
Planning and Development Committee

Date

2019/10/15

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

Find it Online

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

PUBLIC MEETING STATEMENT: In accordance with the *Ontario Planning Act*, if you do not make a verbal submission to the Committee or Council, or make a written submission prior to City Council making a decision on the proposal, you will not be entitled to appeal the decision of the City of Mississauga to the 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 Attn: Development Assistant
c/o Planning and Building Department – 6th Floor
300 City Centre Drive, Mississauga, ON, L5B 3C1
Or Email: application.info@mississauga.ca

1. CALL TO ORDER
2. DECLARATION OF CONFLICT OF INTEREST
3. MINUTES OF PREVIOUS MEETING

Approval of Draft Minutes of October 7, 2019 meeting
4. MATTERS TO BE CONSIDERED
 - 4.1. PUBLIC MEETING INFORMATION REPORT (WARD 4)
Application to revise the zoning to permit reduced parking requirements and broadened shared parking permissions for the subject lands
2, 97, 100, and 101 City Centre Drive, 25-155 Square One Drive, 30-309 Rathburn Road West, and 4220 Living Arts Drive
Southwest of Centre View Drive and Hurontario Street
Owner: OMERS Realty Management Corporation
File: OZ 19/005 W4
 - 4.2. PUBLIC MEETING INFORMATION REPORT (WARD 8)
Applications to permit a two storey detached dwelling, 37 three storey street townhouses in seven blocks and an extension to Thorny-Brae Place
1745, 1765 and 1775 Thorny-Brae Place, southeast corner of Mississauga Road and Eglinton Avenue West
Owner: 2462357 Ontario Inc.
Files: T-M17006 W8 and OZ 17/018 W8
 - 4.3. PUBLIC MEETING INFORMATION REPORT (WARD 5)
Applications to permit a 16 storey and 25 storey residential apartment buildings with a 6 storey podium that will include retail and service commercial uses on the ground floor
60 Bristol Road East, southeast corner of Hurontario Street and Bristol Road East
Owner: 151516 Canada Inc. (RioCan)
File: OZ 19/04 W5

-
- 4.4. RECOMMENDATION REPORT (WARD 1)
Official Plan amendment and rezoning applications to permit a nine storey condominium
apartment building with 35 units and one level of underground parking
55 Port Street East, south side of Port Street East, east of Helene Street South
Owner: Brown Maple Investments Ltd.
File: OZ 18/007 W1
Bill 139

5. ADJOURNMENT

City of Mississauga

Corporate Report



Date: 2019/08/23

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 19/005 W4

Meeting date:
2019/10/15

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 4)

Application to revise the zoning to permit reduced parking requirements and shared parking permissions for the subject lands

2, 97, 100 and 101 City Centre Drive, 25-155 Square One Drive, 30-309 Rathburn Road West, and 4220 Living Arts Drive

Southwest of Centre View Drive and Hurontario Street

Owner: OMERS Realty Management Corporation

File: OZ 19/005 W4

Bill 139

Recommendation

That the report dated August 23, 2019, from the Commissioner of Planning and Building regarding the application by OMERS Realty Management Corporation to permit reduced parking requirements and broadened shared parking permissions for the subject lands, under File OZ 19/005 W4, 2, 97, 100 and 101 City Centre Drive, 25-155 Square One Drive, 30-309 Rathburn Road West, and 4220 Living Arts Drive, be received for information.

Background

The application has been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the application and to seek comments from the community. The report consists of two parts, a high level overview of the application and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

The rezoning application is required to permit reduced parking requirements and shared parking permissions for the subject lands in order to address reduced parking demand in the Downtown Core urban context, recognize different peak hours for different uses, and facilitate redevelopment of surface parking lots into mixed use developments. The zoning by-law will

need to be amended by changing the parking requirements for the subject lands to implement this proposal.

During the ongoing review of this application, staff may recommend different zoning standards to implement the proposal.

Comments

The properties are located southwest of Centre View Drive and Hurontario Street within the Downtown Core Character Area. The site is currently occupied by Square One mall, Playdium Amusement Centre, Coliseum Cineplex Cinemas, City Centre Transit Terminal, various retail stores, restaurants, surface parking lots, and two vacant lots.



Aerial image of 2, 97, 100 and 101 City Centre Drive, 25-155 Square One Drive, 30-309 Rathburn Road West, and 4220 Living Arts Drive

LAND USE POLICIES AND REGULATIONS

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Golden Horseshoe* (Growth Plan) and Region of Peel Official Plan (ROP). The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The proposed development is generally consistent with the PPS and conforms to the Growth Plan and the ROP. The conformity of this proposal with the policies of Mississauga Official Plan is under review.

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 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. The matters to be addressed include: provision of additional technical information, review of reduced parking standards and community consultation and input.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Jonathan Famme, Development Planner

Detailed Information and Preliminary Planning Analysis**Owner: OMERS Realty Management Corporation****97, 100, 101 City Centre Drive; 99, 189, 199, 209, 219, 299, 309 Rathburn Road West; 4220 Living Arts Drive; and 35, 55, 65, 95, 155 Square One Drive**

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1. Site History

- December 2, 2005 – Application approved under File OZ 05/020 W4 to reduce the parking requirement for CC1 – Retail Core Commercial (lands bounded by City Centre Drive, Duke of York Boulevard and Rathburn Road West) from 5.4 spaces per 100 m² (1,076 ft²) to 4.57 spaces per 100 m² (1,076 ft²)
- April 28, 2010 – Council received Downtown21 Master Plan which put forward a vision for the transformation of the Downtown from suburban, auto-oriented downtown to one that is truly urban
- March 6, 2013 – Council enacted and passed MOPA 8 and Zoning By-law 0050-2013 to implement the Downtown21 Master Plan
- April 9, 2013 – MOPA 8 and Zoning By-law 0050-2013 were appealed
- May 30, 2013 – Committee of Adjustment approved minor variance to permit off-site parking for Sheridan College only between the hours of 6:00AM and 6:00PM Monday to Friday for a temporary period of ten years to expire on or before June 30, 2023, provided there is a right, whether by ownership or agreement, granting permission to use such lands for parking and the external lands have sufficient surplus parking spaces (File A-159/13)

- February 20, 2014 – Ontario Municipal Board issued decision on partial approval area for southwest expansion at Square One Mall relating to MOPA 8 and Zoning By-law 0050-2013

2. Site and Neighbourhood Context

Site Information

The subject lands, commonly referred to as Oxford Properties, are located within Mississauga's Downtown Core which is transforming into a mixed use urban area that contains the city's tallest buildings. The subject properties are currently occupied by Square One mall, Playdium Amusement Centre, Coliseum Cineplex Cinemas, City Centre Transit Terminal, various retail stores, restaurants, surface parking lots, and two vacant lots.



Image of Square One mall south facade

Surrounding Land Uses

Immediately north of the lands is Centre View Drive and Highway 403. To the west is Sheridan College, the Living Arts Centre, City Hall, the Central Library, and several mixed use developments with condominium towers. To the east are office buildings, surface parking lots and Hurontario Street. To the south are office buildings, surface parking lots, Burnhamthorpe Road West, residential condominium towers and vacant lands.

The surrounding land uses are:

North: Centre View Drive and Highway 403

East: Office buildings, surface parking lots and Hurontario Street

South: Office buildings, surface parking lots, Burnhamthorpe Road West, residential condominium towers and vacant lands

West: Sheridan College, Living Arts Centre, City Hall, Central Library, mixed use developments with condominium towers



Aerial Photo of subject lands

The Neighbourhood Context

The subject properties are located in the Downtown Core, which is an area that has evolved from farmland with the construction of Square One mall and office buildings, including City Hall (originally at 1 City Centre Drive) in the early 1970's, and was designated as Mississauga's downtown. Development has continued with the introduction of unlimited height and density in the early 2000's, and the implementation of the Downtown21 Master Plan to shift the downtown from a suburban car oriented centre to a true mixed use vibrant urban core. The Downtown Core contains many civic uses,

employment, retail, restaurants, the Mississauga transit terminal, Go bus terminal, Bus Rapid Transit (BRT) and future Hurontario Light Rail Transit (HLRT). The Core contains the highest concentration and densities of residential units in the City. It also contains a large number of surface parking lots left over from its beginnings in the 1970's and 80's.

Demographics

Based on the 2016 census, the existing population of the DT Core area is 30,245 with a median age of this area being 34 (compared to the City's median age of 40). 73% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 11% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 61,200 and 70,500 respectively. The average household size is 2 persons with 98% of people living in apartments in buildings that are five storeys or more. The mix of housing tenure for the area is 7,740 units (56%) owned and 6,160 units (44%) rented with a vacancy rate of approximately 0.9%. In addition, the number of jobs within this CA is 20,619. Total employment combined with the population results in a PPJ for DT Core of 199 persons plus job per ha.

3. Project Details

OMERS Realty Management Corporation owns a number of properties in the downtown core which currently function as one large property with respect to parking, even though the lands are divided by public roads. As indicated in the site history, the City has granted parking reductions in the past. As

the downtown is changing, the owners are seeking to reduce the parking further to facilitate new retail, office and residential uses as envisioned in the Downtown Master Plan. To this end, the subject application is to permit reduced parking requirements and shared parking permissions for the subject lands in order to address reduced parking demand in the Downtown Core urban context, recognize different peak hours for different uses, and facilitate redevelopment of surface parking lots into mixed use developments.

Development Proposal	
Application submitted:	Received: April 18, 2019 Deemed complete: May 22, 2019
Developer/ Owner:	OMERS Realty Management Corporation
Parking:	Current Required – 8,892 spaces Current Provided – 9,450 spaces See Proposed Zoning Regulations for proposed rates and standards

Supporting Studies and Plans

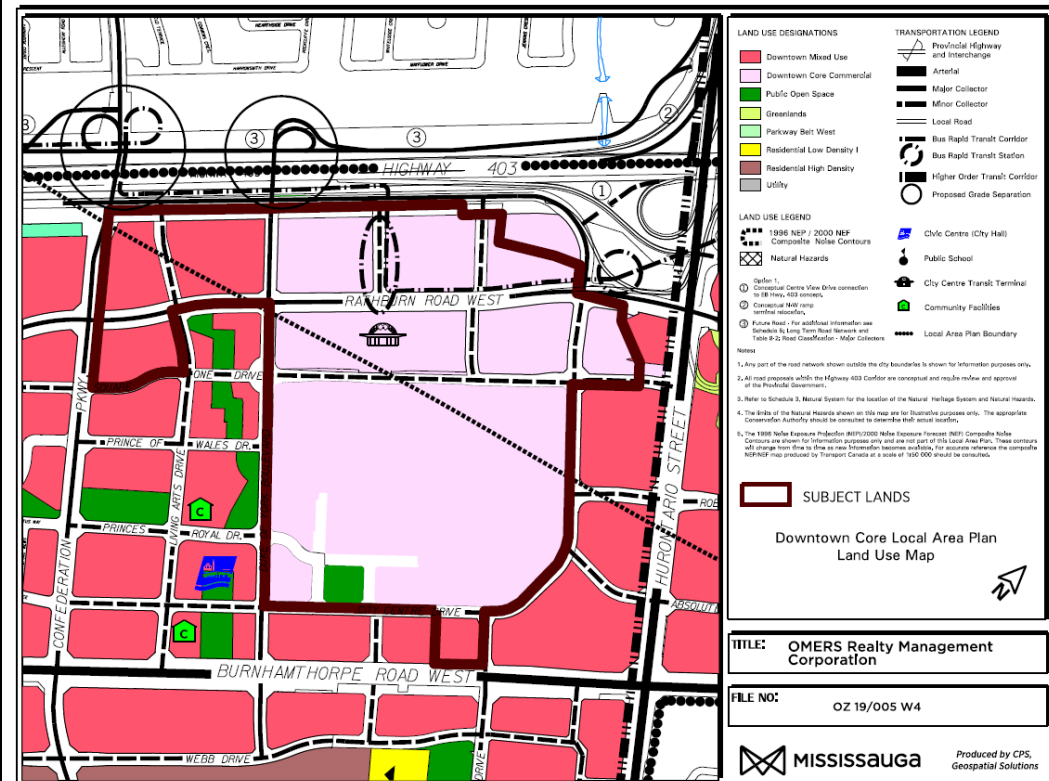
The applicant has submitted the following information in support of the application:

- Planning Justification Report
- Parking Management Strategy
- Context Plan
- Summary of easements/restrictions on title
- Draft Zoning By-law Amendment

Mississauga Official Plan

Excerpt of East Credit Neighbourhood Land Use

There is no Official Plan Amendment proposed as part of this application and the designations remain as above.



Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **H-CC2(1)** (City Centre – Mixed Use with Holding Provision), **H-CC1** (City Centre – Retail Core Commercial with Holding Provision), **CC1** (City Centre – Retail Core Commercial), **CC1-1** (City Centre – Retail Core Commercial Exception), **CC1-2** (City Centre – Retail Core Commercial Exception), **H-CC2(2)** (City Centre – Mixed Use with Holding Provision), and **H-CCOS-1** (City Centre – Open Space Exception with Holding Provision).

CC1 (City Centre – Retail Core Commercial) permits a wide mix of uses including residential, office, and extensive retail commercial uses.

CC1-1 (City Centre – Retail Core Commercial Exception) permits a wide mix of uses including residential, office, and extensive retail commercial uses and site specific exceptions including a minimum building height of 6.1 m (20 ft).

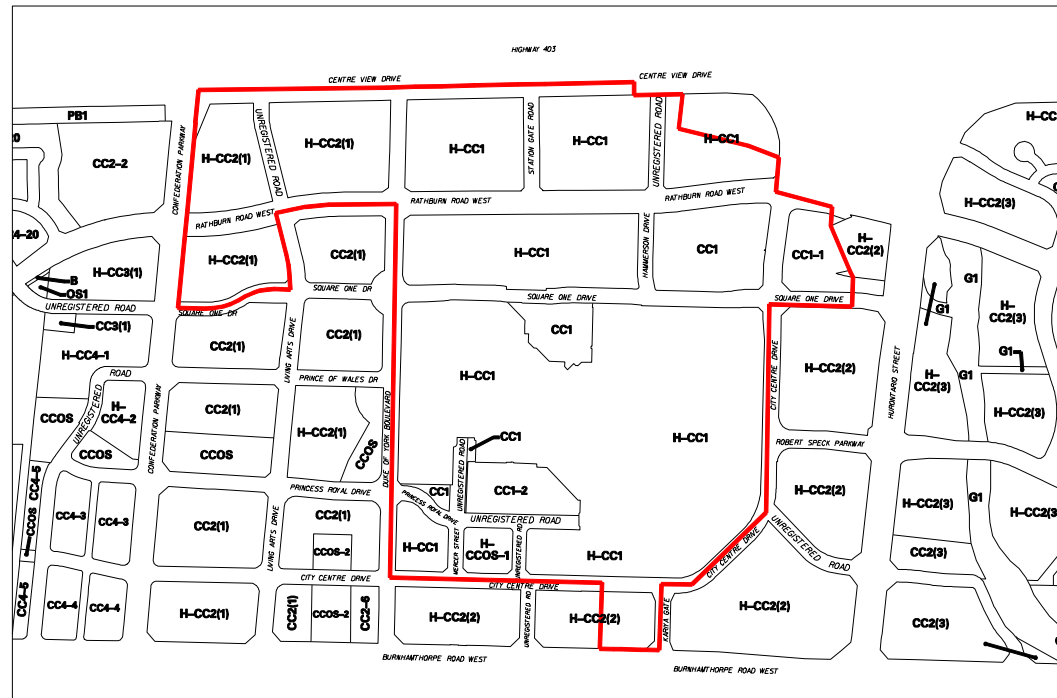
CC1-2 (City Centre – Retail Core Commercial Exception) permits a wide mix of uses including residential, office, and extensive retail commercial uses and site specific exceptions for 60% glazing along A-Streets and minimum heights of 13.5 m (44.3 ft) and 7.5 m (24.6 ft).

CC2 (City Centre – Mixed Use) permits a wide mix of uses including residential, office, and retail commercial uses.

CCOS-1 (City Centre – Open Space Exception) permits active and passive recreational uses, below grade parking structure and a commercial building for uses accessory to the recreational use at a maximum height of one storey and maximum gross floor area of 925 m² (9,957 ft²).

Proposed Zoning

The applicant is only proposing to amend the parking standards as they apply to the subject lands. The Base zone regulations and uses remain the same as above.



Proposed Zoning Regulations

Land Use	Current Parking Requirements (spaces per 100 m² GFA)	Proposed Amended Parking Requirements (spaces per 100 m² GFA)
CC1 – Retail Core Commercial	4.3	3.8
Retail Store	4.3	3.8
Office	3.2	2.1
Medical Office	6.5	3.8
Real Estate Office	6.5	3.8
Financial Institution	5.5	3.8
Night Club	25.2 * 9.0 as per By-law 0050-2013 under appeal	9.0
Personal Service Establishment	4.3	3.8
Restaurant	16 * 9.0 as per By-law 0050-2013 under appeal	9.0
Restaurant less than 200 m ²	n/a * 4.3 as per By-law 0050-2013 under appeal	3.8
Take-out Restaurant	6.0 * 4.3 as per By-law 0050-2013 under appeal	3.8
Apartment	1.0 resident spaces per unit 0.15 visitor spaces per unit	0.7 spaces per bachelor unit and one bedroom unit 0.9 spaces per two bedroom unit 1.0 spaces per three bedroom unit 0.15 visitor spaces per unit
Additional Provisions <p>Shared parking permissions shall apply to the entire area of the subject lands and allow for required parking to be provided anywhere in the subject land area. All required parking spaces must be accessible to all users participating in the shared parking arrangement and may not be reserved for specific users.</p> <p>The below shared parking formula may be used for the calculation of required parking for Development within the subject land area. The parking requirement for each use in each development is to be multiplied by the percentage of the peak period for each time period, and then each column is totaled for weekday and weekend. The highest figure obtained from all time periods shall become the required parking for all development that is participating in the shared parking arrangement.</p> <p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined.</p>		

TYPE OF USE	PERCENTAGE OF PEAK PERIOD (WEEKDAY)			
	Morning	Noon	Afternoon	Evening
Retail (Downtown) Core Commercial (Square One Shopping Centre)	60	75	80	65
Retail Centre/Retail Store/Personal Service Establishment	80	90	90	90
Cinema	0	25	25	100
Sheridan College	90	100	90	0
Office/Medical Office/Financial Institution	100	90	95	10
Restaurant/Convenience Restaurant/Take-out Restaurant	20	100	30	100
Overnight Accommodation	70	70	70	100
Residential – Resident	90	65	90	100
Residential - Visitor	20	20	60	100
TYPE OF USE	PERCENTAGE OF PEAK PERIOD (WEEKEND)			
	Morning	Noon	Afternoon	Evening
Retail (Downtown) Core Commercial (Square One Shopping Centre)	60	75	100	90
Retail Centre/Retail Store/Personal Service Establishment	80	100	100	70
Cinema	10	40	65	100
Sheridan College	0	0	0	0
Office/Medical Office/Financial Institution	10	10	10	10
Restaurant/Convenience Restaurant/Take-out Restaurant	20	100	50	100
Overnight Accommodation	70	70	70	100
Residential – Resident	90	65	90	100
Residential - Visitor	20	20	60	100

5. Summary of Applicable Policies

The Planning Act requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect this application have been reviewed and summarized in the table below. Only key policies relevant to the application have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.7)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
Region of Peel Official Plan	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications.	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>The ROP seeks to achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive. (ROP 5.3.1.5)</p> <p>The Plan seeks to support complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs. (ROP 5.5.1.6)</p> <p>The ROP promotes intensification on underutilized lands (ROP 5.5.3.1.4), and the reduction of auto dependency by promoting sustainable modes of transportation. (ROP 5.9.9.1.1)</p> <p>ROP encourages parking management strategies that make more efficient use of parking resources and encourages the use of sustainable modes of transportation (ROP 5.9.9.2.7) and encourage area municipalities to update their parking and zoning by-laws to support and facilitate transportation demand management measures. (ROP 5.9.9.2.8)</p>

Relevant Mississauga Official Plan Policies

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of this application, some

of which are found below. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.6 Section 5.3.1.3 Section 5.3.1.6 Section 5.3.1.8 Section 5.3.1.9 Section 5.3.1.11 Section 5.3.1.12 Section 5.3.1.13 Section 5.5.9	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>The Downtown is an Intensification Area.</p> <p>The Downtown will achieve an average population to employment ration of 1:1, measured as an average across the entire Downtown.</p> <p>The Downtown will support opportunities for residents to work in Mississauga.</p> <p>The Downtown will develop as a major regional centre and the primary location for mixed use development. The Downtown will contain the greatest concentration of activities and variety of uses.</p>

	Specific Policies	General Intent
		<p>Development in the Downtown will be in a form and density that achieves a high quality urban environment.</p> <p>The Downtown will be served by frequent transit services, including higher order transit facilities, which provide connections to all parts of the city and to neighbouring municipalities.</p> <p>The Downtown will be developed to support and encourage active transportation as a mode of transportation.</p> <p>Intensification Areas will be planned to maximize the use of existing and planned infrastructure.</p>
Chapter 7 Complete Communities	Section 7.1.3	<p>In order to create a complete community and develop a built environment supportive of public health, the City will:</p> <ol style="list-style-type: none"> Encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment community, and recreational land uses; Design streets that facilitate alternative modes of transportation such as public transit, cycling and walking; Encourage environments that foster incidental and recreational activity; and Encourage land use planning practices conducive to good public health.
Chapter 8 Create a Multi-Modal City	Section 8.1.1 Section 8.1.8 Section 8.2.3.7 Section 8.4.2 Section 8.4.3 Section 8.4.7 Section 8.5.4	<p>Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.</p> <p>To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM) techniques, such as car-pooling, alternative work arrangements and shared parking.</p> <p>The Downtown will be served by local and higher order transit facilities, which provide connections to neighbouring municipalities. The City will work with surrounding municipalities, the Region, the Greater Toronto Airports Authority and the Province to create an interconnected higher order transit system that links Intensification Areas, surrounding municipalities, the regional transit system and the Airport.</p> <p>Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate.</p> <p>Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:</p> <ol style="list-style-type: none"> Access to transit; Level of transit service; Traffic generation; and Impact on the surrounding area.

	Specific Policies	General Intent
		<p>Within Intensification Areas, Mississauga will give consideration to:</p> <ul style="list-style-type: none"> a. Reducing minimum parking requirements to reflect transit service levels; b. Establishing maximum parking standards to support transit investments, particularly higher order transit investments; c. Limiting surface parking by requiring a portion be provided within structured parking facilities; d. Requiring structured parking facilities to be underground, where viable; e. Proactively maximizing on-street public parking in appropriate locations; f. Coordinating parking initiatives with transportation demand management (TDM) programs in order to effectively link transit planning, parking and other related issues in a comprehensive manner; and g. Requiring parking phasing and implementation plans that, among other matters, will include a surface parking reduction strategy that will ensure the layout of the parking lot and buildings will allow for future development. <p>Mississauga will manage parking in Intensification Areas to encourage the use of alternative modes of transportation and the reduction of vehicular congestion.</p>
Chapter 9 Build A Desirable Urban Form	Section 9.1.2 Section 9.2.1.4 Section 9.5.5.1 Section 9.5.5.4	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, compliment adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p> <p>Parking should be located underground, internal to buildings or to the rear of buildings.</p> <p>Shared parking between developments will be encouraged, where appropriate.</p>
Chapter 10 Foster a Strong Economy	Section 10.2.1 Section 10.4.4	<p>Major office development will be encouraged to locate within the Downtown, Major Nodes, Corporate Centres and Intensification Corridors.</p> <p>Within the Downtown, Major Nodes, Community Nodes and Corporate Centres, existing single storey retail development will be encouraged to redevelop into multistorey mixed use developments.</p>

Relevant Downtown Core Local Area Plan Policies – MOPA 8 (under appeal)

	Specific Policies	General Intent
Chapter 8.3 Parking and Transportation Demand Management	Section 8.3.2 Section 8.3.3	<p>Parking for new development will be accommodated in below ground or above ground structures.</p> <p>Surface parking lots for new developments will not be permitted.</p>

	Specific Policies	General Intent
Chapter 8.4 Anchor Hub	Section 8.4.10	Parking will be managed carefully within Transit Station Areas. The City will consider reducing parking requirements within Transit Station Areas.
Chapter 9.4 Buildings	Section 9.4.5.1 a.c.	Parking facilities to support new development will: <ul style="list-style-type: none"> - Be accommodated in below-grade or above grade structured parking; - Encourage shared parking between developments where appropriate

6. Community Comments

No community meetings were held and one written comment was received by the Planning and Building Department.

The following comment made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Supportive of denser developments in the downtown with additional commercial, residential, restaurants and entertainment and less land being wasted with parking.

7. Outstanding Issues

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this proposal?
- Are the proposed parking standards appropriate?

City of Mississauga

Corporate Report



Date: 2019/08/23

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 17/018 W8 and
T-M17006 W8

Meeting date:
2019/10/15

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 8)

Official plan amendment and rezoning applications to permit a two storey detached home, 37 three storey street townhouses, and the extension of Thorny-Brae Place 1745, 1765 and 1775 Thorny-Brae Place, southeast corner of Mississauga Road and Eglinton Avenue West

Owner: 2462357 Ontario Inc. (Pace Developments)

Files: OZ 17/018 W8 and T-M17006 W8

Pre-Bill 139

Recommendation

That the report dated August 23, 2019, from the Commissioner of Planning and Building regarding the applications by 2462357 Ontario Inc. to permit a two storey detached home, 37 three storey street townhouses and the extension of Thorny-Brae Place, under Files OZ 17/018 W8 and T-M17006 W8, 1745, 1765 and 1775 Thorny-Brae Place, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

The official plan amendment and rezoning applications are required to permit a two storey detached home, 37 three storey street townhouses in seven blocks and the extension of Thorny-Brae Place, a public road. A draft plan of subdivision has also been submitted to create

one lot for the detached home and 14 blocks for the proposed townhomes, open space and buffer, walkway, daylight triangle and road extension.

A copy of the proposed plan of subdivision and concept plan can be found in Appendix 1, pages 10 and 11.

The applicant is proposing to amend the official plan designation for the proposed townhome component of the development from **Residential Low Density I** and **Greenlands** to **Residential Medium Density – Special Site** and **Greenlands**. The zoning by-law will also need to be amended from **R1** (Detached Dwellings – Typical Lots), **G1** (Greenlands) and **G2** (Greenlands) to **R4-Exception** (Detached Dwellings – Exception), **RM5-Exception** (Street Townhouse Dwellings – Exception) and **G1** (Greenlands) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The property is located at the southeast corner of Mississauga Road and Eglinton Avenue West within the Central Erin Mills Neighbourhood Character Area. The properties at 1765 and 1775 Thorny-Brae Place are each occupied by a detached home and the property at 1745 Thorny-Brae Place is vacant. The surrounding neighbourhood consists of predominantly residential uses, with the exception of a place of worship further to the south on Mississauga Road. Detached homes are located north (beyond Eglinton Avenue West), west (beyond Mississauga Road) and south of the site. The only two remaining detached homes on Thorny-Brae Place are located south of the subject property. Development applications have not been submitted on these remaining parcels. The Credit River and associated valleylands are east of the site.



Aerial image of 1745, 1765 and 1775 Thorny-Brae Place



Sample Elevation – Eglinton Avenue West



Sample Elevation – Thorny-Brae Place

Applicant's Renderings

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The Provincial Policy Statement (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The Credit River is identified as an Urban River Valley in the *Greenbelt Plan* and portions of 1745 Thorny-Brae Place are located within the Public Use Area of the *Parkway Belt West Plan* and are designated Public Open Space and Buffer Area. The portions of the site impacted by the *Greenbelt Plan* and *Parkway Belt West Plan* are outside the proposed area of development and will be dedicated to the City of Mississauga.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

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. 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. The matters to be addressed include: provision of additional technical information; the appropriateness and compatibility of the proposed built form and zoning by-law regulations; and, the suitability of the proposed limit of development, woodland enhancement, ecosystem compensation and restoration.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Ashlee Rivet-Boyle, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 2462357 Ontario Inc. (Pace Developments)

1745, 1765 and 1775 Thorny-Brae Place

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1. Site History

- Based on available aerial photography, 1745 Thorny-Brae Place was occupied by a detached home in 1954
- The detached homes at 1765 and 1775 Thorny-Brae Place were constructed in 1956
- Between 1981 and 2008 there have been four development applications on the subject lands (OZ 81/075, OZ 87/106, OZ 05/035 and OZ 08/002). These included applications for a community centre and retirement building; detached dwellings; and, apartment buildings. Each of these applications were cancelled
- January 22, 2008 – Applications for Official Plan Amendment and Rezoning, under file OZ 08/002 W8, were submitted by Berkley Homes to permit 494 apartment units in 12 storey and 9 storey apartment buildings with four levels of underground parking. The applications were subsequently revised in 2009 to permit 251 apartment units in 2 eight storey and 1 four storey apartment buildings with two levels of underground parking. The applications were appealed to the OMB. The lands were sold and the new owners subsequently requested closure of the applications
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **R1** (Detached Dwellings – Typical Lots) which permits detached homes and **G2** (Greenlands) which permits uses associated with the

protection and conservation of natural heritage features and areas

- November 14, 2012 – Mississauga Official Plan came into force except for those sites/policies which have been appealed. The subject lands are designated **Residential Low Density I** and **Greenlands** in the Central Erin Mills Neighbourhood Character Area. Portions of the site are also within the **Natural Hazards** overlay
- March 15, 2018 – Demolition permit was issued for 1765 Thorny-Brae Place
- April 10, 2018 – Demolition permit was issued for 1775 Thorny-Brae Place

2. Site and Neighbourhood Context

Site Information

The property is located at the southeast corner of Mississauga Road and Eglinton Avenue West within the Central Erin Mills Neighbourhood Character Area. Specifically, the lands are east of Mississauga Road and front onto Thorny-Brae Place, a local road terminating in a cul-de-sac which provides access to five residential properties. The site is a land assembly of three of these properties, being 1745, 1765 and 1775 Thorny-Brae Place. The properties at 1765 and 1775 Thorny-Brae Place are located on the north side of Thorny-Brae Place and 1745 Thorny-Brae Place is at the terminus of the road and

surrounds the existing cul-de-sac. The site is currently occupied by 2 one storey detached homes at 1765 and 1775 Thorny-Brae Place, for which demolition permits have been issued. The two remaining properties on Thorny-Brae Place are occupied by one storey detached homes. Development applications have not been received for these properties.

A portion of 1745 Thorny-Brae Place is located within the valley system and regulatory floodplain associated with the Credit River and contains Environmentally Significant Areas (ESAs). Parts of the property are also within the Regional Core Greenlands System and the City of Mississauga's Natural Heritage System. The site contains a number of natural features, areas and hazards. The extent of the areas required for conservation will be determined to the satisfaction of the Credit Valley Conservation Authority (CVC) and the City.



Image of existing conditions of 1765 Thorny-Brae Place



Image of existing conditions of 1745 Thorny-Brae Place



Image of existing conditions of 1775 Thorny-Brae Place

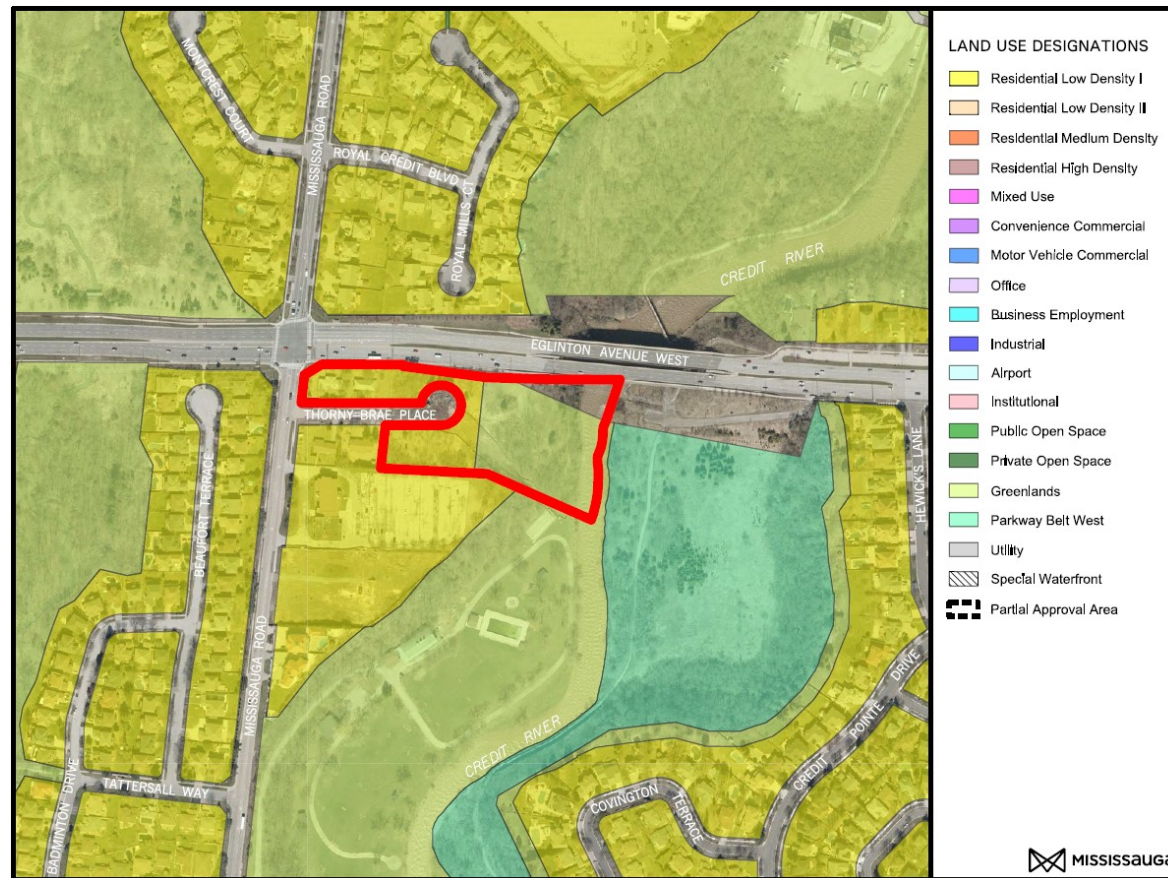
Property Size and Use	
Frontages:	
Mississauga Road	25.4 m (83.3 ft.)
Eglinton Avenue West	272.9 m (895.3 ft.)
Thorny-Brae Place	187.8 m (616.1 ft.)
Depth:	
From Mississauga Road	Approximately 276 m (905.5 ft.)
From Eglinton Avenue West	Approximately 89 m (292 ft.)
Gross Lot Area:	2.1 ha (5.2 ac.)
Net Lot Area (excludes Greenlands):	0.87 ha (2.1 ac.)
Existing Uses:	
1745 Thorny-Brae Place	Vacant
1765 Thorny-Brae Place	One storey detached home
1776 Thorny-Brae Place	One storey detached home

Surrounding Land Uses

The surrounding area is characterized by large two storey detached homes on large lots, parkland and valleylands associated with the Credit River, and community uses. However, further south on Mississauga Road there are existing and approved uses which change this dominant character. These include a garden centre, a three storey semi-detached and townhouse development and a three storey retirement home on the west side of Mississauga Road, north of Highway 403. A development has been approved for 11 detached homes on a common element condominium road south of the subject lands, on the east side of Mississauga Road.

The surrounding land uses are:

- North: Eglinton Avenue and two storey detached homes
- East: Credit River and associated valleylands and City owned parkland
- South: Two remaining detached homes on Thorny-Brae Place, the Roman Catholic Church of Croatian Martyrs, and vacant lands approved for 11 detached homes on a common element condominium road
- West: Mississauga Road and two storey detached homes



Aerial Photo of 1745, 1765 and 1775 Thorny-Brae Place

The Neighbourhood Context

The lots on Thorny-Brae Place were created in 1954 through Registered Plan of Subdivision 498. The surrounding residential subdivisions to the north and west were created in the mid- to late- 1980s. The surrounding area contains

predominantly residential uses, with the exception of the Roman Catholic Church of Croatian Martyrs located south of the subject lands.

Mississauga Official Plan identifies Mississauga Road as a Major Collector (Scenic Route). With the exception of the

Streetsville commercial area, Mississauga Road has a predominantly residential character consisting of mostly large lot detached homes fronting directly onto Mississauga Road or in small enclaves off of Mississauga Road. In recent years there have been redevelopments on Mississauga Road, south of the subject lands and north of Highway 403, including a 65 unit semi-detached and townhome development on the west side of Mississauga Road and a three storey long term care facility immediately north of Highway 403.

Eglinton Avenue is identified as an Arterial in Mississauga Official Plan and its character changes throughout its stretch. In the area of the subject lands, Eglinton Avenue West is primarily residential with homes fronting onto local streets parallel to Eglinton Avenue or side or rear yards abutting Eglinton Avenue. Further west, the character of Eglinton Avenue changes significantly in the Central Erin Mills Major Node with Credit Valley Hospital, Erin Mills Town Centre and several apartment buildings. To the east, the character remains mainly residential, with commercial plazas and community uses (e.g. places of worship) interspersed. Upon approaching Hurontario Street and the Uptown Major Node, the character changes significantly with a greater mix of uses and increased residential densities.

Demographics

Based on the 2016 census, the existing population of Central Erin Mills is 30,450 with a median age of 36 (compared to the City's median age of 40). 72% of the neighbourhood population are of working age (15 to 64 years of age), with 16% children (0-14 years) and 12% seniors (65 years and

over). By 2031 and 2041, the population for this character area is forecasted to be 31,800 and 32,100 respectively. The average household size is 3 persons with 60% of people living in detached homes. The mix of housing tenure for the area is 7,770 units (87%) owned and 1,145 units (13%) rented with a vacancy rate of approximately 0.7%*. In addition, the number of jobs within this Character Area is 1,659. Total employment combined with the population results in 38 persons plus job per hectare for the Central Erin Mills Neighbourhood Character Area.

*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 CA is located within the Northwest geography. Please also note that the vacancy rate published by CMHC is ONLY for apartments.

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- OZ 16/011 – 5155 Mississauga Road – approval was obtained for four freehold detached homes along Barbartown Road, and a common element condominium development consisting of two semi-detached homes adjacent to Mississauga Road, 12 townhomes, and four back-to-back townhomes within the Barber House heritage building. Approval was granted by the Ontario Municipal Board in February 2019. Associated Site Plan application SP 16/142 is currently under review.
- OZ 11/013 – 4390 Mississauga Road – approval was

obtained through a decision from the Ontario Municipal Board Hearing for 57 townhomes and eight semi-detached homes on a private condominium road in April 2013. Associated Site Plan application SP 13/144 was approved for 57 townhomes and eight semi-detached homes in November 2014. This development is constructed.

- OZ 09/004 – 4583, 4589 and 4601 Mississauga Road – approval was obtained for 11 detached homes on a private common element condominium road in September 2012. Associated Site Plan application SP 16/147 is currently under review.

These applications are well within the anticipated population forecasted for the Character Area.

Community and Transportation Services

This application will have minimal impact on existing services in the community.

This area is well served by City of Mississauga facilities including Erin Meadows Community Centre and Library, Vic Johnson Arena, Streetsville Memorial Park and Outdoor Pool, Barbertown Park, Forest Hill Park, and Hewick Meadows (which contains connections to the Culham Trail), all of which are within close proximity of the site.

The property is well served by public transit, with two-way, all day service on both Eglinton Avenue and Mississauga Road. The following MiWay bus routes currently service the site:

- Route 9 – Rathburn-Thomas
- Route 34 – Credit Valley
- Route 35 – Eglinton-Ninth Line
- Route 35A – Eglinton-Tenth Line (rush hour only)
- Route 44 – Mississauga Road

3. Project Details

The applications are to amend the Official Plan and Zoning By-law to permit a detached home fronting onto Mississauga Road, 37 freehold townhomes fronting onto Thorny-Brae Place, and the extension of Thorny-Brae Place, a public road. A draft Plan of subdivision has also been submitted to create 14 blocks and 1 lot described as follows:

Draft Plan of Subdivision Component	Proposed Units	Proposed Use
Lot 1	1	Detached dwelling
Blocks 1, 2 and 5	16	Min. 5.0 m (16.4 ft.) wide street townhouse dwellings
Blocks 3 and 4	10	Min. 5.0 m (16.4 ft.) wide street townhouse dwellings (includes lands to be acquired by owner from Thorny-Brae Place realignment)
Block 6	3	Min. 7.5 m (24.6 ft.) wide street townhouse dwellings
Block 7	8	Min. 5.5 m (18.0 ft.) wide street townhouse dwellings
Block 8	n/a	3.0 m (9.8 ft.) walkway block – to be dedicated to the City
Block 9	n/a	10.0 m (32.8 ft.) buffer to long-term stable slope – to be dedicated to the City
Block 10 and 11	n/a	Open space – to be dedicated to the City
Blocks 12 and 13	n/a	Daylight triangle – to be dedicated to the City
Block 14	n/a	Thorny-Brae Place extension – to be dedicated to the City

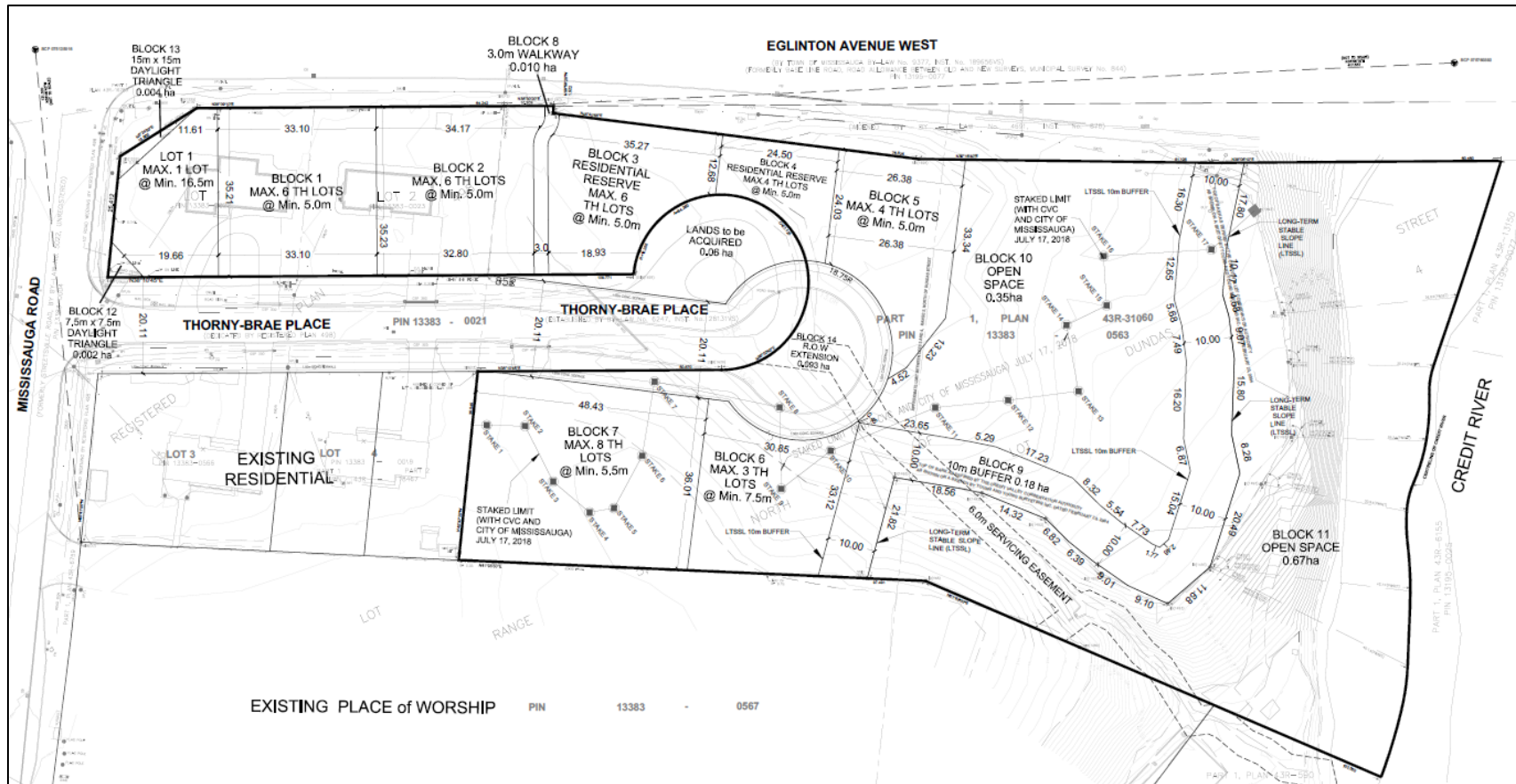
Development Proposal		
Applications submitted:	Received: December 7, 2017 Deemed complete: January 23, 2018 Revised: April 2, 2019	
Developer/ Owner:	2462357 Ontario Inc. (Pace Developments)	
Applicant:	Armstrong Planning & Project Management	
Number of units:	38 units	
Proposed Gross Floor Area (excluding garage):	10 831.8 m ² (35,537.5 ft ²)	
Height:	Detached home: 11 m & 2 storeys Townhomes: 14 m & 3 storeys	
Lot Coverage (including garage):	49%	
Floor Space Index:	1.26	
Landscaped Area:	35%	
Road Type:	Public road	
Anticipated Population:	116* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces Total	Required 2 spaces per unit	Provided 3 spaces per unit (2 in garage, 1 on driveway)

Supporting Studies and Plans

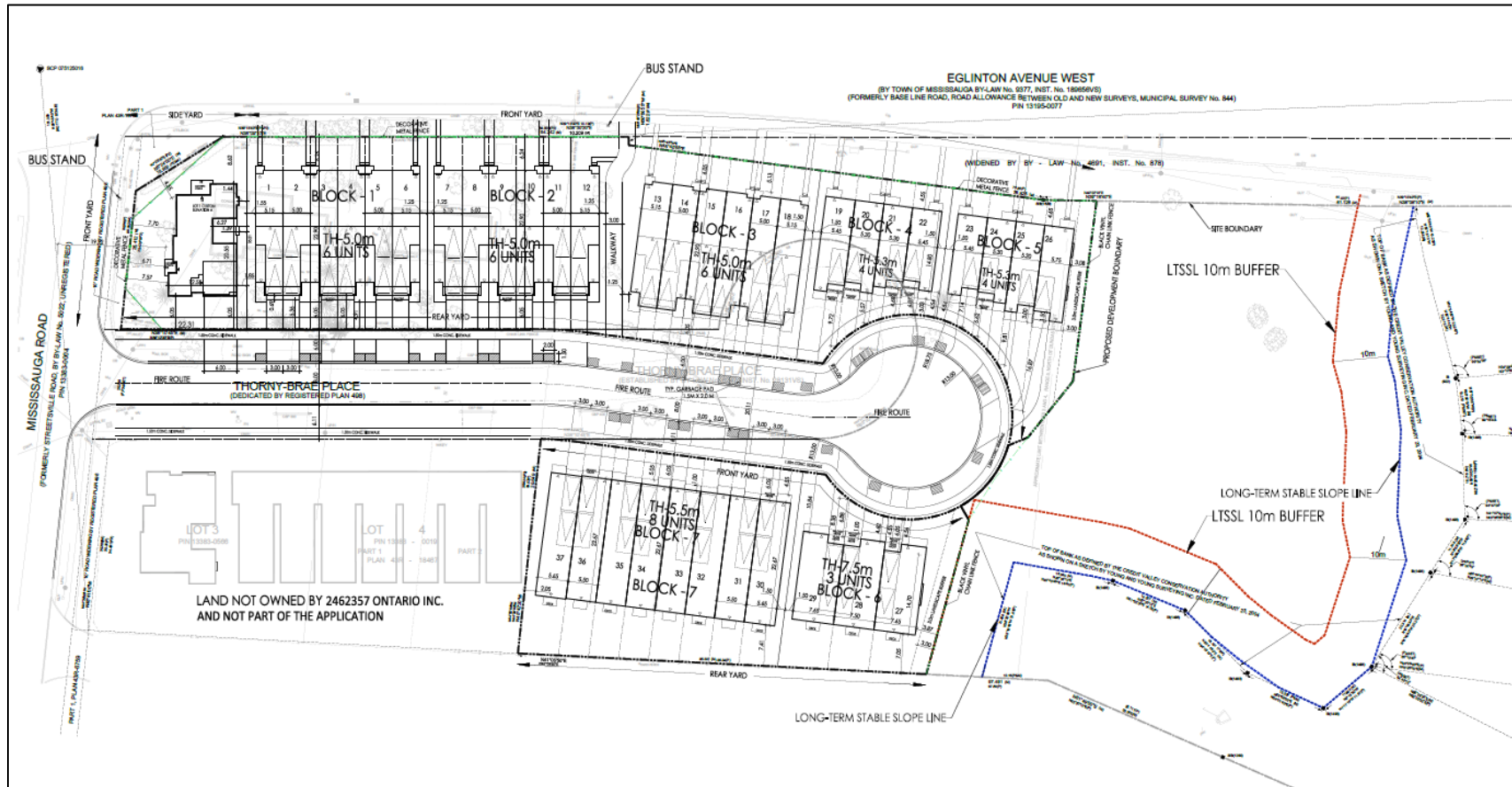
The applicant has submitted the following information in support of the applications:

- Planning Justification Report
- Draft Official Plan and Zoning By-law Amendments
- Urban Design Study
- Concept Plan and Elevations
- Draft Plan of Subdivision
- Draft Reference Plan
- Functional Servicing Report
- Stormwater Management Report
- Grading and Servicing Plans
- Acoustical Feasibility Study
- Sun/shadow Study
- Archaeological Clearance Letter
- Heritage Impact Assessment
- Phase I & II Environmental Site Assessments
- Environmental Impact Statement
- Geotechnical Report
- Slope Stability Study
- Arborist Memo
- Tree Preservation Plan
- Butternut Health Assessment
- Traffic Impact Study

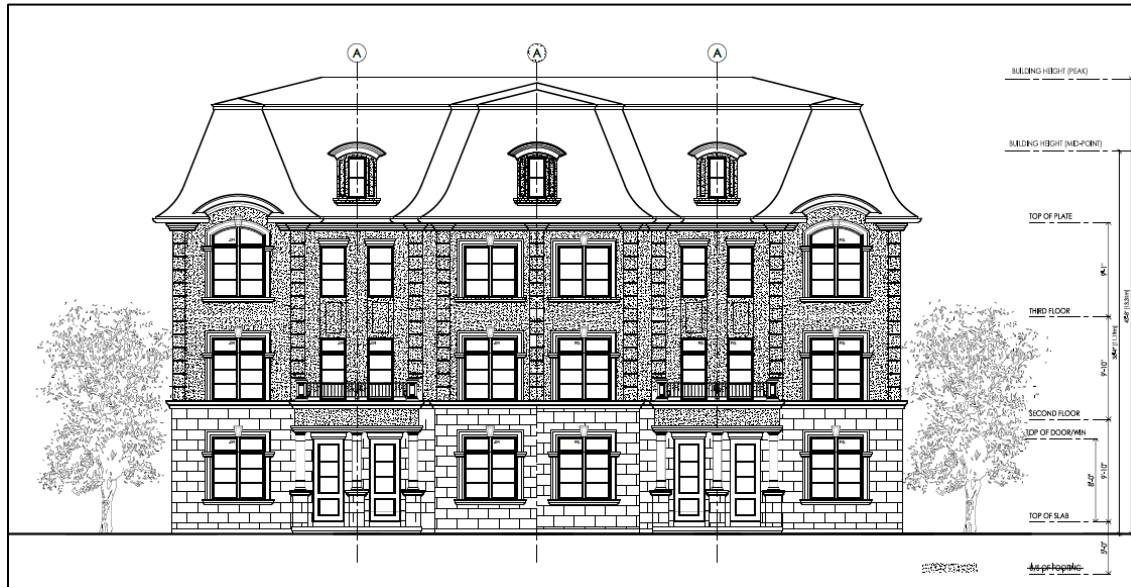
Draft Plan of Subdivision, Concept Plan and Elevations



Draft Plan of Subdivision



Concept Plan



Sample Block Elevations
(Blocks 4 & 5) – View from Eglinton Avenue



Sample Block Elevations
(Blocks 4 & 5) – View from Thorny-Brae Place



Lot 1 – Thorny-Brae Place



Lot 1 – Eglinton Avenue West



Lot 1 – Mississauga Road

Elevations

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Residential Low Density I** and **Greenlands**. The **Residential Low Density I** designation permits detached, semi-detached, and duplex dwellings. The **Greenlands** designation is generally associated with natural hazards and natural areas to provide for the protection, enhancement and restoration of the Natural Heritage System. A portion of the site (lands with cross-hatching) is identified as containing **Natural Hazards**. Permitted uses on lands designated **Natural Hazards** are limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.

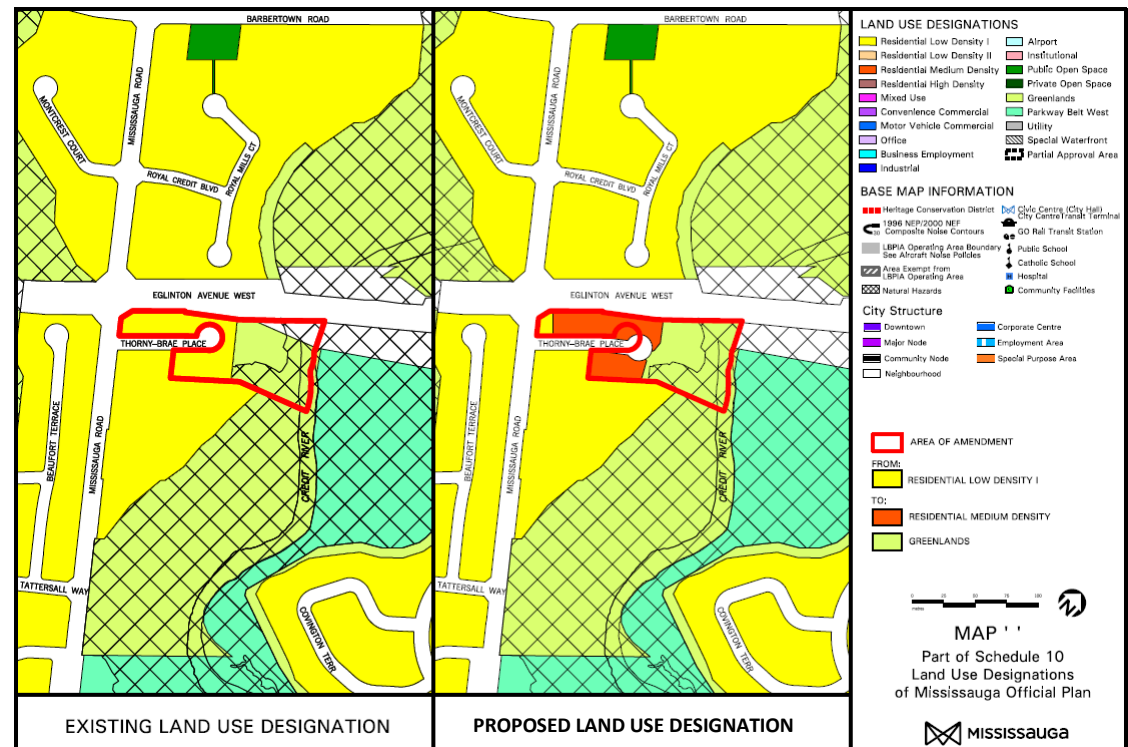
Proposed Designation

No change to the existing **Residential Low Density I** designation is proposed for the portion of the site fronting onto Mississauga Road and proposed to be developed with a detached home.

The remainder of the site is proposed to be designated **Residential Medium Density – Special Site** to permit 37 townhomes.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.

Excerpt of Central Erin Mills Neighbourhood Character Area



Mississauga Zoning By-law

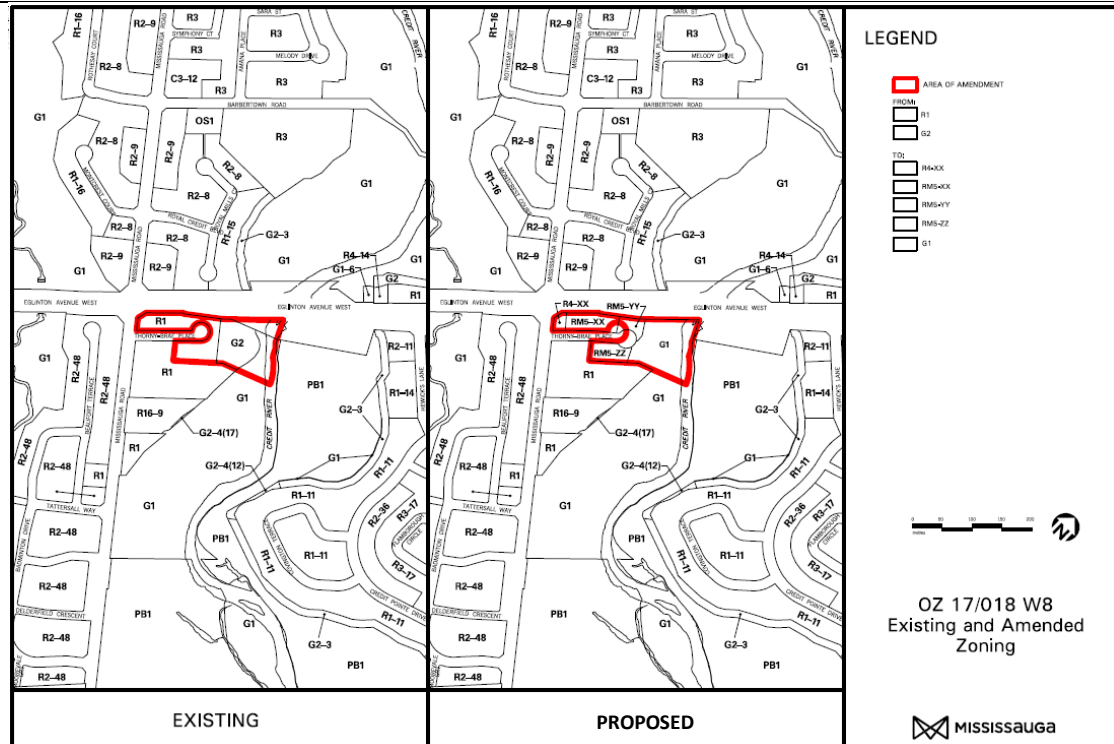
Existing Zoning

The portion of the site proposed for redevelopment is currently zoned **R1** (Detached Dwellings – Typical Lots), which permits detached homes with a minimum lot frontage of 22.5 m (73.8 ft.) and a lot area of 750 m² (8,073 ft²) for an interior lot and 835 m² (8,987.9 ft²) for a corner lot.

The remaining portions of the site are zoned **G1** and **G2** (Greenlands), which permit natural heritage protection and conservation, flood and stormwater management related uses.

Proposed Zoning

The applicant is proposing five zones on the property. The proposed zoning for the detached home on Mississauga Road is **R4 – Exception** (Detached Dwellings – Exception). Three different **RM5 – Exception** zones are proposed for the townhome blocks, each with different site specific regulations. The remainder of the site is proposed to be zoned **G1**.



Proposed Zoning Regulations – Detached Lot

Zone Regulations	R4 Zone Regulations	Proposed Amended R4 Zone Regulations
Minimum Lot Frontage *	16.5 m (54.1 ft.)	15.5 m (50.9 ft.)
Maximum Lot Coverage	40%	33%
Minimum Front Yard *	6.0 m (19.7 ft.)	4.5 m (14.8 ft.)
Minimum Rear Yard *	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
Maximum height	10.7 m (35.1 ft.)	11.0 m (36.1 ft.)
*Assumes Eglinton Avenue West lot line is the front lot line		
Note: The regulations listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

Proposed Zoning Regulations – Townhomes

Zone Regulations	RM5 Zone Regulations	Proposed Amended RM5-XX Zone Regulations	Proposed Amended RM5-YY Zone Regulations	Proposed Amended RM5-ZZ Zone Regulations
Minimum Lot Area	200 m ² (2,153 ft ²)	170 m ² (1,829 ft ²)	130 m ² (1,399 ft ²)	200 m ² (2,153 ft ²)
Minimum Lot Frontage	6.8 m (22.3 ft.)	5.0 m (16.4 ft.)	5.0 m (16.4 ft.)	5.5 m (18.0 ft ²)
Minimum Interior Side Yard Attached Side Unattached Side	0.0 m (0.0 ft.) 1.5 m (4.9 ft.)	0.0 m (0.0 ft.) 1.2 m (3.9 ft.)	0.0 m (0.0 ft.) 1.5 m (4.9 ft.)	0.0 m (0.0 ft.) 1.5 m (4.9 ft.)
Minimum Rear Yard	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)*	6.0 m (19.7 ft.)*	7.0 m (23 ft.)
Maximum Height	10.7 m (35.1 ft.) and 3 storeys	14.0 m (45.9 ft.) and 3 storeys	14.0 m (45.9 ft.) and 3 storeys	14.0 m (45.9 ft.) and 3 storeys
Minimum Landscaped Area	25% of the lot area	15% of the lot area	20% of the lot area	28% of the lot area
Maximum Gross Floor Area	0.75 times the lot area	2.0 times the lot area	1.5 times the lot area	1.7 times the lot area
Maximum Driveway Width	5.2 m (17.1 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)	3.0 m (9.8 ft.)
Maximum encroachment of a balcony into a required rear yard	1.0 m (3.3 ft.)	1.5 m (4.9 ft.)	3.0 m (9.8 ft.)	N/A
Maximum encroachment of a porch or deck , located at and accessible from the first storey or below the first storey of the dwelling, inclusive of stairs, into a required front yard	1.6 m (5.2 ft.)	2.5 m (8.2 ft.)	2.5 m (8.2 ft.)	2.5 m (8.2 ft.)
*Assumes Eglinton Avenue lot line is the front lot line and Thorny-Brae Place lot line is the rear lot line				
Note: The regulations listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.				

5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect this application have been reviewed and summarized in the table below. Only key policies relevant to the application have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.7)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development shall generally be directed to areas outside of hazardous lands. (PPS 3.1.1)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Greenbelt Plan	<p>Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i>, 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.</p> <p>The portion of the lands which forms part of the Credit River and associated valleylands is captured within the Urban River Valleys designation of the Greenbelt Plan.</p> <p>Until such time as the portion of the lands within the Urban River Valleys designation come into the City's ownership, the policies of the Greenbelt Plan do not apply.</p>	<p>Only publicly owned lands are subject to the policies of the Urban River Valley designation. Any privately owned lands within the boundary of the Urban River Valley area are not subject to the policies of this designation. (Greenbelt Plan 6.2.1)</p>
Parkway Belt West Plan (PBWP)	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>The portions of the lands that contain the valleylands associated with the Credit River are designated Public Open Space and Buffer Area in the PBWP.</p>	<p>Specific Objective provide open space at Credit River Mullet Creek. (PBWP 6.3.2.q)</p> <p>Implementing Actions Acquire lands for the following Public Open Space Areas: Credit River-Mullet Creek (PBWP 6.3.3.i)</p> <p>Provide setbacks for all buildings or structures along Credit River-Mullet Creek Public Open Space Area to ensure development does not overpower the valleys and to prevent damage to the valley rims through construction close to the valley. (PBWP 6.3.3.k)</p> <p>Ensure that the design, development, and use of the Public Open Space Areas minimize any detrimental effect on woodlots, hedgerows, and the following prominent features: Credit River-Mullet Creek Valleys (PBWP 6.3.3.m)</p>
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to	The ROP identifies the subject lands as being located within Peel's Urban System. The portions of the lands associated with the Credit River are

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>considered Regional Core Greenlands.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>Identify, protect and support the restoration and rehabilitation of the Greenlands System in Peel. (ROP 2.3.1)</p> <p>Development and site alteration within the Core Areas of the Greenlands System are prohibited, with the exception of limited wildlife management, conservation, and passive recreational type uses. (ROP 2.3.2.6)</p> <p>More detailed mapping of the Core Areas of the Greenlands System will be provided in the area municipal official plans and will be further determined on a site specific basis through studies, as may be required by the area municipalities through the local planning approval process, in consultation with the Region and relevant agencies. An amendment to the Plan is not required for minor boundary adjustments to the Core Areas of the Greenlands System. (ROP 7.2.2.3)</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, 2019, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

The lands are located within the Central Erin Mills Neighbourhood and are designated **Residential Low Density I** and **Greenlands**. The **Residential Low Density I** designation permits detached, semi-detached and duplex dwellings.

The applicant is proposing to maintain the **Residential Low Density** designation on the proposed detached lot. For the remainder of the site, the applicant is proposing to change the designation to **Residential Medium Density – Special Site** and **Greenlands** to permit 37 three storey townhomes in seven blocks. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.6 Section 5.1.7 Section 5.2.1 Section 5.3.5.1 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6 Section 5.4.4 Section 5.4.5	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System.</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Intensification within Neighbourhoods 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 this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate</p>

	Specific Policies	General Intent
		<p>transition in use, built form, density and scale.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p>
Chapter 6 Value The Environment	Section 6.3.7 Section 6.3.8 Section 6.3.10 Section 6.3.24.a & b Section 6.3.26 Section 6.3.47	<p>Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority.</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership.</p> <p>Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection.</p> <p>Development and site alteration will not be permitted within erosion hazards associated with valleylands and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and conservation authority.</p>
Chapter 7 Complete Communities	Section 7.2.1 Section 7.2.2.a	<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>Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure and price.</p>
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.2.2 Section 9.2.2.3 Section 9.2.2.6 Section 9.2.4 Section 9.3.1.6 Section 9.3.1.10 Section 9.3.3.11	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>Neighbourhoods are stable areas where limited growth is anticipated. Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors.</p>

	Specific Policies	General Intent
	Section 9.5.1.5 Section 9.5.1.9 Section 9.5.1.12 Section 9.5.2.4	<p>Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. Respect existing lotting patterns; b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. <p>Heritage properties, districts and landscapes create a unique sense of place and local identity.</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resource and makes them focal points for the community.</p> <p>Development and open spaces adjacent to significant cultural heritage resources will:</p> <ul style="list-style-type: none"> a. Contribute to the conservation of the heritage attribute of the resource and the heritage character of the area; b. Emphasize the visual prominence of cultural heritage resources; and c. Provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources. <p>Where cul-de-sac and dead end streets exist, accessible paths that provide shortcuts for walking and cycling and vehicular access should be created, where possible.</p> <p>Special care will be taken with development along scenic routes to preserve and complement the scenic historical character of the street.</p> <p>Lands fronting, flanking and/or abutting Mississauga Road, between the Canadian Pacific Railway, located south of Reid Drive, and Lakeshore Road West, are part of a designated scenic route. These lands will be subject to the following:</p> <ul style="list-style-type: none"> a. In order to preserve its historic streetscape character and appearance, residential development will only consist of detached dwellings and will generally be on lots with a

	Specific Policies	General Intent
		<p>minimum depth of 40 m. This policy does not apply within the Port Credit Local Area Plan;</p> <ul style="list-style-type: none"> b. Direct vehicular access to Mississauga Road will be encouraged; c. Upgraded building elevations, including principal doors and fenestrations, will be required facing Mississauga Road; e. Notwithstanding Policy 8.3.1.4, development will not be permitted if an increase in the existing Mississauga Road pavement width is required; f. Building massing, design, setbacks and lot frontages will be consistent with surrounding buildings and lots; g. Projecting garages will be discouraged; i. Tree preservation and enhancement will be required on public and private lands in order to maintain existing trees; j. Removal of existing landscape features, including but not limited to stone walls, fences and hedgerows, will be discouraged. k. Utilities will be located to minimize the impact on existing vegetation; l. Grading for new development will be designed to be compatible with and minimize differences between grades of the surrounding area, including Mississauga Road. Retaining walls as a grading solution will be discouraged; and, m. Opportunities to enhance connections to nearby pedestrian, cycling and multi-use trails, particularly within the Credit River Valley Corridor, will be encouraged. <p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p>
Chapter 11 General Land Use Designations	11.2.3 11.2.5.3 11.2.5.5	<p>In addition to the Uses Permitted in all Designations, lands designated Residential Low Density I will also permit the following uses:</p> <ul style="list-style-type: none"> • Detached dwelling; • Semi-detached dwelling; and • Duplex dwelling <p>Lands designated Greenlands are associated with natural hazards and/or natural areas where development is restricted. Permitted uses on Greenlands include conservation related uses, including flood control and/or erosion management, passive recreational uses are also permitted. Lands designated Residential Medium Density permit all forms of townhouse dwellings.</p>
Chapter 16 Neighbourhoods	16.1.1.1	For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements.
Chapter 19	Section 19.5.1	This section contains criteria which requires an applicant to submit satisfactory planning reports to

	Specific Policies	General Intent
Implementation		<p>demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none">• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;• 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.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>7 Kindergarten to Grade 5 3 Grade 6 to Grade 8 7 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Credit Valley PS</p> <p>Enrolment: 638 Capacity: 655 Portables: 5</p> <p>Thomas Street Middle School</p> <p>Enrolment: 940 Capacity: 755 Portables: 10</p> <p>John Frasier SS</p> <p>Enrolment: 1,665 Capacity: 1,236 Portables: 13</p>	<p>Student Yield:</p> <p>3 Kindergarten to Grade 8 2 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Rose of Lima</p> <p>Enrolment: 374 Capacity: 300 Portables: 4</p> <p>St. Aloysius Gonzaga</p> <p>Enrolment: 1,708 Capacity: 1,656 Portables: 0</p>

7. Community Comments

A community meeting is scheduled for August 26, 2019. One piece of correspondence has been received, requesting additional information on the application.

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (July 25, 2019)	<p>Existing infrastructure consists of a 250 mm (10 in.) diameter sanitary sewer and a 150 mm (6 in.) diameter watermain on Thorny-Brae Place. There is a 825 mm (32.5 in.) diameter sanitary sewer and 750 mm (29.5 in.) diameter watermain on Eglinton Avenue West. External easements and construction may be required.</p> <p>A satisfactory Functional Servicing Report (FSR) showing the proposed sanitary sewer, storm sewer and water servicing plans for the development shall be submitted for review and approval.</p> <p>An executed Subdivision Agreement will be required prior to the registration of the Plan of Subdivision.</p> <p>Prior to the registration of the Plan of Subdivision, satisfactory draft reference plans shall be submitted for review and approval.</p> <p>The Region of Peel will provide curbside waste collection, subject to satisfying the requirements of the Waste Collection Design Standards Manual.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (April and May 2019)	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board advised that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by 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>
City Community Services Department –Park Planning Section (July 31, 2019)	<p>In comments dated July 31, 2019, the Community Services Department notes that Barberton Park (P-311) is located approximately 400 m (1,312 ft.) from the site, and contains a play structure. Hewick Meadows (P-286) is located on the east side of the Credit River, approximately 250 m (820 ft.) from the site. This park contains connections to the Culham Trail, providing for recreational uses such as walking and biking along the Credit River. Prior to the enactment of the implementing Zoning By-law, a cash contribution for street trees and trail signage will be required.</p> <p>Should this application be approved, Park Planning will require Tree Protection Hoarding, Greenbelt Fencing, associated Buffers, Restoration Planting Plans and securities to ensure protection of the dedicated greenbelt lands. Further, review of securities for any clean-up works and greenbelt restoration planting works will be required as part of the Subdivision Agreement. All identified hazard lands shall be dedicated gratuitously to the City as Greenbelt for conservation purposes. Community Services is requesting a Revised Environmental Impact Study (EIS) to assess the following:</p>

Agency / Comment Date	Comments
	<ol style="list-style-type: none"> 1) Buffers; 2) Limits of development; 3) Mitigation measures; 4) Mitigation of evasive plants; 5) Ecological functions; and 6) Vegetation plantings proposed for the woodland habitat creation. <p>Prior to the issuance of building permits, for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c. P. 13, as amended) and in accordance with City Policies and By-laws.</p>
City Transportation and Works Department (June 4, 2019)	<p>The Transportation and Works Department has received drawings and reports in support of the above noted application and the owner has been requested to provide additional technical details and revisions in support of the application, as follows:</p> <p>Functional Servicing Report The report is to be revised to address details regarding runoff coefficient, low impact development techniques and water balance requirements.</p> <p>Storm Drainage Confirmation will be required that the storm sewer outlet works constructed under application T-09002 have been completed to the satisfaction of the Transportation and Works Department. The engineering drawings are also to demonstrate that the necessary storm sewer services can be provided for the proposed development, in particular, they are to address onsite drainage requirements.</p> <p>Noise Study The report shall provide additional information/analysis regarding the proposed unit balconies and outdoor living areas to support the findings of the report.</p> <p>Municipal Infrastructure Works Municipal works (installation/reconstruction of public roads, boulevards and services) will be required and are to form part of the subdivision agreement. The extent of the works will be determined prior to the Recommendation Report.</p> <p>Traffic/Transit Conveyance lands – The Draft Plan of Subdivision is currently under review and must be approved by staff. In addition, the Draft Plan of Subdivision is to be revised to provide additional frontage dimensions and dimensions for the ultimate Thorny</p>

Agency / Comment Date	Comments
	<p>Brae right-of-way.</p> <p>Lands to be acquired from the City – The applicant will be required to go through the road closing processes and the declaration of surplus lands.</p> <p>Environmental Conveyance lands – all conveyance of lands is to be clearly shown on a figure titled 'Lands to be dedicated to the City'. Please indicate missing parcels. In addition, a Qualified Person should provide a statement that these lands meet the applicable MECP Standards and are suitable for the intended land use.</p> <p>Lands to be acquired from the City – Reports are to identify and discuss the quality of lands (soil/groundwater) to be acquired from the City (e.g. existing cul-de-sac) and their suitability for the proposed residential development including a need of an RSC. Therefore, an amendment to the Phase 1 ESA Update must be resubmitted to the Transportation and Works Department for review. All environmental reports and certification letters must be accompanied by a letter of reliance.</p> <p>In addition, a written document, prepared by a Professional Engineer, must be provided to the satisfaction of the Transportation and Works Department which includes a plan to decommission the wells or proof of decommissioned if already completed.</p> <p>The above aspects are to be addressed prior to the recommendation meeting.</p>
Credit Valley Conservation Authority (August 8, 2019)	<p>Credit Valley Conservation (CVC) has advised that discussions regarding the limit of development are on-going between the applicant, CVC and City staff. Upon confirmation, the appropriate location of the G zone will be determined. The applicant has been asked to provide additional technical details and revisions to:</p> <ul style="list-style-type: none"> - The Survey Plan - The Environmental Impact Study - Functional Servicing Report - Slope Stability Study - Woodland Enhancement Strategy (including conceptual design and tree replacement approach)
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"> - Fire Prevention; - Mississauga Transit; - Heritage; - Public Art; - Arborist – City Property; - Arborist – Private Property;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Canada Post; - Greater Toronto Airport Authority; and, - Alectra Utilities.
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Realty Services; - Bell Canada; - Rogers Cable; - Trillium Health Partners; - Enbridge Gas Distribution; - Conseil Scolaire Viamonde; and, - Conseil Scolaire de District Catholique Centre-Sud.

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposed built form appropriate for the site?
- Is the proposal compatible with the character of the area, in terms of massing, density, setbacks and building configuration?
- Are the proposed zoning by-law exception standards appropriate?
- Is the proposed limit of development, buffers, woodland enhancement, ecosystem compensation and restoration acceptable?
- Submission of a satisfactory Functional Servicing Report, stormwater management proposal, Noise Study, Phase I Environmental Site Assessment, Environmental Impact Study, Slope Stability Study, and Woodland Enhancement Strategy.

Development Requirements

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

9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

City of Mississauga

Corporate Report



Date: 2019/08/23

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 19/004 W5

Meeting date:
2019/10/15

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 5)

Official Plan Amendment and Rezoning applications to permit 16 storey and 25 storey residential apartment buildings connected by a 6 storey podium with retail and service commercial uses on the ground floor

60 Bristol Road East, southeast corner of Hurontario Street and Bristol Road East

Owner: 151516 Canada Inc. (RioCan)

File: OZ 19/004 W5

Bill 139

Recommendation

That the report dated August 23, 2019, from the Commissioner of Planning and Building regarding the applications by 151516 Canada Inc. (RioCan) to permit 16 and 25 storey residential apartment buildings connected by a 6 storey podium with retail and service commercial uses on the ground floor, under File OZ 19/004 W5, 60 Bristol Road East, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

RioCan is proposing to develop a portion of the existing plaza for two residential apartment buildings with ground floor retail and service commercial uses. The official plan needs to be amended from **Mixed Use** to **Residential High Density** and the zoning by-law amended from **C2-15** (Neighbourhood Commercial) to **RA5-Exception** to implement this proposal.

Comments

The property is located at the southeast corner of Hurontario Street and Bristol Road East within the Hurontario Neighbourhood Character Area. The site is part of a larger parcel that contains a neighbourhood commercial plaza. The development is proposed on a portion of the site that is currently vacant as a result of a fire on the property in October 2017. A Land Division application under file "B" 2/19 was approved on February 12, 2019 and the applicant is currently clearing conditions of the severance in order to sever the parcel from the plaza.



Aerial image of 60 Bristol Road East



Applicant's rendering of the proposed residential apartment building

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The Provincial Policy Statement (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environmental and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and confirm with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

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. 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. The matters to be addressed include: provision of additional technical information, review of reduced parking standards, evaluation of the proposed height

and density, ensuring compatibility of the new buildings with the surrounding neighbourhood, and assessing the comments received through community consultation.

Attachments

Appendix: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Lorie Sterritt, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: 151516 Canada Inc. (RioCan)

66 Bristol Road East

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1. Site History

- May 15, 1989 – Site Plan Application under file SP 88-128 W5 approved a retail plaza
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands are zoned **C2-15** (Neighbourhood Commercial)
- November 14, 2012 – Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated **Mixed Use** in the Hurontario Neighbourhood Character Area
- February 12, 2019 – Land Division application "B" 2/19 received approval to sever the northeast portion of the lot from the remainder of the property

2. Site and Neighbourhood Context

Site Information

The property is located at the southeast corner of Hurontario Street and Bristol Road East and is located within the Hurontario Neighbourhood Character Area.

The site is a one hectare (2.4 ac.) parcel of land located at the northwest corner of the plaza known as Sandalwood Square. The plaza was constructed in the late 1980's and provides service and restaurant uses including Value Village, McDonalds and The Beer Store.

It has frontage on both Hurontario Street and Bristol Road East. The area of the proposal, although vacant, used to have a multi-tenant commercial building which included a restaurant. Currently this site is part of the plaza but will be severed from the plaza once the conditions of the Land Division approval of the application under file "B" 2/19 are fulfilled.

Notwithstanding the intended land severance, the development parcel is proposing to share internal driveways and vehicular access points to Hurontario Street and Bristol Road East.



Image of the existing conditions facing east

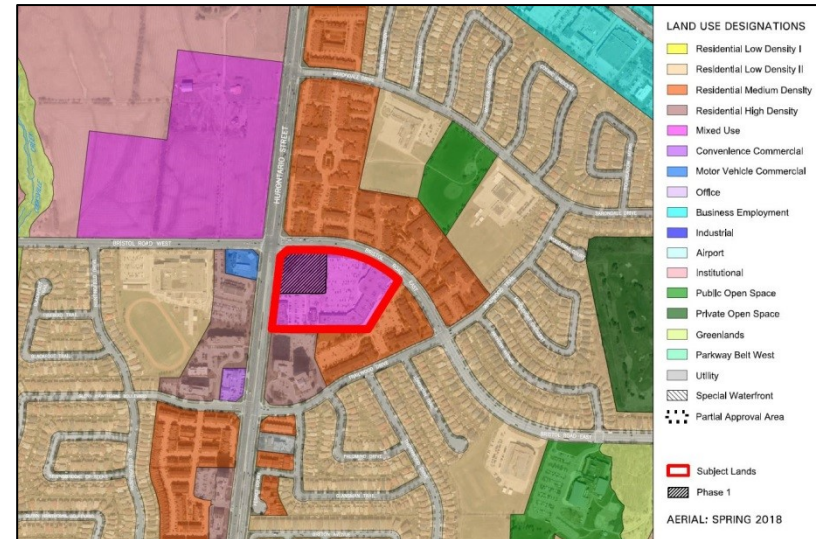
Property Size and Use	
Frontages:	
Hurontario Street	78.0 m (255.91 ft.)
Bristol Road East	79.9 m (262.14 ft.)
Depth:	79.9 m (262.14 ft.)
Gross Lot Area:	0.98 ha (2.4 ac.)
Existing Uses:	The site is currently vacant and was previously a retail building.

Surrounding Land Uses

Directly across Hurontario Street is a gas station, with the Britannia Farm property located further to the north and a church located further to the south. Across Bristol Road East are three storey townhomes. To the south of the plaza are two existing 24 storey apartment buildings.

The surrounding land uses are:

- North: Townhomes
- East: Commercial plaza containing a McDonalds and a Value Village
- South: Two apartment buildings, 24 storeys in height with 374 dwelling units
- West: Saviour of The World Chinese Catholic Church, gas station with a Rabba Store across Hurontario Street and to the northwest is the Britannia Farm



Aerial Photo of 60 Bristol Road East

The Neighbourhood Context

Land uses within the neighbourhood consist mainly of detached homes, townhomes, neighbourhood commercial uses, schools and parks. The immediate neighbourhood area was developed in the late 1980's and early 1990's. Approximately 1 km (0.6 miles) to the north is the Gateway employment district.

Demographics

Based on the 2016 census, the existing population of the Hurontario Neighbourhood is 51,255 with a median age of 40 (City's median age is 40). Approximately 72% of the neighbourhood's population are working age (15 to 64 years of age), 15% are children (0-14 years) and 12% are seniors

(65 years and over). By 2031 and 2041, the population for this area is forecasted to be 54,500 and 55,000 respectively. The average household size is three persons with 44% of people living in detached homes. The current mix of housing tenure for the node is 12,510 units (82%) owned and 2,780 units (18%) rented with a vacancy rate of approximately 0.9%. In addition, the number of jobs within this Character Area is 2,230. Total employment combined with the population results in a PPJ for the Hurontario Neighbourhood Character Area of 50 persons plus job per ha (20.24 ppj/ac.).

The Region of Peel is currently revising its growth forecast numbers to align with the 2017 Provincial Growth Plan. Preliminary population numbers for the Hurontario Neighbourhood for 2031 and 2041 are suggesting 55,000 and 57,000, respectively. The number of dwellings, based on the population forecast, would equate to 15,500 by year 2031 and 16,300 by year 2041.

Other Development Applications

There are no active development applications in the immediate vicinity of the subject property.

City Council approved an official plan amendment on May 9, 2018 to change the designation on a (12.9 ha. (32 ac.)) portion of the Britannia Farm property to Mixed Use. This designation will permit residential and commercial uses with a maximum height of 20 storeys. Although no development proposal has been submitted for this site, it has been estimated that approximately 2,400 dwellings could be accommodated on this site.

Approximately 1 km (0.6 miles) to the south is the Uptown Major Node, centred on the Eglinton Avenue and Hurontario Street intersection. There are a number of large residential development applications in process and others are anticipated.

Community and Transportation Services

This application will have minimal impact on existing services in the community.

A city park is located 740 m (2,428 ft.) to the north of the site along Barondale Drive. The Frank McKechnie Community Centre and Library is located 850 m (2,789 ft.) east of the subject property. On a larger scale, the Paramount Fine Food Centre, Paramount Fine Food Sportszone and the Mississauga Iceland Rinks are located 2.8 km (1.7 miles) to the east.

A future Light Rail Transit (LRT) stop is proposed at the intersection of Hurontario Street and Bristol Road. The LRT will provide transit connections along Hurontario Street providing connections through Mississauga, Brampton, as well as to Milton and the Lakeshore GO lines. The intersection at Bristol Road and Hurontario is identified as a Major Transit Station Area (MTSA).

The following major Miway bus routes currently service the site:

- Route 19 – Hurontario Street
- Route 103 – Hurontario Street
- Route 10 – Bristol-Britannia

- Route 502 – Brampton Zum

A bike lane is located along Bristol Road East and future bike lanes are proposed along Hurontario Street.

3. Project Details

The applications are to permit 16 and 25 storey residential apartment buildings connected by a six storey podium with retail and service commercial uses on the ground floor.

Development Proposal		
Applications submitted:	Received: April 12, 2019 Deemed complete: May 1, 2019	
Owner/Applicant:	151516 Canada Inc.	
Number of units:	470 units	
Proposed Gross Floor Area:		
Residential	37 769.0 m ² (406,555.4 ft ²)	
Commercial	1 103.7 m ² (11,880 ft ²)	
Height:	16 and 25 storeys	
Floor Space Index:	3.96	
Anticipated Population:	1,029.3 * *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Proposed
resident spaces	625	470
visitor spaces	94	70
commercial	59	0
Total	778	540

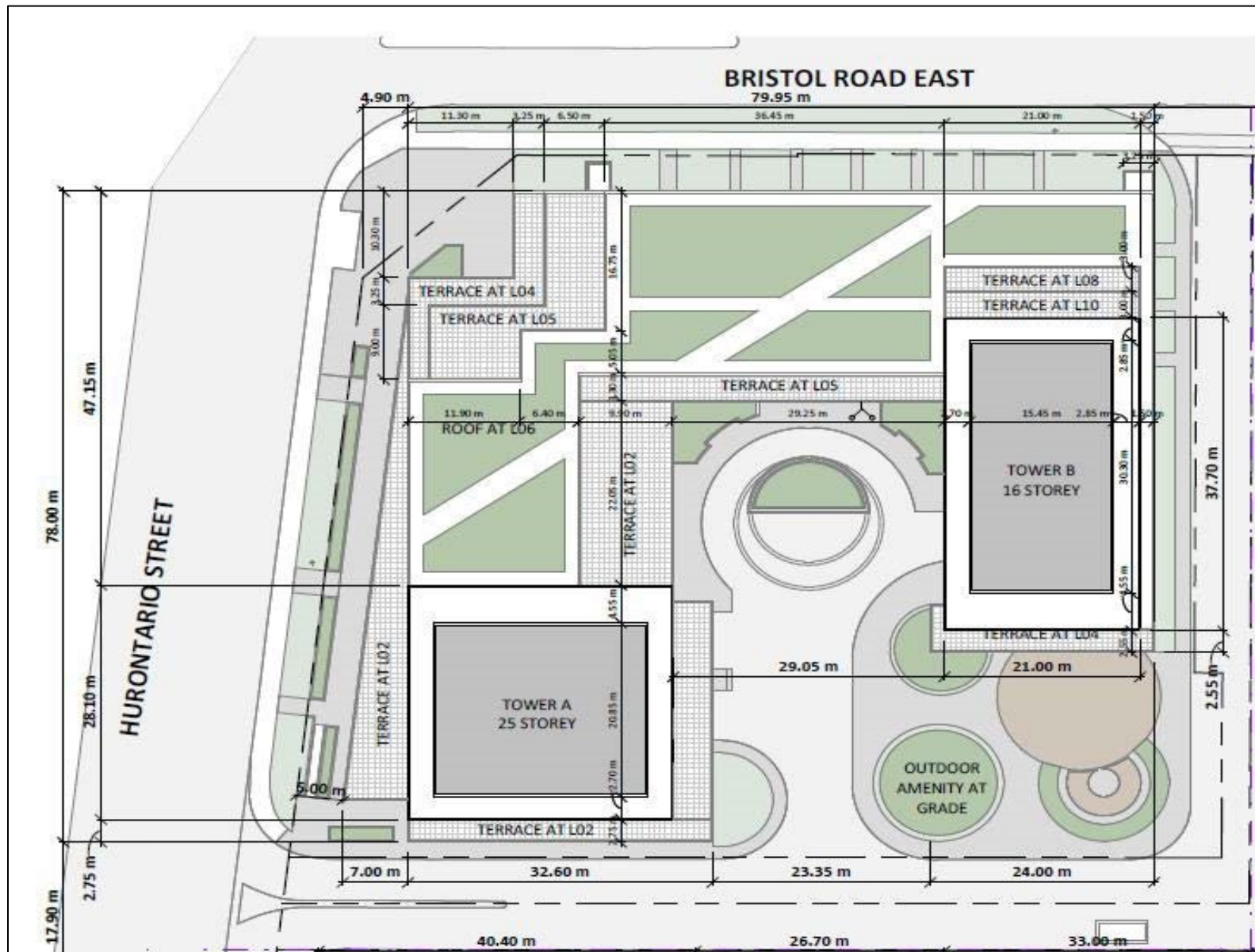
Development Proposal

Green Initiatives:	<ul style="list-style-type: none"> • Green roof where feasible • Stormwater use for irrigation • Permeable pavement where feasible
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Supporting Studies and Plans

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

- Site Plan/Context Plan and Survey
- Architectural Plans and Elevations
- Grading and Servicing Plans
- Functional Servicing Report
- Planning Justification Report
- Shadow Study
- Transportation Impact Study including Parking Analysis
- Wind Study
- Acoustical Feasibility Study
- Water Connection Multi-Use Demand Table
- Easement and Restrictions Summary
- Phase I Environmental Report
- List of Low Impact Design Features for Site/Building
- Draft Official Plan and Zoning By-law Amendments
- Landscape Plans



Concept Plan



VIEW FROM HURONTARIO ST LOOKING NORTH-EAST



VIEW FROM CORNER OF HURONTARIO ST & BRISTOL RD EAST

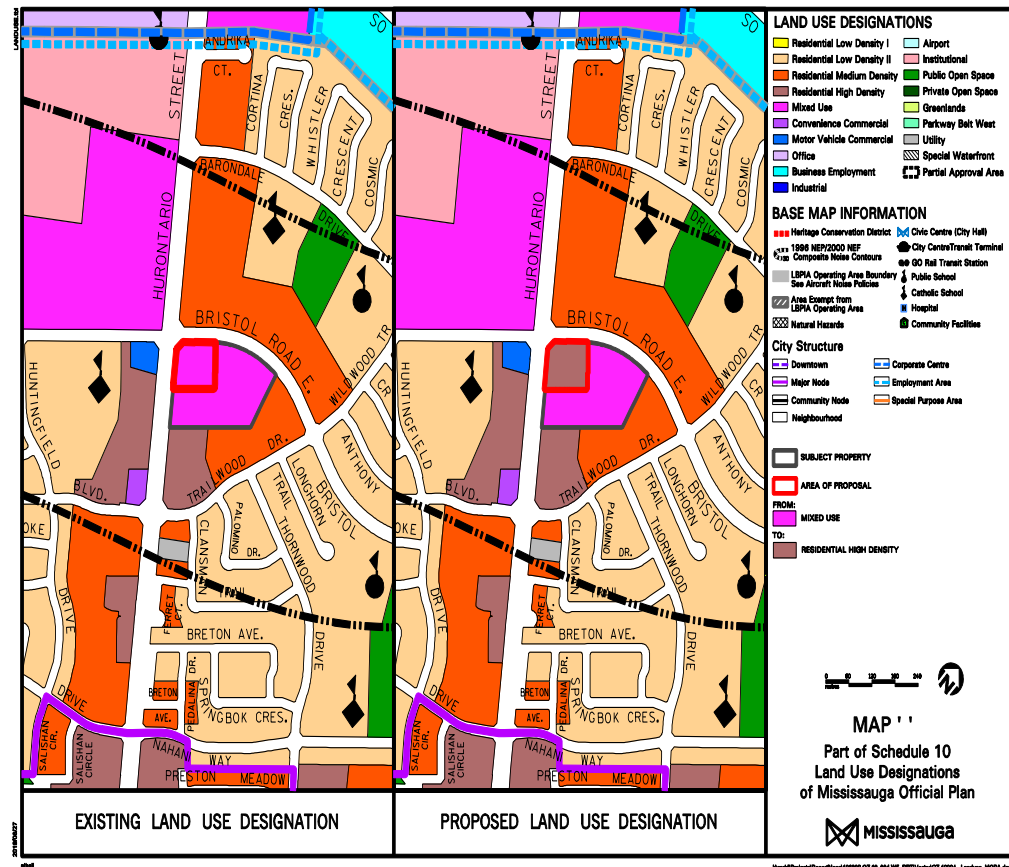


VIEW FROM HURONTARIO ST LOOKING NORTH



VIEW FROM INTERNAL ROAD LOOKING WEST

Applicant's Rendering



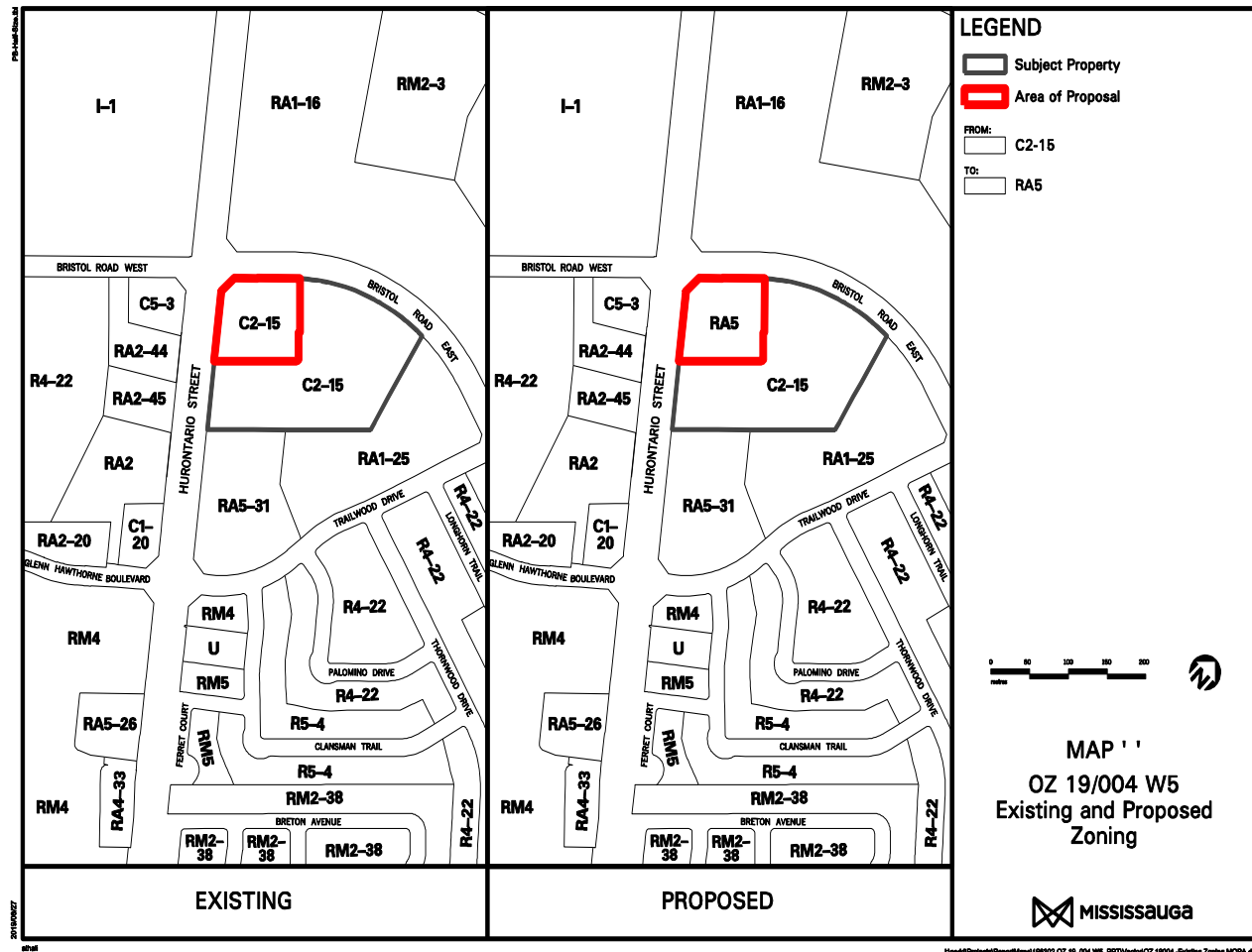
Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **C2-15** (Neighbourhood Commercial), which permits commercial uses including retail store, restaurant, personal service establishment, office and an outdoor garden centre accessory to a retail store.

Proposed Zoning

The applicant is proposing to amend the existing **C2-15** (Neighbourhood Commercial) zone, in order to permit 16 and 25 storey apartment buildings connected by a six storey podium with commercial uses on the ground floor. A maximum FSI of 4.0 and a maximum height of 25 storeys is proposed.



Proposed Zoning Regulations

Zone Regulations	C2-15 Zone Regulations	Proposed Zone Regulations
Maximum Floor Space Index (FSI)	n/a	4.0
Minimum Front and Exterior Side Yards	7.5 m (24.6 ft.)	4.2 m (13.8 ft.)
Minimum setback from parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	0.8 m (2.6 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is a street line	4.5 m (14.8 ft.)	4.2 m (13.8 ft.)
Minimum depth of a landscaped buffer abutting along any other lot line	3.0 m (9.8 ft.)	0 m
Minimum parking space per unit: studio one-bedroom two-bedroom three-bedroom	1.00 1.19 1.36 1.50	1.0
Minimum visitor parking space per dwelling unit	0.20	0.15
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. Further information to be provided to verify the building setbacks as it relates to the severance lines.		

5. Summary of Applicable Policies

The Planning Act requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect this application have been reviewed and summarized in the table below. Only key policies relevant to the application have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the subsection that follows, relevant Mississauga Official Plan policies. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.7)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation. (PPS 1.6.7.4)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Major Transit Stations</p> <p>Planning will be prioritized for <i>major transit station areas on priority transit corridors</i>, including zoning in a manner that implements the policies of this Plan.</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>For <i>major transit station areas</i> on <i>priority transit corridors</i> or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of <i>major transit station areas</i> in a <i>transit-supportive</i> manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.</p> <p><i>Major transit station areas</i> on <i>priority transit corridors</i> or subway lines will be planned for a minimum density target of:</p> <ol style="list-style-type: none"> 1. 200 residents and jobs combined per hectare for those that are served by subways; 2. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or 3. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. (Growth Plan 2.2.4 1 -3) <p>Within <i>major transit station areas</i> on <i>priority transit corridors</i> or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited. (Growth Plan 2.2.4.6)</p> <p>All <i>major transit station areas</i> will be planned and designed to be <i>transit-supportive</i> and to achieve <i>multimodal</i> access to stations and connections to nearby <i>major trip generators</i> by providing, where appropriate:</p> <ol style="list-style-type: none"> a. Connections to local and regional transit services to support <i>transit service integration</i>; b. Infrastructure to support <i>active transportation</i>, including sidewalks, bicycle lanes, and secure bicycle parking; and c. Commuter pick-up/drop-off areas. (Growth Plan 2.2.4.8) <p>Within all <i>major transit station areas</i>, development will be supported, where appropriate, by:</p> <ol style="list-style-type: none"> a. Planning for a diverse mix of uses, including second units and <i>affordable</i> housing, to support existing and planned transit service levels; b. Fostering collaboration between public and private sectors, such as <i>joint development</i> projects; c. Providing alternative development standards, such as reduced parking standards; and d. Prohibiting land uses and built form that would adversely affect the achievement of <i>transit-supportive densities</i>. (Growth Plan 2.2.4.9)

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>Housing</p> <p>Upper and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will each develop a housing strategy that: supports the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:</p> <ol style="list-style-type: none"> 1. Identifying a diverse range and mix of housing options and densities, including second units and <i>affordable</i> housing to meet projected needs of current and future residents; and 2. Establishing targets for <i>affordable</i> ownership housing and rental housing; 3. Identifying mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a); 4. Aligns with applicable housing and homelessness plans required under the Housing Services Act, 2011; and 5. Will be implemented through official plan policies and designations and zoning by-laws. (Growth Plan 2.2.6.1) <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Greenbelt Plan	Mississauga is not located within the Greenbelt Area and therefore the <i>Greenbelt Act</i> , 2005 does not apply in Mississauga. However, the Greenbelt Plan does recognize natural heritage systems contained within the Greenbelt are connected to systems beyond the Greenbelt, including the Credit River.	There are no natural features on this site. Therefore, the subject lands are not subject to the policies of the Greenbelt Plan.
Parkway Belt West Plan (PBWP)	The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.	The Parkway Belt West Plan does not apply to this site.

Policy Document	Legislative Authority/Applicability	Key Policies
Region of Peel Official Plan	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p> <p>The existing policies of MOP are consistent with the ROP.</p>	<p>The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>The proposed application is exempt from Regional approval.</p>

Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, 2019, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

The subject property is located within an MTSA.

The lands are located within the Hurontario Neighbourhood and are designated **Mixed Use**. The **Mixed Use** designation permits commercial and residential uses.

The applicant is proposing to re-designate the lands to **Residential High Density** to permit 16 and 25 storey apartment buildings connected by a six storey podium with retail and service commercial uses on the ground floor.

The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of the compatibility with the surrounding context and character of the area.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
Chapter 4 Vision		Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Chapter 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.1.7 Section 5.3 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.3 Section 5.3.5.4 Section 5.3.5.5 Section 5.3.5.7 Section 5.4.4 Section 5.4.5 Section 5.4.7 Section 5.4.13 Section 5.4.14 Section 5.4.15	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>Mississauga will protect and conserve the character of stable residential Neighbourhoods.</p> <p>City Structure</p> <p>The City Structure organizes the city into functional areas to establish the framework for planning policies that will guide development. The City Structure is the basis of the following urban hierarchy:</p> <ul style="list-style-type: none"> • Downtown will contain the highest densities, tallest buildings and greatest mix of uses; • Major Nodes will provide for a mix of population and employment uses at densities and heights less than the Downtown, but greater than elsewhere in the City; • Community Nodes will provide for a similar mix of uses as in Major Nodes, but with lower densities and heights; • Corporate Centres will provide for employment uses at densities and heights similar to Major Nodes or Community Nodes; • Neighbourhoods and Employment Areas will accommodate the lowest densities and building heights. Neighbourhoods will focus on residential uses and associated services and facilities; • Special Purpose Areas are unique areas of the city with densities, building heights and mix of uses related to the unique role these areas play within the city <p>Neighbourhoods</p> <p>Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.</p> <p>Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Intensification within Neighbourhoods 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 this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.</p>

	Specific Policies	General Intent
		<p>Corridors</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transition in height, built form and density to the surrounding lands.</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p>
Chapter 7 Complete Communities	<p>Section 7.1.1 Section 7.1.3 Section 7.1.6</p> <p>Section 7.2.1 Section 7.2.2 Section 7.2.9 Section 7.3.2</p>	<p>The official plan supports the creation of complete communities that meet the day-to-day needs of people through all stages in their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</p> <p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> The development of a range of housing choices in terms of type, tenure and price; The production of a variety of affordable dwelling types for both the ownership and rental markets; and The production of housing for those with special needs, such as housing for the elderly and shelters. <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.</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>
Chapter 9 Build A Desirable Urban Form	<p>Section 9.1.1 Section 9.1.3 Section 9.1.5 Section 9.1.10 Section 9.1.15 Section 9.2.1.6 Section 9.2.1.14 Section 9.2.1.18 Section 9.5.1.1 Section 9.5.1.2 Section 9.5.1.3 Section 9.5.1.9</p>	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>The City vision will be supported by site development that:</p> <ol style="list-style-type: none"> Respects the urban hierarchy; Utilizes best sustainable practices; Demonstrates context sensitivity, including the public realm; Promotes universal accessibility and public safety; and

	Specific Policies	General Intent
	Section 9.5.2.2	<p>e. Employs design excellence.</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> - Respect the scale and character of the surrounding area; - Minimize overshadowing and overlook on adjacent neighbours; - Preserve mature high quality trees and ensure replacement of the tree canopy; and - Be designed to respect the existing scale, massing, character and grades of the surrounding area. <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.</p> <p>Development should be compatible and provide appropriate transition to existing and planned development by having regard for the following:</p> <ul style="list-style-type: none"> - The size and distribution of building mass and height; - Views, sunlight and wind conditions; - Privacy and overlook. <p>Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.</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>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p> <p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p>
Chapter 11 General Land Use Designations	Section 11.2.5	<p>Lands designated Residential High Density will permit the following use:</p> <p>a. Apartment dwelling.</p>
Chapter 16 Neighbourhoods	Section 16.1.1.1 Section 16.1.1.2 Section 16.8.3.7	<p>For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <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> <ol style="list-style-type: none"> a. An appropriate transition in heights that respects the surrounding context will be achieved; b. The development proposal enhances the existing or planned development; c. The City Structure hierarchy is maintained; and d. The development proposal is consistent with the policies of this Plan.

	Specific Policies	General Intent
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; 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
Chapter 20 Glossary	Tall Building	Means a building having a height greater than the width of the street on which they front. Tall buildings are defining elements in the city structure; becoming icons and landmarks in the skyline and streetscape. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success. Further, when appropriately sited and designed, tall buildings can accommodate transit supportive densities and facilitate the viability of a successful, well used public transit system.

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), Provincial Policy Statement (2014), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions – will be required to demonstrate how the proposed development is consistent with / conforms to

Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028 <https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>52 Kindergarten to Grade 5 22 Grade 6 to Grade 8 27 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Barondale PS</p> <p>Enrolment: 527 Capacity: 444 Portables: 2</p> <p>Bristol Road Middle PS</p> <p>Enrolment: 632 Capacity: 601 Portables: 3</p> <p>Applewood Heights SS</p> <p>Enrolment: 1,193 Capacity: 1,284 Portables: 0</p>	<p>Student Yield:</p> <p>8 Kindergarten to Grade 8 7 Grade 8 to Grade 12</p> <p>School Accommodation:</p> <p>St. Jude</p> <p>Enrolment: 331 Capacity: 280 Portables: 19</p> <p>St. Francis Xavier</p> <p>Enrolment: 1,877 Capacity: 1,500 Portables: 17</p>

7. Community Comments

No community meetings to discuss this development proposal have been held.

The following written comments made by the community will be addressed in the Recommendation Report, which will come at a later date.

- Concern with loss of neighbourhood commercial uses
- Concern with increased traffic and an already busy intersection (Bristol and Hurontario)
- Concern for pedestrian safety

- Concern with the density proposed
- Potential parking issues between the neighbourhood plaza and the residential uses
- The desire to have a grocery store in the neighbourhood plaza

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (May 30, 2019)	<p>There is an existing 400 mm (24.4 in.) diameter water main located on Hurontario Street, and a 600 mm (36.6 in.) diameter water main located on Bristol Road East. To service the site, additional easements or upgrades to the existing municipal services may be required.</p> <p>A satisfactory Functional Servicing Report must be submitted to determine the adequacy of existing services on site. The report dated March 28, 2019 has been received and sent for modelling and may require further revisions.</p> <p>A separate Waste Collection Plan is required to be submitted.</p>
Dufferin-Peel Catholic District School Board (May 16, 2019) and the Peel District School Board (May 23, 2019)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p> <p>In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.</p>
City Community Services Department – Park Planning Section (May 7, 2019)	<p>In the event that the application is approved, the Community Services Department - Park Planning note the following conditions.</p> <p>Community Services indicated that the proposed development is located 740 m (2,427.8 ft.) from Barondale Green (P-356)</p>

Agency / Comment Date	Comments
	<p>which is zoned OS1 and contains a 7x7 soccer field, a community play site and an unlit softball diamond.</p> <p>Prior to the issuance of building permits for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
<p>City Transportation and Works Department (August 1, 2019)</p>	<p>The Transportation and Works Department has received drawings and reports in support of the above noted applications and the owner has been requested to provide additional technical details and revisions in support of the applications, as follows:</p> <p>Noise Study - The initial Noise Study is to be updated to include the ultimate traffic data from the City of Mississauga as well as to provide a table depicting the range of barrier heights and corresponding mitigated sound levels for the outdoor living areas. Additionally, it shall provide an analysis from nearby stationary noise sources and provide cross sections of any berm/fence combination and supporting calculations of the acoustical modeling.</p> <p>Supporting drawings - All the drawings are to be revised to clearly depict the property limits as well as to ensure the run-off of the property, once redeveloped, is self-contained and that internal roads meet minimum City standards for multi-family developments. Additionally, a Concept Plan is to be provided to show how the site will work on the interim and ultimate condition for the phases of the proposal. Further, the Grading Plan is to clearly show where existing grades are to be matched and refer any existing or proposed easement and the purpose of the same.</p> <p>Private Easements - There is a related Consent application for the establishment of private easements within the site. All the drawings, including the R-Plan supporting this application shall depict any proposed easements or existing easements to remain and the purpose of the same.</p> <p>Functional Servicing (FSR) and Storm Water Management (SWM) Report - The report is to be updated to show the location of the interceptor catchbasin adjacent to Hurontario Street as well as to follow the City of Mississauga Development requirements for water balance calculations. Additionally, the 100-year ponding elevation shall be shown and calculations to support the underground storage tank capacity shall be provided.</p> <p>Environmental - Clarification is required in regards to the ESSQD form indicating a different address than the one assigned for this site. Also, a Letter of Reliance for the Phase I Environmental Site Assessment (ESA), a Phase II ESA and dewatering plan are required. Additionally, a Record of Site Condition (RSC) is to be submitted to Transportation and Works and posted to the Environmental Site Registry. Further, if lands are to be dedicated to the City, conveyance lands shall be reflected in all the supporting reports.</p> <p>Traffic - Revisions to the proposed drop-off and pick-up area are to be made in order to avoid operational conflicts.</p> <p>Municipal Works - Municipal Works will be required to support this development and these works shall form part of the Development Agreement. Detailed design, securities and insurance will be addressed through the Development Agreement. However, the extent of the works has not been satisfactorily determined.</p>
<p>City, Fire Department (May 31, 2019)</p>	<p>The Fire Department has concerns with the proposed fire route and will require revisions to the plan.</p>

Agency / Comment Date	Comments
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> <p>Heritage Planner, Mississauga Arborist, Community Services, City of Mississauga Economic Development, Mississauga Altectra Rogers</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Community Services, Public Art Mississauga, Realty Services Bell Canada Enbridge Gas Trillium Health Centre Canada Post</p>

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the planned character of the area given the project's land use, massing, density, setbacks and building configuration?
- What are the traffic impacts?
- Are the proposed zoning by-law exception standards appropriate
- Confirmation of adequacy of services
- Resolution of the fire route

Development Requirements

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

9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

City of Mississauga
Corporate Report



Date: 2019/08/23

To: Chair and Members of Planning and Development Committee

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

Originator's file:
 OZ 18/007 W1

Meeting date:
 2019/10/15

Subject

RECOMMENDATION REPORT (WARD 1)

Official Plan amendment and rezoning applications to permit a nine storey condominium apartment building with 35 units and one level of underground parking

55 Port Street East, south side of Port Street East, east of Helene Street South

Owner: Brown Maple Investments Ltd.

File: OZ 18/007 W1

Bill 139

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the application have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application under File OZ 18/007 W1, Brown Maple Investments Ltd., 55 Port Street East, to amend Mississauga Official Plan to **Residential High Density**; to change the zoning to **RA2-Exception** (Apartments) to permit a nine storey condominium apartment building with 35 units and one level of underground parking, be approved subject to the conditions referenced in the staff report dated August 23, 2019, from the Commissioner of Planning and Building.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

Report Highlights

- The applications are seeking to amend the policies of the official plan to allow a 9 storey condominium apartment building with an FSI of 2.8
- The applicant has made revisions to the proposal to address issues raised at the Public Meeting and by staff, including a reduction in overall height to 9 storeys, an increased setback to the tower portion above the front podium and a variation in podium height on the westerly facade
- It has been concluded that the proposed development is supportable from a planning perspective

Background

Two public meetings were held by the Planning and Development Committee on March 18, 2019 and April 15, 2019, at which both times an Information Report was received for information. Recommendation PDC-0022-2019 and PDC-0031-2019 were then adopted by Council on March 27, 2019 and April 24, 2019, respectively.

PDC-0022-2019

1. That the report dated February 22, 2019, from the Commissioner of Planning and Building regarding the applications by Brown Maple Investments Ltd to permit a ten storey condominium apartment building with 35 units and one level of underground parking, under File OZ 18/007 W1, 55 Port Street East, be received for information.
2. That 11 oral submissions be received.

PDC-0031-2019

1. That the report dated March 22, 2019, from the Commissioner of Planning and Building regarding the applications by Brown Maple Investments Ltd to permit a ten storey condominium apartment building with 35 units and one level of underground parking, under File OZ 18/007 W1, 55 Port Street East, be received for information.
2. That fourteen oral submissions be received.

Comments

REVISED DEVELOPMENT PROPOSAL

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

- a reduction in height from 10 storeys to 9 storeys
- an increase in the podium height along the westerly portion of the site from two storeys to three storeys
- an increase in front yard setback to the portion of the building above the podium from approximately 7.0 m (23.0 ft.) to 9.0 m (29.5 ft.)
- a change in overall Gross Floor Area from 6 316 m² (67,984.9 ft²) to 6 395 m² (68,835.2 ft²) resulting in an FSI increase from 2.7 to 2.8
- a decrease in provided parking from a total of 61 spaces to 60 spaces (Zoning By-law requires 53 parking spaces)



3D Model of Proposed 9 Storey Condominium Apartment Building – Google Earth

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on August 8, 2018. A community meeting was held on February 11, 2019. Over 100 people attended the meeting. 15 written submissions were received.

Two public meetings were held on March 18, 2019 and April 15, 2019. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The *Growth Plan* requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the *Growth Plan*.

A detailed Planning Analysis is found in Appendix 2. The evaluation of the proposal came down to the following two matters:

- consistency and conformity with Provincial direction regarding growth and intensification in the *Provincial Policy Statement* and *Growth Plan*
- the ability of the proposal to address built form criteria set out in the Port Credit Local Area Plan and the compatibility of the proposal with existing and planned uses

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 Mississauga Official Plan.

The proposed official plan amendment and rezoning applications to permit a 9 storey condominium apartment building has been found acceptable. The applicant has addressed the criteria for site specific applications as set out in the Port Credit Local Area Plan. Although the applicant is increasing the height and number of units, staff can support the official plan amendment and rezoning for the following reasons:

- The increase in permitted height from 6 storeys to 9 storeys allows for a building design that provides enhanced views to the lake, minimizes impacts on adjacent properties and the streetscape and fits within the range of heights existing and planned in the Harbour Mixed Use Precinct in the Port Credit Community Node
- The additional density that is requested represents a minimal increase than what is already permitted and does not create any additional undue impacts on the surrounding community

- The site is well served by a variety of public transportation options, community services and schools
- Ample commercial and retail uses are located in close proximity to the subject property
- The proposal adds additional new apartment units, contributing to housing choices including those seeking to downsize from their detached homes

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 has been designed to be sensitive to the existing and planned character of the neighbourhood and fits within the overall context of the Port Credit Community Node. The proposed official plan amendment and rezoning applications are acceptable from a planning standpoint and should be approved.

Prior to the passage of the implementing official plan amendment and zoning by-law by Council, the applicant will be required to execute a Section 37 agreement to the satisfaction of the City.

Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: View Corridor Renderings
- Appendix 4: Proposed Built Form vs As-of-Right Built Form Renderings
- Appendix 5: Revised Site Plan and Elevation Drawings
- Appendix 6: 3D Google Sketch Up Model Images



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

Prepared by: David Ferro, Development Planner

City of Mississauga

Corporate Report



Date: 2019/03/22

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 18/007 W1

Meeting date:
2019/04/15

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a ten storey condominium apartment building with 35 units and one level of underground parking

55 Port Street East, east of Helene Street South

Owner: Brown Maple Investments

File: OZ 18/007 W1

Bill 139

Recommendation

That the report dated March 22, 2019, from the Commissioner of Planning and Building regarding the applications by Maple Brown Investments to permit a ten storey condominium apartment building with 35 units and one level of underground parking, under File OZ 18/007 W1, 55 Port Street East, be received for information.

Background

A Public Meeting was held at the March 18, 2019, Planning and Development Committee (PDC) meeting. At this meeting, the Committee directed that an additional evening meeting be held on April 15, 2019. Appendix 1 contains the original Information Report dated February 22, 2019.

Comments

At the March 18, 2019 PDC meeting, the applicant presented to the Committee an overview of the proposal. Subsequent to the presentation, 12 residents in the area were present and gave oral deputations to the committee. The comments shared generally reflected the comments spoken at the Community Meeting on February 11, 2019 and noted in the Information Report (Appendix 1).

Conclusion

All agency and City department comments have been received. There are technical issues that need to be addressed, including overall site and building design, land use and built form compatibility. 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: Information Report dated February 22, 2019 for March 18, 2019 PDC Meeting



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

Prepared by: David Ferro, Development Planner

City of Mississauga

Corporate Report



Date: February 22, 2019

To: Chair and Members of Planning and Development Committee

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

Originator's file:
OZ 18/007 W1

Meeting date:
2019/03/18

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a ten storey condominium apartment building with 35 units and one level of underground parking

55 Port Street East, east of Helene Street South

Owner: Brown Maple Investments

File: OZ 18/007 W1

Bill 139

Recommendation

That the report dated February 22, 2019, from the Commissioner of Planning and Building regarding the applications by Maple Brown Investments to permit a ten storey condominium apartment building with 35 units and one level of underground parking, under File OZ 18/007 W1, 55 Port Street East, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

Comments

PROPOSAL

The official plan amendment and rezoning applications are required to permit a ten storey condominium apartment building with 35 units and one level of underground parking. The applicant is proposing to change the official plan designation from **Mixed Use** to **Mixed Use – Special Site**. The current **RA2-33** (Apartments) zoning is required to be amended in order to implement this development proposal.

Applicant's rendering of the proposed 10 storey apartment building



LOCATION

The property is located at the southeast corner of Helene Street South and Port Street East within the Port Credit Community Node, southwest of the Hurontario Street and Lakeshore Road East major intersection. The property is within a 400 m (1 312.3 ft.) radius of the Port Credit GO Station and is currently occupied by a 2 to 3 storey building that was originally constructed in the early 1980s for a boat building company. The building currently contains a medical office and office, with the tenants being Under Pressure Inc. and AMP Solar Group Inc.

Immediately north of the property are two older bungalows, one which currently contains the Port Credit Chiropractic Wellness Centre, a triplex and a 5 storey residential apartment building. Also to the north is a mixed use development constructed by FRAM Building Group that contains commercial fronting Lakeshore Road East, a square and two 6 storey residential apartment buildings. To the west of the site is the Helene Street South closed road allowance, which is a City owned property and contains a parking lot. Further west is the Port Credit Marina lands (CLC Lands). To the south of the subject property is the waterfront trail network that forms part of the St. Lawrence Park along the Lake Ontario shoreline. To the east is a 6 storey apartment building known as the Regatta.

Aerial image of 55 Port Street East



LAND USE POLICIES AND REGULATIONS

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Golden Horseshoe* (Growth Plan) and Region of Peel Official Plan (ROP). The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The proposed development is currently being evaluated with respect to consistency with the PPS and conformity to the Growth Plan and the ROP. In addition, the appropriateness of the development with regard to the maintenance of built form, density, transition and design policies in Mississauga Official Plan (MOP) is under evaluation and will be part of the next staff report.

Additional information and details are found in Appendix 1, Section 6.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 9.

Financial Impact

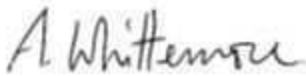
All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

All agency and City department comments have been received. There are technical issues that need to be addressed, including overall site and building design, land use and built form compatibility. 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: Detailed Information and Preliminary Planning Analysis



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

Prepared by: David Ferro, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Maple Brown Investments

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1. Site History

- April 4, 1982 □ Building Permit issued for an existing 2 to 3 storey building, originally constructed for C&C Yachts boat building company.
- February 9, 1993 □ Applications for Official Plan Amendment and Rezoning, under file OZ 93/011 W1, were received from St. Lawrence Starch Limited to permit a comprehensive, mixed use development including the □St. Lawrence Starch lands□ located south of the Lakeshore Road East and Hurontario Street intersection, and 55 and 65 Port Street East.
- December 13, 1994 □ Applications for Official Plan Amendment and Rezoning were appealed by the applicant to the Ontario Municipal Board (OMB).
- February 16, 1996 □ A Recommendation Report for file OZ 93/011 W1 was presented by the Planning and Building Department recommending refusal of the proposal and the endorsement of alternative development concepts.
- October 15, 1996 □ A three week OMB hearing commenced.
- August 29, 1997 □ OMB issues an □Interim Decision□ for the □St. Lawrence Starch□ lands that requires the property owner to engage the City and area residents on a revised development concept when the time came to proceed forward in developing the lands.
- July 7, 1998 □ FRAM Building Group purchases the □St. Lawrence Starch□ lands.
- April 26, 1999 □ The Planning and Building Department received a revised concept for the □St. Lawrence Starch□ lands from the new property owner, which included a concept reflective of the zoning that is currently applicable to the subject property today.
- April 6, 2000 □ The Planning and Building Department recommend approval of the revised development scheme, to permit a 6 storey apartment building at 65 Port Street East, with permissions for a future 6 storey apartment building at 55 Port Street East.
- March 1, 2002 □ Building Permit issued for the 6 storey apartment building at 65 Port Street East, known as the Regatta.
- June 20, 2007 □ Zoning By-law 0225-2007 came into force. The subject lands are zoned **RA3-22** (Apartments) which permits a 6 storey apartment building.
- November 14, 2012 □ Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Mixed Use** in the Port Credit Community Node Character Area.

2. Site and Neighbourhood Context

Site Information

The property is located at the southeast corner of Helene Street South and Port Street East within the Port Credit Community Node, southwest of the Hurontario Street and Lakeshore Road East major intersection. Port Street is a local road that serves the neighbourhood. Helene Street connects to Lakeshore Road. The property is within a 400 m (1 312.3 ft.) radius of the Port Credit GO Station. The property also fronts

onto the St. Lawrence Park, part of a waterfront park system along Lake Ontario.

The property has a 2 to 3 storey building constructed in the early 1980s for a boat building company. The building currently contains a medical office and office, with the tenants being Under Pressure Inc. and AMP Solar Group Inc.



Image of existing conditions facing south

(Source: Google Maps)

Property Size and Use	
Frontages: Port Street East	40.23 m (131.9 ft.)
Depth:	57.47 m (188.6 ft.)
Gross Lot Area:	0.23 ha (0.57 ac.)
Existing Uses:	2 to 3 storey building with a medical office (Under Pressure Inc) and office (AMP Solar Group) use

Surrounding Land Uses

Immediately north of the property are two older bungalows, one of which currently contains the Port Credit Chiropractic Wellness Centre; a triplex; and a 5 storey residential apartment building. To the west of the site is the Helene Street South closed road allowance, a City owned property, which currently contains a City parking lot and forms part of the St. Lawrence Park. The east side of the property is developed for a 6 storey apartment building, known as The Regatta. To the south of the subject property is the waterfront trail network that

forms part of the St. Lawrence Park along the Lake Ontario shoreline.

Further west is the Port Credit Marina lands, which has recently undergone a master planning process, known as Inspiration Port Credit. This master plan process is intended to guide future development for the site. Council has recently adopted an Official Plan Amendment for these lands that permits a mixed use community varying in built form and height, a waterfront promenade and a marina use.



Aerial Photo of 55 Port Street East

The surrounding land uses are:

- North: 2 to 6 storey mixed use development with various commercial uses oriented towards Lakeshore Road East
- East: 6 storey condominium apartment building known as the Regatta
- South: St. Lawrence Park, Lake Ontario
- West: Helene Street right-of-way, Port Credit Marina

The Neighbourhood Context

The subject property is located in the Port Credit Community Node, which is an area that evolved over centuries and became the Port Credit Township in 1961. The surrounding neighbourhood contains commercial uses located on Lakeshore Road East. The node contains a variety of residential building types, including a number of apartment buildings developed in the 1950's and 1960's.

North of the site is Lakeshore Road East, which is identified as an Intensification Corridor in Mississauga Official Plan. The corridor has commercial and retail storefronts lining the street. The south side of Lakeshore Road East has a mixed use development containing retail and restaurant uses fronting the street, a public square and two 6 storey apartment buildings. This mixed use development was constructed by FRAM Building Group in the early to mid 2000s.

Demographics

Moderate growth is proposed for the community. Based on the 2011 census, the population of this area is 10,965 people, with a population density of 39 people per hectare. The overall age of the population within Port Credit is older than that of the City average. By 2031 and 2041, the population for this area is forecasted to be 14,800 and 20,000, respectively. On average, the total number of persons within a household is two, with half of the population living in apartments of five storeys or higher.

Other Development Applications

The following development applications were recently approved in the immediate vicinity of the subject property:

- OZ 17/013 □ 21-29 Park Street East □ approval was obtained for a 15 storey apartment building (204 units) in June 2018.
- OZ 14/007 □ 8 Ann Street, 77-81 High Street □ approval was obtained for a 15 storey apartment building (68 units) and 2 semi-detached units in December 2015.

These applications are well within the anticipated population forecasted for the node.

It is also noted that beyond the Port Credit Community Node and to the west of the Credit River, the City has an application on the former Imperial Oil lands for approximately 7000 people.

Community and Transportation Services

This area is well served by major City of Mississauga facilities such as the Port Credit Library, Port Credit Memorial Park, Port Credit Arena, the Lions Club of Credit Valley Outdoor Pool, all within a half kilometer radius of the site. At a larger distance, J.C. Saddington Park and J.J. Plaus Park provide additional park options within the Port Credit Community Node.

The site fronts on to St. Lawrence Park which contains a multi-use trail that connects to the Waterfront Trail and allows

access to the east and into Toronto and to the western part of Mississauga.

There are plans for future parks and community facilities as part of the major development of the former oil refinery lands located to the west of the Credit River. Additional comments from Community Services regarding City parks and facilities are contained in Section 9 of this Appendix.

As mentioned, the site is within 400 m of the Port Credit GO station, which provides two-way, all day service, every 30 minutes. The following major Miway bus routes currently service the site:

- Route 23 □ Lakeshore Road East
- Route 19 □ Hurontario Street

The City is undertaking a study called "Lakeshore Connecting Communities" that is reviewing future planning along the Lakeshore Road Corridor. The intent of the study is to ensure that all modes of transportation can be accommodated within the corridor and will consider future options for the corridor. The study includes the future population anticipated at the proposed development at 70 Mississauga Road, the future development of the Port Credit Marina lands and the growth projected at the Port Credit GO Station. As the Environmental Assessment is ongoing, the final timing and form of the higher order transit has not been confirmed.

Light Rail transit is proposed to connect to the Port Credit GO station, running from Port Credit through the downtown to Shopper's World in Brampton along the Hurontario Street corridor. Construction is to start this year.

3. Project Details

The applications are to permit a ten storey apartment building with 35 units and one level of underground parking with access onto Port Street East.

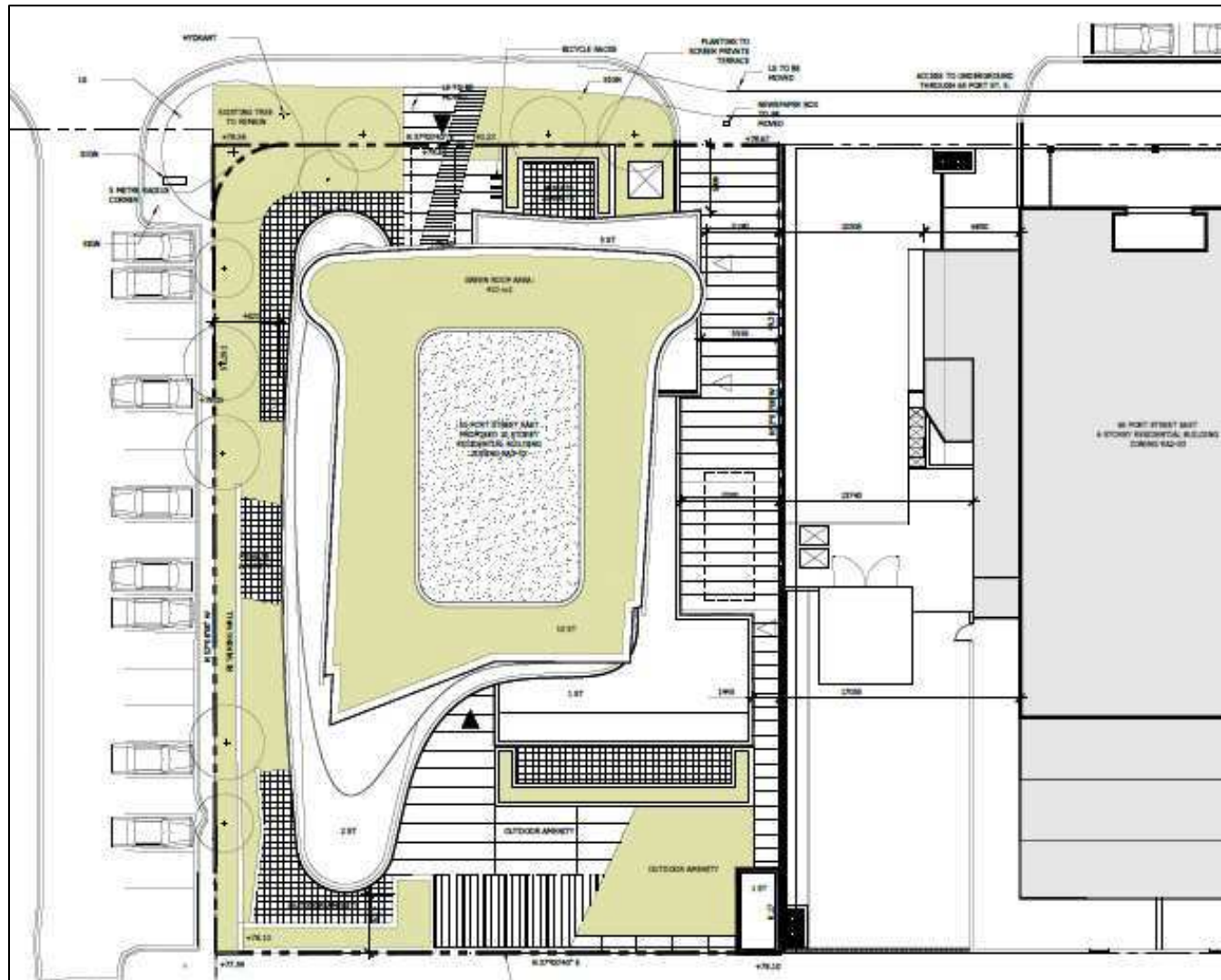
Development Proposal	
Applications submitted:	Received: March 16, 2018 Deemed complete: April 10, 2018 Revised: December 13, 2018
Developer/ Owner:	Brown Maple Investment Inc
Number of units:	35 units
Proposed Gross Floor Area:	6 316 m ² (67, 984.9 ft ²)
Height:	10 storeys
Lot Coverage:	35%
Floor Space Index:	2.7
Anticipated Population:	77* *Average household sizes for all units (by type) based on the 2016 Census
Parking: resident spaces visitor spaces	Required Proposed 48 spaces 54 spaces 5 spaces 7 spaces

Supporting Studies and Plans

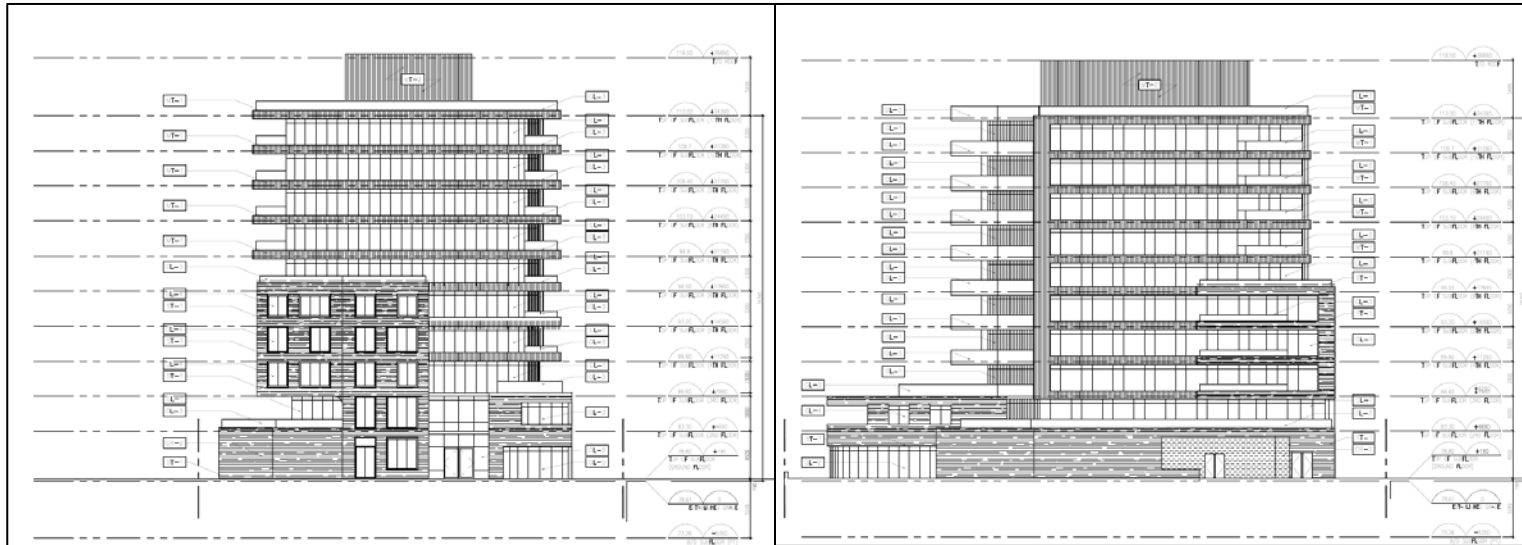
The applicant has submitted the following information in support of the applications:

- | | |
|--|---|
| <input type="checkbox"/> Planning Justification Report | <input type="checkbox"/> Draft Official Plan and Zoning By-law Amendments |
| <input type="checkbox"/> Concept Plan and Elevations | <input type="checkbox"/> Functional Servicing Report |
| <input type="checkbox"/> Acoustic Study | <input type="checkbox"/> Phase I & II Environmental Report |
| <input type="checkbox"/> Sun/shadow Study | <input type="checkbox"/> Wind Study |
| <input type="checkbox"/> Archaeological Assessment | <input type="checkbox"/> Grading and Servicing Plans |

Concept Plan



Elevations



North Elevation

East Elevation



South Elevation

West Elevation

Applicant's Rendering



4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Mixed Use** which permits commercial and residential uses.

Proposed Designation

Mixed Use Special Site to permit a ten storey apartment building with no commercial uses on the ground floor.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.

Excerpt of Port Credit Community Node Land Use



Mississauga Zoning By-law

Existing Zoning

The site is currently zoned **RA2 - 33** (Apartments), which permits a six storey apartment dwelling with a max FSI of 2.5 and a total height of 6 storeys.

The Greenlands Overlay is applicable and indicates that additional approvals may be required, such as the conservation authority. In this instance, the Credit Valley Conservation Authority (CVC) has indicated that a CVC permit is not required for the subject property.

Proposed Zoning

The applicant is proposing to amend the existing **RA2 - 33** (Apartments) zone, in order to permit a ten storey apartment dwelling with a max FSI of 2.7.



Proposed Zoning Regulations

Zone Regulations	RA2-33 Zone Regulations		Proposed RA2-33 Amended Zone Regulations	
Maximum Floor Space Index (FSI)	1.9 □ 2.5		2.7	
Maximum Dwelling Units	20		35	
Maximum gross floor area □ apartment dwelling zone for Buildable Area 'A' identified on schedule RA2-33	4 800 m ² (51, 666.7 sq.ft.)		6 316 m ² (67, 984.8 sq.ft.)	
Minimum gross floor area □ non-residential	200 m ² (2, 152.8 sq. ft.)		0.00 m (0.00 sq.ft.)	
Maximum height above established grade where the distance from the rear lot line is:	3.5 □ 7.5 m 7.5 □ 11.5 m 11.5 □ 15.5 m 15.5 □ greater	13.0 m and 3 storeys 16.0 m and 4 storeys 19.0 m and 5 storeys 22.0 m and 6 storeys	0.0 □ 14.7 m 14.7 m □ greater	8.8 m and 2 storeys 35.0 m and 10 storeys
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.				

5. Summary of Applicable Policies

The requested official plan amendment and rezoning changes will be evaluated against Provincial Plans and policies as well as the Regional Official Plan and those contained in the Mississauga Official Plan.

The following table summarizes the, policy and regulatory

documents that affect these applications. Following the table, is preliminary assessment of the both the City of Mississauga Official Plan policies against provincial and regional planning tools and that the proposal. The last table identifies the Mississauga Plan policies which will be used to evaluate the proposal.

Policy Document	Mississauga Official Plan (MOP) Policies	Proposal
Provincial Policy Statement (PPS)	The existing policies of MOP are consistent with the PPS	The proposed development is being evaluated for consistency with the PPS.
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	Mississauga Official Plan is in general conformity with the Growth Plan, however, certain aspects are undergoing conformity exercises to reflect the new changes in the <i>Growth Plan</i>	The proposed development is being evaluated with its conformity to the <i>Growth Plan</i> .
Greenbelt Plan	n/a	n/a
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP are consistent with the ROP	The proposed application is exempt from Regional approval
Mississauga Official Plan	The lands are located within the Port Credit Community Node and is designated Mixed Use which permits residential and commercial uses. Community Nodes are intended to provide access to uses required for daily living including local shops and restaurants, community facilities and a range of housing types that meet the needs of residents in the area as they move through their lifecycle.	The applicant is proposing to change the designation to Mixed Use <input type="checkbox"/> Special Site to permit the 10 storey apartment building with a Floor Space Index (FSI) of 2.7. This designation is consistent with the intent of the official plan but will need to address built form policies as outlined in the Development Issues section below.
Zoning By-law 225-2007	The lands are currently zoned RA2-33 (Apartment Building)	A rezoning is proposed to amend the RA2-33 (Apartment Building) zoning to permit a ten storey apartment building.

Consistency with *Provincial Policy Statement 2014*

The *Provincial Policy Statement 2014* (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the

proposed development is consistent with PPS and MOP policies (i.e. OZ 18/007 W1 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

Consistency with the *PPS Analysis*

<i>Provincial Policy Statement (PPS)</i>	<i>Mississauga Official Plan Policies (MOP)</i>	<i>File OZ 18/007 W1 Consistency</i>
1.0 Building Strong Healthy Communities		
General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	The development of Community Nodes (as defined in Mississauga Official Plan (MOP)) by infilling with a mix of uses supports the general intent of the PPS with respect to building strong healthy communities.	The proposed development is located within the Port Credit Community Node and represents infill redevelopment within an area identified for increased intensification. While generally the proposal represents a more efficient use of the subject property, the appropriateness of the proposed land use and built form is being evaluated.
1.1.3.2 Land use patterns within settlement areas shall be based on: <ol style="list-style-type: none"> Densities and a mix of land uses which: <ol style="list-style-type: none"> efficiently use land and resources are appropriate for and efficiently use infrastructure and public service facilities minimize negative impacts to air quality and climate change and promote energy efficiency 	The Port Credit Community Node is an element in the City's urban structure that is intended for intensification and provides a range of uses (as identified on Schedule 10 Land Uses of MOP) and allows for appropriate redevelopment of the area. As described in policy 5.3.3, Community Nodes among other things are intended to: <ul style="list-style-type: none"> Be an area of intensification with a mix of uses; 	The subject property is located within the Port Credit Community Node and provides for an increased density that makes more efficient use of the land in an area that contains a public facilities and is in close proximity to an intensification corridor that provides for commercial uses. The extent of which growth should be accommodated on site, the proposed land use and built-form is being

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	File OZ 18/007 W1 Consistency
<p>4. support active transportation</p> <p>5. are transit supportive</p> <p>b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3</p>	<ul style="list-style-type: none"> • Provide access to a mix of uses required for daily living such as retail stores, restaurants, community facilities, schools, parks and a diverse housing stock that meets housing needs of residents as they move through their lifecycle. • Achieve a targeted growth density of between 100 and 200 residents plus jobs per hectare. 	<p>evaluated under the applicable policies of MOP and will be included in the next staff report.</p>
<p>1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.</p>	<p>The Port Credit Community Node is an area intended for intensification (MOP policy 5.3.3.3). Based on existing infrastructure, transit service and public amenities.</p> <p>Policies in MOP ensure intensification is in accordance with the wise management of resource and protecting health and safety.</p>	<p>The proposed development has the ability to utilize surrounding community infrastructure (e.g. transit, library, schools, parks, places of religious assembly) and has access to adequate servicing (water, sanitary and storm water facilities). This is consistent with MOP and PPS policies.</p>
<p>1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.</p>	<p>The Built Form policies of MOP (MOP policies contained in section 9) provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm. MOP includes policies that require development applications to provide appropriate height and built form transitions between sites and their surrounding area (9.2.1.10).</p>	<p>The proposal responds to intensification policies. The proposal is being evaluated on its built-form and land use compatibility with the surrounding neighbourhood, which includes an assessment relating to MOP policies. This will be included in the next staff report.</p>
<p>1.4 Housing</p> <p>1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable</p>	<p>Community Nodes are intended to provide a diverse range of housing options for residents at different stages of life (MOP policy 5.3.3).</p>	<p>The proposal is being evaluated on its built-form and land use compatibility with the surrounding neighbourhood, which includes an assessment relating to MOP policies.</p>
<p>3.0 Protecting Public Health and Safety</p> <p>3.1.1 Development shall generally be directed to areas outside of:</p> <p>a. hazardous lands adjacent to the shorelines of the Great Lakes - St.</p>	<p>MOP contains policies that require mitigative measures to address natural hazards associated with the Lake Ontario shoreline will protect and enhance ecological functions (MOP policy 6.3.58).</p>	<p>The property is located outside of the natural hazards area.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	File OZ 18/007 W1 Consistency
<p>Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;</p> <p>b. hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and</p> <p>c. hazardous sites.</p>		
<p>3.2.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.</p>	<p>MOP contains policies that ensure the protection of life and property from natural and human made hazards (MOP policy 6.1.1).</p>	<p>A Phase I and Phase II Report has been submitted and is under review. The applicant will be required to address contamination and remediation requirements through the process.</p>
4.0 Implementation and Interpretation		
<p>General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted.</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i></p> <p>4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i></p>	<p>As outlined in the table, relevant MOP policies are consistent with the PPS.</p>	<p>The intensification of the site for an apartment building in a Community Node is supportive of a number of PPS policies. However, the applications are being further evaluated on adherence to a range of specific MOP policies including those related to land use compatibility, transition, massing and site design.</p>

Conformity with Growth Plan 2017

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) (2017) was issued under Section 7 of the Places to Grow Act and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP

policies (i.e. "file no. sample: OZ 17/001 Conformity" column). Only key policies relevant to the application(s) have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

Conformity with the Growth Plan Analysis

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/007 W1 Conformity
1.1 The Greater Golden Horseshoe		
General Statement of Intent: The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	MOP directs growth to Intensification Areas. The Port Credit Community Node is an Intensification Area intended to provide a mix of uses required for daily living, including local shops, restaurants, community facilities cultural, heritage and entertainment uses, schools, parks and a range of housing types to serve residents throughout their lifecycle. Community Nodes are able to accommodate growth within an existing urban area by making use of existing physical and community infrastructure.	The property is located within the Port Credit Community Node and proposes an increase in residential intensification.
1.2 The Growth Plan for the Greater Golden Horseshoe		
General Statement of Intent: The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods (MOP section 4). The City is planning for a strong economy supported by a range of mobility options and a variety housing and community	The proposal will increase the variety of housing available in the Community Node. The appropriateness of the building height as it relates to implementing the Vision will be further evaluated.

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/007 W1 Conformity
	infrastructure to create distinct, complete communities. MOP directs growth to areas that support existing and planned transit facilities and other infrastructure improvements (MOP policy 4.5). Further the intent is to develop complete communities in intensification areas such as Community Nodes by promoting an urban form and development that supports public health and active living.	
1.2.1 Guiding Principles		
General Statement of Intent for this Section: The policies of this Plan are based on the following principles: <ul style="list-style-type: none"> a. Complete communities b. Prioritize intensification c. Provide flexibility to capitalize on new employment opportunities d. Support a range and mix of housing options e. Integrate land use planning and investment in infrastructure f. Provide different approaches to manage growth that recognize diversity of communities g. Protect natural heritage, hydrologic, landforms h. Conserve and promote cultural heritage i. Integrate climate change considerations 	The Vision and Guiding Principles of the Growth Plan are incorporated into MOP, including the following: Section 5 □ Direct Growth (addresses prioritizing intensification) Section 6 □ Value the Environment (addresses protecting natural heritage and responding to climate change) Section 7 □ Complete Communities (addresses housing, cultural heritage and complete communities) Section 8 □ Creating a Multi-modal City (addresses transportation infrastructure) Section 9 □ Build A Desirable Urban Form (provides direction on how to accommodate growth)	The applications are supportive of many Growth Plan principles; however, the manner in which the applications implement those principles will be evaluated against official plan policies and city guidelines.
1.2.2 Legislative Authority		
General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan	As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i> .	As the decision on the application will occur after July 1, 2017, it must conform to the Growth Plan 2017.
1.2.3 How to Read this Plan		
General Statement of Intent for this Section: Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan	MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable Provincial planning documents.	The applications have been reviewed accordingly.
2. Where and How to Grow		
2.1 Context		

<i>Growth Plan for the Greater Golden Horseshoe</i>	<i>Mississauga Official Plan Policies (MOP)</i>	<i>OZ 18/007 W1 Conformity</i>
General Statement of Intent: This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.	The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document.	<p>The subject property is located within a built-up area of the City and will allow for better utilization of existing infrastructure. The applications focus intensification within an intensification area and help optimize the use of existing infrastructure and reduce the need for expansion of municipal services.</p> <p>Growth will be directed to intensification corridors and areas, in addition to within 500 m of Major Transit Stations.</p> <p>The extent in which growth can be accommodated on site is being evaluated. It is important to ensure the manner in which these uses are planned and designed are appropriate and subject to further analysis in the next staff report.</p>
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	The Port Credit Community Node is designated as an area for intensification to provide a range of housing, employment and community infrastructure for the surrounding neighbourhoods. It also includes many transit options and a variety of community infrastructure amenities.	The subject property is located within the Port Credit Community Node. The extent to which growth can be accommodated on site while maintaining appropriate built-form qualities with respect to proper massing and transition is being evaluated.
Summary of policies within 2.2.1 Managing Growth: a. Growth should be primarily directed to settlement areas that: <ul style="list-style-type: none"> i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii) ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities 	<ul style="list-style-type: none"> a. The Port Credit Community Node is an established area with sufficient infrastructure to accommodate growth. b. The Node is an appropriate location for growth as it is within the delineated boundary of a settlement area, with access to municipal water and wastewater, and is planned to provide a range of land uses to support a complete community. 	The proposal supports this intent by providing proposing intensification on an underutilized lot. However, the extent in which density can be appropriately accommodated on site and the adherence of proper built form and transition policies is being evaluated and will be addressed in the next staff report.

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/007 W1 Conformity
<p>(2.2.1.2. c i, ii, iii, iv),</p> <p>iii. that is generally away from hazardous lands (2.2.1.2. e)</p> <p>b. Integrated planning to manage forecasted growth will:</p> <p>i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b)</p> <p>ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c)</p> <p>iii. Support the environment (2.2.1.3.d)</p> <p>iv. Be implemented through a municipal comprehensive review (2.2.1.3.e)</p> <p>c. The <i>Growth Plan</i> will support the achievement of complete communities that</p> <p>i. Features a diverse mix of land uses</p> <p>ii. Improves social equity</p> <p>iii. Provides mix of housing options</p> <p>iv. Expands convenient access to transportation, public service facilities, open space, healthy food options</p> <p>v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design</p> <p>vi. Mitigates climate change</p> <p>vii. Integrates green infrastructure</p>	<p>c. MOP ensures forecasted growth is properly managed as development may be phased if satisfactory arrangements for infrastructure are not made.</p> <p>The Node includes a mix of land uses and housing types. MOP includes policies to ensure high quality compact built form, attractive public realm, including open spaces, through site design and urban design (MOP section 9.1). Appropriate infill in Intensification Areas will help revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.</p>	
2.2.2 Delineated Built-up Areas		
<p>Statement of Intent:</p> <p>The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).</p>	<p>The Port Credit Community Node is located within the delineated built-up area and will assist in achieving intensification targets. Mississauga Official Plan contains identifies areas for intensification as part of the City's urban hierarchy. In addition, there are policies with</p>	<p>The subject property is located within the Port Credit Community Node and proposes residential intensification. The built form aspect of the proposal will be evaluated as part of the next staff report.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/007 W1 Conformity
<p>4. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:</p> <ul style="list-style-type: none"> a. encourage intensification generally to achieve the desired urban structure; b. identify the appropriate type and scale of development and transition of built form to adjacent areas; c. identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development; d. ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities; e. prioritize planning and investment in infrastructure and public service facilities that will support intensification; f. and be implemented through official plan policies and designations, updated zoning and other supporting documents. 	<p>respect to built form and complete communities particular to the City's hierarchy.</p>	
2.2.6 Housing		
<p>General Statement of Intent: A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.</p>	<p>Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf</p>	<p>The proposed development maintains the mix of housing types within a Community Node that is predominantly a mixed use area that contains a number of residential built-forms, including apartment buildings.</p>
<p>Relevant Policies:</p> <ul style="list-style-type: none"> a. The Region is responsible for preparing a housing strategy (2.2.6.1) b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification 	<p>A diverse range of housing options is encouraged by MOP. (MOP Policy 7.2.2)</p>	<p>The Region of Peel and the City of Mississauga are working together to address housing issues.</p> <p>The proposal supports these policies by providing additional residential units within a Community Node.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/007 W1 Conformity
targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2)		
2.2.4 Transit Corridors and Station Areas		
<p>3. Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:</p> <ul style="list-style-type: none"> a. 200 residents and jobs combined per hectare for those that are served by subways; b. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or c. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. <p>10. lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.</p>	<p>The Port Credit Community Node has a gross density of 115 residents and jobs combined per hectare as of March 2016. While that is below the number required in the Growth Plan, the City is currently in the process of reviewing and amending the Official Plan in order to bring into compliance the density targets identified in the Growth Plan. (MOP PCLAP Policy 6.1)</p>	<p>The subject property is located within 500 m of a Major Transit Station (Port Credit GO Station) and proposes residential intensification of the site.</p>
5.0 Implementation		
<p>Statement of Intent: Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	<p>MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (MOP Policy Section 2.0).</p>	<p>Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of the Mississauga Official Plan.</p>

Region of Peel Official Plan

The proposed development does not require an amendment to MOP or the Region of Peel Official Plan. The applications were circulated to the Region and Section 5 of the report provides a summary of their comments.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form

and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

MOP, which was approved by the Region of Peel on September 22, 2011 is the primary instrument used to evaluate development applications.

Relevant Mississauga Official Plan Policies

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of these applications, some of which are found below.

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.6 Section 5.3.3.8 Section 5.3.3.11 Section 5.5.5	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development.</p> <p>Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.</p> <p>Development will promote the qualities of complete communities.</p>
Chapter 6 Value The Environment	Section 6.3.62 Section 6.3.63 Section 6.7.1	<p>Development and site alteration must comply with the City's Erosion and Sediment Control By-law to the satisfaction of the City and appropriate conservation authority, where applicable.</p> <p>An Erosion and Sediment Control Study may be required for development and site alteration, where appropriate.</p> <p>6.7.1 To ensure that contaminated sites are identified and appropriately addressed by the proponent of development, the following will be required:</p> <ul style="list-style-type: none"> a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination; b. landowners will consider all potential sources of contamination such as disposal of waste materials, raw material storage, residue left in containers, maintenance activities and spills and may also include contamination from adjacent commercial properties, such as, gas bars, motor vehicle service stations, motor vehicle repair garages and dry-cleaning facilities; c. the development approval or approval of amendments to this Plan for known or potentially contaminated sites will be deferred until the proponent of development undertakes a study assessing the potential for contamination in accordance with the Provincial Government regulations and standards and City policies; and d. if the study indicates potential for soil or ground water contamination, an assessment of the soil and groundwater conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing contaminated sites will be required. Recommendations contained within the plan will be implemented by way of conditions to development approval.

	Specific Policies	General Intent
Chapter 7 Complete Communities	Section 7.6.2.4 Section 7.6.2.5 Section 7.6.2.6	<p>The review of applications for development along the Lake Ontario waterfront and the mouth of the Credit River, will have regard for the following:</p> <ul style="list-style-type: none"> a. provision of public views of the lake from within and throughout the property; b. maintain existing or create new view corridors to the lake and along the shoreline; c. recognition, reflection, and integration of cultural heritage resources; d. provision of public access to and along the water's edge, in particular the waterfront trail system (e.g., through the acquisition of parkland); e. potential to provide linkages for other trail systems, public access nodes, and natural features, areas and linkages including their ecological functions; f. design of shoreline forms that do not pose physical barriers to the water; g. natural hazards; h. restoration and shoreline improvements; i. natural heritage features and their functions; j. opportunities for nature appreciation; k. compatibility among land uses; l. the privacy and security of private property; m. mix of appropriate uses; n. form and scale appropriate to the waterfront location; o. ensure that public open space adjacent to the shoreline is clearly seen to be open to the public; p. dedication of patent water lots to the City or appropriate public agency; q. provision of a variety of appropriate uses and activities which are lake dependent and lake enhanced; and r. development of public shoreline parkland and the provision of associated recreational facilities. <p>Public Open Space and development adjacent to the Lake Ontario Waterfront Trail should be designed to enhance the trail user's experience of Lake Ontario by maximizing views of Lake Ontario and by creating a varied, visually stimulating, comfortable and human scaled edge to the waterfront trail.</p> <p>The implementation of development proposals should enhance and promote the image and identity of Mississauga as a waterfront city with a unique waterfront advantage for development that will consider, among other uses, recreation, retail, cultural and tourism activities.</p>
Chapter 9 Build A Desirable Urban Form	Section 9.1.12 Section 9.2.1.3 Section 9.2.1.8 Section 9.2.1.10 Section 9.2.1.14 Section 9.2.1.15 Section 9.2.1.16 Section 9.3.3.9 Section 9.5.1.7	<p>An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.</p> <p>Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p>

	Specific Policies	General Intent
	Section 9.5.1.8 Section 9.5.1.9 Section 9.5.1.15 Section 9.5.2.2	<p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.</p> <p>Tall buildings will address pedestrian scale through building articulation, massing and materials.</p> <p>Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.</p> <p>Development will preserve, promote and enhance public views to the Lake Ontario waterfront.</p> <p>Developments adjacent to public parkland will complement the open space and minimize negative impacts.</p> <p>Proposed development should encourage public open space connections that link public parks and community facilities through the use of walkways, bikeways and bridges.</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>Development in proximity to landmark buildings or sites, to the Natural Areas System or cultural heritage resources, should be designed to:</p> <ol style="list-style-type: none"> respect the prominence, character, setting and connectivity of these buildings, sites and resources; and ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces.
Chapter 11 General Land Use Designations	Section 11.2.6.1 Section 11.2.6.2 Section 11.2.6.3 Section 11.2.6.4 Section 11.2.6.5	<p>In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:</p> <ol style="list-style-type: none"> commercial parking facility; financial institution; funeral establishment; makerspaces motor vehicle rental; motor vehicle sales; overnight accommodation; personal service establishment; post-secondary educational facility;

	Specific Policies	General Intent
		<p>j. residential; k. restaurant; l. retail store; and m. secondary office;</p> <p>The following uses are not permitted: a. self-storage facility; and b. detached and semi-detached dwellings.</p> <p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.</p> <p>Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.</p> <p>Residential uses will be combined on the same lot or same building with another permitted use.</p> <p>Residential uses will be discouraged on the ground floor.</p>
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <p><input type="checkbox"/> 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;</p> <p><input type="checkbox"/> the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</p> <p><input type="checkbox"/> there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</p> <p><input type="checkbox"/> a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</p>
Chapter 20 Glossary	Tall Building	<p>Means a building having a height greater than the width of the street on which they front. Tall buildings are defining elements in the city structure; becoming icons and landmarks in the skyline and streetscape. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success. Further, when appropriately sited and designed, tall buildings can accommodate transit supportive densities and facilitate the viability of a successful, well used public transit system</p>

Relevant Port Credit Local Area Plan Policies

	Specific Policies	General Intent
Chapter 5.0 Vision	Section 5.1.1 Section 5.1.2	<p>Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks.</p> <p>Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses.</p>
Chapter 6.0 Direct Growth	Section 6.1 Section 6.1.1 Section 6.1.2 Section 6.1.6	<p>With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities.</p> <p>The City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process.</p> <p>Increases in employment opportunities are to be accommodated on lands designated mixed use, which can accommodate a range of establishments including: retail, restaurants, and offices.</p> <p>Intensification will address matters such as:</p> <ul style="list-style-type: none"> a. contribution to a complete community; b. providing employment opportunities; c. sensitivity to existing and planned context and contribution to the village mainstreet character; d. respecting heritage; and e. protecting views and access to the waterfront.
Chapter 8 Complete Communities	Section 8.5.2	Uses in proximity to the waterfront will provide for public access, where appropriate. Through land acquisition, capital works and the review of proposals, Mississauga will endeavor to ensure this Vision is realized.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>5 Kindergarten to Grade 6 1 Grade 7 to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Forest Avenue P.S.</p> <p>Enrolment: 174 Capacity: 199 Portables: 0</p> <p>Riverside P.S.</p> <p>Enrolment: 300 Capacity: 438 Portables: 0</p> <p>Port Credit S.S.</p> <p>Enrolment: 1 164 Capacity: 1 203 Portables: 0</p>	<p>Student Yield:</p> <p>2 Junior Kindergarten to Grade 8 2 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Dominic Elementary School</p> <p>Enrolment: 327 Capacity: 271 Portables: 5</p> <p>St. Paul Secondary School</p> <p>Enrolment: 424 Capacity: 807 Portables: 0</p>

7. Community Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko on February 11, 2019. Over 100 people were in attendance. Approximately 15 written submissions were received.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- The proposed development is too high and does not integrate well with the surrounding properties
- The Official Plan permission of six storeys should be maintained
- Views to the waterfront should be protected and enhanced by the proposal
- The proposed development will produce negative impacts on the Port Credit Community Node
- The bulk of the building should be reduced
- The additional density will create traffic impacts
- The approval of a ten storey building will destabilize the surrounding community and create a precedent
- The architecture and design of the building will positively add to the surrounding community

8. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (June 6, 2018)	<p>The application does not require an amendment to the Region of Peel Official Plan.</p> <p>An existing 300 mm diameter watermain and an existing 450 mm diameter sanitary sewer are located on Port Street East.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading municipal services. All works associated with the servicing of this site will be at the applicants expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 24, 2019)	<p>Both School Boards have responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p>
City Community Services Department – Park Planning Section (January 23, 2019)	<p>The proposed residential development is adjacent to City owned lands identified as St. Lawrence Park (P-435). This park includes a waterfront trail and a community play site. Port Credit Memorial Park (P-106) is within proximity to the site and includes picnic areas, basketball hoops, a play site, and a multi-use ramp facility.</p> <p>The proposed development shall maintain a 1.5 m setback from the below grade parking structure to the western property boundary of St. Lawrence Park. Through the review of a future site plan application, securities related to protection and cleanup for St. Lawrence Park will be determined.</p> <p>Prior to the issuance of building permits cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with City's Policies and By-laws.</p>
Economic Development Office (May 29, 2018)	<p>Economic Development has concerns with the proposed amendment in land use designation from "Mixed Use" to "Mixed Use - Special Site" and changes to the RA2-33 zoning for a residential building without mixed uses.</p> <p>As per Section 11.2.6.2 of the official plan, "Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses". Mixed use permits "Secondary Office". The applicant is encouraged to include secondary office and/or other non-residential uses to comply with the intent of a mixed-use development.</p>
City Transportation and Works Department (January 29, 2019)	<p>The Transportation and Works Department has received drawings and reports in support of the above noted application and the owner has been requested to provide additional technical details and revisions to the noise study, grading plan, parking plan, FSR, Phase I and II reports, Traffic Impact Study and the Site Plan, among other items. These changes are required to be addressed in detail prior to the Recommendation Report Meeting.</p>
Other City Departments and	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical</p>

Agency / Comment Date	Comments
External Agencies	<p>matters are addressed in a satisfactory manner:</p> <p>Canada Post Rogers Cable Greater Toronto Airport Authority Alectra Utilities Fire</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Heritage Planning Bell Canada Enbridge Canada Post MiWay CVC</p>

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposed built form and height appropriate for the site?
- Is the proposal compatible with the surrounding area?
- Is the proposed setback adjacent to the City owned land appropriate?
- Is the absence of commercial at the ground floor appropriate given the surrounding context?
- Are the proposed zoning by-law exception standards appropriate?

Development Requirements

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

9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

Recommendation Report Detailed Planning Analysis

Owner: Brown Maple Investments Ltd.

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1. Community Comments

Through the community and public meetings held, comments from the public were generally directed to the proposed height of the building, overall design and potential impacts on the surrounding community. Below is a summary and response to the specific comments heard:

Comment

The proposed development is too high and does not integrate well with the surrounding properties and will create negative impacts on the Port Credit Community Node. The height allowed in the Official Plan and Zoning By-law should be maintained.

Response

Comments regarding the compatibility of the proposed development are incorporated in section 6 of this appendix.

Comment

Views to the waterfront should be protected and enhanced by the proposal.

Response

Comments regarding how the proposed development addresses view corridors are incorporated in section 6 of this appendix. Appendix 3 also contains renderings from the applicant that show how the proposed development enhances view corridors to Lake Ontario at different view points, including the adjacent property to the west.

Overall, the proposed 9 storey apartment building does not create any additional undue negative impacts on view corridors to the lake and at certain viewpoints, creates an enhancement.

Comment

The additional density will create negative traffic impacts.

Response

The applicant has submitted a Traffic Impact Study that includes an analysis on the impacts of the increased density comparing what is proposed to what is currently permitted. The study area incorporated Lakeshore Road and Port Street East between Hurontario Street/St. Lawrence Drive and Helene Street South and took into account future traffic generation from recently approved projects within the community node. Site traffic is projected to only add 11 car trips in the AM peak hour and 9 car trips in the PM peak hour, resulting in 4 additional cars then what is expected as-of-right. This is far less than typical daily variations in traffic and will not be noticeable on the road network.

Comment

Approval of a building requesting an increase in height will set a precedent and destabilize the surrounding community.

Response

Each development application that is submitted under the *Planning Act* is evaluated on its own merits. The subject application was evaluated based on the direction mandated by the Province and the applicable Mississauga Official Plan policies, in particular the Port Credit Local Area Plan, which

outlines specific criteria that must be met when development applications are seeking additional heights.

Comment

The architecture and design of the building will positively add to the surrounding community.

Response

Staff agree with this statement which is further discussed in section 6 of this appendix.

2. Updated Agency and Department Comments

The applications and original submission were circulated to all City departments and commenting agencies on April 11, 2018. A summary of the comments are contained in the Information Report attached as Appendix 1.

The first resubmission was circulated on December 18, 2018 and the second resubmission was circulated on May 9, 2019. Below are updated comments.

Transportation and Works

Comments updated July 17, 2019, state that in the event that the application is approved by Council, the applicant will be required to deliver and execute a Development Agreement in a form satisfactory to the City of Mississauga, Region or any other appropriate authority. The agreement may deal with matters including, but not limited to, engineering matters and technical details such as grading, fencing, noise mitigation,

environmental requirements (i.e. completion and filing of a Record of Site Condition on the Ministry of Environment, Conservation and Parks (MECP) Site Registry and provide all required supporting environment documents and letters of reliance) and any other additional provisions and warning clauses.

Site specific details will be addressed through a future Site Plan review and approval process on the subject lands.

School Accommodation

In comments, dated July 2, 2019, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

3. Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019

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.

4. Consistency with PPS

Section 1.1.3.2 of the PPS requires development to reflect "densities and a mix of land uses which efficiently use land and resources and appropriate for and efficiently use infrastructure and public service facilities and are transit supportive." 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."

Chapter 5 – Direct growth and Chapter 9 – Build A Desirable Urban Form of MOP indicate that intensification is to be directed to Community Nodes, provided that the design is appropriate and context sensitive and encourages a pedestrian oriented and compact form of development. 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.

Furthermore, MOP identifies the Port Credit Community Node as an area intended for intensification due to the amount of public services available and the level of transit servicing the node including 2 way all day GO train service, MiWay local bus routes and the future LRT on Hurontario Street.

The amount on intensification proposed as part of the subject development supports the general intent of the PPS and MOP with respect to building strong and healthy communities in an efficient manner. The proposed development can utilize surrounding community infrastructure and has access to adequate servicing and is in close proximity to a major transit hub. This is consistent with PPS and MOP policies.

5. Conformity with Growth Plan

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". Furthermore, Section 2.2.4 encourages the efficient development and intensification within areas supported by frequent transit in the form of Major Transit Station Areas. The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 9.2.1 *Intensification Areas* of MOP states that Intensification Areas are the principal location for future growth and include Community Nodes. They are planned areas within the municipality where the City has identified the appropriate type and scale of development. Section 9.2.10 states that appropriate height and built form transitions will be required between sites and their surrounding areas.

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.

6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve development patterns that are efficient and achieve a form and density that are pedestrian friendly and transit supportive.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas comprised of

Community Nodes (among others) that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

7. Mississauga Official Plan (MOP)

The subject site is designated **Mixed Use**, which permits commercial and residential uses. The proposal requires an amendment is required to redesignate the site to **Residential High Density** to permit a 9 storey apartment building with no ground floor commercial uses, whereas a max height of 6 storeys with a mix of uses is permitted. 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 relevant Mississauga Official Plan criteria against this proposed development application and those found in the Port Credit Local Area Plan, which are found below.

The subject site is located in the Port Credit Community Node Character Area, an area intended for intensification within the City. The Port Credit Local Area Plan identifies this area as one that will have varying densities, transit supportive development, and a high quality built form to positively shape the area as a location for intensification.

In particular, the plan identifies the Harbour Mixed Use Precinct as an area that has the potential for intensification and containing a mixture of densities, recognizing that the waterfront will be more urban in nature. Preserving waterfront views is a priority in any redevelopment adjacent to the waterfront.

In addition, a Zoning By-law amendment is required to rezone the lands from **RA2-33** (Apartments) to **RA2-Exception** to accommodate a 9 storey apartment building and an FSI of 2.8. The proposed FSI represents an increase of 0.3 FSI than what is permitted as of right in the existing zoning for the site, an approximate increase of 1 995 m² (21 474 sq. ft.) from what is permitted as-of-right.

Given that the proposed development slightly increases the allowable FSI permitted in the existing zoning and taking into

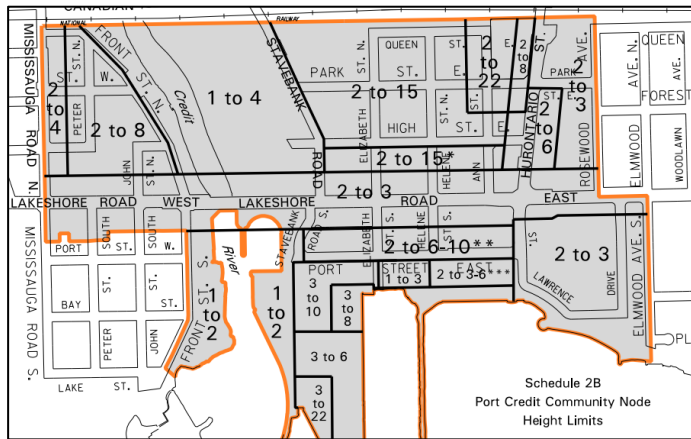
account the submitted studies supporting the increase in FSI, staff are of the opinion that the increase in density fits within MOP and the Port Credit Local Area Plan.

Part of the evaluation of the proposed density relies on the proposed built form and design of the apartment building meeting applicable policies set out in MOP and the Port Credit Local Area Plan with respect to building height. The following sections will evaluate how this is achieved.

Building Height in the Port Credit Community Node

How the Port Credit Community Node is to manage growth is set out in the Port Credit Local Area Plan which provides specific policies related to development in Port Credit. Schedule 2B of the Plan sets out a building height regime for the Port Credit Node. The subject lands are located in an area where a minimum building height of two storeys and a maximum height of six storeys are identified. The height for this block was carried over from the initial planning approval for the subject lands granted in 2001.

A range of permissible building heights exists in the immediate vicinity – ten storeys (subject to step-downs) is permitted on the north side of Port Street and two to three storeys are identified for Lakeshore Road and the former St. Lawrence Starch lands to the east. At 1 Port Street (the Marina Lands) to the west, ten storeys is permitted on the south side of Port Street, with six and eight storeys permitted at the water's edge, apart from a block that permits up to twenty-two storeys.



Excerpt from
the Port
Credit Local
Area Plan –
Height
Schedule

Although the Port Credit Local Area Plan sets out height limits to guide growth, the Plan anticipates site-specific Official Plan Amendments. Where building heights are proposed above those identified in the height schedule, section 10.1.2 of the Port Credit Local Area Plan provides the following criteria for evaluating these applications:

- ***The achievement of the overall intent, goals, and objectives of this Plan***
- ***Appropriate site size and configuration;***
- ***Appropriate built form that is compatible with the immediate context and planned character of the area;***
- ***Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;***
- ***Particular design sensitivity in relation to adjacent heritage buildings; and***
- ***Measures to limit the amount of additional vehicular traffic impacts***

Through the community consultation associated with this application, staff has heard that the building height set out in Schedule 2 B should be treated as an absolute limit; however it is necessary to consider the totality of the Local Area Plan's policies, including the above criteria. Consideration of the site and its proposed built form within the surrounding context are explored in the following sections.

The Site within the Harbour Mixed Use Precinct

The local area plan stresses the importance of maintaining the existing and planned character of the area.

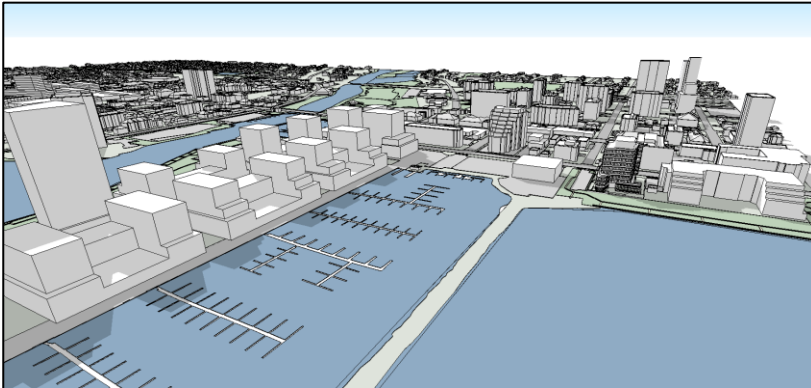
The south side of Lakeshore Road East has a mixed use development containing retail and restaurant uses fronting the street, a public square and two 6 storey apartment buildings. North-west of the site contains a 5 storey apartment building at the corner of Port Street and Helene Street South. Further west of the site along Port Street is a long 6 storey apartment building and a 14 storey hotel building.

To the west of the subject site, at 1 Port Street East, are the "Marina Lands" which recently underwent a master planning and visioning process that resulted in a site specific Official Plan Amendment (approved by Council in 2017) that prescribes heights permissions and in particular, allows heights up to 10 storeys fronting Park Street East. The Official Plan Amendment also identifies heights on the balance of the lands in different ranges above and below the subject development's proposed height. In addition, the Port Credit Local Area plan allows heights of 6 to 10 storeys, with the

caveat that redevelopment provide for buildings that step down from 10 to 6 storeys, within the Harbour Mixed Use Precinct Area stretching along the north side of Port Street East.

Appendix 6 contains renderings of a 3D model of the proposed 9 storey apartment building. The model also depicts the existing and anticipated heights based on the Port Credit Local Area Plan height schedule, and projects that are approved but not yet built.

Both within the physical context and the policy context, a mix of building heights and densities are intended in the vicinity of the site. The proposal for a 9 storey apartment building is compatible with, similar to, respects, and relates to the variation of heights existing and prescribed within the Harbour Mixed Use Precinct.



3D Model of 9 Storey Apartment Building and Existing and Anticipated Building Heights

Immediate Context and Transition to Adjacent Land Uses

Despite the fact that Port Credit has a range of existing and proposed building heights, it is important to evaluate the

impact of the proposed building on surrounding properties, both public and private, to determine compatibility.

The proposed height of 9 storeys is higher than what exists immediately east of the subject site at 65 Port Street but contains design elements that positively transitions to the existing built form including a podium that has been designed at a height and materiality that respects and relates to the adjacent 6 storey building at 65 Port Street East. The higher portion of the podium is 5 storeys, relating to the 5 and 6 storey portion of 65 Port Street East, and steps down to 3 storeys on the westerly side of the building, relating to the future building and open space to the west.

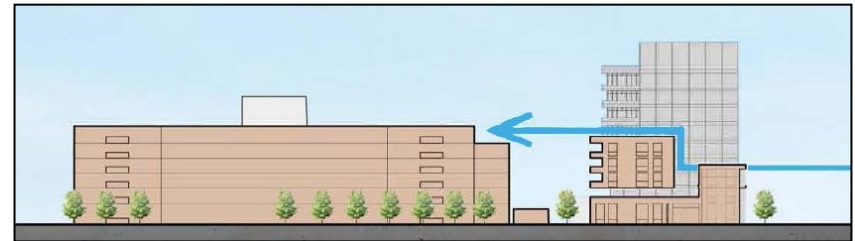
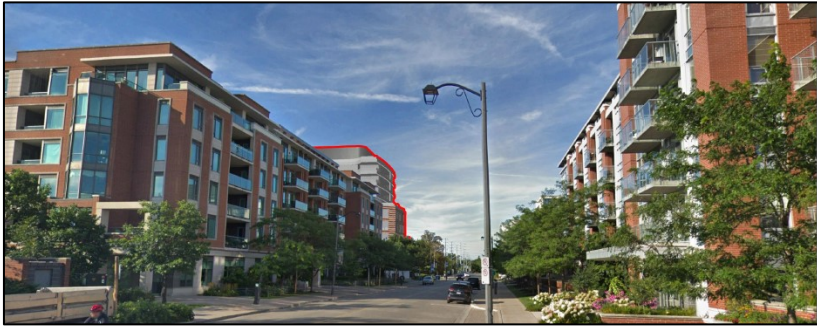


Image showing 9 Storey Apartment Building and 65 Port Street – applicant's rendering

Furthermore, the proposed height of 9 storeys is lower than the prescribed height permission of 10 storeys west of the subject property at 1 Port Street, providing a gradual height increase in the overall built form context.

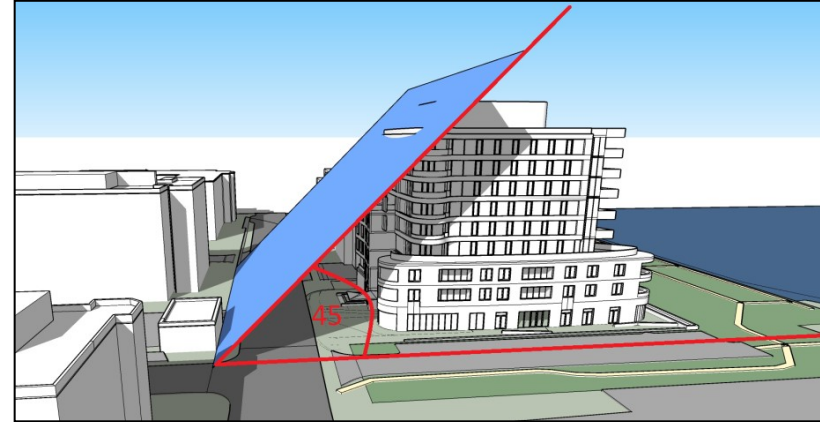


Google Earth Streetview with 3D Model of 9 Storey Apartment Building – Port Street East streetscape looking west

The tower portion of the building is situated in a location on the site that pulls the massing away from the Lake Ontario edge. By pulling the massing away from Lake Ontario, there will be less impact on the waterfront trail, which runs between the property and the lake. This will also open up views to the lake for the existing apartment building at 65 Port Street East.

The tower portion of the building provides for an appropriate front yard setback to Port Street East. The distinction created between the podium and the tower minimizes the massing impact on the street and fosters a pedestrian streetscape that continues the existing street wall frontage currently experienced on the south side at 65 Port Street East.

By reducing the building height from 10 to 9 storeys, the building generally fits within the 45 degree angular plane test used within the *Port Credit Built Form Guidelines* to inform appropriate building heights. This will result in a building mass that is not imposing at the street level.



45 Degree Angular Plane Diagram; Google Sketch Up

The tower is sited in a location that makes an effort to maximize views from the adjacent properties and the streetscape. The current zoning allows a 6 storey apartment building that could be designed to incorporate a massing that extends the full width of the lot frontage, both at the front and rear. The proposed apartment building has been designed to be more slender in nature in order to improve views to the lake by not taking up the full width and provide relief at different viewpoints.



The applicant has submitted renderings that depict various viewpoints and are included in Appendix 3. Staff have prepared an analysis of the massing differences between the proposed 9 storey apartment building and the permitted 6 storey building. (see Appendix 4)

As part of the application submission, a shadow study was provided in accordance with the City's terms of reference and was reviewed and accepted by staff. The study concludes that there will be some shadowing on key public areas such as the Port Street East streetscape and St. Lawrence Park during September and the winter months. However, the shadow impacts are not much greater than the as-of-right 6 storey permission.

Site Size and Configuration

The property is a 0.23ha (0.5 ac) rectangular shaped parcel at the southeast corner of Port Street East and Helene Street South. The size and configuration is well suited for a mid-rise building. Sufficient parking to accommodate the project is provided in one layer of underground parking. The increase in traffic generated from the site is negligible compared to its as-of-right permissions; an expected increase of 11 car trips in the AM and 9 car trips in the PM is anticipated.

The proposal satisfies the criteria outlined in the Port Credit Local Plan section 10.1.2 that must be considered when additional height is being requested. Overall, the building also provides appropriate transition to adjacent properties, minimizes massing, shadowing and overlook impacts,

enhances views to Lake Ontario and fits within the range of heights currently within the Port Credit skyline.



Existing Port Credit Community Node Skyline; 3D Model in Google Earth – Proposed 9 Storey Apartment Building outlined in red

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

Transportation and Works has indicated there will be minimal impacts on traffic.

The site is currently serviced by the following MiWay Transit routes:

- Number 23 on Lakeshore Road East and Number 19 on Hurontario Street having direct access to the area

There is a transit stop on Lakeshore Road within 200 m (656.2 ft.) of the site. The Port Credit GO Station is approximately within 400 m.

This area is well served by major City of Mississauga facilities such as the Port Credit Library, Port Credit Memorial Park, Port Credit Arena, the Lions Club of Credit Valley Outdoor Pool, all within a half kilometer radius of the site. At a larger distance, J.C. Saddington Park and J.J. Plaus Park provide additional park options within the Port Credit Community Node. The site fronts St. Lawrence Park which contains a multi-use trail that connects to the Waterfront Trail and allows access to the east and into Toronto and to the western part of Mississauga.

In conclusion, staff can support the official plan amendment and rezoning for the following reasons:

- The increase in permitted height from 6 storeys to 9 storeys allows for a building design that provides enhanced views to the lake, minimizes impacts on adjacent properties and the streetscape and fits within the range of heights existing and planned in the Harbour Mixed Use Precinct in the Port Credit Community Node;
- The design of the building will add to the Port Credit skyline;
- The additional density that is requested represents a minimal increase than what is already permitted and does not create any additional undue impacts on the surrounding community;
- The site is well served by a variety of public transportation options, community services and schools;

- Ample commercial and retail uses are located in close proximity to the subject property.
- The proposal adds additional new apartment units, contributing to housing choices including those seeking to downsize from their detached homes.

Overall, the proposal meets the intent, goals and objectives of Mississauga Official Plan. It contributes to the diversity of housing choice within Port Credit, provides for a built form that aligns with and responds to the existing and planned character of the neighbourhood, and fits in within the surrounding context.

For these reasons, the applications are consistent with MOP, the Region of Peel Official Plan, the *Growth Plan for the Greater Horseshoe* and the PPS.

8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations. Appendix 5 of this report includes the drawings.

9. Zoning

The current zoning of the property is **RA2-33** (Apartments) which permits a 6 storey apartment building with an FSI maximum of 2.5 and a GFA maximum of 4 800 m² (51,666.7 ft²).

A Zoning By-law amendment is required to rezone the lands from **RA2-33** (Apartments) to **RA2-Exception** (Apartments) to

accommodate the proposed 9 storey condominium apartment building with an FSI of 2.8 and is appropriate. The proposed FSI represents an increase of 0.3 FSI than what is permitted as of right in the existing zoning for the site, an approximate increase of 1 995 m² (21 474 sq. ft.).

Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	RA2-33 Zone Regulations		Proposed RA2-Exception Zone Regulations	
Maximum Floor Space Index (FSI)	1.9 – 2.5		2.8	
Maximum Dwelling Units	20		35	
Maximum gross floor area – apartment dwelling zone for Buildable 'A' identified on schedule RA2-33	4 800 m ² (51,666.7 ft ²)		6 395 m ² (68,835.2 ft ²)	
Minimum gross floor area – non-residential	200 m ² (2,152.8 ft ²)		0.00 m ² (0.00 ft ²)	
Maximum height above established grade when the distance from the rear lot line is	3.5 – 7.5 m	13.0 m and 3 storeys	0.0 – 14.7 m	11.8 m and 3 storeys
	7.5 – 11.5 m	16.0 m and 4 storeys	14.7 m - greater	31.1 m and 9 storeys
	11.5 – 15.5 m	19.0 m and 5 storeys		
	15.5 m-greater	22.0 m and 6 storeys		

Zone Regulations	RA2-33 Zone Regulations	Proposed RA2-Exception Zone Regulations
Note: The provision listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in 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. Among other items, the City considers Affordable Housing a community benefit that may be addressed through this section.

The subject lands are currently zoned **RA2-33** (Apartments) which permits a 6 storey apartment building at an FSI maximum of 2.5 and GFA maximum of 4 800 m² (51,666.7 ft²). The applicant is seeking to permit a 9 storey apartment building at an FSI of 2.8 and GFA of 6 395 m² (68, 835.2 ft²). As the project is larger than 5 000 m² (53,819.6 ft²) in size, it meets the minimum threshold for a Section 37 contribution.

11. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further refinements will be required through the site plan application to address matters such as landscaping, streetscaping, built form details, grading and servicing, the functional design of the proposed access and the proposed waste collection method.

recommends approval of the amendments subject to the conditions contained in the staff report dated August 9, 2019.

12. Conclusions

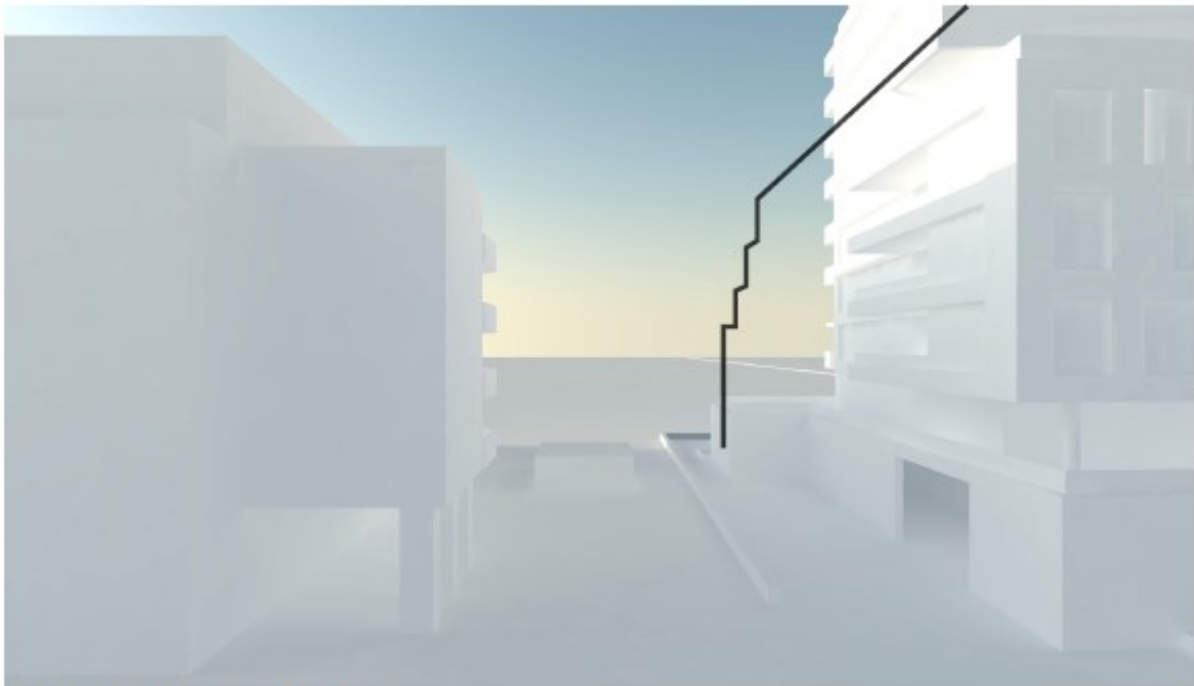
In conclusion, City staff has evaluated the application to permit a 9 storey apartment building against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

MOP and the Port Credit Local Area Plan policies are consistent with the Provincial Policy Statement and the Growth Plan. The site is located within the Port Credit Community Node, which is an area designated for intensification. The area is well served by multi-modal transportation options, community services and a range of goods and services. The proposed 9 storey apartment building represents a minimal increase in density than what is currently allowed in the existing permissions and results in a building that enhances views to the lake, fits in to the Port Credit skyline and has been designed to fit within the immediate vicinity.

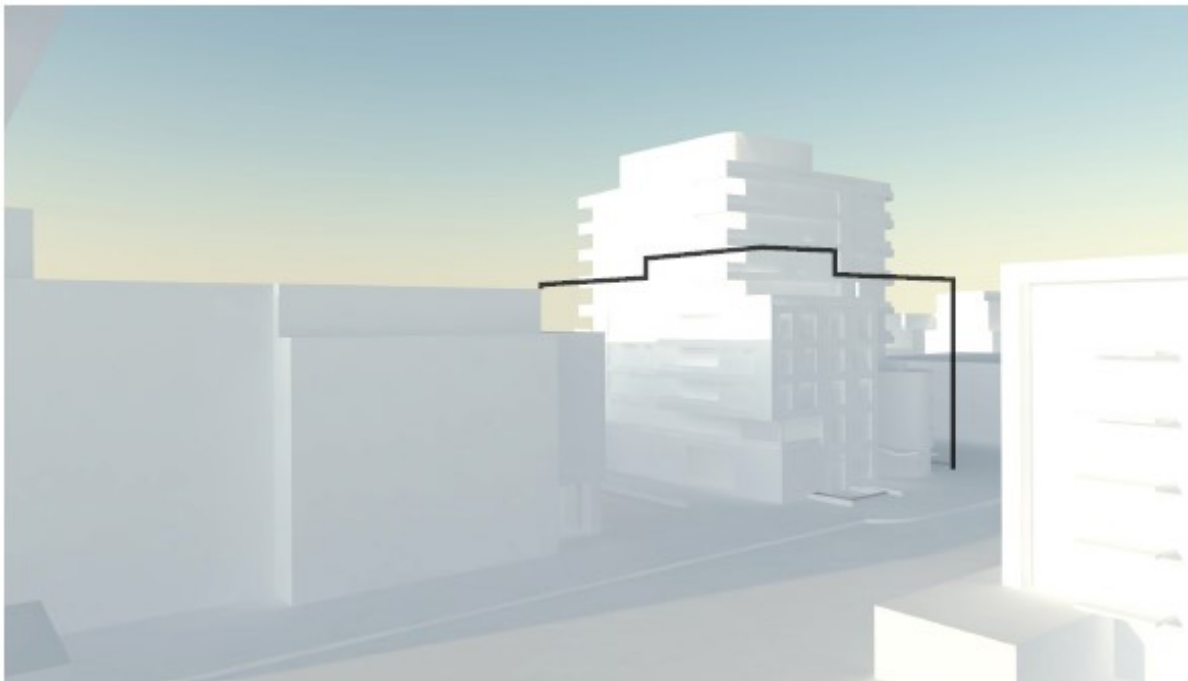
As the applicants have addressed the relevant provincial and city policies and the technical requirements of the City, staff

Brown Maple Investments Ltd.**File: OZ 18/007 W1****View Corridor Renderings**

The following renderings depict the views from different vantage points that distinguish the differences between the as-of-right 6 storey apartment building (black line) and the proposed 9 storey apartment building (3D Model). These renderings were submitted by the applicant as part of the resubmission materials.



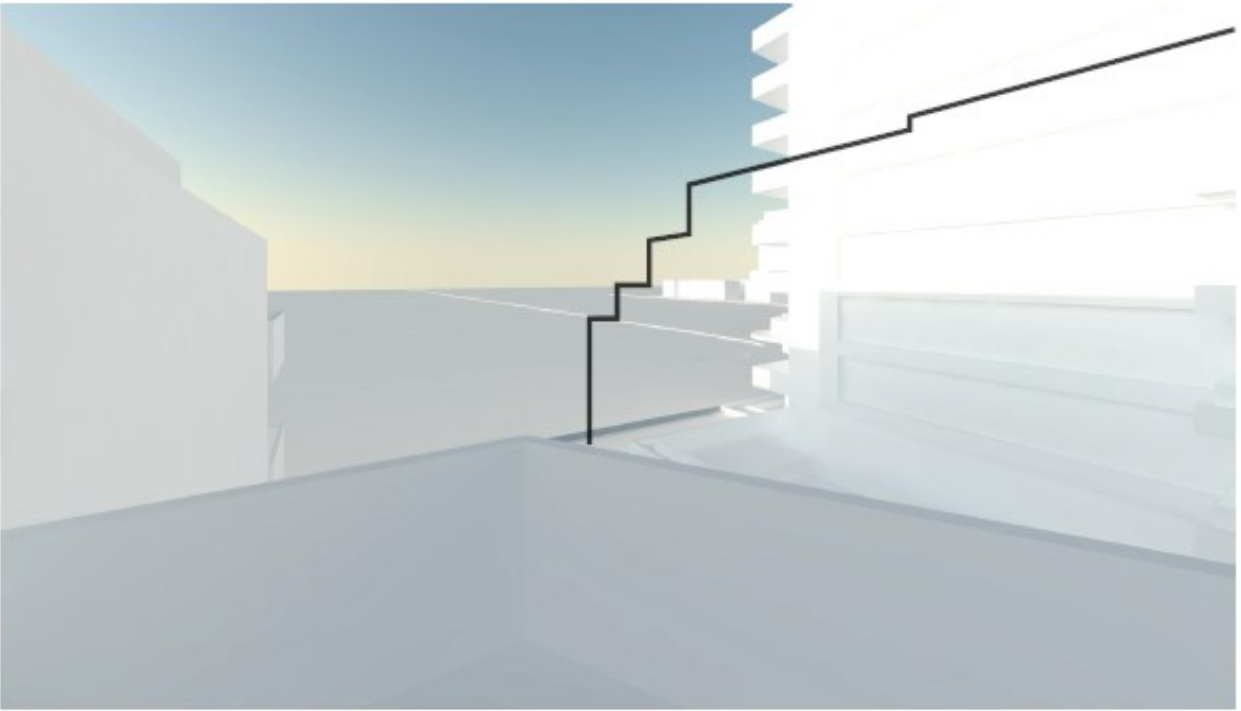
VIEW FROM 70 PORT ST E



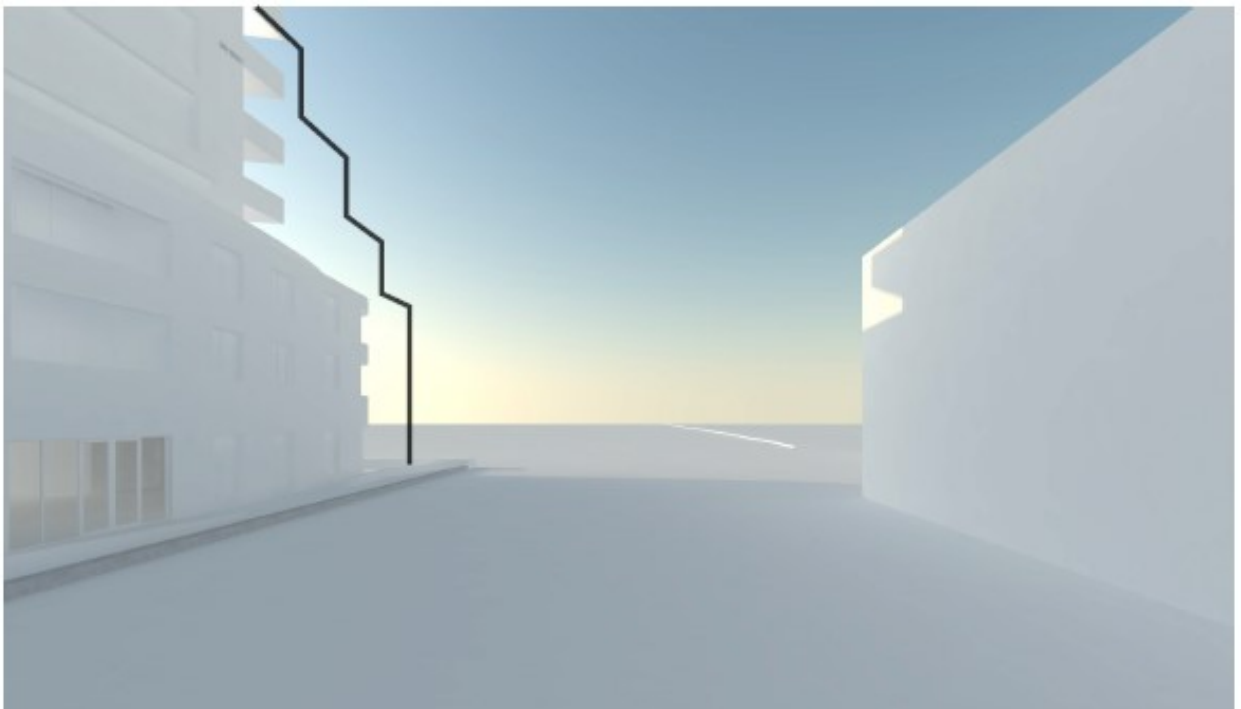
VIEW FROM 80 PORT ST E

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File: OZ 18/007 W1



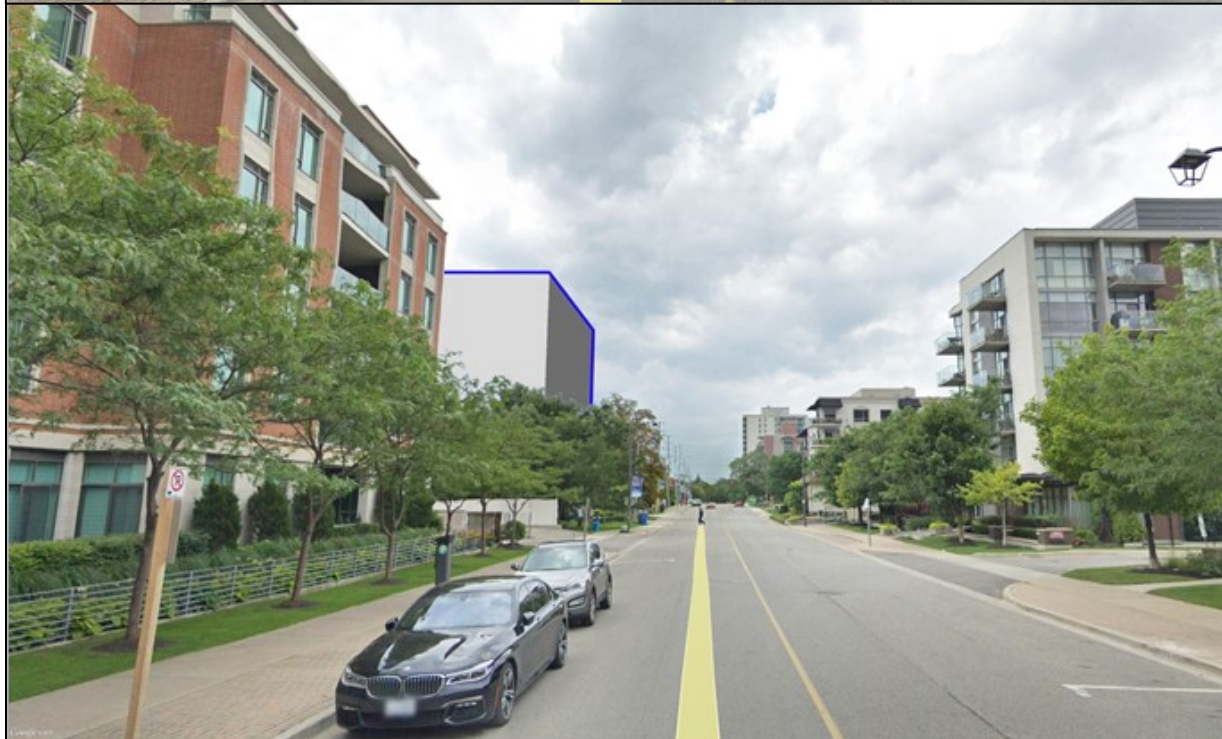
VIEW FROM 65 PORT ST E



VIEW FROM HELENE ST S

Brown Maple Investments Ltd.

File: OZ 18/007 W1

Proposed Built Form vs As-of-Right Built Form

Red line – Proposed 9 storey building
Blue line – as-of-right 6 storey massing
View on Port Street East, East of subject property

Brown Maple Investments Ltd.

File: OZ 18/007 W1



Red line – Proposed 9 storey building
 Blue line – as-of-right 6 storey massing
 View from St. Lawrence Park walking trail, East of the subject property

Brown Maple Investments Ltd.

File: OZ 18/007 W1

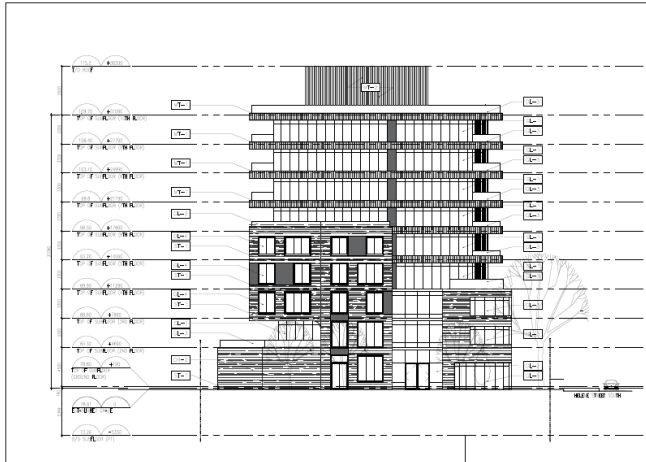


Red line – Proposed 9 storey building
 Blue line – as-of-right 6 storey massing
 View from Port Street East, West of the subject property

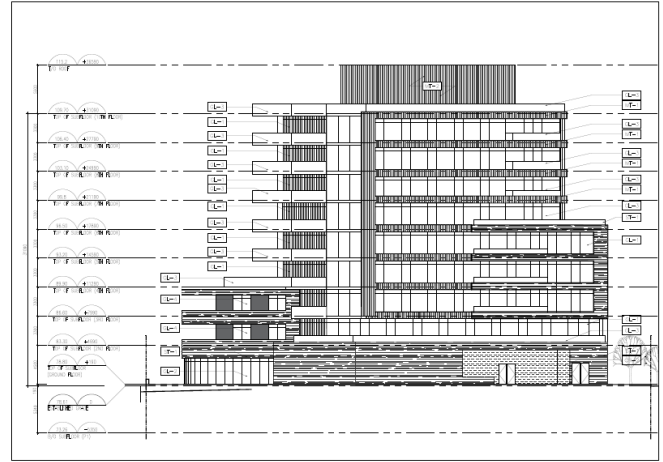
The site plan illustrates the proposed 9-storey apartment building, which is a rectangular structure with a central green roof area of 420 m². The building is situated on a plot bounded by 5 ST to the north, 3 ST to the south, and 1 ST to the east. The plan includes various outdoor amenities, including a large green roof area, a central courtyard, and two outdoor amenity spaces. The building footprint is shown in a light green color, while the green roof area is shaded in a darker green. The surrounding streets are labeled: 5 ST, 3 ST, 1 ST, and 65 PORT ST. The plan also shows the location of existing trees, a hydrant, and a sign. The building is oriented with its long side facing 5 ST. The plan includes a north arrow and a scale bar. The building footprint is approximately 100m by 100m. The green roof area is approximately 420m². The outdoor amenity spaces are approximately 100m by 100m. The surrounding streets are 5 ST, 3 ST, 1 ST, and 65 PORT ST. The plan includes a north arrow and a scale bar. The building is oriented with its long side facing 5 ST. The plan includes a north arrow and a scale bar.

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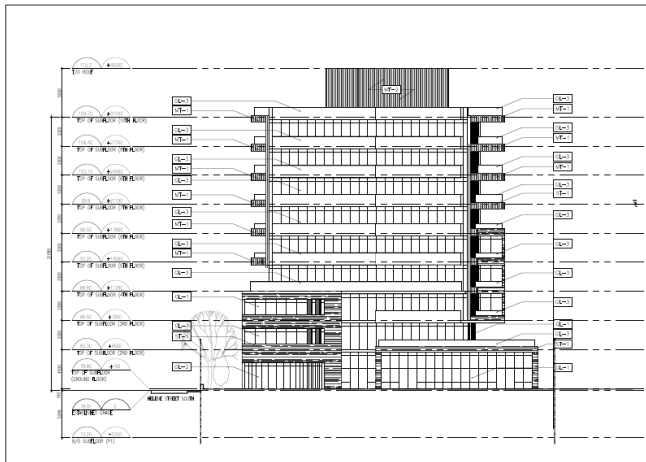
File: OZ 18/007 W1



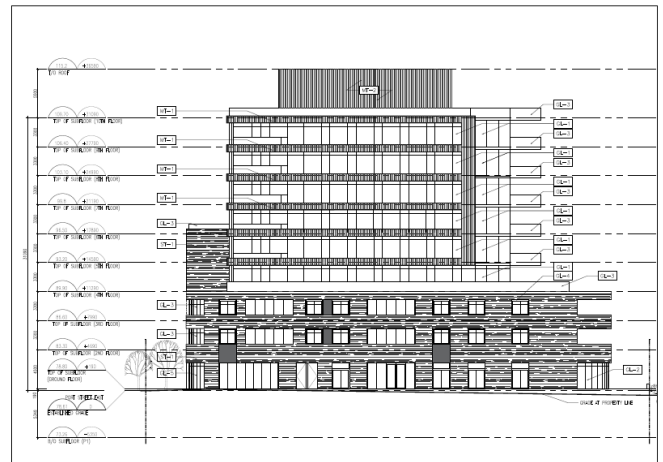
North Elevation



East Elevation



South Elevation



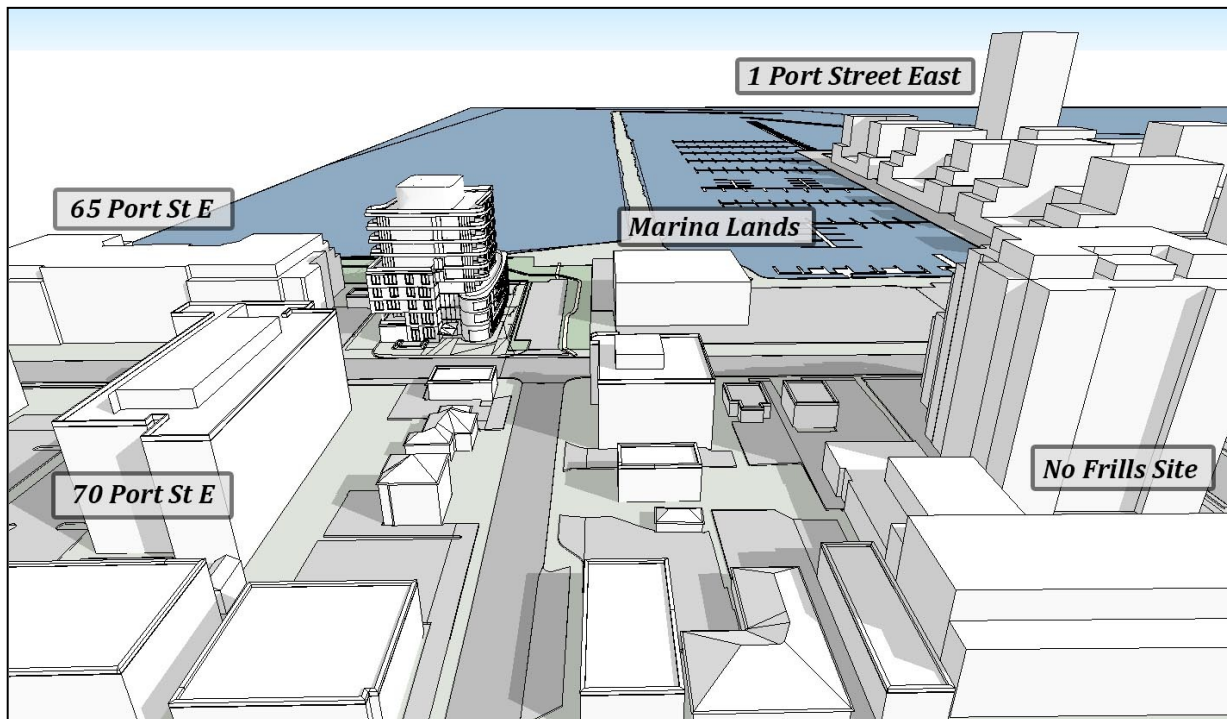
West Elevation

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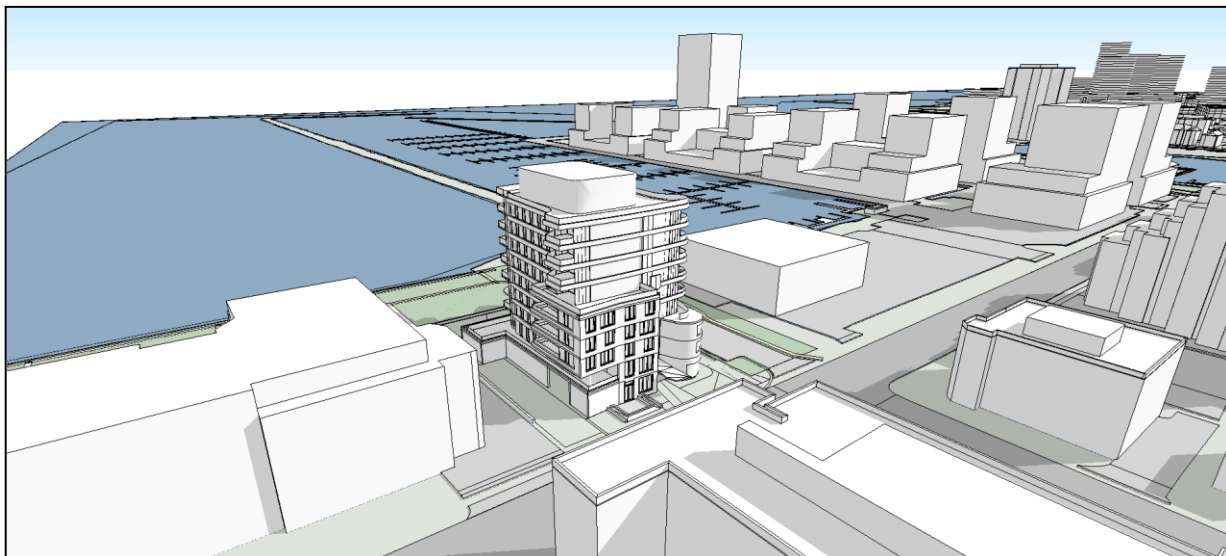
File: OZ 18/007 W1

3D Google Sketch Up Model Images

Below are renderings depicting the proposed 9 storey apartment building as a 3D model in Google Sketch Up. The model shows existing structures within the Port Credit Community Node, in addition to anticipated building masses and heights that have been articulated based on the approved Port Credit Local Area Plan Height Schedule.



View looking south towards Lake Ontario



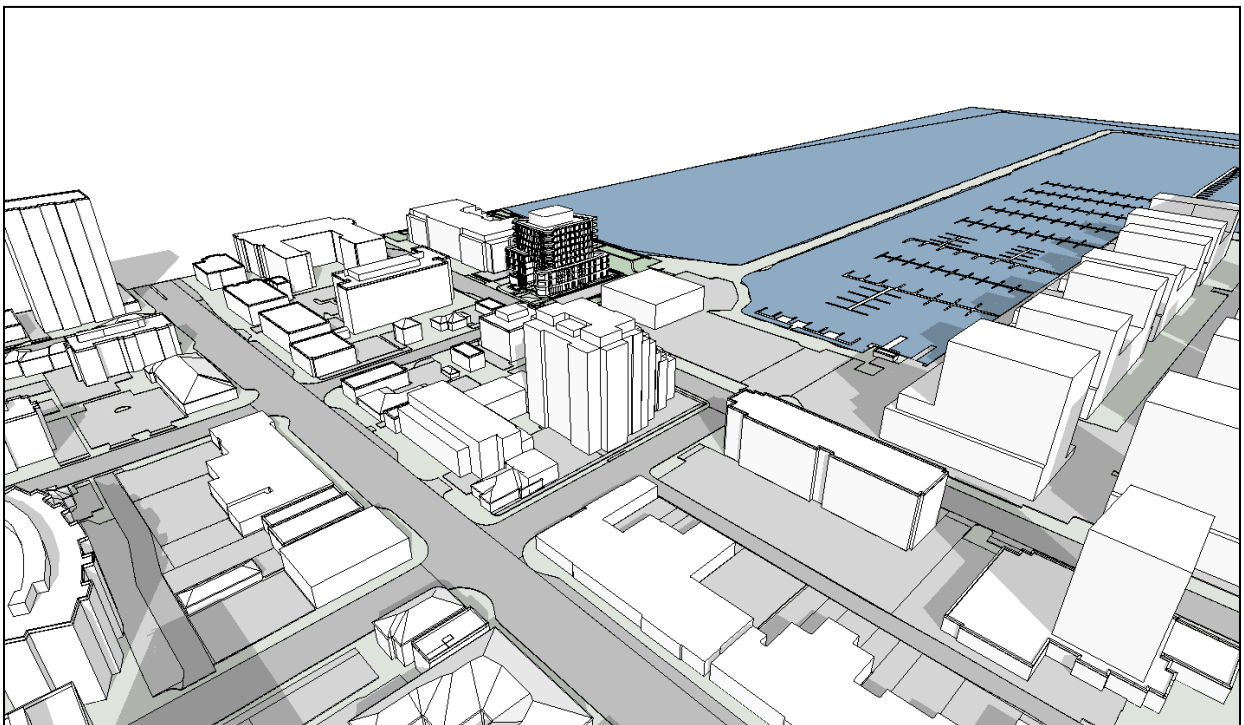
View looking south-west towards Lake Ontario

Brown Maple Investments Ltd.

File: OZ 18/007 W1



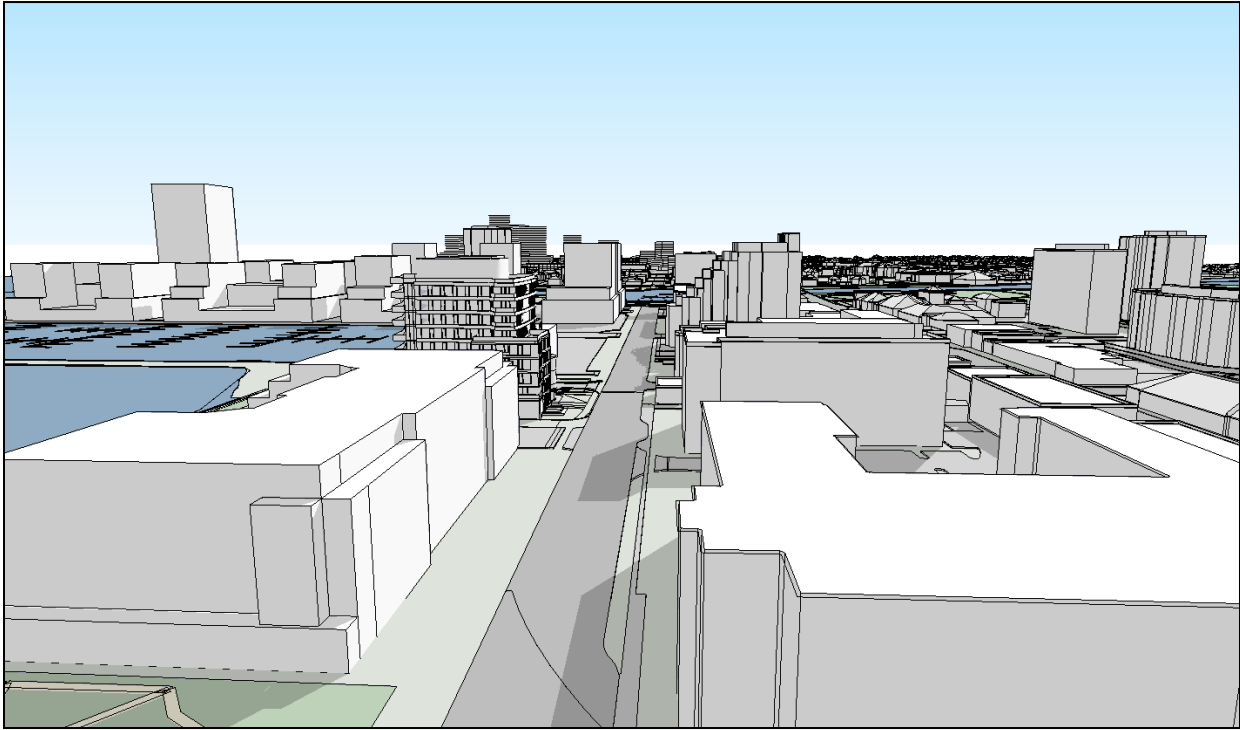
View looking north-west from Lake Ontario



View looking south-east, north of Lakeshore Road

Brown Maple Investments Ltd.

File: OZ 18/007 W1



View looking west on Port Street East



View looking east on Port Street East