</li> <li>• Stormwater Management Report</li> <li>• Low Impact Design Features and Infrastructure</li> <li>• Noise Feasibility Study</li> <li>• Environmental Site Assessments and Remedial Action Plan</li> <li>• Draft Plan of Subdivision</li> <li>• Road Design and Cross Sections</li> <li>• Proposed Phasing</li> </ul> <p>T&amp;W is in receipt of a Traffic Impact Study which currently under review along with proposed site accesses. Technical requirements within the study will be addressed prior to the Recommendation Report proceeding.</p> <p>The applicant has also been requested to provide additional technical information regarding the proposed road design and proposed cross sections, storm water outlet, environmental risk management measures, overall servicing and grading as</p>

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Agency / Comment Date	Comment
	<p>well as to provide a Municipal Parking Plan.</p> <p>Notwithstanding the outstanding items noted above, it is T&amp;W's understanding that modifications to the current applications (i.e. public road design and network) may be required that will alter the proposal. Updates to all appropriate drawings and reports will be necessary upon receipt of any new proposal.</p> <p>As the above-noted items and additional specific technical details requested remain outstanding, T&amp;W is not in a position to confirm if the proposal is feasible and is not in favour of these applications proceeding to a Recommendation Report until the outstanding matters have been satisfactorily resolved.</p>
Economic Development Office (April 12, 2018)	<p>The proposal does not appropriately identify or describe a list of non-residential land uses being proposed. Planning instruments should incorporate the potential for minimum non-residential gross floor area requirements, particularly for office uses that are being proposed.</p> <p>Clarification on the proposed Campus employment uses is required.</p>
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"> <li>• City Community Services Department – Fire and Emergency Services Division</li> <li>• Alectra</li> <li>• Greater Toronto Airport Authority</li> <li>• Rogers Cable</li> <li>• Canada Post</li> <li>• Enbridge/Consumers Gas</li> <li>• Peel Regional Police</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>• City Corporate Services Department – Realty Services</li> <li>• Conseil Scolaire de District Catholique Centre-Sud</li> <li>• Conseil Scolaire Viamonde</li> <li>• Bell Canada</li> <li>• Metrolinx</li> <li>• Trillium Health Partners</li> <li>• Mississauga of the New Credit</li> </ul>

Port Credit West Village Partners Inc.

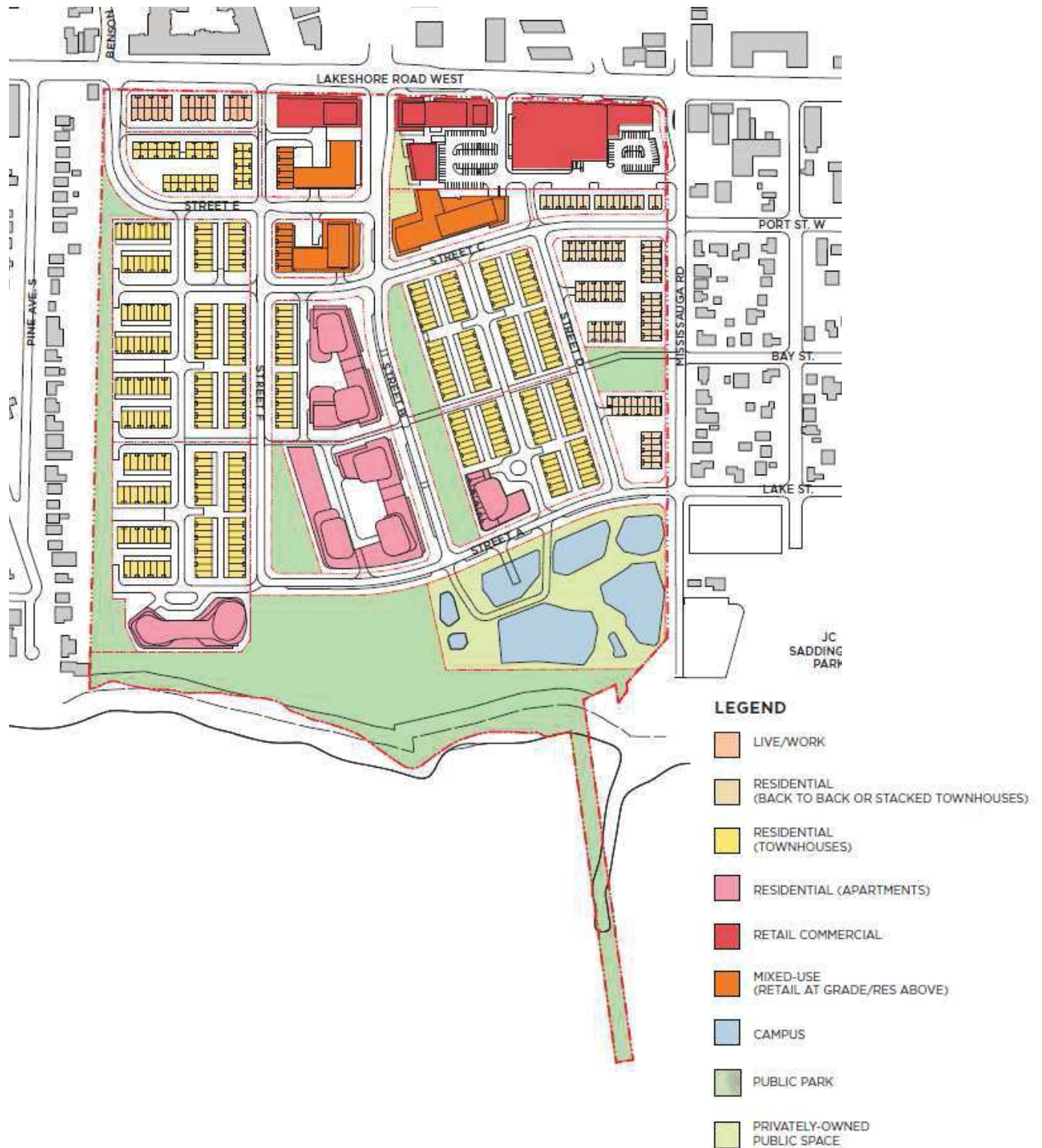
Files: OZ 17/012 W1 and T-M17004 W1

**School Accommodation**

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> <li>Student Yield:            392 Kindergarten to Grade 8            76 Grade 9 to Grade 12         </li> <li>School Accommodation:            Riverside Public School                       Enrolment: 300            Capacity: 438            Portables: 0                       Port Credit Secondary School                       Enrolment: 1,164            Capacity: 1,203            Portables: 0         </li> </ul>	<ul style="list-style-type: none"> <li>Student Yield:            75 Junior Kindergarten to Grade 8            63 Grade 9 to Grade 12         </li> <li>School Accommodation:            St. Luke                       Enrolment: 498            Capacity: 602            Portables: 0                       Iona Catholic                       Enrolment: 886            Capacity: 723            Portables: 17         </li> </ul>

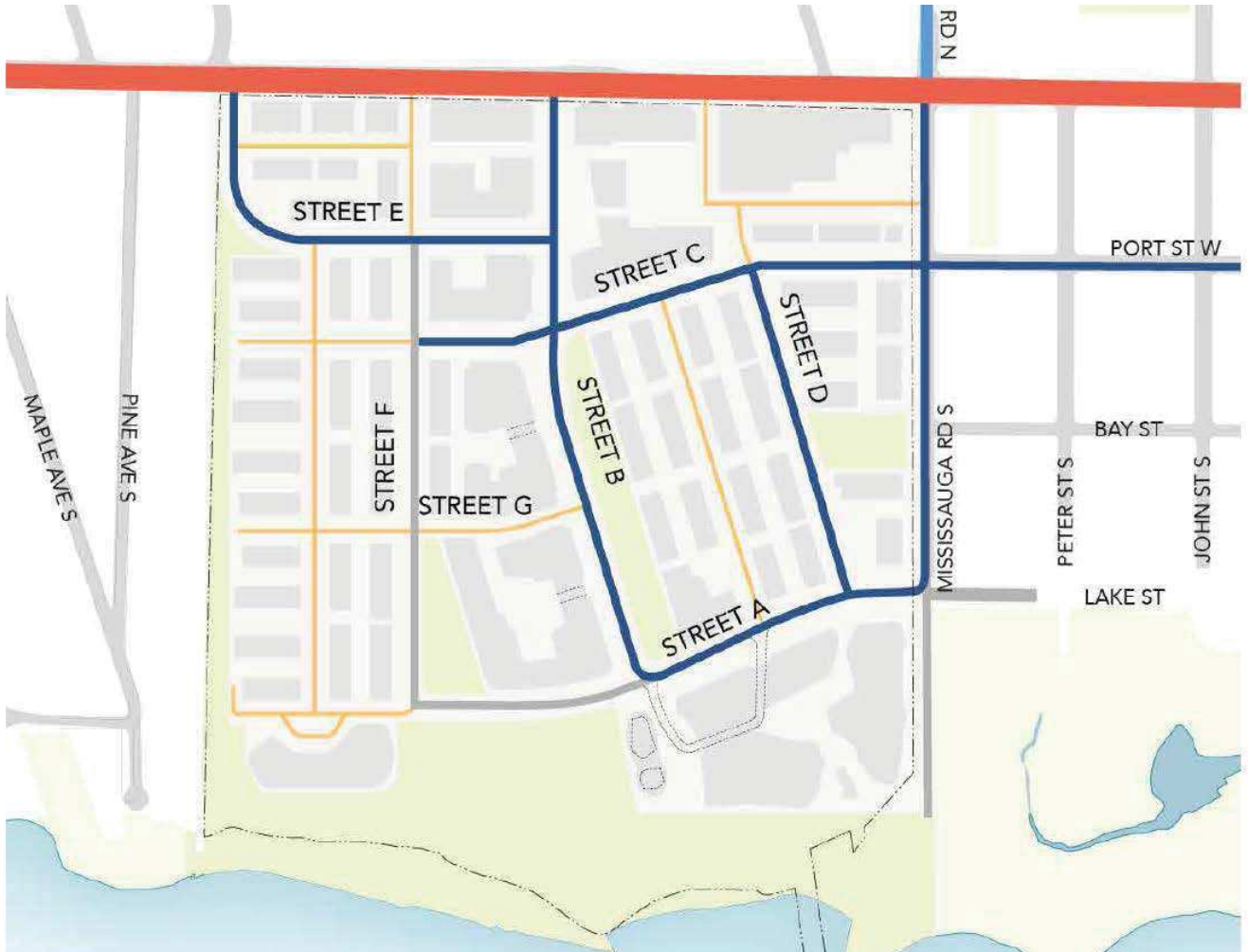
Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**November 2018 Revised Master Plan****Land Use Plan**

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Street Network Plan****LEGEND**

- Arterial
- Major Collector (Scenic Route)
- Minor Collector
- Local Street
- Private Road



Port Credit West Village Partners Inc.

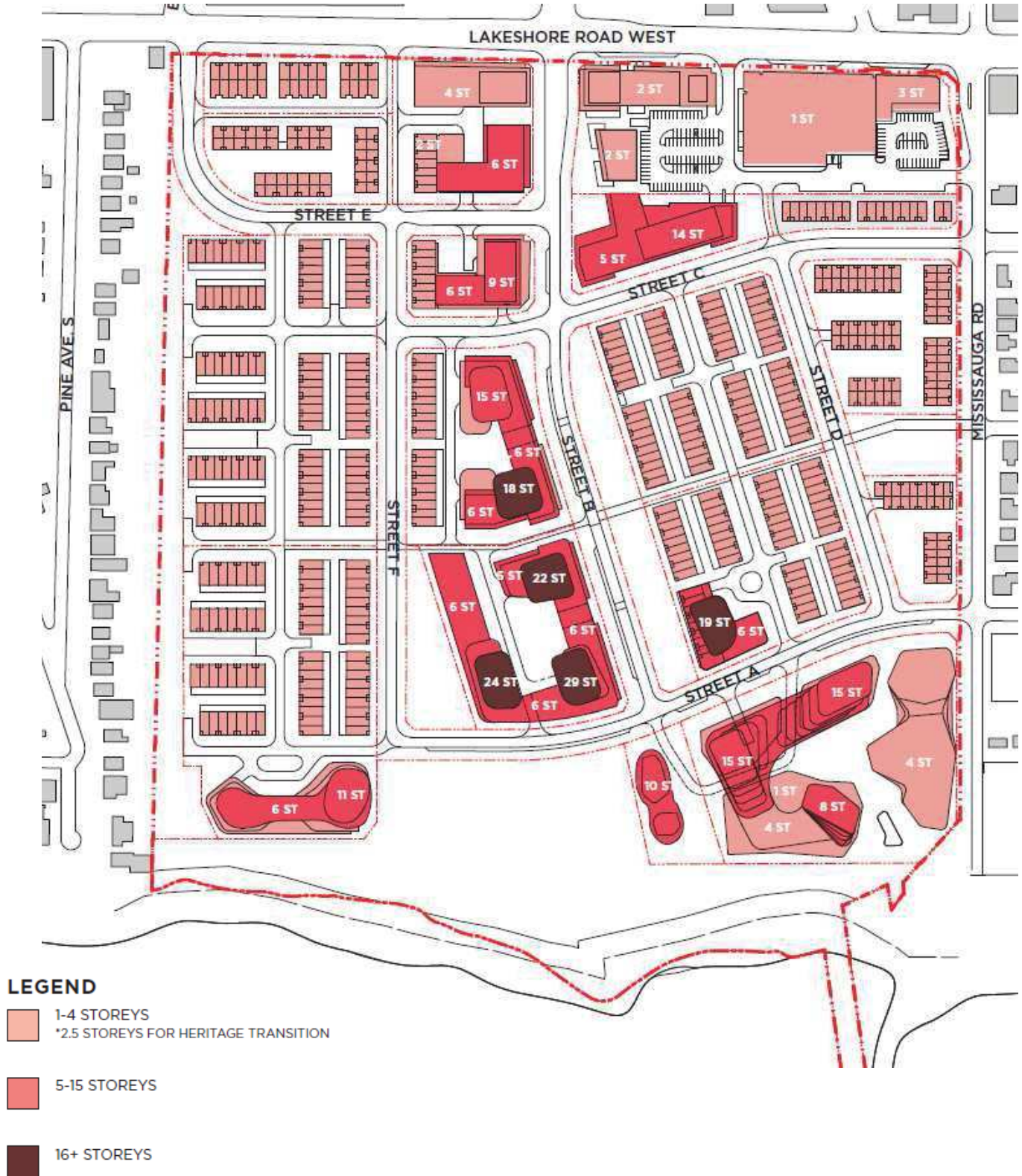
Files: OZ 17/012 W1 and T-M17004 W1

**Street Level Use Plan**



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Building Height Plan**

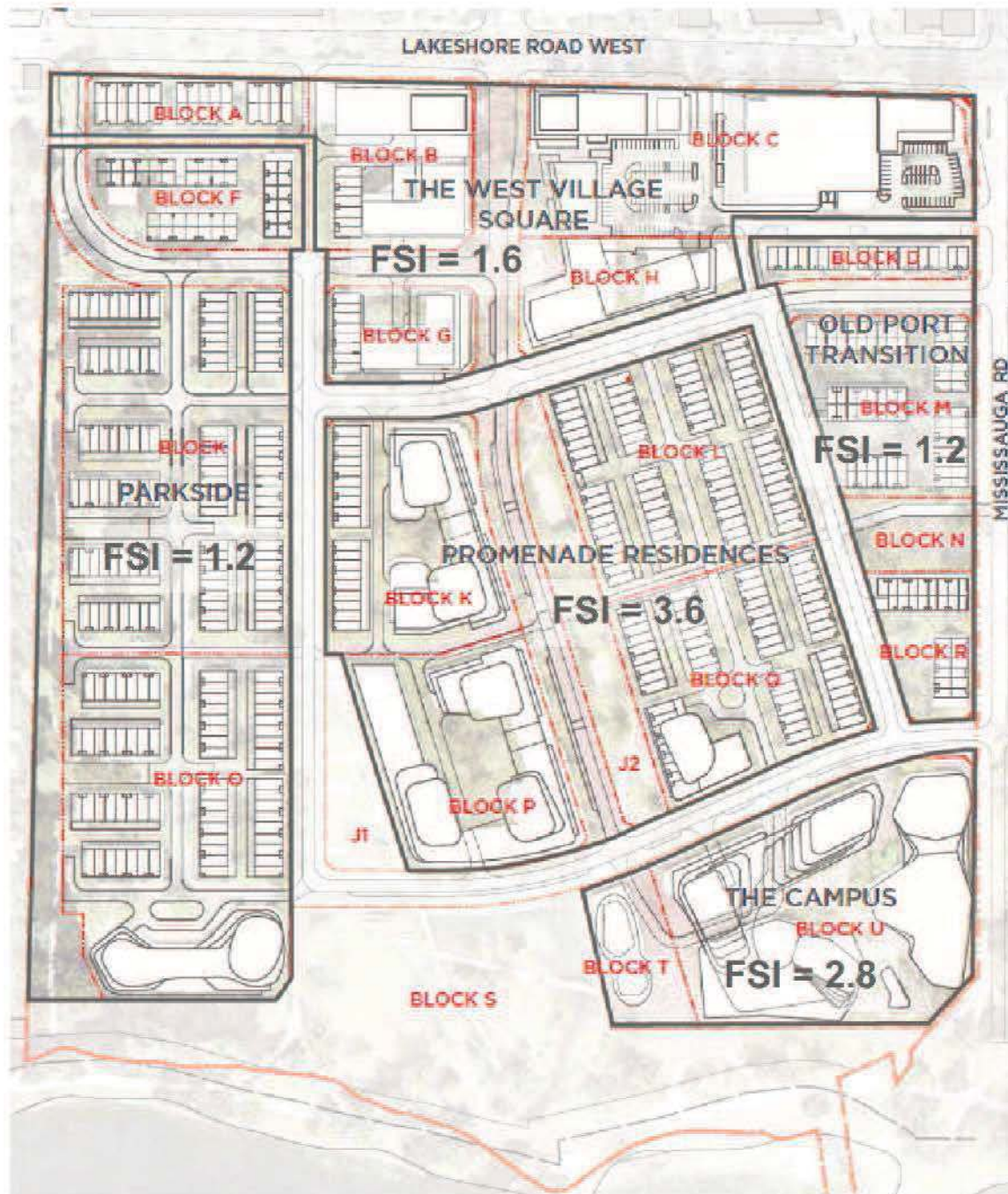


Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Sub-Precinct Plan with Floor Space Index (FSI) \***

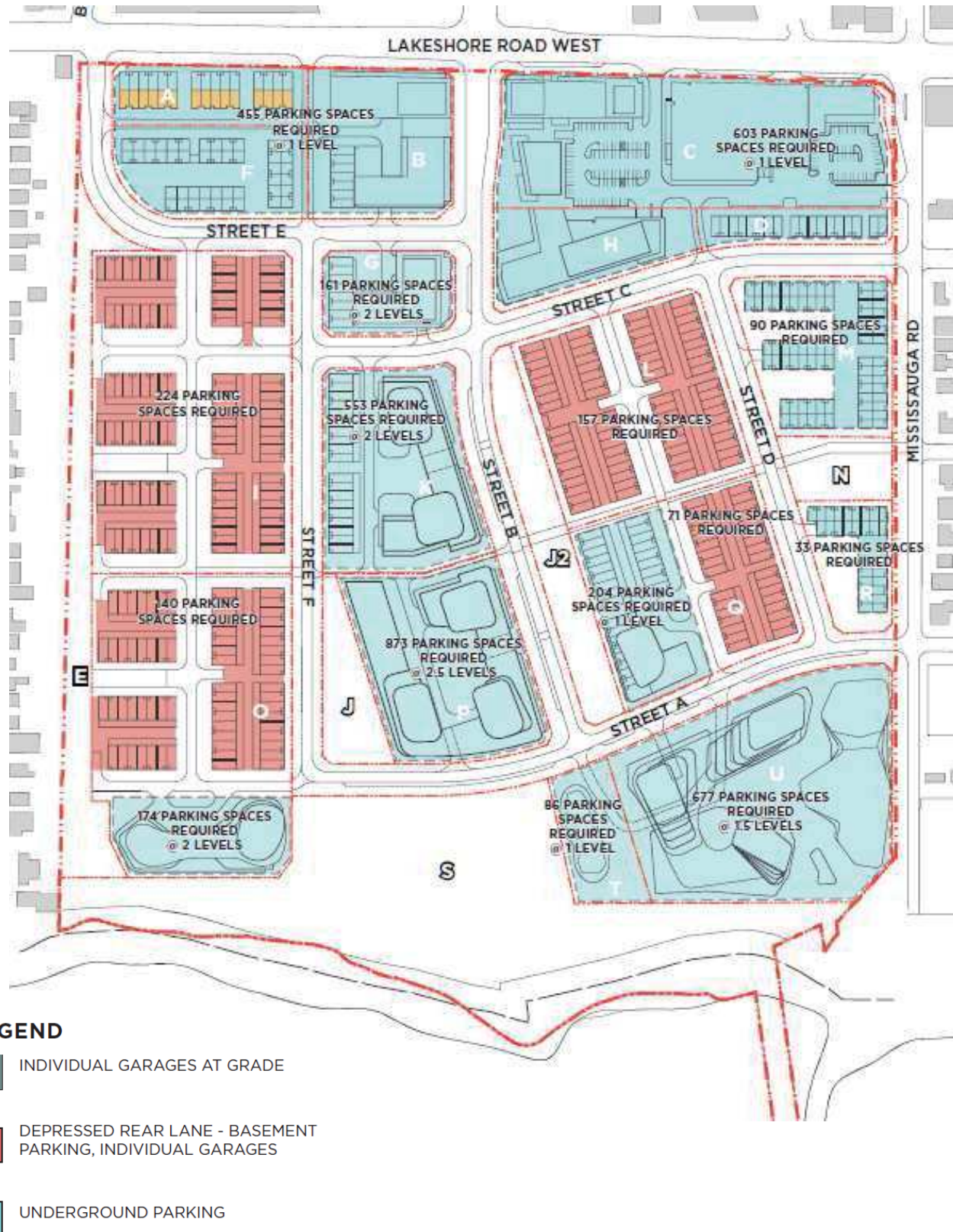
\* FSI calculated by staff based on information provided by the applicant. Staff have requested that the applicant provide more detailed FSI figures for each development block.





Port Credit West Village Partners Inc.

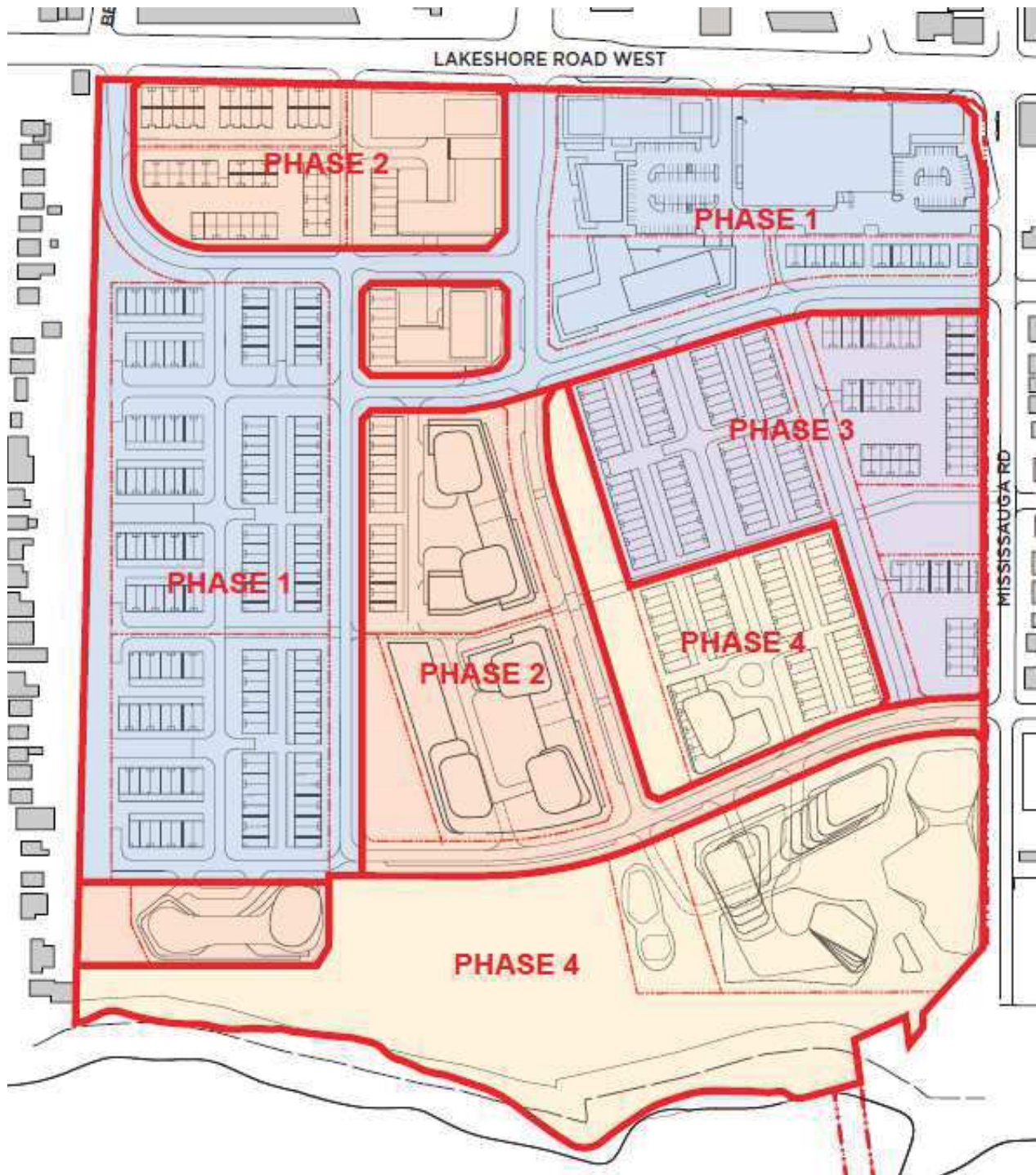
Files: OZ 17/012 W1 and T-M17004 W1

**Parking Plan**

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

## Conceptual Phasing Plan

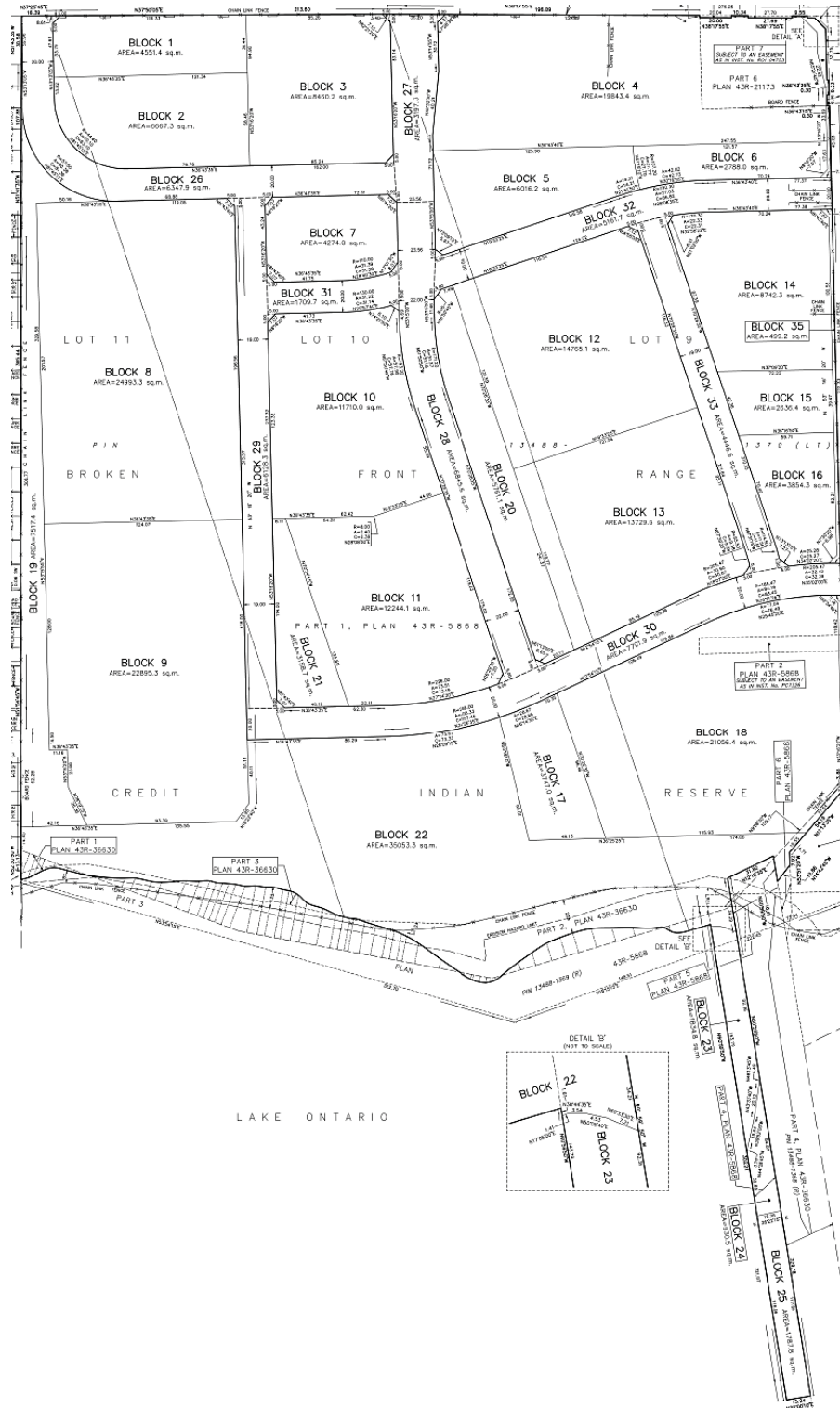




Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

## Draft Plan of Subdivision



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

## Rendering



## Recommendation Report Detailed Planning Analysis

**Owner: Port Credit West Village Partners Inc.**

### Table of Contents

1.	Community Comments.....	2
2.	<i>Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2017</i> .....	5
3.	Consistency with PPS .....	5
4.	Conformity with Growth Plan .....	7
5.	Region of Peel Official Plan.....	7
6.	Mississauga Official Plan (MOP) .....	8
7.	Revised Master Plan .....	14
8.	Zoning.....	14
9.	Bonus Zoning.....	15
10.	Site Plan Approval.....	16
11.	Draft Plan of Subdivision .....	16
12.	Conclusions .....	16

## 1. Community Comments

There has been extensive community consultation both by the late Councillor Tovey and Councillor Dasko through the three community meetings, three additional smaller meetings and the formal public meetings at Planning and Development Committee. Generally the meetings had in excess of 100 attendees. The top three issues raised by the community relate to traffic/road connections, height/density and environmental remediation. Below is a summary of the comments received through the community consultation process.

### Comment

Concerns were raised regarding additional traffic along Lakeshore Road West, Mississauga Road and in the broader community. Traffic infiltration into the Old Port Credit Village Heritage Conservation District (HCD) immediately east of the subject lands was a related concern, with many residents suggesting that no new street connections to Mississauga Road South be permitted in order to prevent "cut-through" traffic.

### Response

Several transportation studies and update reports were prepared by BA Group (August 2017, March 2018, April 2018, November 2018 and April 2019) in support of the development and submitted to the City for review. In addition to the review performed by the Transportation and Works Department, the City engaged a peer review by HDR Consulting to review these documents, which they have deemed to be generally

acceptable. The transportation studies outline that new vehicular traffic volumes generated by the proposed development can be accommodated on the broader area road network under full build-out conditions through the modification of traffic signal timing plans and restrictions in left turns in the PM peak period. It should be noted that the transportation studies are consistent with the recommendations of the recently Council approved Lakeshore Connecting Communities study which includes significant transit improvements along the Lakeshore Road corridor. Additionally, traffic volumes can be accommodated in the local area network with recommended improvements to the Lakeshore Road West/Mississauga Road intersection. These intersection improvements include reconfiguration of northbound and southbound approaches to install exclusive right-turn lanes.

In order to establish a satisfactory road network that supports the proposed new neighbourhood, both Streets A and C are required to connect to Mississauga Road South. Traffic impacts into the HCD, including "cut-through" traffic, can be addressed through specific traffic calming measures. Possible measures are listed below from least invasive to most invasive:

- Turn restrictions on Mississauga Road South and Lakeshore Road West
- Speed bumps/speed cushions
- One way streets (e.g. westbound for Port Street West and Lake Street; eastbound for Bay Street)



Each has its own desirable and undesirable attributes that would need area residents to carefully consider before installation. The Subdivision Agreement will require the applicant to provide an operational analysis as part of every phase of development. The Transportation and Works Department will also undertake traffic counts and consult with HCD residents and the Ward Councillor through a community meeting prior to finalizing the Traffic Mitigation Plan for the HCD, which will specify the required traffic calming measures to be installed.

The Plan will be updated by the Transportation and Works Department prior to each of the four development phases proceeding, including installation of any identified traffic calming/mitigation measures for that development phase. The Subdivision Agreement will also indicate that the timing of the opening of Street A will not be earlier than Phase 2.

**Comment**

There should be lower densities throughout the entire site and mid-rise building heights as a maximum. There should not be any tall buildings near Lake Ontario.

**Response**

With an overall gross floor space index (FSI) of 1.4 and approximately 103 residential units per gross hectare (42 units per gross acre), the intensity of use is within the general range expected for a mid-rise community if it were to be spread out evenly across the entire site. In this case, there are tall buildings near the centre of the lands and away from the established low density neighbourhoods to the west and east.

Heights decrease towards the boundaries of the property in all directions in keeping with the massing policies described in the Master Planning Framework and Mississauga Official Plan. This includes the mid-rise buildings (eight storeys) proposed for the southernmost portion of the Campus as it meets the new waterfront park along Lake Ontario. These master planning design efforts have resulted in an appropriate and compatible built form.

See Section 6 (Mississauga Official Plan - Compatibility with the Neighbourhood and Land Use Suitability) for a more detailed analysis of height and density across the site.

**Comment**

There needs to be confirmation that this proposal will conform to the growth allocation for Mississauga outlined in the Province's Growth Plan.

**Response**

The Growth Plan (2017) only specifies a population distribution at a regional level for Mississauga, which is 1,770,000 for 2031 and 1,970,000 for 2041 for the Region of Peel. It contains different minimum persons plus jobs per hectare (PPJ) density targets for different areas, including Designated Greenfield Areas, Urban Growth Centres and Major Transit Station Areas. The subject lands are not within any of these target areas and so there is no minimum density target to achieve. Given these requirements, the subject application conforms to the population distribution and density requirements within Growth Plan.

**Comment**

Concerns were expressed regarding a lack of privacy for residents who back on to the west side of the subject lands, particularly related to the planned public access along the linear green corridor.

**Response**

During the site plan approval stage, the applicant will be required to install privacy fencing along the length of the west boundary of the subject lands abutting the linear trail. Significant tree planting will be required on both sides of the trail block, which will range in width from about 10 m (33 ft.) at the north end to 20 m (66 ft.) at the south end. Only ten townhome units will be located immediately beside the trail, as the townhome blocks are planned to have a flankage condition (i.e. they will not front or back onto the trail). These features will maximize privacy for residents who live along Pine Avenue South and Maple Avenue South.

**Comment**

Concerns were raised that the green corridor along Mississauga Road South will be removed as part of the development.

**Response**

The remediation and building construction requirements resulted in the removal of the private trees along Mississauga Road South. The landowner will be required to plant replacement trees across the development to compensate for

trees it has removed. They will also be required to plant new public street trees along the reconstructed west side of Mississauga Road South. This will bring back trees to this side of the street.

**Comment**

The Campus area should not have residential or office uses but should be exclusively for cultural, educational and recreational uses to benefit the larger community.

**Response**

A full mix of land uses including residential and office will help enliven the Campus sub-precinct and the adjacent waterfront parking throughout the day and evening. The vision is a dynamic but concentrated zone of activity where people live, work and play throughout the day and year and to attract the larger community to visit and linger. Staff's recommended zoning of the first and second floors of all Campus buildings prohibits residential units for this very reason. Additionally, the landowner continues to have discussions with the YMCA on a new facility in the Campus. This mix of uses and services will benefit the wider neighbourhood. See Section 6 (Mississauga Official Plan - Compatibility with the Neighbourhood and Land Use Suitability) for a broader land use discussion.

**Comment**

Affordable housing should be integrated throughout the project.

**Response**

As outlined in Section 6 (Mississauga Official Plan – Range of Housing), staff are satisfied with the range of housing options being proposed by the applicant. This includes the provision of a block of land for the Region of Peel to construct subsidized rental housing in the form of a mid-rise apartment building.

#### **Comment**

Concerns have been raised regarding the environmental condition of the lands and how they will be remediated.

#### **Response**

This comment is addressed in Section 6 (Mississauga Official Plan - Environmental Remediation and Sustainability).

#### **Comment**

The proportion of jobs should be greater so that there is more balance between new residents and employment.

#### **Response**

While ensuring there are job opportunities in this sizable redevelopment project is important, it must be recognized that the subject lands are within the Port Credit Neighbourhood Character Area, which represent primarily residential areas. Increases in employment opportunities are to be accommodated on lands planned for a mixture of land uses (Port Credit Local Area Plan, Section 6.1.2). An estimated 959 permanent jobs will be associated with the 37 000 m<sup>2</sup> (397,600 ft<sup>2</sup>) of non-residential space allocated for this development. These will be concentrated in the West Village Square and Campus sub-precincts. The projected resident to

jobs ratio for these mixed-use sub-precincts is approximately 2:1.

## **2. *Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2017***

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

## **3. Consistency with PPS**

The PPS contains the Province's policies concerning land use planning for Ontario. Policy 1.1.1 states that healthy, livable and safe communities are sustained by a number of factors including promoting efficient development and land use patterns and accommodating an appropriate range and mix of

residential, employment, institutional, park and open space uses to meet long-term needs. Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock" and Section 1.1.3.4 of the PPS states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety." Section 1.5.1 requires healthy, active communities to be promoted by planning public streets and other spaces to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation. Public access to shorelines should also be provided to foster healthy communities where there is opportunity.

Chapter 5 – Direct Growth and Chapter 9 – Build A Desirable Urban Form of Mississauga Official Plan (MOP) indicate that intensification within Neighbourhoods can be accommodated, provided that the design is appropriate and context sensitive and encourages a pedestrian oriented and compact form of development. In Neighbourhoods, residential intensification will generally occur through infilling and the development of existing commercial sites as mixed use areas (Section 5.3.5.2). Where higher density and a mixture of uses are proposed, they should be located on sites along Corridors (Sections 5.3.5.3 and 9.2.2). Appropriate built form transition that respects the surrounding context will be achieved (Section 9.2.2.1).

In addition, Chapter 7 – Complete Communities contains policies that require developments to be compact in nature to support public health and be designed in a manner that is conducive to overall health and safety. As such, MOP is consistent with the PPS.

The PPS also contains policies directing development away from the shorelines of the Great Lakes which are impacted by flooding, erosion and dynamic beach hazards (Section 3.1.1). It also contains policies requiring remediation of sites with contamination (Section 3.2.2).

Sensitive mixed use redevelopment of a large brownfield site on a Corridor within a mature Neighbourhood supports the general intent of the PPS and MOP with respect to building strong healthy communities in an efficient manner, as well as the remediation of contaminated sites. The proposed development can utilize surrounding community infrastructure (e.g. transit, library, schools, parks, places of religious assembly), proposed new infrastructure within the site (e.g. elementary school, parks, cycling lanes) and has or will have access to adequate servicing (water, sanitary and storm water facilities). It provides appropriate building setbacks from the Lake Ontario shoreline while creating public access to the water's edge and will also maintain the **Greenlands** land use designation along the shoreline. This is consistent with MOP and PPS policies.

The relevant MOP policies in this report are consistent with the PPS.



## 4. Conformity with Growth Plan

The property is located within the delineated built-up area as indicated on Schedule 4 of the Growth Plan, an area that is planned to accommodate population and employment growth (Section 2.2.2). Section 2.2.2.4 b) directs municipalities to "identify the appropriate type and scale of development in intensification areas". The Growth Plan also supports a range and mix of housing options (Section 1.2.1) and that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

MOP directs growth to Intensification Areas. While the Port Credit Neighbourhood Character Area is not an Intensification Area, development is still anticipated. Section 5.3.5. states that while the character of Neighbourhoods are to be protected, this does not mean that they will remain static or that new development must imitate previous development. The Port Credit Local Area Plan (PCLAP) recognizes that the subject lands have redevelopment potential and that there must be appropriate building transition to the adjacent residential neighbourhoods (Section 10.3.3 of PCLAP). Remediation and redevelopment of a long vacant brownfield site for a broad mix of uses conforms to the Growth Plan and MOP vision of providing a range of housing types to meet community needs in a sensitive manner that uses available infrastructure.

The relevant MOP policies in this report conform with the Growth Plan for the Greater Golden Horseshoe.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

## 5. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives and Policies in Section 5 direct development and redevelopment to the Urban System to achieve complete urban communities that are healthy and contain living, working and recreational opportunities. Development should respect the natural environment, resources and characteristics of existing communities while being compact and efficient, achieving densities that are pedestrian-friendly and transit supportive. Brownfield sites are to be promoted for redevelopment and reuse.

MOP contains general policies within Chapter 5 – Direct Growth and Chapter 9 – Build a Desirable Urban Form that recognize that redevelopment within Neighbourhoods should be context appropriate. The applicable policies generally encourage the redevelopment of underutilized lots and require redevelopment to be transit supportive, pedestrian oriented and context sensitive. As such, MOP conforms to the Region of Peel Official Plan.

## 6. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Port Credit Neighbourhood Character Area, Special Site 3 policies and associated schedules to permit an urban waterfront community with a mix of residential, commercial, institutional and open space uses. As outlined in detail within Appendix 5, it is recommended that the **Special Waterfront, Motor Vehicle Commercial and Public Open Space** designations be replaced by revised Special Site 3 policies for the entire site, as well as the following land use designations: **Mixed Use, Residential Medium Density, Residential High Density and Public Open Space**. The existing **Greenlands** designation located along the Lake Ontario shoreline would remain in place.

Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***

- ***Has 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 been provided by the applicant?***

Planning staff have undertaken an evaluation of the criteria against this proposed development application.

### *Directing Growth*

The subject site is located in the Vacant Former Refinery Precinct and the Mainstreet Neighbourhood Precinct of the Port Credit Neighbourhood Character Area, beside the west boundary of Port Credit Community Node. It is also located on a Corridor, where compact, mixed use and transit friendly development that is appropriate to the context of the surrounding Neighbourhood is encouraged (Section 5.3.5.3). While the Mainstreet Neighbourhood Precinct policies indicate that building heights should range between two and four storeys along Lakeshore Road, the Vacant Former Refinery Precinct policies do not specify density or height for the balance of the site. The Port Credit Local Area Plan (PCLAP) identifies that the lands have redevelopment potential (Section 10.3.3), which is more specifically recognized through the Council-endorsed 70 Mississauga Road South Master Planning Framework (2015). A vibrant, compact pedestrian focused community built on an urban block structure that is connected to the surrounding context is contemplated for this brownfield site. This document further outlines a vision consisting of a mid-rise (four – 12 storeys) mixed use lakefront

urban neighbourhood with a gradient of heights and densities, new roads and parks. These policies make clear that growth should be directed to this site, which represents a unique opportunity for revitalization, intensification and transformation along the waterfront adjacent to Port Credit's core.

Based on the 2016 census, the existing population of the Port Credit area is 11,305 with a median age of this area being 46 (compared to the City's median age of 40). 69% of the neighbourhood population are of working age (15 to 64 years of age), with 11% children (0-14 years) and 20% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 14,800 and 20,000 respectively. The average household size is two persons with 51% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the node is 2,080 units (37%) owned and 3,500 units (63%) rented with a vacancy rate of approximately 0.8%\*. In addition, the number of jobs within this Character Area is 3,379. Total employment combined with the population results in a PPJ for Port Credit of 52 persons plus jobs per ha.

\*Please note that vacancy rate data does not come from the census. This information comes from CMHC which demarcates three geographic areas of Mississauga (Northeast, Northwest, and South). This specific Character Area is located within the South geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

The majority of the subject site is designated **Special Waterfront** with Special Site 3 policies, which requires a comprehensive master plan.

#### *Compatibility with the Neighbourhood and Land Use Suitability*

Intensification within Neighbourhoods is to be compatible in built form and scale with surrounding development and sensitive to the existing and planned context. This does not mean that the only compatible built form and land use for this Neighbourhood is to replicate the type of housing (i.e. detached homes) located to the west and east. MOP policies recognize that compatible development "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" (Section 1.4.4).

Given the large size of the site, compatibility is most critical along its east and west edges which border established low density neighbourhoods. The proposal achieves this compatibility by placing low rise residential uses (townhomes, three storey apartment massing), institutional uses (elementary school and associated outdoor play area) and park uses (linear park on the west and community park on the east) as a land use and built form transition along the east and west boundaries. The result is a concentration of density and massing towards the centre of the site with lower intensity development around its edges. With a substantial site width of about 500 m (1,640 ft.), all proposed buildings over 15 storeys are approximately 200 m (656 ft.) or more from homes in the existing adjacent neighbourhoods. Five of the proposed apartment buildings are above 15 storeys (19, 23, 26, 25 and 29 storeys). Intensity of development is also lower abutting

Lakeshore Road West (low and mid-rise buildings) and near Lake Ontario (from 15 down to eight storeys moving southward through the Campus toward the new waterfront park). This is consistent with the intent of MOP and PCLAP policies (Section 9.2.2.1 of MOP; Sections 10.3.3.1 and 13.1.3.3 of PCLAP), as well as the Master Planning Framework vision for the lands (Section 4.5.5).

These policies also call for the continuation of the mainstreet mixed use function along Lakeshore Road West, which is also achieved by the subject proposal. Live-work townhomes, a low rise office building, retail/restaurant space and mid-rise apartments with commercial ground floor uses will create an effective diversity of uses and human scale massing. This will act to animate the Lakeshore Road West frontage and continue the mainstreet experience found to the east.

The applicant's proposal of a West Village Square just south of Lakeshore Road West along the main entry will attract pedestrians into the site, creating an animated space framed by mid-rise commercial and residential buildings. It will also help to draw people south towards the "spine" of the development, a substantial linear public park almost 250 m (820 ft.) long that will run beside the main north-south public street. Both will lead pedestrians and cyclists down to a new large waterfront park and provide access to the Lake Ontario shoreline. These public realm assets will ensure view corridors to Lake Ontario are brought deep into the site (consistent with MOP Sections 9.1.12 and 9.3.3.9) and will help create a strong sense of place (Section 9.1.8) for this new neighbourhood. The Campus sub-precinct will help to enliven Port Credit's

waterfront by imbedding a concentrated mix of residential, retail, restaurant, office, and institutional uses beside a sizable new waterfront park. Almost 1,000 new jobs are estimated to be established in the Campus, around West Village Square and among the other commercial buildings proposed along Lakeshore Road West. This achieves the intent of PCLAP policies regarding employment uses for the subject lands (Section 6.1.3).

The components outlined above demonstrate land use suitability in addition to compatibility with the existing neighbourhood context.

The following sections address seven key outstanding issues that were identified by staff in the January 25, 2019 Status Update Report.

#### *Range of Housing*

MOP policies require opportunities for a range of housing choices in terms of type, tenure and price, including affordable housing (Section 7.2.2). Port Credit West Village Partners' revised proposal achieves this by providing a range of housing types (townhomes, back to back and stacked townhomes, live-work units, mid-rise apartments, high rise apartments) as well as tenures (condominium units, market rental units and government subsidized rental units). Eleven proposed buildings range in height from six to 15 storeys. Five of the proposed buildings are above 15 storeys (19, 23, 26, 25 and 29 storeys).



The applicant has now agreed to provide a minimum of 150 market rental units. They have also agreed to provide a 0.31 ha (0.77 ac) land parcel (Block D in Appendix 3) to the Region of Peel at no cost for future affordable housing. Using preliminary concept plans, the landowner has demonstrated that the Region would be able to construct up to approximately 150 subsidized rental units in a mid-rise apartment building on this parcel. It is recommended that these market rental and affordable housing commitments be secured through a Section 37 community benefits agreement. The landowner has agreed to this approach.

### *The Campus*

Following discussions with staff, the landowner has agreed to restrict the first two floors of all Campus buildings to non-residential uses. This will help to generate the minimum "critical mass" of non-residential uses that is needed to provide employment opportunities and activating uses surrounding the waterfront park (e.g. restaurants, retail, cultural, recreational).

The applicant has also agreed to remove the ten storey Building "T" from the west side of the Campus, consistent with staff requests. This will open up a key view corridor from the centre of the subject lands down to Lake Ontario. It also strengthens the pedestrian connection from the central linear park to the waterfront park while increasing the size of the waterfront park. The landowner is currently in discussions with YMCA to provide recreational space in one of the Campus buildings. The YMCA has applied for Federal and Provincial

funding, which will be required in order to make the project viable for the YMCA.

### *Elementary School*

The revised Master Plan shows a new location for the elementary school on the east portion of the site. The Peel District School Board (PDSB) has indicated that it requires a minimum 1.2 ha (3.1 ac) site size to accommodate a school for approximately 400 pupils. This results in a school block that includes the parcel previously identified as a community park. The community park has been shifted immediately south onto Block R, resulting in the removal of 20 back-to-back townhomes.

The school will provide an appropriate transition between the existing low density Port Credit Heritage Conservation District east of Mississauga Road South and the higher density uses on the subject lands. The school will front onto Street D, which will also provide access for drop off and pick up zones. There will not be any pedestrian or vehicular access from Mississauga Road South.

Should the PDSB not exercise its right to purchase the school block within five years, the built form along Mississauga Road South will follow the November 2018 Master Plan (back-to-back townhomes on Blocks M and R, with a community park in between in Block N). Additionally, the applicant has agreed that two of the tower heights would be adjusted downwards if they are able to develop Blocks M and R for residential uses (Building P1 from 26 storeys down to 25 storeys and Building

Q1 from 25 storeys down to 22 storeys). The official plan and zoning by-law amendment implementation documents will address both scenarios.

#### *Street Network and Parking*

An integrated street network comprised primarily of public streets has been achieved. Private streets with public easements will be used to support the public street network. Following discussions with staff, the applicant has agreed to revise their east-west private Street G design to accommodate two-way traffic instead of the one-way street proposed in their November 2018 Plan. This will assist movement between the two highest density blocks on the site. East of Street B (the central north-south “spine” street), Street G will become a pedestrian and cycling path through the future school site connecting to Mississauga Road South. This path will be secured through a 6.0 m (19.7 ft.) wide permanent public easement that will be registered on title.

The landowner has also agreed that other private street and driveway connections to Lakeshore Road West (Streets F and D) will be designed to function as part of the integrated street network system to the satisfaction of Transportation and Works and will include public easements. All street rights-of-way widths are now generally acceptable but may be adjusted at intersections through the detailed engineering review. Street B has been increased to 23.0 m (75.5 ft.) which will ensure all street elements (trees, sidewalks, Low Impact Development features/swales, parking, bike lanes and vehicle lanes) can fit on this street.

Staff can support reductions in parking requirements as listed in Appendix 6 after a careful review of parking utilization studies provided by the applicant. Part of what these studies collect and examine are parking counts for “proxy sites” that have the same land uses and similar location characteristics. This has resulted in a fine tuning of parking rates. These rates generally align with findings within the Port Credit & Lakeview Parking Strategy (June 2013). Staff also requested that the applicant provide on-street parking throughout the development to provide additional parking locations for those visiting this new neighbourhood. The landowner has also committed to providing a shuttle bus service from the site to the Port Credit GO Station during peak hours as a Transportation Demand Management (TDM) measure.

#### *Environmental Remediation and Sustainability*

The first phase of remediation is nearing completion. Agreement has been reached on acceptable risk management measures (RMMs) for lands that will be owned by the City (street rights-of-ways and parks) as well as the privately developed lands. The City’s peer reviewer, Golder Associates has reviewed the environmental reports submitted by the landowner and is satisfied with their recommended remediation approaches, including property specific standards (PSS) for risk assessments (RAs) under the Province’s

#### *Environmental Protection Act.*

Normally, a record of site condition (RSC) must be filed to the Ministry of the Environment, Conservation and Parks (MECP)

before registration of the draft plan of subdivision and conveyance of roads and parks to the City. Remedial measures need to be undertaken such that all soils and groundwater on the property meets the risk assessed PPS before the RSC can be issued. As certain remedial measures and RMMs must be undertaken as part of the building construction process (e.g. excavation to full building foundation depths, installation of vapour barriers at the time of underground garage construction) for the subject development, this sequence is not possible. Consequently, staff and the applicant have agreed that plan registration can occur in phases and prior to the completion of an RSC subject to specific requirements. These include provisions in the Subdivision Agreement for when parks and streets will be conveyed to the City, their environmental status prior to conveyance, temporary easements related to these future public lands and temporary access rights for City inspections to occur. Staff are satisfied that this modified subdivision approval process will allow this significant brownfield site to redevelop in an orderly, safe and phased manner.

The landowner has indicated that they are considering geothermal heating and cooling infrastructure for the residential towers. They are also actively investigating the potential for co-generation facilities (Combined Heat and Power (CHP) equipment to be integrated into either the underground levels or roofs of buildings) and solar panels on rooftops.

Appendix 5 contains an overview of recommended official plan amendment policies for the subject lands.

### *Services and Infrastructure*

The Region of Peel has advised that upgraded water main works and sanitary sewers are required to provide adequate capacity to service this site. The upgrades that qualify for Development Charges funding will be the financial responsibility of the Region of Peel as part of the Development Charges by-law and all other upgrades would be the financial responsibility of the applicant. The landowner is currently coordinating the design, planning and timing of these works with the Region.

The closest portion of the site is approximately 920 m (3,018 ft.) from the Port Credit GO Transit Station measured by a straight line, but approximately 1.2 km (3,937 ft.) by the closest walking route. The site is currently serviced by the following MiWay Transit routes:

- Number 14 on Mississauga Road near the northeast corner of the site
- Number 23 on Lakeshore Road West which has 3 transit stops along the north boundary of the site

As noted in the Information Report, a range of businesses service the immediate area along Lakeshore Road including those in the Credit Landing Shopping Centre immediately to the north (TD Bank, RBC, Loblaws, Swiss Chalet), Shopper's Drug Mart to the west and the mainstreet commercial shops located to the east in Port Credit's core. The Port Credit Library is located approximately 500 m (1,640 ft.) to the east along Lakeshore Road East. An extensive and connected

waterfront park system is found east and west of the south boundary of the site. The site is part of the Waterfront Trail running along the north shore of Lake Ontario.

For the reasons outlined in the previous sections, these applications are consistent with the intent of MOP, the Region of Peel Official Plan, the Growth Plan and the PPS.

## 7. Revised Master Plan

The applicant has provided a revised Master Plan drawing that is included as Appendix 3. A finalized Master Plan Guidelines document is recommended for inclusion within the Subdivision Agreement. It will be used to guide staff's review of future site plan applications as they are submitted to the City for each phase of development. The Master Plan Guidelines will be consistent with the plan shown in Appendix 3 and will include further details in the form of:

- Built form guidelines
- Sub-precinct plans
- Land uses
- Landscape design principles
- Transportation connections
- Building entrance locations
- Waste pick-up locations
- Parking details
- Outdoor amenity areas
- Ecology and natural heritage elements
- Potential public realm treatments

- Conceptual street right-of-way cross-sections
- Preliminary phasing

## 8. Zoning

The following proposed zones are appropriate to accommodate the proposed mixed use waterfront community:

- **C4 – Exceptions X and Y** (Mainstreet Commercial)
- **RM4 – Exception** (Townhouse Dwellings)
- **RM9 – Exception** (Stacked Townhouses)
- **RM10 – Exceptions X and Y** (Back to Back Townhouses)
- **RA3 – Exception** (Apartments)
- **RA4 – Exceptions X and Y** (Apartments)
- **RA5 – Exceptions X and Y** (Apartments)
- **OS1** (Open Space – Community Park)
- **OS1 – Exception** (Open Space – Community Park)
- **OS2 – Exceptions X and Y** (Open Space – City Park)

Portions of lands zoned **RA5 – Exceptions X and Y** (Apartments) are recommended to have an "H" holding symbol to recognize the two scenarios described in Section 6 – Elementary School.

An updated summary of the proposed site specific zoning provisions are found in Appendix 6.



## 9. Bonus Zoning

The Status Update Report recommended an amended Section 37 community benefits process which was adopted by Council. This provided staff direction to proceed with this process prior to the Recommendation Report.

As part of this amended process, a land lift appraisal was prepared by a qualified real estate appraiser via Realty Services. The appraiser determined that the value of the land lift to be \$19,740,000. As recommended in the Status Update Report, the land lift represents the increased value of the land for all development proposed above 12 storeys in height. The City seeks to obtain between 20% to 40% of the land lift value as a community benefit. Following discussions with staff and Ward 1 Councillor Stephen Dasko, the landowner has agreed to provide the following community benefits, which will be secured through a Section 37 agreement and the implementing zoning by-law:

- Conveyance of Block D to the Region of Peel for the future construction of a subsidized rental apartment building. This 0.31 ha (0.77 ac) parcel can accommodate up to approximately 150 residential units with the proposed mid-rise zoning permissions
- Commitment to construct a minimum of 150 purpose-built market rental units
- Monetary contribution of \$250,000.00 towards the future construction of a pedestrian and cycling bridge across the Credit River

- Monetary contribution of \$50,000.00 to address traffic calming in the Port Credit Heritage Conservation District
- YMCA and the landowner will be given three years from the date of plan of subdivision registration to enter into a Letter of Intent (LOI) regarding development of a YMCA facility within the first two floors of Campus Building U4. If the LOI is not entered into within this time period, the landowner will provide \$3,000,000.00 to the City as a Section 37 community benefits contribution

Staff recommend proceeding with a Section 37 agreement based on these items. Following input from Realty Services, it has been determined that the value of these conveyances are in the upper range of the 20% to 40% land lift that the City typically seeks to achieve. This is the case even if the \$3,000,000.00 contribution to the City is not triggered.

The focus on affordable housing represents a key priority for the City and secures significant tangible commitments in this regard.

The contribution towards a pedestrian and cycling bridge crossing the Credit River is aligned with multi-modal transportation priorities for Port Credit.

The contribution towards future traffic calming measures addresses the concerns of residents immediately east of the development proposal.

A new YMCA facility would represent a recreation amenity to the local and broader community.

## 10. Site Plan Approval

Prior to development of the lands, the applicant will be required to obtain site plan approval. Site plan applications have not been submitted to date for any phase of the proposed development. Through the site plan process, further refinements are anticipated to the design of buildings, landscape areas, streetscape and the public realm.

## 11. Draft Plan of Subdivision

The proposed draft plan of subdivision (Appendix 4) was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 7. Development will be subject to the completion of services and registration of the plan in a phased approach given the size of the lands and the remediation requirements outlined in Section 6.

## 12. Conclusions

In conclusion, City staff have evaluated the applications to permit a new mixed use waterfront community against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

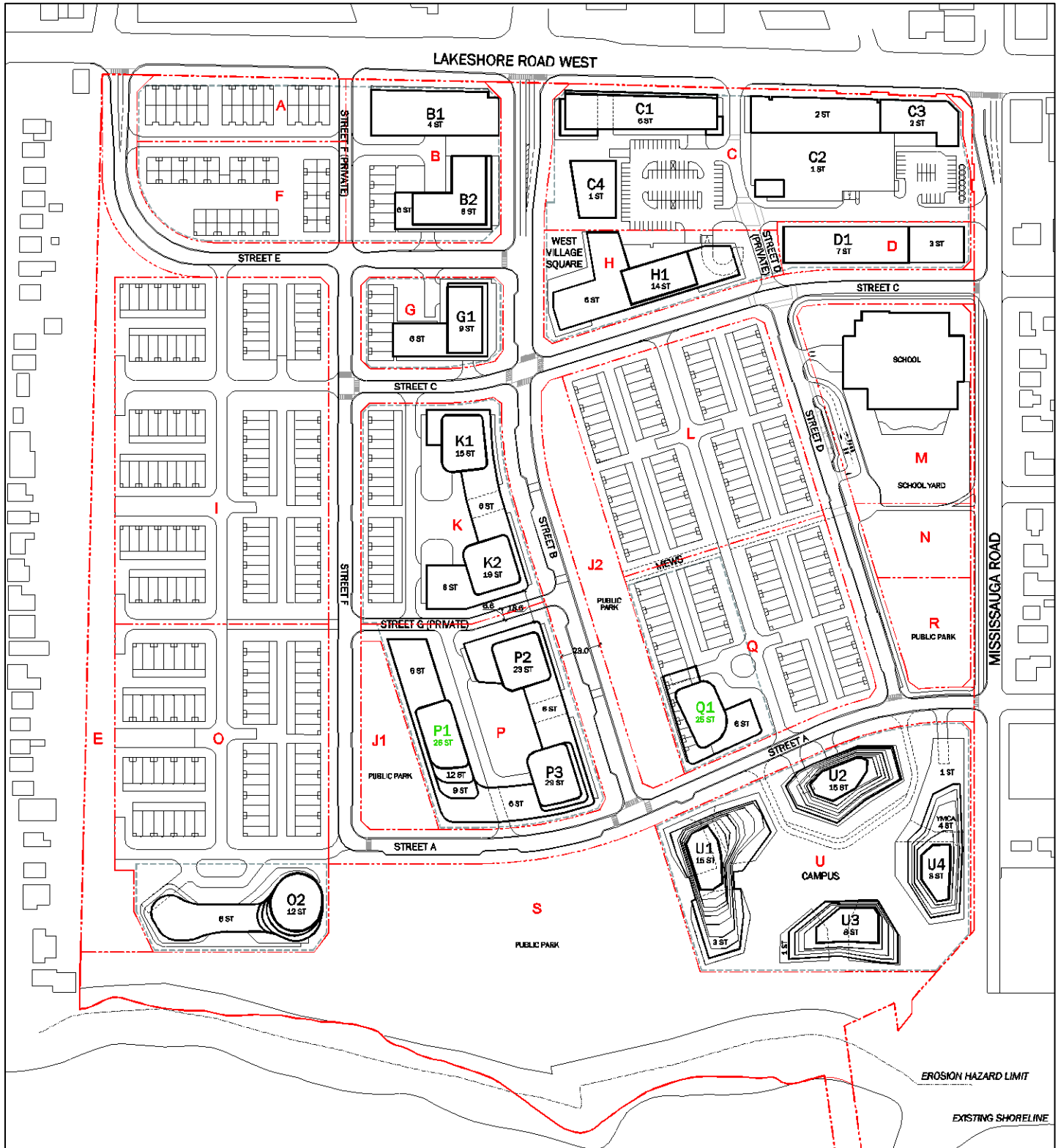
The sensitive mixed use redevelopment of a large brownfield site on a Corridor within a mature Neighbourhood is consistent

and conforms to the PPS, Growth Plan and MOP with respect to building strong healthy communities in an efficient manner. The Master Plan provides appropriate land use and built form transitions from the surrounding low rise communities towards the centre of the site which provides for higher densities. The proposed mix of land uses and walkable design will promote a vibrant street life along Lakeshore Road West, south towards the Village Square and within the Campus. The public realm elements, including substantial linear and waterfront parks, create dynamic place making opportunities that will draw residents from Port Credit and beyond.

Port Credit West Village Partners Inc.

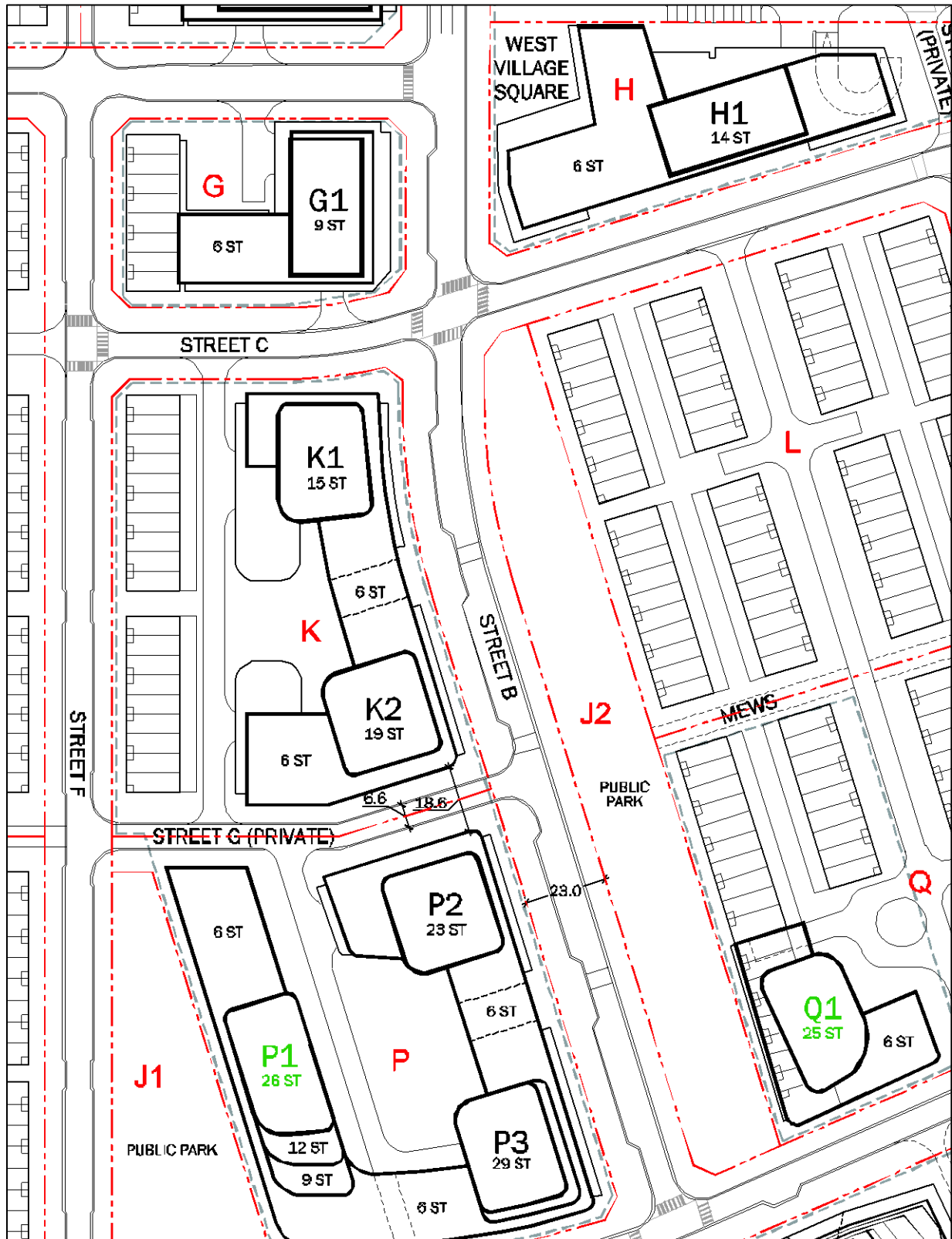
Files: OZ 17/012 W1 and T-M17004 W1

## Updated Master Plan – June 2019



Port Credit West Village Partners Inc.

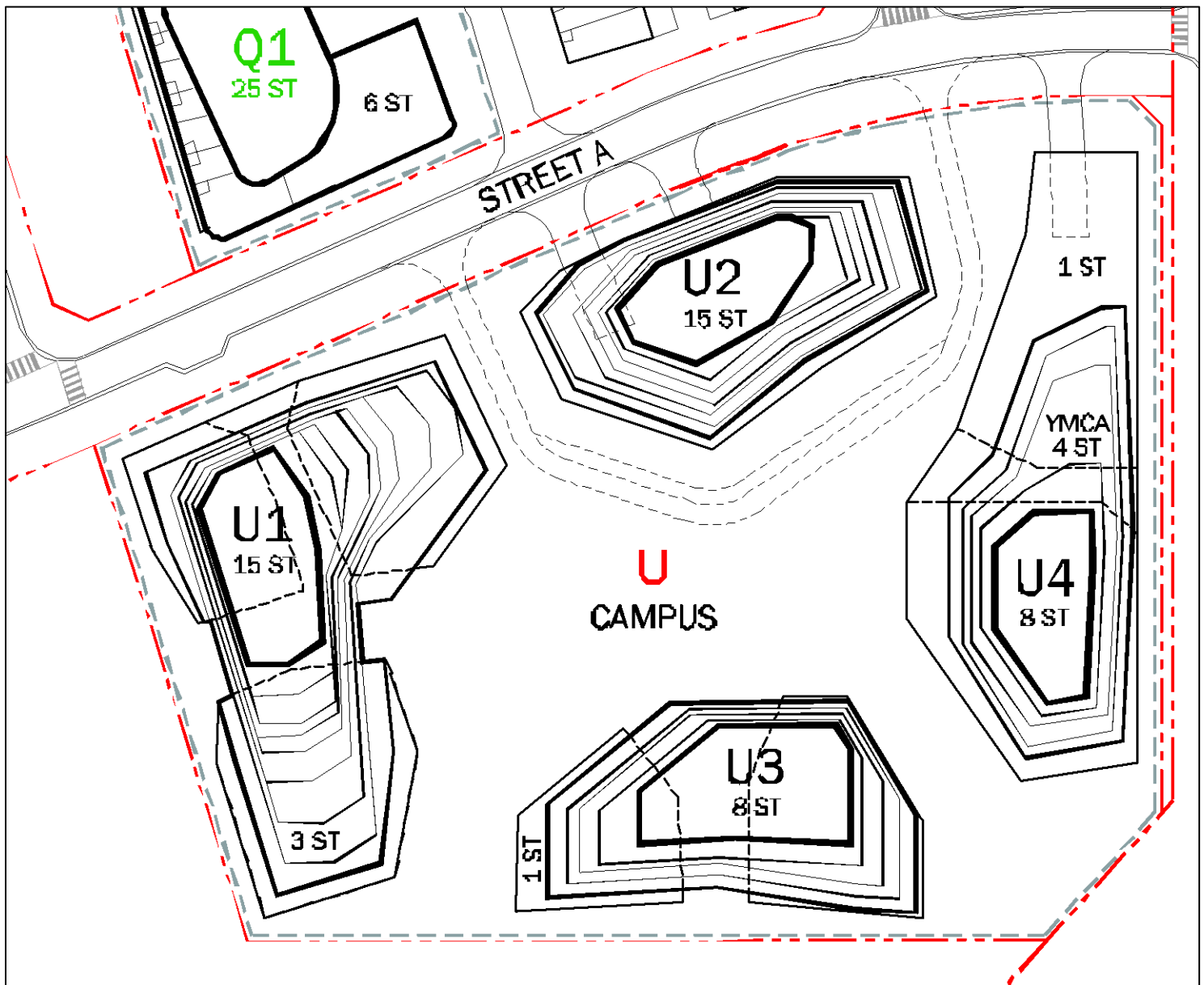
Files: OZ 17/012 W1 and T-M17004 W1

**Updated Master Plan – June 2019 – Enlarged (Linear Park)**



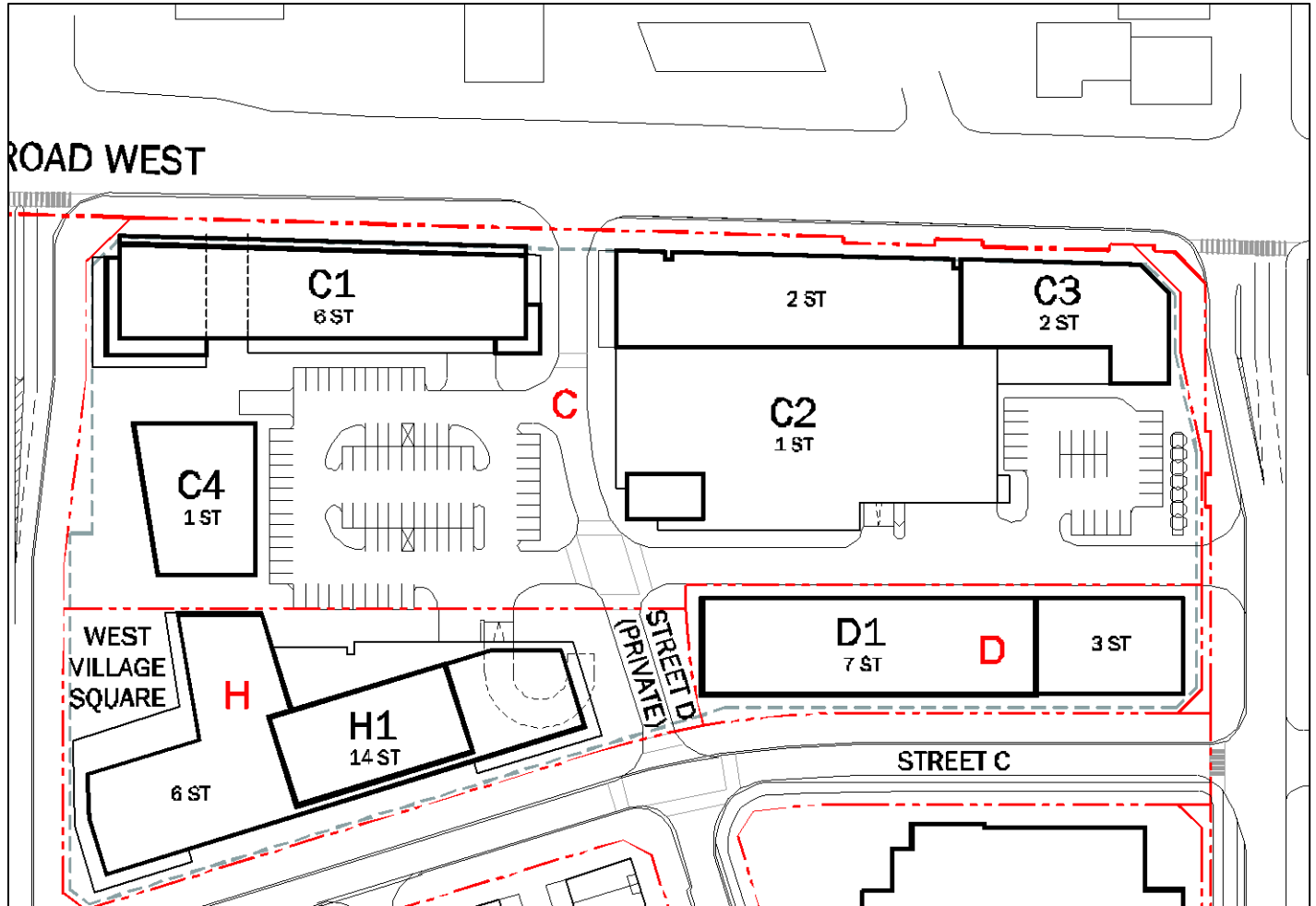
Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Updated Master Plan – June 2019 – Enlarged (Campus)**

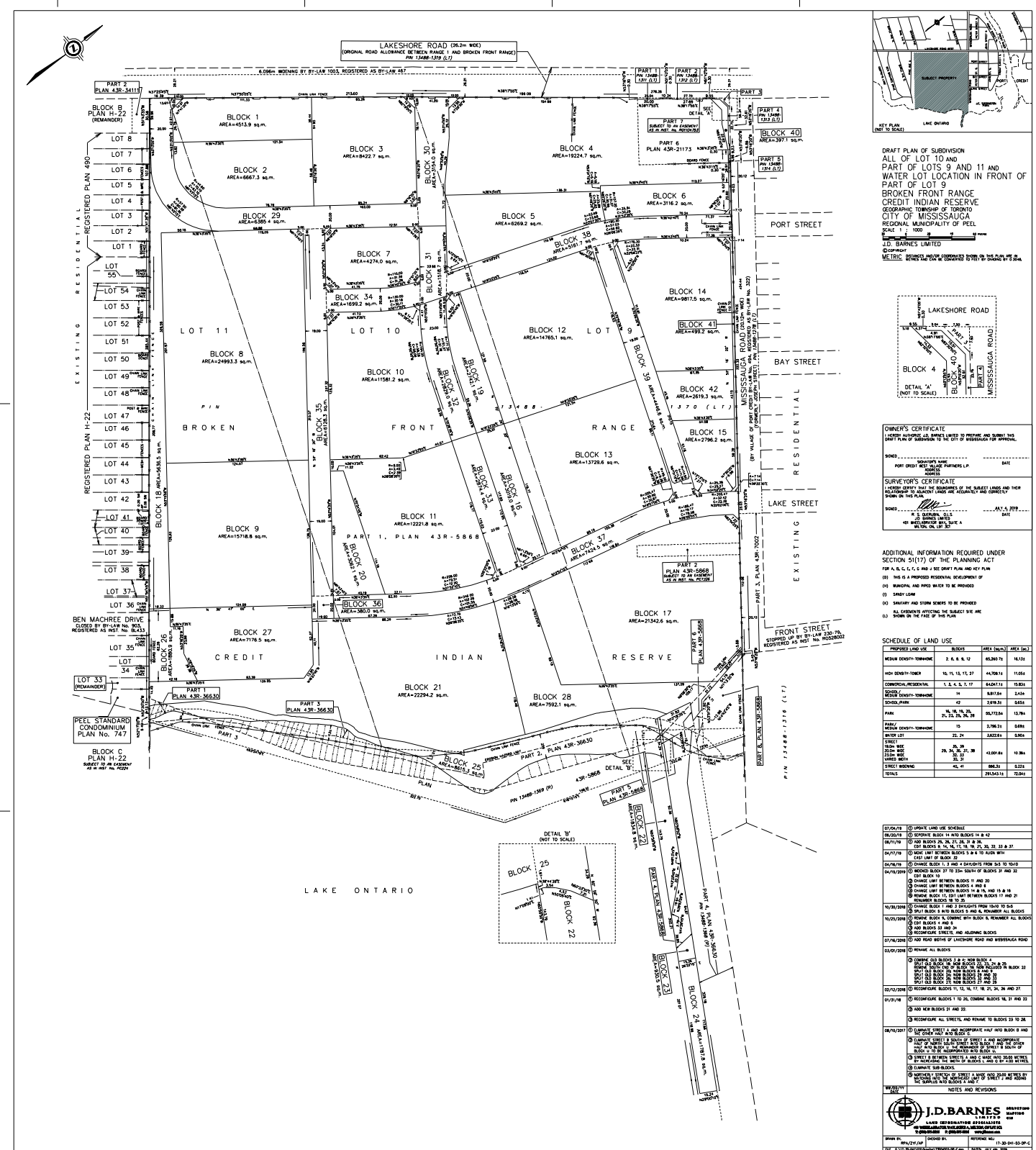
Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Updated Master Plan – June 2019 – Enlarged (Northeast)**

**Files: OZ 17/012 W1 and T-M17004 W1**

## Updated Draft Plan of Subdivision



**Files: OZ 17/012 W1 and T-M17004 W1**

**LAKESHORE ROAD (26.2m WIDE)**  
(ORIGINAL ROAD ALLOWANCE BETWEEN RANGE 1 AND BROKEN FRONT RANGE)  
PIN 13488-1319 (LT)

6.096m WIDENING BY BY-LAW 1003, REGISTERED AS BY-LAW 467

**BLOCK 1**  
AREA=4513.9 sq.m.

**BLOCK 2**  
AREA=6667.3 sq.m.

**BLOCK 29**  
AREA=6380.4 sq.m.

**BLOCK 3**  
AREA=8422.7 sq.m.

**BLOCK 30**  
AREA=3144.0 sq.m.

**BLOCK 4**  
AREA=19224.7 sq.m.

**BLOCK 5**  
AREA=6269.2 sq.m.

**BLOCK 6**  
AREA=3116.2 sq.m.

**BLOCK 7**  
AREA=4274.0 sq.m.

**BLOCK 34**  
AREA=1699.2 sq.m.

**BLOCK 31**  
AREA=1318.7 sq.m.

**BLOCK 38**  
AREA=5161.7 sq.m.

**BLOCK 14**  
AREA=9817.5 sq.m.

**BLOCK 41**  
AREA=499.2 sq.m.

**BLOCK 42**  
AREA=2619.3 sq.m.

**BLOCK 15**  
AREA=2796.2 sq.m.

**BLOCK 13**  
AREA=13729.6 sq.m.

**BLOCK 12**  
AREA=14765.1 sq.m.

**BLOCK 19**  
AREA=2421.1 sq.m.

**BLOCK 32**  
AREA=6350.0 sq.m.

**BLOCK 33**  
AREA=5874.0 sq.m.

**BLOCK 16**  
AREA=1118.0 sq.m.

**BLOCK 37**  
AREA=7424.5 sq.m.

**BLOCK 17**  
AREA=21342.6 sq.m.

**BLOCK 28**  
AREA=7592.1 sq.m.

**BLOCK 25**  
AREA=8615.1 sq.m.

**BLOCK 21**  
AREA=22294.2 sq.m.

**BLOCK 27**  
AREA=7176.5 sq.m.

**BLOCK 26**  
AREA=1880.9 sq.m.

**BLOCK 18**  
AREA=5636.5 sq.m.

**BLOCK 9**  
AREA=15718.8 sq.m.

**BLOCK 11**  
AREA=11581.2 sq.m.

**BLOCK 10**  
AREA=11581.2 sq.m.

**BLOCK 35**  
AREA=6126.3 sq.m.

**BLOCK 36**  
AREA=380.0 sq.m.

**BLOCK 20**  
AREA=405.1 sq.m.

**LOT 11**

**LOT 10**

**LOT 9**

**PORT STREET**

**BAY STREET**

**LAKE STREET**

**FRONT STREET**

**MISSISSAUGA ROAD**  
(FORMERLY JOSEPH STREET) PIN 13488-1319 (LT)

**RESIDENTIAL**

**EXISTING**

**CREDIT INDIAN RESERVE**

**PART 1, PLAN 43R-5868**

**PART 2, PLAN 43R-5868**

**PART 3, PLAN 43R-5868**

**PART 4, PLAN 43R-5868**

**PART 5, PLAN 43R-5868**

**PART 6, PLAN 43R-5868**

**PART 7, PLAN 43R-5868**

**PART 8, PLAN 43R-5868**

**PART 9, PLAN 43R-5868**

**PART 10, PLAN 43R-5868**

**PART 11, PLAN 43R-5868**

**PART 12, PLAN 43R-5868**

**PART 13, PLAN 43R-5868**

**PART 14, PLAN 43R-5868**

**PART 15, PLAN 43R-5868**

**PART 16, PLAN 43R-5868**

**PART 17, PLAN 43R-5868**

**PART 18, PLAN 43R-5868**

**PART 19, PLAN 43R-5868**

**PART 20, PLAN 43R-5868**

**PART 21, PLAN 43R-5868**

**PART 22, PLAN 43R-5868**

**PART 23, PLAN 43R-5868**

**PART 24, PLAN 43R-5868**

**PART 25, PLAN 43R-5868**

**PART 26, PLAN 43R-5868**

**PART 27, PLAN 43R-5868**

**PART 28, PLAN 43R-5868**

**PART 29, PLAN 43R-5868**

**PART 30, PLAN 43R-5868**

**PART 31, PLAN 43R-5868**

**PART 32, PLAN 43R-5868**

**PART 33, PLAN 43R-5868**

**PART 34, PLAN 43R-5868**

**PART 35, PLAN 43R-5868**

**PART 36, PLAN 43R-5868**

**PART 37, PLAN 43R-5868**

**PART 38, PLAN 43R-5868**

**PART 39, PLAN 43R-5868**

**PART 40, PLAN 43R-5868**

**PART 41, PLAN 43R-5868**

**PART 42, PLAN 43R-5868**

**PART 43, PLAN 43R-5868**

**PART 44, PLAN 43R-5868**

**PART 45, PLAN 43R-5868**

**PART 46, PLAN 43R-5868**

**PART 47, PLAN 43R-5868**

**PART 48, PLAN 43R-5868**

**PART 49, PLAN 43R-5868**

**PART 50, PLAN 43R-5868**

**PART 51, PLAN 43R-5868**

**PART 52, PLAN 43R-5868**

**PART 53, PLAN 43R-5868**

**PART 54, PLAN 43R-5868**

**PART 55, PLAN 43R-5868**

**PART 56, PLAN 43R-5868**

**PART 57, PLAN 43R-5868**

**PART 58, PLAN 43R-5868**

**PART 59, PLAN 43R-5868**

**PART 60, PLAN 43R-5868**

**PART 61, PLAN 43R-5868**

**PART 62, PLAN 43R-5868**

**PART 63, PLAN 43R-5868**

**PART 64, PLAN 43R-5868**

**PART 65, PLAN 43R-5868**

**PART 66, PLAN 43R-5868**

**PART 67, PLAN 43R-5868**

**PART 68, PLAN 43R-5868**

**PART 69, PLAN 43R-5868**

**PART 70, PLAN 43R-5868**

**PART 71, PLAN 43R-5868**

**PART 72, PLAN 43R-5868**

**PART 73, PLAN 43R-5868**

**PART 74, PLAN 43R-5868**

**PART 75, PLAN 43R-5868**

**PART 76, PLAN 43R-5868**

**PART 77, PLAN 43R-5868**

**PART 78, PLAN 43R-5868**

**PART 79, PLAN 43R-5868**

**PART 80, PLAN 43R-5868**

**PART 81, PLAN 43R-5868**

**PART 82, PLAN 43R-5868**

**PART 83, PLAN 43R-5868**

**PART 84, PLAN 43R-5868**

**PART 85, PLAN 43R-5868**

**PART 86, PLAN 43R-5868**

**PART 87, PLAN 43R-5868**

**PART 88, PLAN 43R-5868**

**PART 89, PLAN 43R-5868**

**PART 90, PLAN 43R-5868**

**PART 91, PLAN 43R-5868**

**PART 92, PLAN 43R-5868**

**PART 93, PLAN 43R-5868**

**PART 94, PLAN 43R-5868**

**PART 95, PLAN 43R-5868**

**PART 96, PLAN 43R-5868**

**PART 97, PLAN 43R-5868**

**PART 98, PLAN 43R-5868**

**PART 99, PLAN 43R-5868**

**PART 100, PLAN 43R-5868**

**PART 101, PLAN 43R-5868**

**PART 102, PLAN 43R-5868**

**PART 103, PLAN 43R-5868**

**PART 104, PLAN 43R-5868**

**PART 105, PLAN 43R-5868**

**PART 106, PLAN 43R-5868**

**PART 107, PLAN 43R-5868**

**PART 108, PLAN 43R-5868**

**PART 109, PLAN 43R-5868**

**PART 110, PLAN 43R-5868**

**PART 111, PLAN 43R-5868**



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Summary of Recommended Mississauga Official Plan Amendment Provisions****Revised Special Site 3 Policies**

The existing Special Site 3 policies be replaced with several new policies, which are summarized below:

1. Units and Floor Space Index (FSI)
  - A maximum of 2,995 residential units will be permitted on the subject lands, excluding the 0.3 ha (0.8 ac) parcel of land at the northwest quadrant of Mississauga Road South and Port Street West that will be developed for subsidized affordable housing
  - A maximum total gross FSI of 1.45 is permitted (gross area represents the entire site).
2. Street and Block Pattern
  - Consistent with the surrounding context
  - Connect Lakeshore Road West to Lake Ontario
  - Facilitate a multi-modal transportation network
  - A variety of street types will be incorporated
3. Open Space
  - Green system network will include parks, trails, privately-owned publicly accessible spaces (POPS), and natural hazard lands
  - Connect Lakeshore Road West to Lake Ontario
  - Landscape buffer will be maintained between the Precinct and the adjacent residential neighbourhood to the west
  - New waterfront park will build upon the existing waterfront trail and contribute to the formation of a regional waterfront destination, incorporating ecological habitats and programmable space
4. The West Village Square Sub-Precinct
  - Active gateway to entire site and the primary access point
  - Vibrant, multi-seasonal public square that leverages vitality of Lakeshore Road West featuring neighbourhood retail amenities as well as community services
  - Lakeshore Road West will be fronted by low to mid-rise commercial buildings and mix-use residential/commercial buildings
  - Requirement for non-residential uses on the ground floor
  - Live/work units will be permitted along Lakeshore Road West
  - Mid-rise buildings permitted along the central boulevard

**Port Credit West Village Partners Inc.****Files: OZ 17/012 W1 and T-M17004 W1****5. The Promenade Sub-Precinct**

- Located in the centre of the site
- Concentrated around a central public linear park leading from the West Village Square Sub-Precinct to the Campus Sub-Precinct
- Public linear park features programming and a high quality public realm with a public street on its western edge
- Contains a range of housing forms, has highest density in the Precinct and incorporates the broadest range of heights
- Commercial and retail uses permitted on ground floor of apartment buildings

**6. The Campus Sub-Precinct**

- Located beside the waterfront park
- Will act as a catalyst to attract movement into and through the site throughout the day and year
- Mix of uses
- Non-residential uses are required for the first two storeys and will include community, cultural, educational, institutional, retail and office uses
- Residential uses are permitted above the non-residential uses in the form of apartment units
- Lowest heights will be at the northeast corner of the Campus (maximum four storeys)
- Heights to be no greater than eight storeys along the south border of the Campus abutting the waterfront park
- Parking shall not be located in surface parking lots
- Open spaces and POPS permitted

**7. Old Port Transition Sub-Precinct**

- East edge of lands that is to provide a transition to and have regard for the adjacent Old Port Credit Village Heritage Conservation District
- Comprised of low-rise residential, parks and open space uses

**8. Parkside Sub-Precinct**

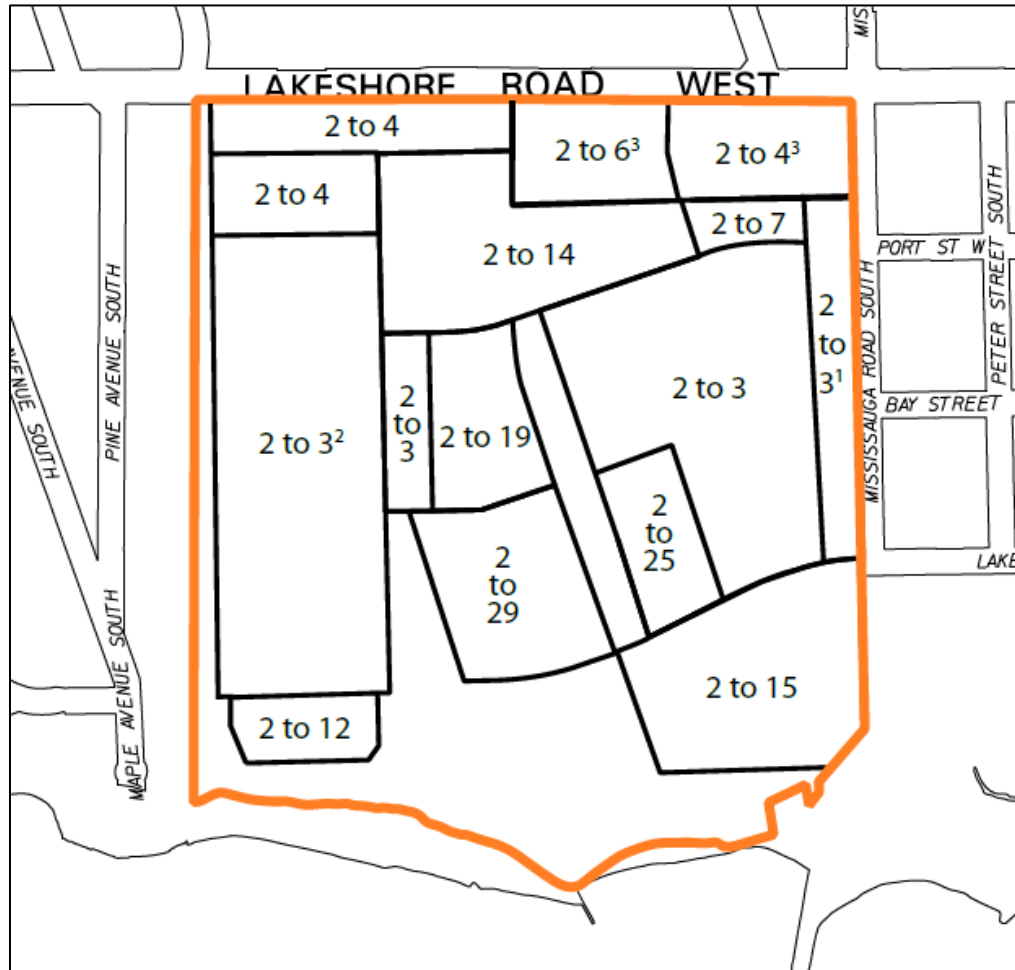
- West edge of lands that will manage transition to the adjacent neighbourhood through a linear landscaped public trail, built form and additional landscape treatments
- Will contain predominately low-rise residential dwellings, with a mid-rise residential building adjacent to the waterfront (maximum six storeys on the west portion and maximum 12 storeys on the east portion)

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Proposed New Schedule 2C (Port Credit West Village Neighbourhood Height Limits)**

(Note: Map prepared by the applicant – requires City formatting adjustments)

Notes:<sup>1</sup> Buildings will include appropriate transition to the Port Credit Heritage Conservation District<sup>2</sup> Buildings will include appropriate transition to the Cranberry Cove Residential Neighbourhood<sup>3</sup> Portions of buildings fronting on Lakeshore Road West may be 1 storey for the purpose of minor architectural variations. Buildings or portions of buildings that do not front directly onto Lakeshore Road West may be 1 storey if they are behind buildings that are at least 2 storeys in height that directly front onto Lakeshore Road West.

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Proposed Revised Schedule 10 to Mississauga Official Plan – Land Use Designations**

(Note: Map prepared by the applicant – requires City formatting adjustments)



\* A public school will be permitted. The location of the Public Open Space designation may be moved to the south without amendment to this Plan.

- Residential High Density
- Residential Medium Density
- Mixed Use
- Public Open Space
- Greenlands

**Port Credit West Village Partners Inc.****Files: OZ 17/012 W1 and T-M17004 W1**

Additional wording changes are recommended throughout the Port Credit Local Area Plan to make it consistent with the development proposal and the policies outlined above. This includes a new Section 10.3.3 (Vacant Former Refinery Precinct) that outlines the historical context, vision and general provisions for the lands, which is proposed to be renamed as the “Port Credit West Village Precinct (or Brightwater Neighbourhood)”. Schedule 1 (Port Credit Character Areas and Precincts) is also recommended to be amended to show the subject lands as “Port Credit West Village Neighbourhood (Brightwater)” instead of “Vacant Former Refinery”.

Technical changes to Schedule 1a (Urban System – Green System), Schedule 2A (Port Credit Neighbourhood Height Limits), Schedule 4 (Parks and Open Spaces) and Schedule 5 (Long Term Road Network) in Mississauga Official Plan are also required to reflect additional public and private open spaces and expansion of the Minor Collector Road network.

Note: The proposed Special Site policies and maps reflect a summary of key aspects of the recommended official plan amendment provisions. These maps and policies are subject to further refinements that are to be generally consistent with the Master Plan shown in Appendix 3 of this report. Other official plan policies may have to be amended to implement the Master Plan.



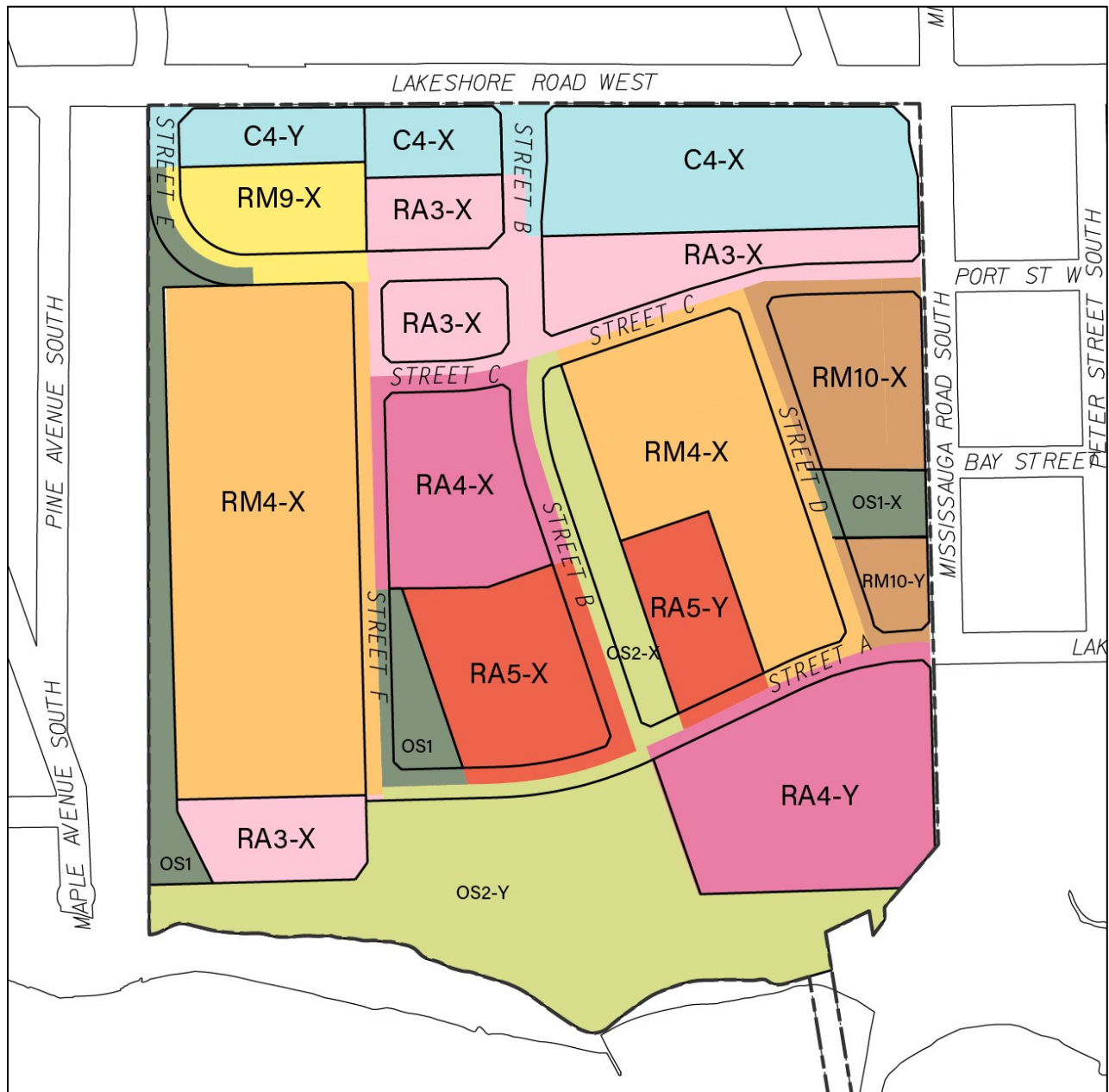
Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

### Summary of Recommended Zoning Provisions

Note: The provisions (including maps) outlined below represent a summary of the key recommended zoning by-law amendment development standards and uses. These provisions are subject to further refinements that are to be generally consistent with the Master Plan shown in Appendix 3 of this report. Other existing zoning by-law provisions may have to be modified as appropriate to implement the Master Plan.

### Map Summarizing Recommended Zones



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

**Map Summarizing Recommended Zone Height Maximums**

For the subject lands:

- maximum residential gross floor area is 380,600 m<sup>2</sup> (4,096,878 sq. ft.)
- maximum total gross floor area is 417,500 m<sup>2</sup> (4,494,080 sq. ft.)
- maximum total number of residential units is 2,995 (excludes Block D – affordable housing block)
- Floor Space Index maximums generally consistent with the Master Plan for the following zones: RA3-X; RA4-X; RA4-Y; RA5-X; RA5-Y

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

<b>Zone Standards</b>	<b>Base C4 Zoning By-law Standards</b>	<b>Recommended C4-X Standards</b>	<b>Recommended C4-Y Standards</b>
Uses	Extensive range of retail, service, office entertainment/ recreation, residential (above ground floor) and other uses	The following additional uses: custom workshop; science and technology facility; retirement building; accessory outdoor patio; accessory cogeneration facility; outdoor market	The following additional uses: townhouse; custom workshop; accessory outdoor patio
Minimum Height (storeys)	2 storeys	2 storeys along frontage of Lakeshore Road West; can be 1 storey behind	2 storeys
Maximum Height (storeys)	3 storeys	4 to 6 storeys – per recommended height schedule	4 storeys – per recommended height schedule
Minimum Front Yard	0.0 m (0.0 ft.)	4.0 m (13.1 ft.) along Lakeshore Road West (down to 3.0 m (9.8 ft.) in select locations near the Lakeshore Road/Mississauga Road intersection due to jog in property line)	4.0 m (13.1 ft.)
Maximum Front Yard	3.0 m (9.8 ft.)	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)
Maximum Exterior Side Yard	3.0 m (9.8 ft.)	6.0 m (19.7 ft.)	6.0 m (19.7 ft.)

<b>Zone Standards</b>	<b>Base RM4 Zoning By-law Standards</b>	<b>Recommended RM4-X Standards</b>
Uses	Townhouses	Townhouses (no change)
Max. Height (storeys)	3 Storeys	No change – per recommended height schedule
Min. front, side and/or rear wall to a street line of a 20.0 m (65.6 ft.) or greater right-of-way	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
From the front and/or side wall to all other street lines	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
From the rear wall to all other street lines	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

<b>Zone Standards</b>	<b>Base RM4 Zoning By-law Standards</b>	<b>Recommended RM4-X Standards</b>
From the rear wall to a lot line that is not a street line	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Min. Landscaped Area	40% of lot area	30% of lot area

<b>Zone Standards</b>	<b>Base RM9 Zoning By-law Standards</b>	<b>Recommended RM9-X Standards</b>
Uses	Stacked Townhouses	No change
Max. Height (storeys)	4 Storeys	No change – per recommended height schedule
Min. Front and Exterior side yard	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Min. Interior Side Yard	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Min. Landscaped Area	40% of lot area	30% of lot area

<b>Zone Standards</b>	<b>Base RM10 Zoning By-law Standards</b>	<b>Recommended RM10-X Standards</b>	<b>Recommended RM10-Y Standards</b>
Uses	Back to Back Townhouses	The following additional uses: public school	The following additional uses: community park (OS1 uses)
Max. Height (storeys)	3 Storeys	No change – per recommended height schedule	No change – per recommended height schedule
Min. Front and Exterior side yard	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)	4.0 m (13.1 ft.)
Min. Interior Side Yard	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)	4.0 m (13.1 ft.)
Min. Landscaped Area	40% of lot area	30% of lot area	30% of lot area

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

<b>Zone Standards</b>	<b>Base RA3 Zoning By-law Standards</b>	<b>Recommended RA3-X Standards</b>
Uses	Apartment; long-term care building; retirement building; grade related non-residential uses	The following additional permitted uses only on the ground floor: retail store; personal service establishment; restaurant, take-out restaurant; accessory outdoor patio; veterinary clinic; animal care establishment; commercial school; financial institution; repair establishment; beverage/food preparation; medical office; office; recreational establishment; entertainment establishment; private club; university/college; hospice; cogeneration facility; custom workshop; outdoor market
Maximum Height (storeys)	12 storeys	3 to 14 storeys, per recommended height schedule
Min. Front and exterior side yard setbacks (portion of building less or equal to 13.0 m (42.6 ft.))	7.5 m (24.6 ft.)	4.0 m (13.1 ft.) – abutting residential uses at grade (with possible additional reductions where appropriate to account for specific building elements and property lines) 1.0 m (3.3 ft.) – abutting non-residential uses at grade
Min. interior side yard setback (portion of building less or equal to 13.0 m (42.6 ft.))	4.5 m (14.8 ft.)	Per setback schedule to be prepared (1.0 m (3.3 ft.) in specified locations but greater setbacks in other locations)
Min. rear yard setbacks (portion of building less or equal to 13.0 m (42.6 ft.))	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Min. setback to an underground parking garage	3.0 m (9.8 ft.)	1.0 m (3.3 ft.)
Min. Landscaped Area	40% of the lot area	30% of the lot area

<b>Zone Standards</b>	<b>Base RA4 Zoning By-law Standards</b>	<b>Recommended RA4-X Standards</b>	<b>Recommended RA4-Y Standards</b>
Uses	Apartment; long-term care building; retirement building	The following additional uses (permitted only on the ground floor): retail	The following additional uses: retail store; personal service establishment;



Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

Zone Standards	Base RA4 Zoning By-law Standards	Recommended RA4-X Standards	Recommended RA4-Y Standards
		store; personal service establishment; restaurant, take-out restaurant; veterinary clinic; animal care establishment; commercial school; financial institution; repair establishment; beverage/food preparation; medical office; office; recreational establishment; entertainment establishment; private club; hospice; cogeneration facility; custom workshop	restaurant, take-out restaurant; accessory outdoor patio; veterinary clinic; animal care establishment; commercial school; financial institution; repair establishment; beverage/food preparation; medical office; office; recreational establishment; entertainment establishment; private club; university/college; hospice; cogeneration facility; custom workshop; outdoor market; science and technology facility; art gallery; museum; centre for the performing arts.  No dwelling units will be located on the first or second floors. Apart from a lobby restricted to a max. 20% of the ground floor gross floor area, no residential uses will be permitted on the ground floor.
Maximum Height (storeys)	18 storeys	3 to 19 storeys, per recommended height schedule	4 to 15 storeys, per recommended height schedule
Min. Front and exterior side yard setbacks (portion of building less or equal to 13.0 m (42.6 ft.))	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)	4.0 m (13.1 ft.)
Min. interior side yard setback (portion of building less or equal to 13.0 m (42.6 ft.))	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)	4.0 m (13.1 ft.)

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

<b>Zone Standards</b>	<b>Base RA4 Zoning By-law Standards</b>	<b>Recommended RA4-X Standards</b>	<b>Recommended RA4-Y Standards</b>
Min. rear yard setbacks (portion of building less or equal to 13.0 m (42.6 ft.))	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)	4.0 m (13.1 ft.)
Min. setback to an underground parking garage	3.0 m (9.8 ft.)	1.0 m (3.3 ft.) east side of zone; 3.0m (9.8 ft.) for remainder	1.0 m (3.3 ft.)
Min. Landscaped Area	40% of the lot area	30% of the lot area	No change: 40% of the lot area

<b>Zone Standards</b>	<b>Base RA5 Zoning By-law Standards</b>	<b>Recommended RA5-X Standards</b>	<b>Recommended RA5-Y Standards</b>
Uses	Apartment; long-term care building; retirement building	The following additional permitted uses only on the ground floor: retail store; personal service establishment; restaurant, take-out restaurant; veterinary clinic; animal care establishment; commercial school; financial institution; repair establishment; beverage/food preparation; medical office; office; recreational establishment; entertainment establishment; private club; university/college; hospice; cogeneration facility; custom workshop	The following additional permitted uses only on the ground floor: retail store; personal service establishment; restaurant, take-out restaurant; veterinary clinic; animal care establishment; commercial school; financial institution; repair establishment; beverage/food preparation; medical office; office; recreational establishment; entertainment establishment; private club; university/college; hospice; cogeneration facility; custom workshop; townhouse dwelling
Maximum Height (storeys)	25 storeys	23 to 29 storeys, per recommended height schedule (an "H" holding symbol is	3 to 25 storeys, per recommended height schedule (an "H" holding symbol is recommended

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

<b>Zone Standards</b>	<b>Base RA5 Zoning By-law Standards</b>	<b>Recommended RA5-X Standards</b>	<b>Recommended RA5-Y Standards</b>
		recommended in order to cap Building P1 at 25 storeys instead of 26 storeys if Block R is developed for residential uses)	in order to cap Building Q1 at 22 storeys instead of 25 storeys if Block R is developed for residential uses)
Min. Front and exterior side yard setbacks (portion of building less or equal to 13.0 m (42.6 ft.))	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)	4.0 m (13.1 ft.)
Min. interior side yard setback (portion of building less or equal to 13.0 m (42.6 ft.))	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)	4.0 m (13.1 ft.)
Min. rear yard setbacks (portion of building less or equal to 13.0 m (42.6 ft.))	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)	4.0 m (13.1 ft.)
Min. setback to an underground parking garage	3.0 m (9.8 ft.)	1.0 m (3.3 ft.)	1.0 m (3.3 ft.)
Min. Landscaped Area	40% of the lot area	30% of the lot area	30% of the lot area

<b>Zone Standards</b>	<b>Base OS1 and Base OS2 Zoning By-law Standards</b>	<b>Recommended OS1-X Standards</b>	<b>Recommended OS2-X Standards</b>	<b>Recommended OS2-Y Standards</b>
Uses	Passive recreational use; active recreational use; stormwater management facility	The following additional uses: public school	The following additional uses: outdoor market	The following additional uses: outdoor market; take-out restaurant; accessory outdoor patio

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

<b>Parking Use</b>	<b>Min. Number of Parking Spaces - Zoning By-law Requirement</b>	<b>Min. Number of Parking Spaces - Recommended Requirement</b>
Condominium Apartment	1.00 resident space per bachelor unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 0.20 visitor spaces per unit	1.00 resident space per unit 0.15 visitor spaces per unit
Rental Apartment	1.00 resident space per bachelor unit 1.18 resident spaces per one-bedroom unit 1.36 resident spaces per two-bedroom unit 1.50 resident spaces per three-bedroom unit 0.20 visitor spaces per unit	1.00 resident space per unit 0.15 visitor spaces per unit
Condominium Townhouse Dwelling	2.0 resident spaces per unit 0.25 visitor spaces per unit	Without exclusive use garage: 1.00 resident space per unit 0.15 visitor spaces per unit  With exclusive use garage: 2.00 resident spaces per unit 0.15 visitor spaces per unit
Live/Work units	Not specified	Residential component: <ul style="list-style-type: none"> <li>• 1.00 residential space per unit</li> <li>• 0.15 visitor spaces per unit</li> </ul> Non-residential component: <ul style="list-style-type: none"> <li>• per specified use using the reduced rates recommended in this Table and permitting the sharing of residential visitor spaces</li> </ul>
Retirement Building	0.5 spaces per unit	0.3 spaces per unit
Long Term Care Building	0.33 spaces per bed	0.3 spaces per bed
Non-residential uses, including retail, personal service, financial institutions, offices, real estate offices, repair establishments, art galleries, museums (excludes those below)	Per specified use (see Table 3.1.2.2 in Zoning By-law 0225-2007)	3.0 spaces per 100 m <sup>2</sup> (1,076.4 ft <sup>2</sup> ) of gross floor area

Port Credit West Village Partners Inc.

Files: OZ 17/012 W1 and T-M17004 W1

<b>Parking Use</b>	<b>Min. Number of Parking Spaces - Zoning By-law Requirement</b>	<b>Min. Number of Parking Spaces - Recommended Requirement</b>
Take-out restaurants and Sit-down restaurants (less than or equal to 220 m <sup>2</sup> (2,368 sq. ft.) gross floor area)	Take-out restaurants: <ul style="list-style-type: none"> <li>6.0 spaces per 100 m<sup>2</sup> (1,076.4 ft<sup>2</sup>) of gross floor area</li> </ul> Sit-down restaurants: <ul style="list-style-type: none"> <li>9.0 spaces per 100 m<sup>2</sup> (1,076 sq. ft.) of gross floor area</li> </ul>	4.85 spaces per 100 m <sup>2</sup> (1,076.4 ft <sup>2</sup> ) of gross floor area and a cap of 500 m <sup>2</sup> (5,382 sq. ft.) gross floor area for these two uses combined
Sit-down restaurants (greater than 220 m <sup>2</sup> (2,368 sq. ft.) gross floor area)	9.0 spaces per 100 m <sup>2</sup> (1,076 sq. ft.) of gross floor area	6.65 spaces per 100 m <sup>2</sup> (1,076 sq. ft.) of gross floor area and a cap of 1,760 m <sup>2</sup> (18,945 sq. ft.) of total sit-down restaurant space for Blocks H, D & C. Additional sit-down restaurant GFA is permitted, but with a parking rate of 9.0 spaces per 100 m <sup>2</sup> (1,076 sq. ft.) of gross floor area
Medical offices	6.5 spaces per 100 m <sup>2</sup> (1,076.4 ft <sup>2</sup> ) of gross floor area	4.85 spaces per 100 m <sup>2</sup> (1,076.4 ft <sup>2</sup> ) of gross floor area
Adjustments to the Mixed Use Development Shared Parking Formula (Table 3.1.2.3) are also recommended, consistent with those outlined in the Port Credit & Lakeview Parking Strategy		






---

**SCHEDULE A  
CONDITIONS OF APPROVAL**

**FILE:** T-M17004 W1

**SUBJECT:** Draft Plan of Subdivision  
70 Mississauga Road South and 181 Lakeshore Road West  
Southwest quadrant of Lakeshore Road West and Mississauga Road South  
City of Mississauga  
Port Credit West Village Partners Inc.

---

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

**NOTE:** City is "The Corporation of the City of Mississauga"  
Region is "The Regional Municipality of Peel"

- 1.0 Approval of the draft plan applies to the plan dated July 4, 2019.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 That the applicant/owner shall enter into a Subdivision Agreement including infrastructure schedules, and any other necessary agreements, satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: phasing, engineering matters such as municipal services, road widenings, public easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues, such as cash contributions, levies (development charges), land dedications or reserves, securities, or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals, conservation and environmental matters. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS IN RESPONSE TO THE CIRCULATION OF THE PLAN FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION WHICH HAVE BEEN FORWARDED TO THE APPLICANT OR HIS CONSULTANTS, AND WHICH COMMENTS FORM PART OF THESE CONDITIONS. THE RELEVANT COMMENTS ARE IDENTIFIED BY THE FOLLOWING MILESTONES: PLAN REGISTRATION (SCHEDULE B); PLAN REGISTRATION (SCHEDULE C); SERV AND/OR DEV. AGT.
- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.

- 
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks, utility or drainage easements, and public access easements over private streets and transportation corridors to the satisfaction of the City, Region or other authority.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments. These documents shall include, but are not limited to, the following:
- 6.1 Updated Master Plan Study;
  - 6.2 Updated Shadow Study;
  - 6.3 Updated Wind Study;
  - 6.4 Updated Heritage Impact Assessment;
  - 6.5 Updated Environmental Impact Study;
  - 6.6 Updated Transportation Impact Study, including a parking plan, vehicle turn path studies, collision review, and detailed intersection designs;
  - 6.7 Updated Grading Plan;
  - 6.8 Updated Functional Servicing Report;
  - 6.9 Updated Noise Study;
  - 6.10 Updated Geotechnical Study;
  - 6.11 Updated Streetscape Feasibility Study pertaining to Lakeshore Road West
  - 6.12 Vegetation Salvage Plan
- 7.0 That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 10.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 11.0 Prior to final approval, the developer will be required to monitor wells, subject to the homeowner's permission, within the zone of influence, and to submit results to the satisfaction of the Region.
- 12.0 The applicant/owner shall make arrangements acceptable to the City with regard to any park issues including park or greenbelt development, buffer planting, or hoarding.
- To fulfil the requirements of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the City will accept Block Numbers 16, 18, 19, 20, 21, 25, 26, 28, 42, having an area of 5.42 ha (13.39 ac), for partial fulfillment of land for park or other public recreational purposes. Prior to plan registration, the applicant shall either pay cash-in-lieu for any outstanding land dedication deficit for park or other public recreational purposes, or have finalized an alternative payment arrangement acceptable to the City.

- 
- 13.0 Prior to final approval, the City shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan.
- 14.0 Prior to final approval, the Dufferin-Peel Catholic District School Board is to be satisfied that the applicant has agreed to include in the Subdivision Agreement and all offers of purchase and sale for all residential lots, the following warning clauses until the permanent school for the area has been completed:
- 14.1 Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.
- 14.2 That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.
- 15.0 That the Subdivision Agreement shall contain a clause satisfactory to the Dufferin-Peel Catholic District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.
- 16.0 Prior to final approval, the Peel District School Board is to be satisfied that the following provision is contained in the Subdivision Agreement and on all offers of purchase and sale for a period of five years after registration of the plan:
- 16.1 Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel District School Board to determine the exact schools.
- 16.2 That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.
- 17.0 That the Subdivision Agreement shall contain a clause satisfactory to the Peel District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.
- 18.0 Prior to final approval, Credit Valley Conservation requires the following:
- 18.1 The Owner is to obtain all necessary permits from Credit Valley Conservation in accordance with Ontario Regulation 160/06;

- 
- 18.2 That the plan will address the recommendations of the approved Environmental Impact Study (prepared by Savanta, amended March 2018) to the satisfaction of Credit Valley Conservation;
- 18.3 That appropriate sediment and erosion control measures be implemented and maintained during all phases of construction to the satisfaction of the City of Mississauga and Credit Valley Conservation;
- 18.4 That detailed engineering plans be prepared to the satisfaction of Credit Valley Conservation, which describe the means whereby stormwater will be treated and conducted from the site to a receiving body; and,
- 18.5 That the Subdivision Agreement between the owner and the City shall contain provisions with respect to the following, and with wording acceptable to Credit Valley Conservation, wherein the owner agrees to carry out or cause to be carried out the works noted above.
- 19.0 That the owner/applicant agree to provide a temporary location at which Canada Post Corporation may locate community mailboxes during construction, until curbing and sidewalks are in place at the prescribed permanent mailbox locations.
- 20.0 Prior to final approval, confirmation be received from Canada Post Corporation that the applicant has made satisfactory arrangements for the installation of any central mail facilities required in this development.
- 21.0 Prior to execution of the Subdivision Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider(s).
- 22.0 Prior to execution of the Subdivision Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 23.0 That the applicant/owner acknowledge that detailed intersection designs and final cross-sections may demonstrate that the proposed right-of-way widths are not capable of accommodating all proposed services, including without limitation turning radii for waste collection and emergency vehicles, and that these widths may be subject to change.
- 24.0 That the applicant/owner acknowledge that the proposed street right-of-way cross-sections are not final and that the detailed design stage may demonstrate that not all of the infrastructure may be able to be accommodated as currently planned within the street rights-of-way.
- 25.0 That a condition of the Subdivision Agreement shall be that a Ministry of Environment, Conservation and Parks-acknowledged Record of Site Condition is required for a development block prior to issuance of an unconditional building permit and prior to connection to municipal utilities and services for that development block.
- 26.0 That a condition of Subdivision Agreement shall be that prior to occupancy of any development block, the developer is required to enter into an easement agreement with the City and/or Region where a public utility and/or public access is required on private lands to service that development block.

- 
- 27.0 The Owner agrees that the following conditions shall apply to the drive aisle connection between Street 'C' and Lakeshore Road West, running between buildings C1 and C2 (the "Drive Aisle") as identified on the master plan dated June 26, 2019:
- 27.1 There shall be a condition in the Subdivision Agreement and in the applicable Site Plan Agreement that the Drive Aisle shall remain open to through traffic between Street 'C' and Lakeshore Road West and shall not be closed or blocked without the prior written consent of the City, which shall not be withheld to prevent temporary closure due to construction.
- 27.2 There shall be a condition in the Subdivision Agreement and in the applicable Site Plan Agreement that the Drive Aisle shall be privately maintained in a manner satisfactory to the City, which shall include but not be limited to snow removal standards consistent with municipal road standards.
- 27.3 If required by the City, condition 26.1 shall be included in the Declaration for the condominium corporations containing the Drive Aisle as a common element or otherwise and may be made the subject of a restrictive covenant in favour of the City dealing with same.
- 27.4 The Drive Aisle and the adjacent buildings in Block D and H shall be designed and constructed to a standard which facilitates the flow of traffic between Street 'C' and Lakeshore Road West, to the satisfaction of the City.
- 28.0 The fire route design for the units in Blocks L and Q, which may include the Mews located between Street 'D' and the linear park (Block J2) as identified on the master plan dated June 26, 2019 must be resolved to the satisfaction of the City and that the master plan be revised at that time, if required.
- 29.0 That the owner/applicant provide for warning clauses in any agreements of purchase and sale advising prospective purchasers that the details of the master plan are conceptual and subject to change through the site plan and plan of condominium process.
- 30.0 That the owner/applicant agree to provide any additional technical information and analysis that may be required by the City with respect to the Peer Review of the transportation reports and analysis.
- 31.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

**THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.**