



# MISSISSAUGA

## DECLARATION

Section 17 of the Planning Act

**Applicant:** City of Mississauga

**Municipality:** City of Mississauga

**Our File:** OPA 65

I, Diana Rusnov, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on July 5, 2017 when By-law Number 0134-2017, was enacted and that notice as required by Section 17 of the Planning Act was given on July 13, 2017.
2. That no appeal to the Ontario Municipal Board of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

This 2nd day of August, 2017.

Commissioner of Oaths

Sean Patrick Kenney, a Commissioner, etc.,  
Regional Municipality of Peel, for the  
Corporation of the City of Mississauga.  
Expires May 16, 2020.

Declarant



MISSISSAUGA

NOTICE OF PASSING AN OFFICIAL PLAN AMENDMENT
Subsection 17 or 21 of the Planning Act

File Number: OPA 65
Municipality: City of Mississauga
Subject Lands: South of Port Street East and east of the Credit River. The subject lands, municipally known as 1 Port Street East, are located in the Port Credit Character Area.
Date of Decision: July 5, 2017
Date of Notice: July 13, 2017
Last Date of Appeal: August 1, 2017

A decision was made on the date noted above to approve Official Plan Amendment Number 65 to the Mississauga Official Plan for the City of Mississauga as adopted by By-law 0134-2017.

Purpose and Effect of the Official Plan Amendment

The purpose of this amendment is to make changes to Mississauga Official Plan, primarily Special Site 8 of the Port Credit Local Plan. The land use designation of portions of the subject site are amended from Mixed Use and Greenlands to Public Open Space, and both the Long Term Road Network and Long Term Cycling Routes schedules will be amended. A copy of By-Law 0134-2017 adopting this Amendment is attached.

When and How to File An Appeal

Any appeal to the Ontario Municipal Board must be filed with the City of Mississauga no later than 20 days from the date of this notice as shown above as the last date of appeal.

The appeal should be sent to the attention of the City Clerk, at the address shown below and it must,

- (1) set out the specific part of the proposed official plan amendment to which the appeal applies.
(2) set out the reasons for the request for the appeal, and
(3) be accompanied by the fee prescribed under the Ontario Municipal Board Act in the amount of \$300.00 payable by certified cheque or money order to the Minister of Finance, Province of Ontario.
(4) be accompanied by an administration fee of \$150.00, payable by Certified Cheque to the Treasurer of City of Mississauga.

If you wish to appeal to the OMB a copy of an appeal form is available from the OMB website at www.omb.gov.ca

Who Can File an Appeal

Only individuals, corporations or public bodies may appeal a decision of the City of Mississauga to the Ontario Municipal Board. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be made in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the plan was adopted, the person or public body made oral submissions at a public meeting or written submissions to the Council of the City of Mississauga or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

When the Decision is Final

The proposed official plan amendment is exempt from approval by the Regional Municipality of Peel. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the last date of appeal noted above.

Getting Additional Information

Additional information about this amendment is available for public inspection during regular office hours at the City of Mississauga at the address noted below or from Shahada Khan of the City of Mississauga, Planning and Building Department at (905) 615-3200 X-5758.

Mailing Address for Filing a Notice of Appeal

City of Mississauga
Office of the City Clerk
300 City Centre Drive
MISSISSAUGA ON L5B 3C1

**Amendment No. 65**  
**to**  
**Mississauga Official Plan**

By-law No. 0134-2017

A by-law to Adopt Mississauga Official Plan Amendment No. 65

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 65, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding land use designation changes and to include other provisions on the subject lands within the Port Credit Local Area Plan of Mississauga Official Plan.

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 65 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 5<sup>th</sup> day of JULY, 2017.

Signed Boanie Crombie  
MAYOR

Signed Crystal Green  
CLERK

**Amendment No. 65**  
**to**  
**Mississauga Official Plan**

The following text and Maps "A" to "J" attached constitute Amendment No. 65.

Also attached but not constituting part of the Amendment are Appendices I, II and III.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated June 12, 2017 pertaining to this Amendment.

Appendix III is a copy of the Planning and Building Department Public Meeting report dated August 16, 2016 pertaining to this Amendment.

## PURPOSE

The purpose of this amendment is to make changes to Mississauga Official Plan, primarily Special Site 8 of the Port Credit Local Area Plan. The land use designation of portions of the subject site are amended from Mixed Use and Greenlands to Public Open Space, and both the Long Term Road Network and Long Term Cycling Routes schedules will be amended.

## LOCATION

The lands affected by this Amendment are located south of Port Street East and east of the Credit River. The subject lands, municipally known as 1 Port Street East, are located in the Port Credit Character Area, as identified in Mississauga Official Plan.

## BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Municipal Board.

The subject lands are designated Mixed Use which permits a range of uses including a marina, boat repair facilities, service, storage and ancillary uses, and prohibits drive-through facilities.

The subject lands have been identified as a strategic waterfront site. The City initiated the 1 Port Street East Comprehensive Master Plan (1CMP), which was approved by Council on June 8, 2016. This Master Plan comprises the City's vision for the site, and outlines a number of priorities for future development which includes a marina, parks and public access to the waterfront.

This amendment adds policies to implement the vision and recommendations of the 1CMP. New height limits, a future road network with required right-of-way widths and general site design are all part of the new policies. A requirement for a development master plan is included and will address matters including, but not limited to, proposed heights, location of proposed uses, development phasing, treatment of the public realm, parking, hazard mitigation, as well as, connectivity within the site and to the surrounding context.

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

1. The policies implement the land use framework that is outlined in 1CMP for the subject site, including protecting lands for a future marina and related uses and preserving views to Lake Ontario, while providing continuous public access to the waterfront.
2. The policies represent good planning as they include appropriate heights, mixed use policies, and a block structure that allows for transition between the new development and the surrounding community and compliments the urban waterfront context.

## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Table 8-4: Road Classification – Local Roads, Create a Multi-Modal City, of Mississauga Official Plan, is hereby amended by adding the following:

	Character Area	Street	Jurisdiction	R-O-W Range**
#	Port Credit Community Node	Port Street East From Stavebank Road to Helene Street	Mississauga	20-28 m
#	Port Credit Community Node	Stavebank Road South From Port Street East to approximately 15 m north of Lake Ontario	Mississauga	17 m

2. Section 11.2.6.1, Mixed Use, General Land Use, of Mississauga Official Plan, is hereby amended by adding the following use:

**o. makerspaces**

3. Chapter 20: Glossary, of Mississauga Official Plan, is hereby amended by adding the following:

MAKERSPACE refers to a facility used for producing or making custom-made goods in limited quantities. These spaces may include community or artisan workshops and places to incubate shared interests, particularly in computing or technology.

4. Section 10.2.4, Harbour Mixed Use Precinct, of the Port Credit Local Area Plan, is hereby amended by deleting the second sentence of the first paragraph and replacing it with the following:

Development will be at a lower overall scale than the Central Residential Precinct and will step down towards Lake Ontario, except for landmark sites identified in this Area Plan.

5. Section 10.2.4, Harbour Mixed Use Precinct, of the Port Credit Local Area Plan, is hereby amended by deleting the third paragraph.

6. Section 10.2.4, Harbour Mixed Use Precinct, of the Port Credit Local Area Plan, is hereby amended by adding the following policy:

10.2.4.5 The lands located south of Port Street East and east of the Credit River will be redeveloped in a manner that recognizes the site’s rich marine history and waterfront location. It is envisioned to be a mid-rise, mixed use area with residential, office, retail and recreational uses that will animate and activate the site throughout the day and year. The site will be a city-wide and regional destination that offers recreational and leisure activities with public access and views to the waterfront. A key attraction will be a marina, marina-related facilities and waterfront parks. At the water’s edge a building that exemplifies high design and draws people to the water is envisioned. The site will feature high quality design and prioritize pedestrians and cyclists. Innovative sustainable design and green building technologies will be showcased and the site’s natural and cultural heritage resources will be protected and enhanced.

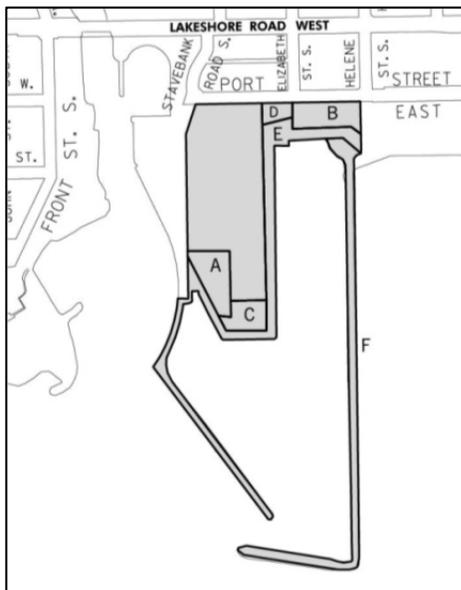
The site should achieve the following:

- a. is woven into the fabric of Port Credit and the city;
- b. supports the overall vision of Port Credit as an evolving waterfront village;
- c. celebrates the site's urban waterfront context;
- d. provides for a mix of uses including, residential, office, retail, indoor and outdoor markets, and **makerspaces**;
- e. links the marine and cultural history of the site together; and
- f. draws people to the water's edge to live, work, make, learn, shop and play.

The *Inspiration Port Credit 1 Port Street East Comprehensive Master Plan* was undertaken for these lands, which included extensive public consultation. This master plan is the basis of the policies for this area and informs how these policies can be achieved.

7. Section 13.1, Special Sites, Port Credit Local Area Plan of Mississauga Official Plan, is hereby amended by deleting and replacing Section 13.1.8, Site 8 map and policies with the following:

#### 13.1.8 Site 8



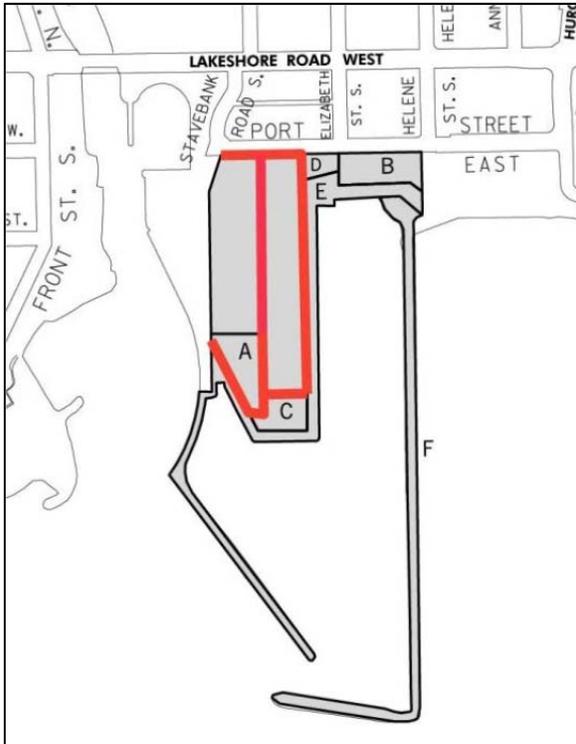
13.1.8.1 The lands identified as Special Site 8 are located south of Port Street East and east of the Credit River.

#### 13.1.8.2 General Policies

13.1.8.2.1 Affordable housing will be provided in accordance with the City of Mississauga's housing policies.

13.1.8.2.2 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.

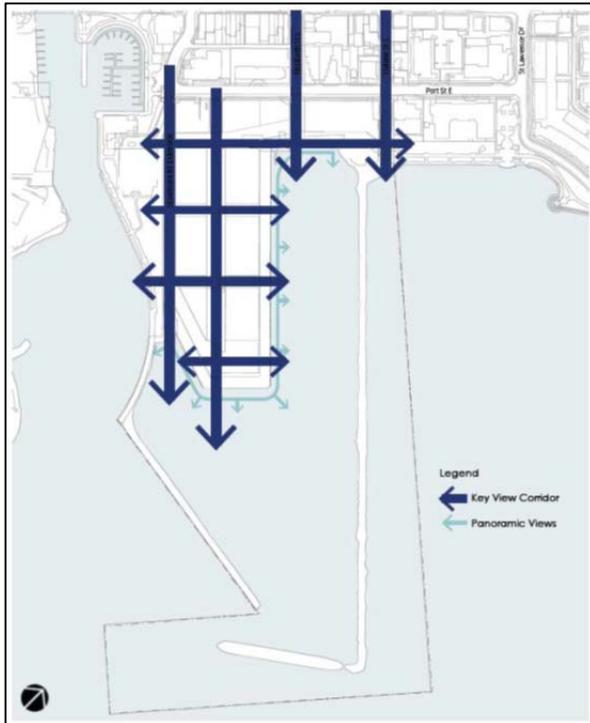
13.1.8.2.3 Ground floor uses should include retail, **makerspace**, service commercial and cultural uses for the purpose of establishing areas of focus for residents and visitors, as shown on Map 1: Ground Floor Activation.



Map 1: Ground Floor Activation

13.1.8.2.4 A minimum total office gross floor area of 6,000 m<sup>2</sup> will be required and will be developed concurrently with residential uses.

13.1.8.2.5 The Public Open Space network and the road system will be designed to create view **corridors** to Lake Ontario and the shoreline throughout and through the site, including broader panoramic views at the water's edge, as generally shown on Map 2.



Map 2: View *Corridors*

### Area A

13.1.8.2.6 A landmark building will be required that is a focal point, demonstrates visual interest, a high standard of architectural design and draws people to the waterfront.

13.1.8.2.7 Area A as well as the surrounding roads and public realm will be a showpiece of design excellence and innovation.

13.1.8.2.8 The building and/or the site should include an attraction that draws people to the site (e.g. public art, observation deck, cultural facility).

### Area B

13.1.8.2.9 Notwithstanding the policies of this Plan, only a marina facility and the following accessory uses will be permitted:

- a. marina-related facilities including retail, boat repair facilities and ancillary equipment; and
- b. on-site boat storage.

13.1.8.2.10 Retail uses and ***makerspaces*** may be permitted as a second phase to the marina development provided they are subordinate to and complement the marina use. These additional uses will not adversely impact the marina operations and will only be permitted provided sufficient parking requirements are met.

## Areas C, D, E and F

13.1.8.2.11 Area C will be a park that provides panoramic views of Lake Ontario and the Credit River. The park will be the full width of the pier and have a minimum area of 0.3 ha not including public and private roads.

13.1.8.2.12 The park to be located in Area D will have a minimum area of 0.13 ha and have street frontages on Port Street East and future roads C and E (as shown on Map 3). The largest frontage will be on Port Street East.

13.1.8.2.13 A waterfront promenade will be located in Area E and will:

- a. have a minimum width of approximately 15 metres;
- b. include a broad, hard-surfaced pedestrian zone, complete with lighting, benches, trees and other amenities;
- c. connect JJ Plaus Park to St. Lawrence Park;
- d. connect with all existing pathways and future sidewalks that it is adjacent to; and
- e. be designed to be compatible with the water's edge and adjacent development and to accommodate pedestrians, cyclists, emergency service access and service vehicles.

13.1.8.2.14 Area F is an engineered structure designed to protect the marina basin and is not currently in a form that would permit public use. Opportunities for lake fill should be considered to integrate this area into the public open space network to improve public waterfront access and provide for trails and lookouts along the water.

13.1.8.2.15 The following additional uses are permitted within Areas E and F:

- a. marina-related facilities, including floating docks and boat slips, a fuel dock and pump-out station, boat repair facilities and ancillary equipment; and
- b. on-site boat storage.

### 13.1.8.3 Urban Design

13.1.8.3.1 Parking facilities located above grade and adjacent to the road system will be screened by "liner" buildings incorporating a mix of uses between the parking structure and the road.

13.1.8.3.2 An arcade or building element that is a minimum of four storeys above grade may be considered over Road B immediately south of Port Street East provided that view **corridors** to Lake Ontario are achieved.

13.1.8.3.3 **Tall buildings** will have a podium of four stories.





Figure 28: All roads will be intended to prioritize pedestrians and cyclists. Roads B will be designed to reduce the speed of vehicular movement and with a focus on the pedestrian and cycling network. This will be achieved through design elements such as surface treatments, materials, textures, lighting and the use of minimum radii and lane widths, together with features which introduce visual interest and reduce risk by promoting awareness amongst pedestrians, cyclists and drivers.

13.1.8.4.4 The City may consider alternative road design standards to achieve community design objectives.

13.1.8.4.5 The portion of the Primary Off-Road Route as shown on Schedule 7: Long Term Cycling Routes, to be located in Area E will allow for cyclists within a predominately pedestrian environment.

#### **13.1.8.5 Environment**

13.1.8.5.1 The development of a district energy system will be encouraged in the area or on the site. Where a district energy system is not provided, developments are encouraged to include on-site **renewable** or alternative **energy** systems.

13.1.8.5.2 The City, in partnership with the appropriate conservation authority, other agencies having jurisdiction and the property owner may explore the feasibility of lake fill opportunities to enhance the quality of the shoreline, connect natural heritage systems and achieve associated habitat improvements. This will be done with consideration of the ecological context of the site and watershed management area.

#### **13.1.8.6 Implementation**

13.1.8.6.1 Through a marina redevelopment and financing strategy, a marina action plan will be prepared to the City's satisfaction that will identify matters such as:

- a. the mix of marina and marina-related uses;
- b. the location of buildings;
- c. building heights;
- d. parking and boat storage facilities; and
- e. the layout for the marina docks slips, facilities and associated amenities.

13.1.8.6.2 A development master plan will be required to address matters including, but not limited to, the following:

- a. the height, scale and location of proposed uses;
- b. the phasing of development, specifically:
  - marina and marina-related facilities
  - physical serving infrastructure (e.g. roads, water, wastewater)
  - community infrastructure
  - office and other non-residential development
  - residential development
- c. how the envisioned population and employment will be achieved;
- d. the size, amount and location of non-residential uses at-grade and within buildings;
- e. the size and location of community infrastructure (e.g. parks);
- f. final road alignment;
- g. the location and number of parking spaces;
- h. a functional review of servicing and truck operations on the street network and access to underground parking;
- i. environmental requirements (e.g. remediation of site contamination, green development standards, **renewable** and alternative **energy** components and sustainable infrastructure);
- j. transition and connectivity within the site and to the surrounding context;
- k. provision of public access and protection of views to Lake Ontario;
- l. treatment of the public realm (e.g. the pedestrian and cycling network, roads and **streetscape**);
- m. provision and location of public art;
- n. engineering and design requirements to integrate the eastern breakwater (Area F) into the public open space network; and
- o. hazard mitigation measures and shoreline protection works, delineation of the **Natural Hazard Lands** and associated setback.

13.1.8.6.3 In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the *Planning Act* will be required. The base value from which increased height and/or density will be calculated will reflect zoning by-law permissions in effect as of January 1, 2017.

13.1.8.6.4 In order to ensure the proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will generally determine the detailed alignment of municipal roads, the location of parkland and conditions respecting development phasing.

13.1.8.6.5 In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement. The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front end agreement, the City may utilize area specific development charge by-laws enacted pursuant to the *Development Charges Act, 1998*, as amended.

8. Section 14.4, Implementation, of the Port Credit Local Area Plan, is hereby deleted and replaced with the following:

Prior to development, a development master plan for the former refinery will be prepared to the City's satisfaction.

9. Map 14-7: Port Credit Community Node Character Area, of Mississauga Official Plan, is hereby amended by removing the dock slips at the southern portion of the site municipally known as 1 Port Street East from the Community Node boundary as shown on Map A.
10. Schedule 1, Urban System, of Mississauga Official Plan, is hereby amended by adding lands to the Green System, as shown on Map B.
11. Schedule 1a, Urban System – Green System, of Mississauga Official Plan, is hereby amended by adding lands to the Green System, as shown on Map C.
12. Schedule 4, Parks and Open Spaces, of Mississauga Official Plan, is hereby amended by adding lands to the Public and Private Open Spaces, as shown on Map D.
13. Schedule 5, Long Term Road Network, of Mississauga Official Plan, is hereby amended by adding a Future Minor Collector, as shown on Map E.
14. Schedule 7, Long Term Cycling Routes, of Mississauga Official Plan, is hereby amended by adding Primary Off-Road Routes and Primary On-Road /Boulevard Routes, as shown on Map F.
15. Schedule 10, Land Use Designation, of Mississauga Official Plan, is hereby amended by changing the land use designation of a portion of the subject lands from Mixed Use and Greenlands designations to Public Open Space, as shown on Map G.
16. Schedule 1, Port Credit Character Areas and Precincts, of the Port Credit Local Area Plan, is hereby amended by removing the dock slips at the southern portion of the site municipally known as 1 Port Street East from the Community Node boundary as shown on Map H.
17. Schedule 2B, Port Credit Community Node Height Limits, of the Port Credit Local Area Plan, is hereby amended by adding the height limits to the subject lands, as shown on Map I.
18. Schedule 3, Port Credit Drive Through Prohibitions, of the Port Credit Local Area Plan, is hereby amended by removing the Mixed Use Designation from a portion of the subject lands, as shown on Map J.

## IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

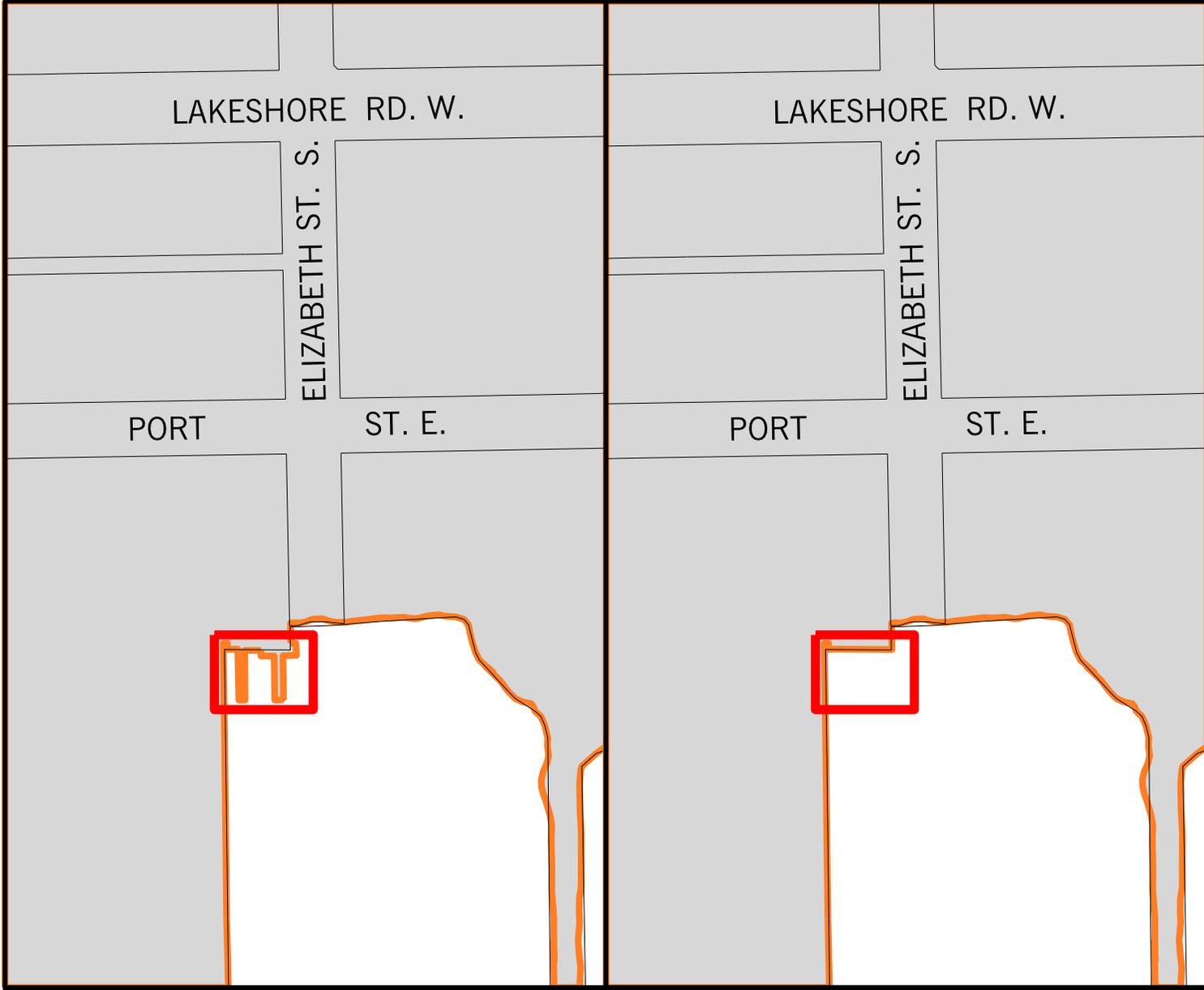
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated March 13, 2017.

## INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

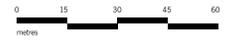
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### LEGEND

 Community Node Character Area Boundary

 AREA OF AMENDMENT



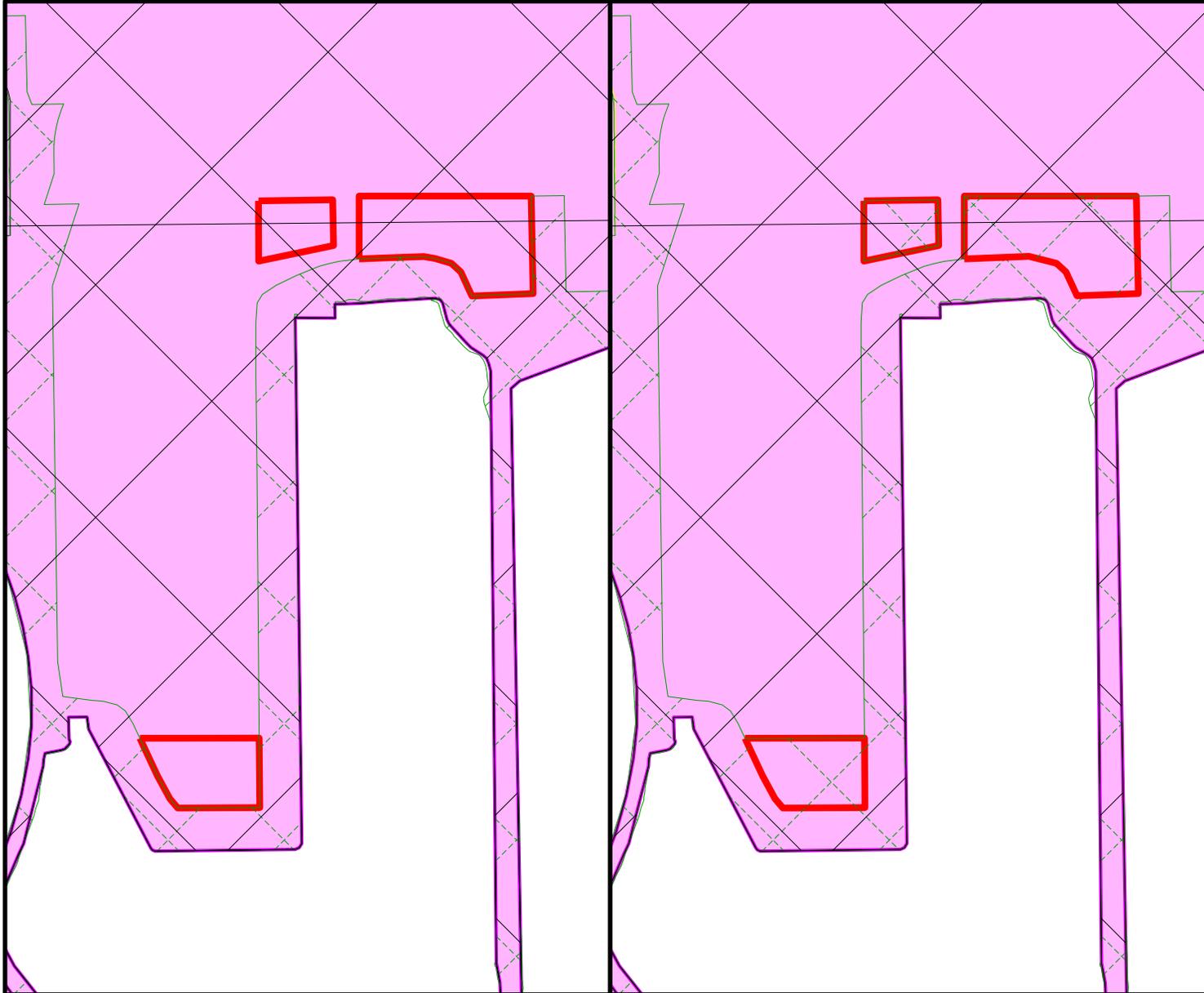
### MAP 'A'

Port Credit Community Node Character Area of Mississauga Official Plan



EXISTING

AMENDED



EXISTING

AMENDED

### LEGEND

#### GREEN SYSTEM

 Green System

#### CITY STRUCTURE

 Downtown

 Major Node

 Community Node

 Neighbourhood

 Corporate Centre

 Employment Area

 Special Purpose Area

#### CORRIDORS

 Corridor

 Intensification Corridor

 AREA OF AMENDMENT

#### Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'B'  
Part of  
Schedule 1-Urban System  
of Mississauga Official Plan



LAKESHORE ROAD WEST

LAKESHORE ROAD WEST

LEGEND:

 AREA OF AMENDMENT

Note:  
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'C'  
Part of Schedule 1a  
Urban System - Green System  
of Mississauga Official Plan



EXISTING

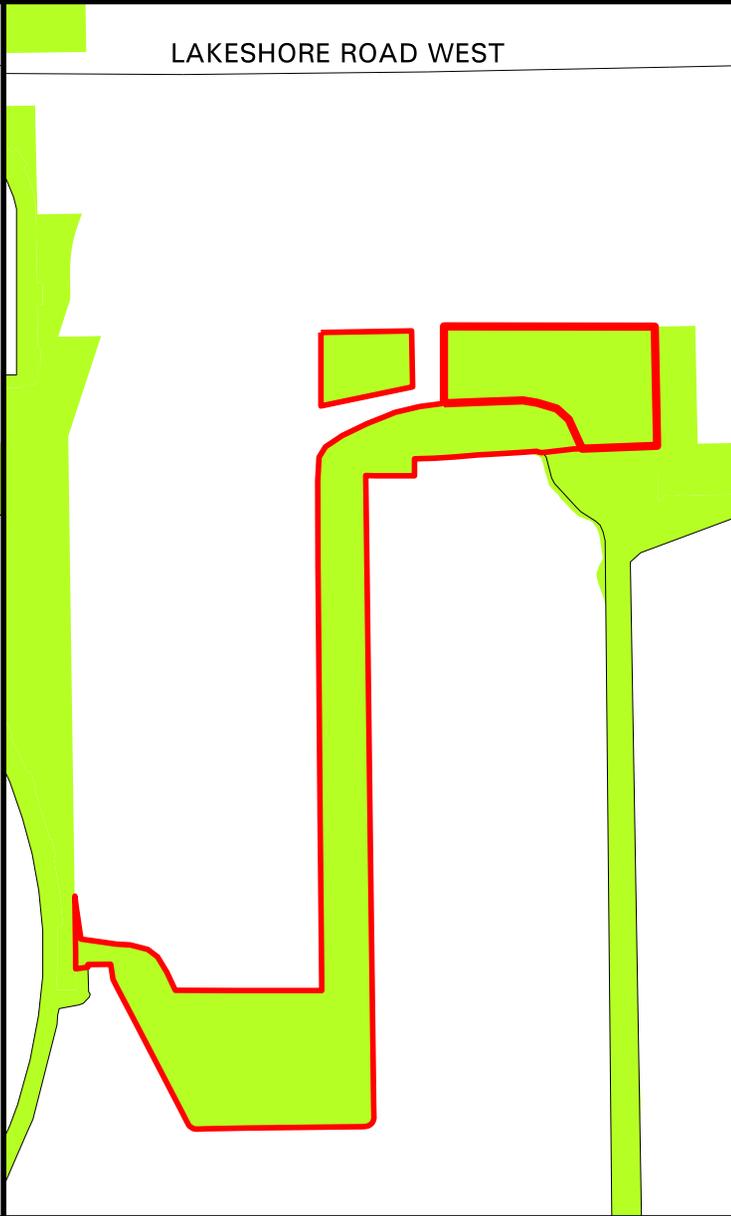
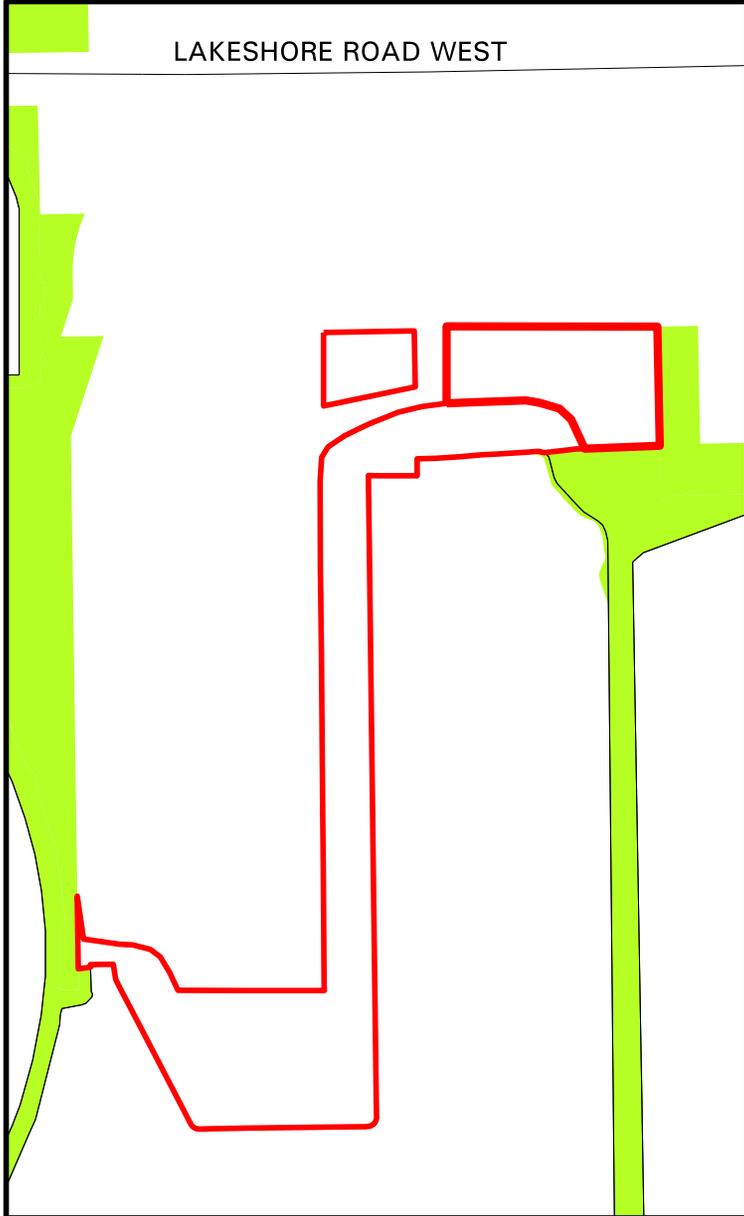
AMENDED

LAKESHORE ROAD WEST

LAKESHORE ROAD WEST

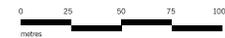
LEGEND

-  Public and Private Open Spaces
-  Parkway Belt West
-  Educational Facilities
-  Utilities
-  AREA OF AMENDMENT



Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenbelt as shown on Schedule 10.



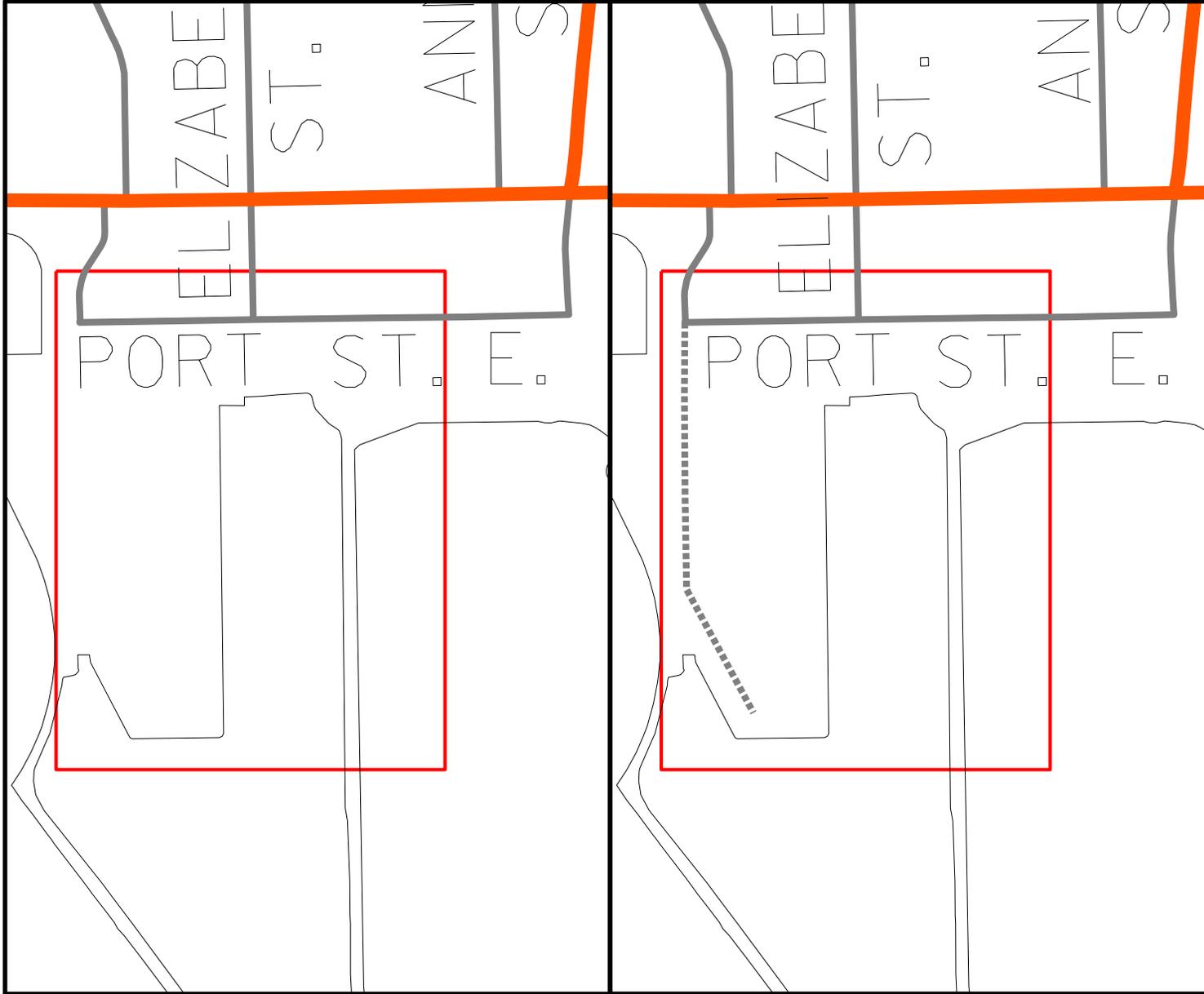
MAP 'D'

Part of Schedule 4  
Parks and Open Spaces  
of Mississauga Official Plan



EXISTING

AMENDED



EXISTING

AMENDED

### LEGEND

-  Provincial Highway and Interchange
-  Regional Arterial
-  Arterial
-  Future Arterial (conceptual)
-  Major Collector
-  Future Major Collector (conceptual)
-  Major Collector (Scenic Route)
-  Regional Major Collector (Scenic Route)
-  Minor Collector
-  Future Minor Collector
-  Minor Collector (Scenic Route)
-  Future Road Link to be added.

Notes:

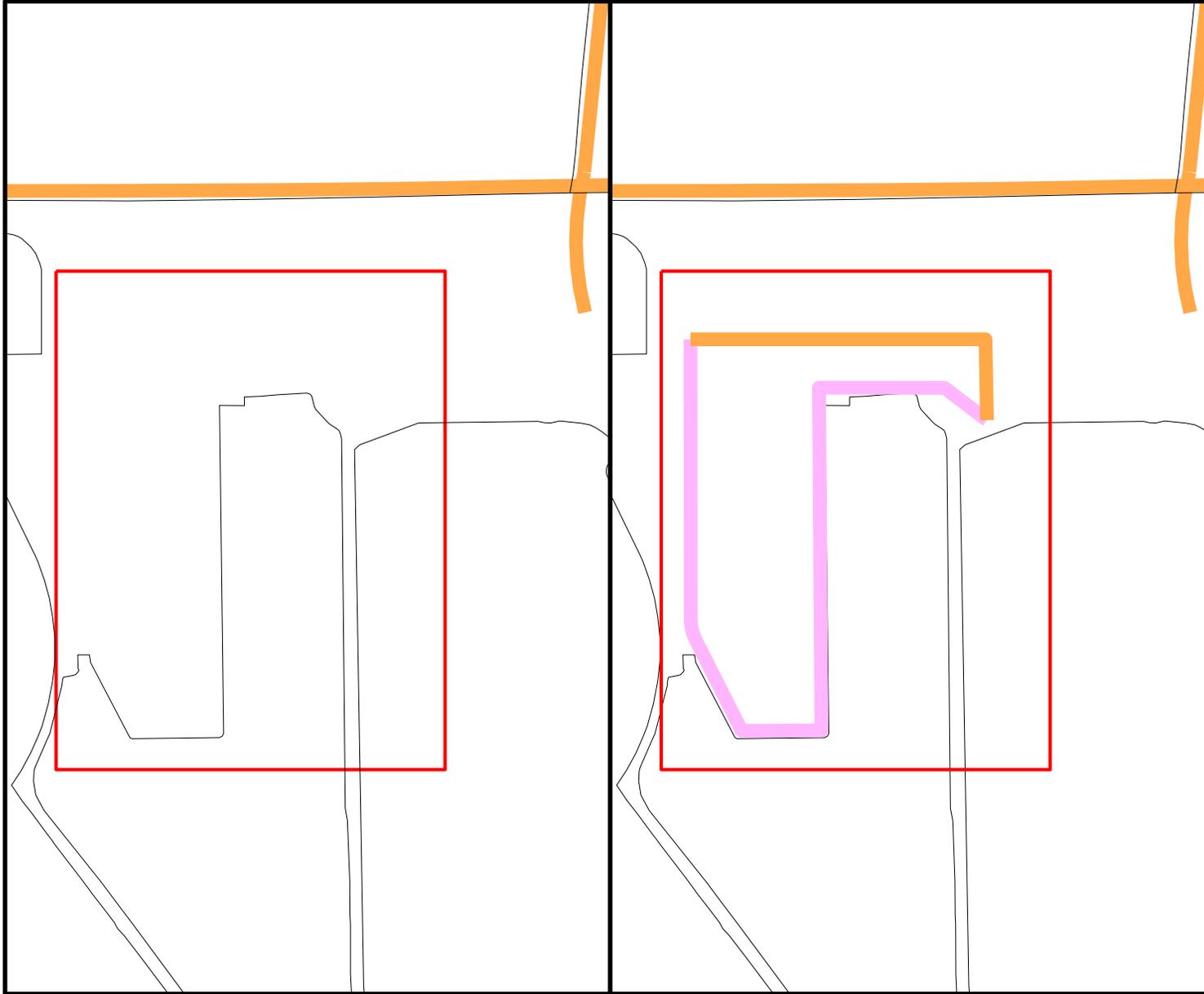
1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Base map information (e.g. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

 AREA OF AMENDMENT



**MAP 'E'**  
 Part of Schedule 5  
 Long Term Road Network  
 of Mississauga Official Plan



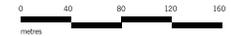


### LEGEND

-  Primary Off-Road Routes
-  Primary On-Road / Boulevard Routes
-  Primary On-Road / Boulevard Routes (Regional)
-  Crossings
-  Connections to Adjacent Municipalities
-  AREA OF AMENDMENT

#### Notes:

1. Off-Road routes will be outside of the road right-of-way.
2. Primary On-Road / Boulevard Routes will be within the road right-of-way.
3. Primary On-Road / Boulevard Routes (Regional) are shown for information purposes only and are subject to further review by the Region of Peel.
4. Type of cycling facility and exact location to be determined through detailed study.
5. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
6. For Secondary Routes and further information refer to the Cycling Master Plan.



**MAP 'F'**  
**Part of Schedule 7**  
**Long Term Cycling Routes**  
**of Mississauga Official Plan**



**EXISTING**

**AMENDED**



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

AREA OF AMENDMENT

FROM:  
 MIXED USE  
 GREENLANDS

TO:  
 PUBLIC OPEN SPACE

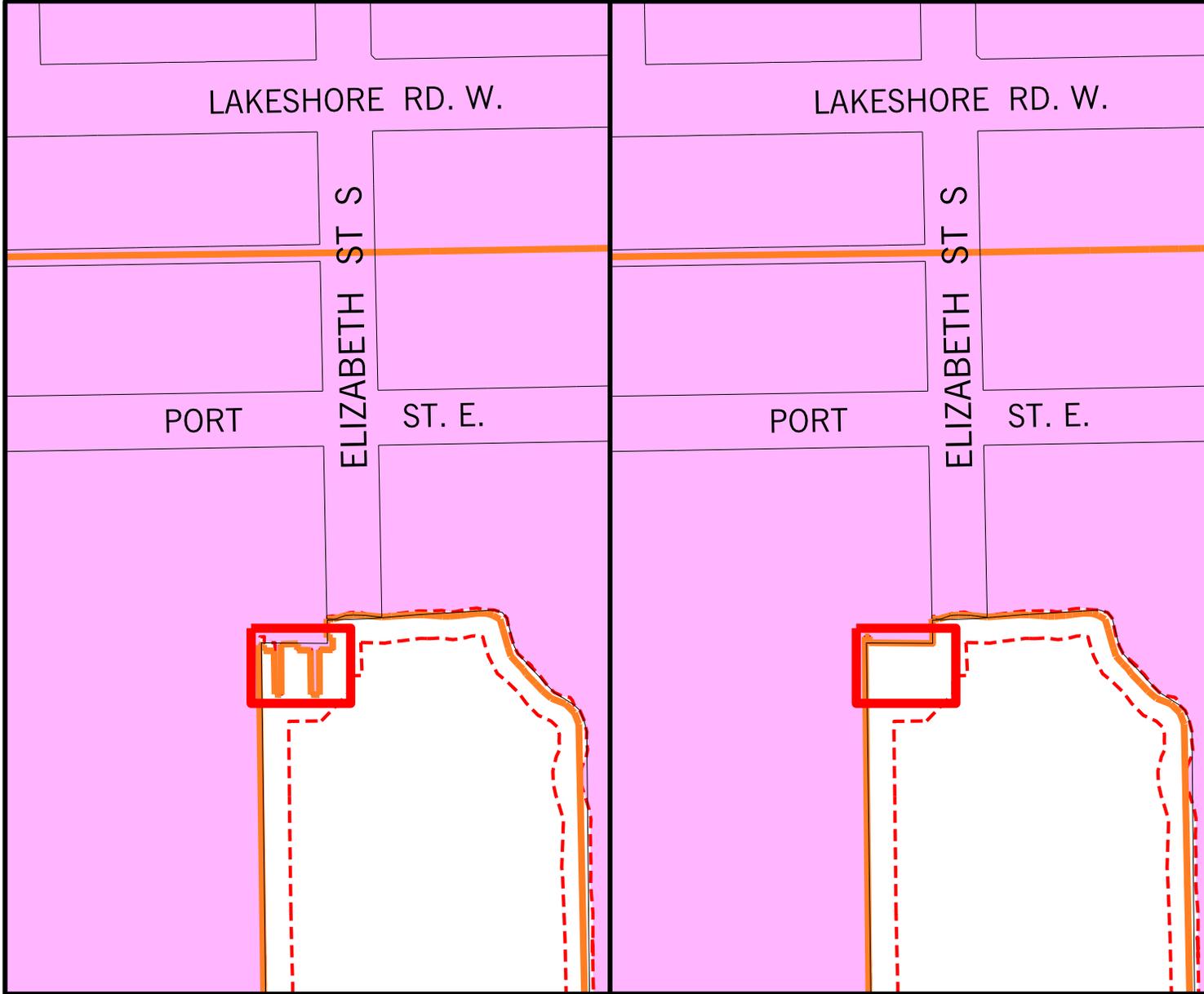


**MAP 'G'**  
 Part of Schedule 10  
 Land Use Designations  
 of Mississauga Official Plan



EXISTING

AMENDED



### LEGEND

-  Community Node Character Area
-  Node Boundary
-  Precinct Boundary
-  AREA OF AMENDMENT



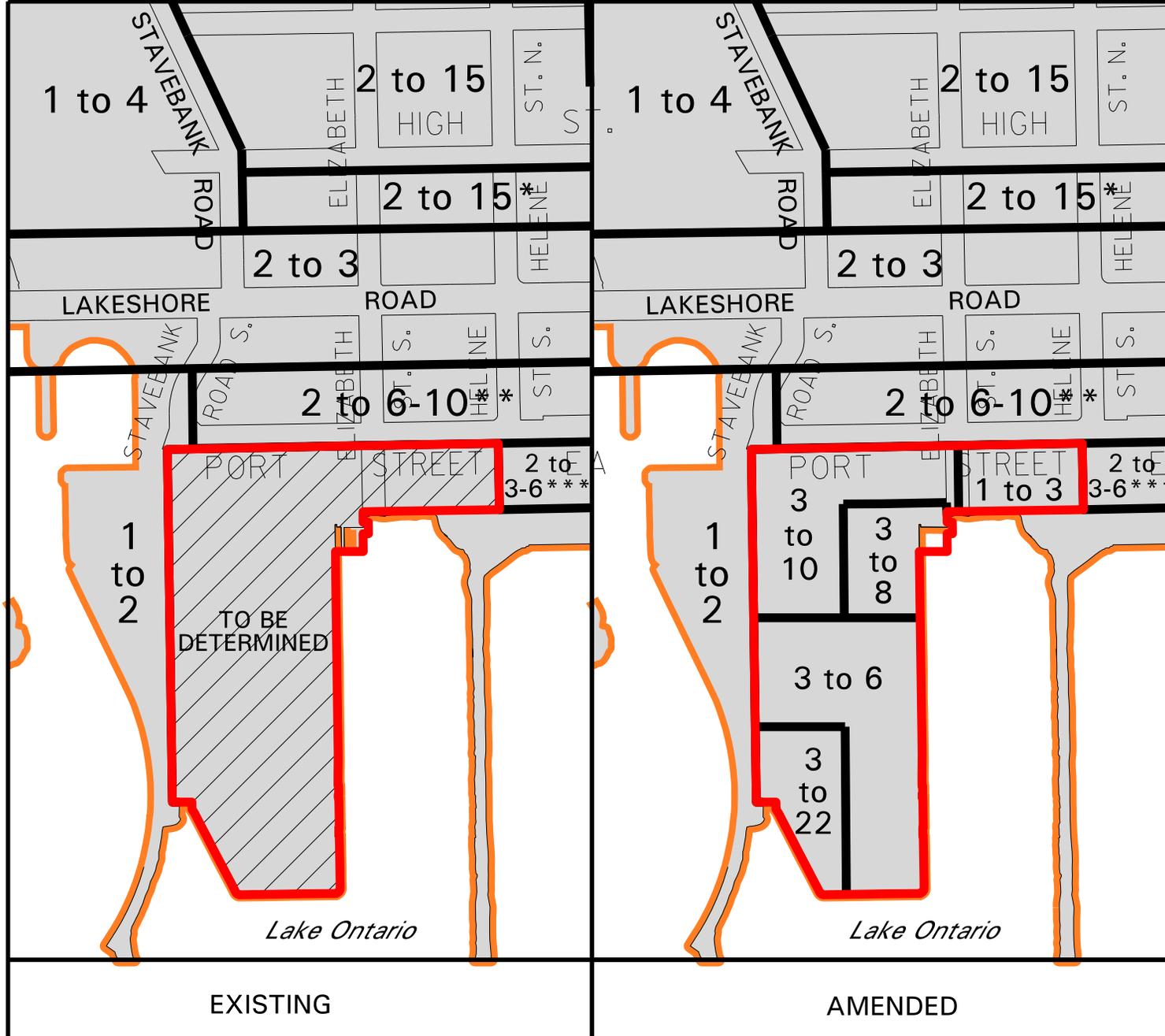
### MAP 'H'

Port Credit Character Areas and Precincts  
 Port Credit Local Area Plan  
 of Mississauga Official Plan



EXISTING

AMENDED



**LEGEND**

-  Node Boundary
- \* Buildings will include appropriate transition to Lakeshore Road East - Mainstreet Precinct.
- \*\* Buildings will stepdown to a maximum of 6 storeys along Port Street East.
- \*\*\* Buildings will step down to a maximum of 3 storeys along Lake Ontario.
-  Subject to Special Site policies that require studies to determine appropriate development including building heights.
-  AREA OF AMENDMENT

**Notes:**

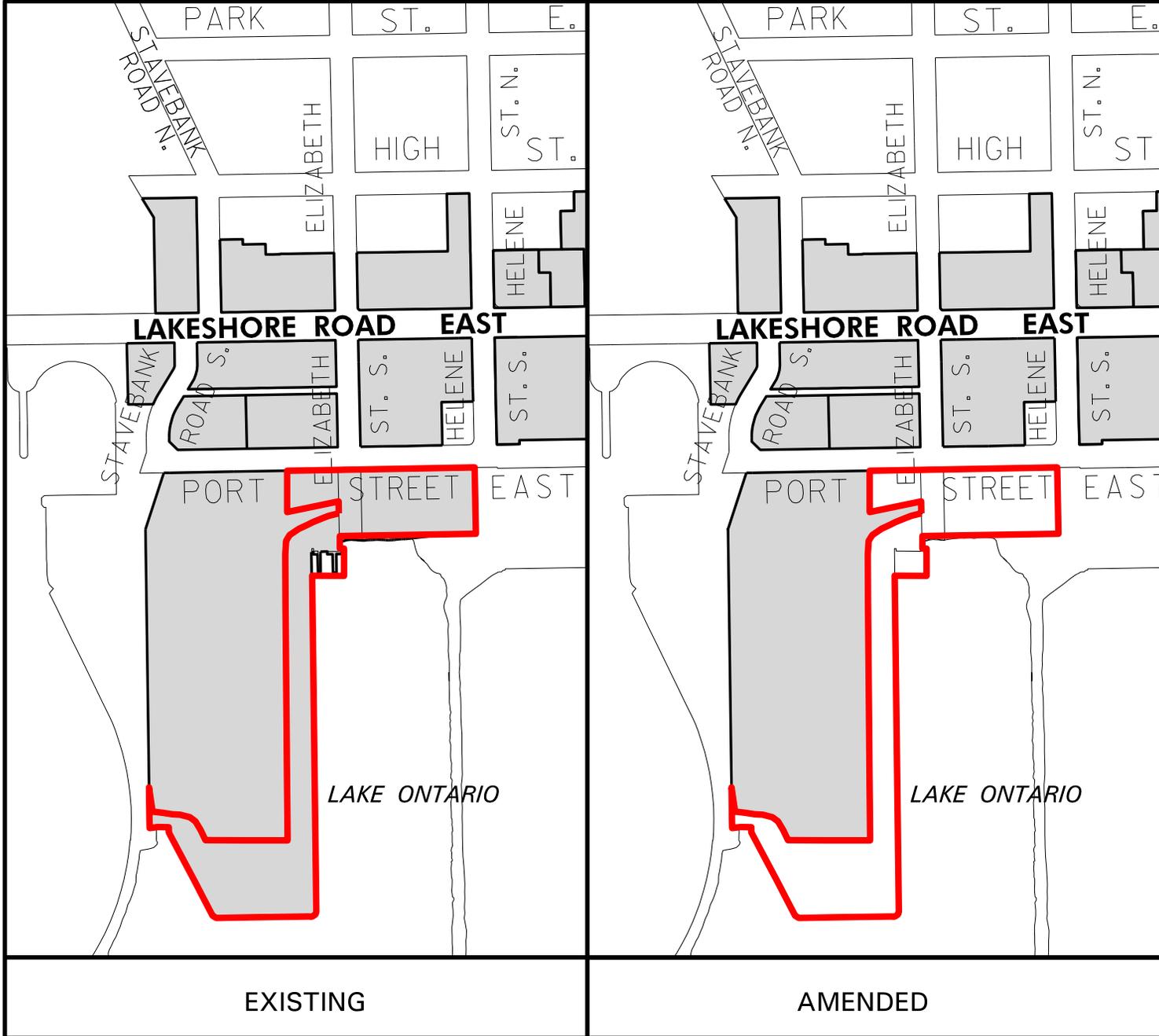
- Height limits represent the minimum and maximum number of storeys permitted.
- Existing buildings that exceed height limits are permitted.
- Building heights, as measured in metres, are regulated through the zoning by-law. As a general guide to converting storeys to metres for new high density residential development, a height of 3.1 metres may be used. Typically there may be a modest increase in height for lobby areas and/or commercial space.



**MAP 'I'**

Part of Schedule 2B  
 Port Credit Community Node Height Limits  
 Port Credit Local Area Plan  
 of Mississauga Official Plan





**LEGEND**

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



**MAP 'J'**  
 Part of Schedule 3  
 Port Credit Drive-Through Prohibitions  
 Port Credit Local Area Plan  
 of Mississauga Official Plan



EXISTING

AMENDED

**APPENDIX I**  
**PUBLIC MEETING**

A newspaper ad was published in the Mississauga News to invite members of the public and interested stakeholders to a Public Meeting of the Planning and Development Committee held on September 6th, 2016 in connection to this proposed Amendment.

At the public meeting, four members of the public made oral submissions and, subsequently, a number of written correspondences were received.

The primary concerns expressed by area residents were protecting lands for a future marina and requests for additional open space dedication on the site with public access to the waterfront. Other expressed concerns related to policies for a future road system, parking under public or private roads, appropriateness of building heights and density and prescriptive implementation policies that could limit feasibility of future development.

Public comments have been reviewed and changes have been made to the amendment to provide greater clarity, reduce repetition and allow for innovation and flexibility. The policies protect for a future marina, require significant public activities and public access to the waterfront. A development master plan is required to address site details.

The comments have been addressed in the Planning and Building Report dated June 12, 2017, attached to this Amendment as Appendix II.

City of Mississauga  
**Corporate Report**



Date: 2017/05/19

To: Chair and Members of Planning and Development Committee

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

Originator's files:  
 CD.21.POR

Meeting date:

June 12, 2017

## Subject

**REPORT ON COMMENTS (WARD 1)**

**1 Port Street East Official Plan Amendment**

**File: CD.21.POR**

## Recommendation

That the amendments to Mississauga Official Plan proposed in the report titled "1 Port Street East Official Plan Amendment", dated May 19, 2017, from the Commissioner of Planning and Building, be approved

## Report Highlights

- The site at 1 Port Street East is of strategic importance to the City in ensuring a continuous waterfront with public access
- A marina business case and master plan have been developed for the subject site
- A public meeting was held to consider public comments on the draft 1 Port Street East official plan amendment. The official plan amendment is one element of the regulatory requirement in establishing land permissions at 1 Port Street East. Other City initiatives are under way to determine options for a future marina
- The comments received focus around six main themes: land for a marina use, open space and mixed use designations, road system, building heights and density, innovation and sustainable infrastructure and implementation

## Background

Large, undeveloped sites in Mississauga require a planning process to determine future development, and when they are of significant city building importance require City oversight and input. The waterfront sites are of particular importance to the City. An overarching principle

of the Strategic Plan is to ensure that the waterfront creates appropriate linkages and access for the public.

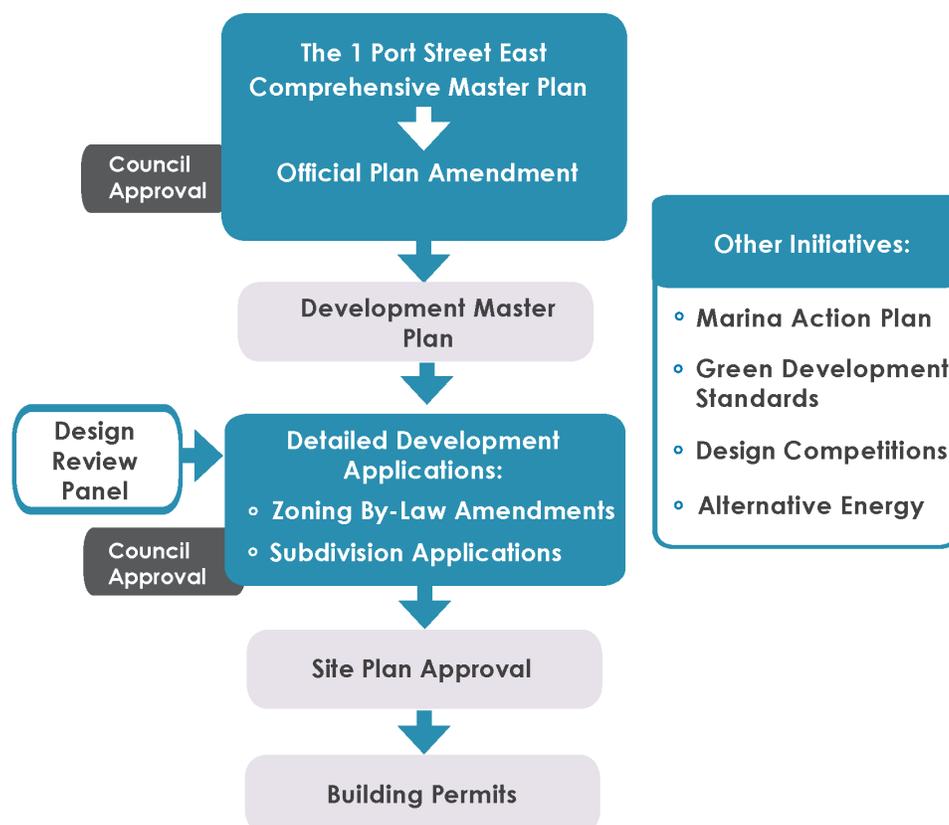
It had been anticipated that the lands located at 1 Port Street East would redevelop and due to the significance of the lands the City had an interest in informing and influencing the vision for this site within the broader context of Mississauga's waterfront.

Inspiration Port Credit (IPC) was initiated by the City to engage the community in developing a vision for lands within Port Credit including the lands municipally known as 1 Port Street East. This site is owned by Canada Lands Company (CLC) and currently operates as the Port Credit Harbour Marina (PCHM). The marina operator has a lease agreement in place until 2023. As background pieces to developing a land use policy framework for future development at this site, a marina business case and master plan were developed.

A marina business case, presented to Planning and Development Committee on February 3, 2016, established a strategic approach for maintaining a marina at 1 Port Street East. The business case provided input into the City's master plan for the site, the land use policy framework, and informs the implementation plan for the redevelopment and operation of a future marina on the site. The business case established that a future marina at the subject site is of economic, recreational, and cultural heritage significance to Port Credit and the City as a whole. The analysis indicated that the best option for a marina would require some municipal involvement through ownership and/or operation.

The 1 Port Street East Comprehensive Master Plan (1CMP), initiated by the City, was approved by Council on June 8, 2016 and articulates the vision intended for the site. The 1CMP outlines a number of priorities for the site which includes a future marina and public access to the waterfront. CLC has been working cooperatively with the City throughout the 1CMP exercise and land negotiation process to support the development of a marina.

The official plan amendment is one of the many initiatives needed to implement the development vision outlined in the 1CMP. Below is a graphic that shows a number of the regulated processes and other City initiatives required before development at 1 Port Street East can occur.



A public meeting was held on September 6, 2016 to allow the public and interested stakeholders the opportunity to provide comments on the draft 1 Port Street East Official Plan Amendment (OPA).<sup>1</sup>

Written comments (Appendix 1) were submitted by the following:

- Credit Valley Conservation
- Brown Maple Investments Ltd.
- Canada Lands Company
- Centre City Capital Limited
- Bristol Marine Ltd.
- 70 Port St. Residents
- Bell Canada
- Peel District School Board
- Town of Port Credit Association (TOPCA)

<sup>1</sup>The public meeting report can be found at:

[https://www7.mississauga.ca/documents/committees/pdc/2016/09\\_06\\_16\\_-\\_PDC\\_Agenda.pdf](https://www7.mississauga.ca/documents/committees/pdc/2016/09_06_16_-_PDC_Agenda.pdf) (Item 4.4)

Deputations (Appendix 2) at the public meeting were made by the following:

- Dorothy Tomiuk on behalf of TOPCA
- Pat Sturgeon, tenant of the Marina
- Lori Ebos, resident
- Grant Fisher, Chair, Credit Reserve Association

The purpose of this report is to present the changes made to the OPA based on feedback received.

## Comments

Following the public meeting, staff reviewed and considered the input received. Dialogue with stakeholder groups, agencies and internal departments was undertaken to build consensus on the revised policies. Because of the strategic importance of the site the process to update land use policies was expedited. The draft OPA has been revised to respond to comments submitted and the final proposed official plan amendment (OPA) for 1 Port Street East is attached as Appendix 3.

A number of comments received by various stakeholders have been grouped around five main themes. Detailed comments and responses can be found in the table attached as Appendix 4.

### 1. Land for a Marina Use

Comments focused on protecting lands for a future marina and related facilities, which has been address through land use permissions. Details on transition of the existing marina will be addressed through the Marina Action Plan and development master plan<sup>2</sup>.

### 2. Open Space and Mixed Use Designations

Residents requested that more open space be dedicated on the site with public access to the waterfront. The mixed use designation on the site was supported, as residents want to ensure that the site does not only accommodate residential uses. The open space reflects what was identified in the 1CMP and the specific size and location will be determined as part of the development master plan. Retail and office uses are required to ensure an appropriate mix of uses.

### 3. Road System

Comments were received pertaining to parking under a public road and road design. A map showing the future road network and associated road right-of-way requirements has

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<sup>2</sup> Mississauga Official Plan allows for a development master plan to be requested as part of a complete application and sets out what the development master plan must address.

been added. In order to allow for the development of the site with parking under roads a policy regarding conditions for private roads was added.

#### 4. Building Heights and Density/Impact on Adjacent Properties

The building heights for the site were questioned – some thought the heights were too high, while others suggested that perhaps the heights should be higher to maximize future development opportunities. No changes have been made to the height requirements. The building heights have been established to protect views to the lake and are consistent with the height permissions and consistent with the 1CMP.

#### 5. Implementation

Feedback on the proposed policies was that they were overly prescriptive, especially those policies concerning phasing, location and amount of uses. Continued involvement in the development process was strongly advocated for by TOPCA.

The policies of the OPA are intended to guide development so that it is consistent with the vision and key principles of the Council adopted 1CMP. Many of the changes made were to simplify policies for the purposes of ensuring they are clear, avoid repetition and can be implemented. Recognizing that it may be a number of years before the site is developed, policy changes allow for greater flexibility for innovation and creativity. A development master plan that details how the vision for the site will be achieved will be required and address site details, phasing, layout, environmental requirements such as sustainable infrastructure, among other matters, before an application can be submitted.

Other policies related to implementation have been added that:

- state that a Marina Action Plan be prepared
- allow for Section 37 contributions be calculated based on zoning permissions as of January 1, 2017
- require the submission of plans of subdivision for the purposes of aligning infrastructure
- ensure cost sharing amongst development proponents in the event of multiple developers

## **Strategic Plan**

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

## **Financial Impact**

A policy has been included in the OPA that community benefit be calculated to reflect zoning by-law permissions in effect as of January 1, 2017 rather than increased height permissions granted in the OPA.

The Marina Action Plan will explore the funding options and scenarios for relocating and operating a marina.

## Conclusion

The official plan polices being proposed for the site at 1 Port Street East establish an enabling policy framework that articulates the vision for the future development of the site. Based on the comments received, the proposed policies have been revised to provide greater clarity, reduce repetition and allow for innovation and flexibility. The policies protect for lands for a future marina, require significant public activities and public access to the waterfront, which were main concerns articulated by the public. A development master plan will be required to address site details before a rezoning, subdivision and site plan applications can be submitted.

## Attachments

Appendix 1: Written Comments

Appendix 2: Public Meeting Minutes

Appendix 3: 1 Port Street East Official Plan Amendment

Appendix 4: Public Meeting Comments and Staff Responses



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Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Shahada Khan, Planner

**Written comments received**

1. Email dated July 14, 2016 from Credit Valley Conservation (by Maricris Marinas)
2. Letter dated August 19, 2016 and follow up a letter dated September 21, 2016 from Brown Maple Investments Ltd. (by John M. Alati at Davies Howe Partners LLP)
3. Letter dated August 24, 2016 from Canada Lands Company (by James Cox)
4. Letter dated August 30, 2016 from Centre City Capital Limited (by Jonathan James)
5. Email dated September 6, 2016 from Bristol Marine Ltd. (by Vince Pietracupa)
6. Letter dated September 6, 2016 from 70 Port St. Residents (by Craig Petty)
7. Letter dated November 22, 2016 from Bell Canada (by Meaghan Palynchuk)
8. Letter dated January 31, 2017 from Peel District School Board (by Amar Singh)
9. Letter dated May 5, 2017 from Town of Port Credit Association - TOPCA (by Mary Simpson and Dorothy Tomiuk)

## Anna Melikian

---

**From:** Ruth Marland  
**Sent:** 2016/07/14 1:29 PM  
**To:** Anna Melikian  
**Subject:** FW: Proposed OP Amendment - Implementation of 1 Port Street East Master Plan

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged



**Ruth M. Marland, MCIP, RPP**

Strategic Leader  
 T 905-615-3200 ext.5827 |  
[ruth.marland@mississauga.ca](mailto:ruth.marland@mississauga.ca) |

[City of Mississauga](#) | Planning and Building Department,  
 Strategic Community Initiatives



Please consider the environment before printing.  
 Please do not forward without the author's permission.

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**From:** Marinas, Maricris [<mailto:mmarinas@creditvalleyca.ca>]  
**Sent:** 2016/07/14 1:28 PM  
**To:** Ruth Marland  
**Cc:** Campbell, Joshua  
**Subject:** Proposed OP Amendment - Implementation of 1 Port Street East Master Plan

Ruth,

I have taken a look at the proposed revisions to the Mississauga Official Plan and the Port Credit Local Area Plan that implement the findings of the Master Plan and it would be advantageous to highlight opportunities for habitat improvement and green infrastructure to support considerations for protecting and improving the shoreline and connecting natural heritage system on the site.

### **Recommendations**

In this regard, CVC staff recommend the following be incorporated as additional points and/or updates to existing points under the Environmental heading in Section 13.0 (Special Sites) in the Port Credit Local Area Plan:

- I. That an additional point (13.1.8.x) read as follows, or in similar wording:

Development on the site along the breakwater will consider improvements to the ecological context of this location, primarily through restoration and/or enhancement to the quality of the shoreline and connecting natural heritage system.

- II. That the existing point “All development will contribute to the health of the environment and promote innovative infrastructure by incorporating measures such as:” include:
- bird friendly development methods/techniques/features in buildings and landscape treatments

I trust the above will be helpful – if you have any questions please feel free to give me a call.

Regards,  
Maricris

**Maricris Marinas, M.Sc.**  
Planner | Credit Valley Conservation  
905.670.1615 ext 220 | 1.800.668.5557  
[mmarinas@creditvalleyca.ca](mailto:mmarinas@creditvalleyca.ca) | [creditvalleyca.ca](http://creditvalleyca.ca)



Davies  
Howe  
Partners  
LLP

Lawyers

The Fifth Floor  
99 Spadina Ave  
Toronto, Ontario  
M5V 3P8

T 416.977.7088  
F 416.977.8931  
davieshowe.com

Please refer to: **John M. Alati**  
e-mail: [johna@davieshowe.com](mailto:johna@davieshowe.com)  
direct line: 416.263.4509  
File No. 702374

August 19, 2016

**By Regular Mail**

Chair and Members of City Council  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

*Attention: Crystal Greer, City Clerk*

Dear Ms. Greer;

**Re: 55 Port Street, Mississauga  
Comments on behalf of Brown Maple Investments Ltd.  
Inspiration Port Credit – 1 Port Street East Comprehensive Master  
Plan and Official Plan Amendment**

We are counsel to Brown Maple Investments Ltd. (“Brown Maple”). Our client is the owner of the property municipally known as 55 Port Street (the “subject property”), located immediately adjacent to the easterly boundary of the lands within the 1 Port Street East Comprehensive Master Plan and Official Plan Amendment.

The purpose of this letter is to provide our client’s concerns as they relate to the comments and recommendations within Report CD.21.POR which was heard by Planning and Development Committee on May 30<sup>th</sup>, 2016. The comments and issues in this letter relate specifically to the property immediately adjacent to the west of Brown Maple’s lands, and more generally to the 1 Port Street East Comprehensive Master Plan and the policies proposed to be approved through the associated Official Plan Amendment and Zoning By-law Amendment.

In detail, our client’s concerns relate to policies within the above noted documents that will impact the development potential of Brown Maple’s property. Section 13.1.8.x (Item 2) of the draft Official Plan Amendment states that, “The proposed boat repair facility will be located adjacent to Port Street East, and within the eastern half of Area C”. Further, Map 6 included within the draft Official Plan Amendment includes the lands within the Port Credit Community Node Height



Davies  
Howe  
Partners  
LLP

Page 2

Limits, and restricts the subject property to a maximum height of 2 to 3-6 storeys, with a stepdown to a maximum of 3 storeys along Lake Ontario.

We are of the opinion that these two policies unfairly constrain the development potential of Brown Maple's site and do not represent an efficient use of the subject property. The subject property represents a realistic and meaningful development opportunity that can take advantage of its strategic location in Port Credit and exploit its locational ability to integrate itself well within the context of the Official Plan and proposed neighbourhood. There are other sites within Port Credit which are proximate to our client's property which have had greater development potential conferred upon them and most of these permit heights up to 10 stories. Further, the restriction of the boat repair facility to the easterly portion of Area C will directly impact Brown Maple's ability to provide an attractive development to potential new residents. Brown Maple appreciates that maintaining the marina related employment uses in Port Credit are desirable and the community has expressed an interest in maintaining a marina function in the Port and near the water, but a strict locational restriction dictating that the repair facility should be on the east side of Block C fails to consider potential detrimental impacts on our client's adjacent property.

Further, an arbitrary height restriction and maximum of six storeys in this neighbourhood stepping down to three storeys towards the lake will result in an unnecessary limiting of flexibility in design that could prevent truly creative and remarkable architecture which is warranted at this location and which will be noticeable from the lake, from Port Street, from the future urban square and destination park and other significant vantage points within Port Credit, including various areas within the new mixed use community intended by Master Plan and proposed OPA for 1 Port Street East.

In summary, our client's interests are to provide a meaningful redevelopment opportunity in an area of the City with great potential, and the draft documents do not allow for a fair and logical evolution of the 'urban waterfront village' to a more mature, dynamic and vibrant area. As such the policy emphasis on maintaining the character of the Port Credit node by expressly locating the boat repair facility in a specific location appears to be overshadowing and eclipsing the policy direction encouraging the enhancement of Port Credit for the future.

We request that this submission be made as part of the public record for the statutory public meeting scheduled for September 6<sup>th</sup> 2016, and would also request that this letter be brought to the attention of the Members of the Planning and



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Development Committee prior to its consideration of and deliberation on the Comprehensive Master Plan and Official Plan Amendment at Council in fall of 2016. We further request notice of when this matter is to be heard at Council as well as copies of any decisions made therein.

Yours truly,

**DAVIES HOWE PARTNERS LLP**

A handwritten signature in black ink that reads "John M. Alati".

John M. Alati

JMA:DA



Davies  
Howe  
Partners  
LLP

Lawyers

The Fifth Floor  
99 Spadina Ave  
Toronto, Ontario  
M5V 3P8

T 416.977.7088  
F 416.977.8931  
davieshowe.com

Please refer to: **John M. Alati**  
e-mail: johna@davieshowe.com  
direct line: 416.263.4509  
File No. 702374

September 21, 2016

**By Regular Mail**

Chair and Members of City Council  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON  
L5B 3C1

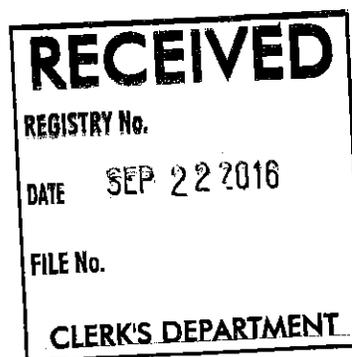
*Attention: Crystal Greer, City Clerk*

Dear Ms. Greer:

**Re: 55 Port Street, Mississauga  
Comments on behalf of Brown Maple Investments Ltd.  
Inspiration Port Credit – 1 Port Street East Comprehensive Master  
Plan and Official Plan Amendment**

As you are aware we are counsel to Brown Maple Investments Ltd. ("Brown Maple"), owner of the property municipally known as 55 Port Street, located immediately adjacent to the easterly boundary of the lands within the 1 Port Street East Comprehensive Master Plan and Official Plan Amendment.

We are writing further to our letter, addressed to the Chair and Members of City Council and directed to you, of August 19, 2016 (the "Letter"). In the Letter we provided detailed comments regarding Brown Maple's concerns with the 1 Port Street East Comprehensive Master Plan and the policies proposed to be approved through the associated Official Plan Amendment and Zoning By-law Amendment as observed within Report CD.21.POR. Our Letter was provided in advance of the statutory public meeting that was scheduled for September 6<sup>th</sup> 2016.





Davies  
Howe  
Partners  
LLP

We would like to reiterate the request, originally contained in our Letter, that we be provided notice of when the above noted matter is to be heard at City Council as well as copies of any decisions made therein. Furthermore, please add us to the circulation list, and provide notice for, any and all meetings, including open house, public, committee meetings, reports and background reports with respect to this matter.

Yours truly,

**DAVIES HOWE PARTNERS LLP**

A handwritten signature in black ink, appearing to read 'John M. Alati', written in a cursive style.

John M. Alati

JMA:AM



August 24, 2016

Ms. Ruth Marland MCIP RPP, Strategic Leader  
City of Mississauga  
Planning and Building Department, City Strategy and Innovations  
300 City Centre Drive, Mississauga, ON L5B 3C1

Dear Ms. Marland,

**Subject: 1 Port Street East – Comments in Support of Site-Specific Local Area Plan Policies**

As requested, and further to our previous discussions and meetings, the purpose of this letter is to provide Canada Lands Company's (Canada Lands) comments on the proposed Official Plan policy changes for 1 Port Street East.

Canada Lands continues to be very supportive of the work undertaken by City staff, Councillor Tovey, and the community, through the Inspiration Port Credit process. The City's Comprehensive Master Plan incorporates extensive public input provided over years of consultation and public meetings and is the basis for the proposed Official Plan policy changes being considered at the September 6<sup>th</sup> Statutory Public meeting and Planning and Development Committee meeting anticipated on November 14<sup>th</sup>. New Official Plan policies for 1 Port will assist Canada Lands in seeking a developer/building partner and secure the investment that is needed to protect the marina, bring significant jobs to Mississauga, provide a mix of housing types, secure a significant amount of public waterfront park spaces and a waterfront trail, and deliver exceptional architecture and sustainable and innovative infrastructure.

As part of its due diligence and marketing efforts, Canada Lands, through its real estate advisory firm, reached out to approximately 15 prominent builder/developers to participate in a market sounding exercise, based on the City's draft Official Plan Amendment (OPA) for 1 Port Street East. Overall, the feedback was positive and the participating builder/developers were very receptive of the development opportunity and vision. There were, however, some areas of concern and consideration from the developer's and Canada Lands' perspectives that impact the feasibility of development, as detailed below. This letter also provides some recommendations as to how the concerns can be addressed, while allowing for City objectives.

**Transportation**

There is a concern that the draft OPA is not consistent with the City's current Official Plan with respect to consideration of increased or decreased right of way street widths and alternative design standards. Policy 8.2.2.1 d. of the Official Plan says "minor adjustments to the basic right-of-way widths and alignments for roads may be made without further amendment to this Plan subject to the City being satisfied that the role and function of such roads are maintained. Major adjustments to the basic right-of-way widths and alignments for roads will require an amendment to this Plan." However, the draft OPA for 1 Port Street provides that "the City may consider increased or decreased right of way widths and alternative design standards to achieve specified community design objectives for all streets. Changes to right of way widths will require an official plan amendment."

***Recommendation:***

The participating developer/builders indicate that the details of the road network should be addressed during the design phase and once a more detailed programming of the site is underway. In this respect,

they recommend that the language of the draft OPA be revised to be consistent with the Official Plan i.e. minor amendments do not require an OPA if deemed acceptable by the City.

### **Parking**

As currently drafted, the participants are concerned that the draft OPA does not permit parking structures under municipal streets. This has a substantial impact on the viability of the redevelopment given the constraints placed on the site due to its proximity to the water, and the related high cost of underground parking.

#### ***Recommendation:***

In order to allow for efficient and viable underground parking, Policy 8.2.2.8 of the Official Plan (which says permanent below or at grade encroachment into the public road system will not be permitted) needs to be amended in order to permit parking to be provided under the City's right-of-way (subject to appropriate agreements with the City). Full parking structures need to be permitted as opposed to just exceptions and limited encroachments. There are precedents in Mississauga for permitting parking under public roads, namely OPA 8 (Downtown), Pinnacle's development at Grand Park Drive, and Amacon's development at Confederation Parkway.

### **Development Staging**

Policy 13.1.8 provides that development applications will be considered in increments of no more than 30,000 sq.m. The feedback received indicates that it is not practical for a developer/builder to stage the development in 30,000 sq.m. increments, as the development applications (likely to include draft plan of subdivision) will need to include the entire site so that the road and open space network can be planned at once.

#### ***Recommendation:***

We recommend eliminating this restriction to ensure the success of the mixed use development, and for the existing and future community. Another alternative, would be for the City to explore the imposition of a phasing plan in order to control development (the City's primary objective) so that there can be better comprehensive planning of the whole site. Policies can be put in place in the phasing plan that detail what needs to be achieved to the City's satisfaction before development can proceed. In addition, the City's draft plan of subdivision or site plan conditions can address the phasing and appropriate distribution of uses.

### **Land Use – Mixed Use**

The requirement to provide a minimum of 5% of the gross floor area as at-grade non-residential uses is problematic for the 22-storey landmark building as it cannot mathematically be achieved.

#### ***Recommendation:***

The language of the OPA provision should be revised to make the 5% of the gross floor area applicable to the entire master plan area and not one specific site in order to allow for the landmark building.

### **Innovative and Sustainable Infrastructure**

The participating developer/builders indicate their support for the overall environment and energy use goals. However, there is concern that the property is not large and dense enough to implement a financially viable district energy strategy.

**Recommendation:**

In order to address, the participating developer/builders recommend that the draft policies be revised to provide that further study is required to assess the viability of implementing a district energy system at 1 Port and alternative approaches to ensure the site is sustainable and self-supporting.

**Implementation**

The draft OPA provides a list of eligible section 37 community benefits. The participating developer/builders are concerned that a couple of clear potential community benefits are not included in the list, namely LEED Gold certification and the landmark building and associated architectural design competition, given the associated costs to implement these community benefits.

**Recommendation:**

We recommend that the list of community benefits listed in the draft OPA include LEED Gold certification (in addition to the already listed LEED platinum) and the landmark building and associated architectural design competition.

Thank you for your consideration of the above-noted comments and recommendations.

City staff, Councillor Tovey, and the community have been great to work through the Inspiration Port Credit process, and Canada Lands is very excited to continue working together on such an exceptional site and community asset for all of the residents of Mississauga. If you have any questions and/or require any additional information, please do not hesitate to contact me.

Yours very truly,

**CANADA LANDS COMPANY CLC LIMITED**

James Cox, MCIP RPP  
Director of Real Estate Ontario/Atlantic

cc: *Councillor Jim Tovey, Ward 1*  
*Susan Burt, Director, Strategic Community Initiatives*  
*Ron Palmer, The Planning Partnership*



## CENTRE CITY CAPITAL LIMITED

Executive Offices: 1 Port Street East, Mississauga, Ontario L5G 4N1 Tel. (905) 274-5212 Fax: (905) 274-1029

By E-mail

August 30, 2016

Mississauga City Council  
c/o Planning and Building Department – 7<sup>th</sup> Floor  
Attention: Development Assistant  
300 City Centre Drive  
Mississauga, Ontario  
L5B 3C1

Re: Inspiration Port Credit – 1 Port Street East – Official Plan Amendment

Madam Mayor and Council,

Centre City Capital Limited is the current lessor of the property located at 1 Port Street East, Mississauga and operator of the Port Credit Harbour Marina which, along with the ancillary businesses on site such as boat repairs, boat dealers and brokers, chandlery, fishing charters and other related businesses, are and have been a large economic driver and employer for Port Credit since the late 1970s. As a local Port Credit business and long time residents, we are very interested in what happens on this site which is key to the future of Port Credit and as local developers who have occupied the site for approximately the past 40 years we have a unique understanding of this site.

As you may be aware, Centre City Capital Limited has been very involved in the Inspiration Port Credit process. We have participated in the public meetings and provided substantial feed back to the City of Mississauga in connection with the future redevelopment plans for this property, including to the marina study, both since the beginning of this process and even before. In the past and at the request of the City of Mississauga, we have participated in many meetings with Mayor McCallion, various councilmen and City staff regarding the redevelopment of this property and at the request of the City of Mississauga we have submitted our own plans for the redevelopment of the site (which we did well over ten years ago when we were led to believe that we could acquire the site) as an official submission to Inspiration Port Credit (Please refer to a copy of our letter dated July 30, 2013 previously submitted to the City of Mississauga, a copy of which can be provided upon request.). We have previously expressed in writing to the City of Mississauga our concerns with the original master plan submitted by the Canada Lands Corporation for this site and we have pointed out issues with the master plan which we believe do not conform with the Port Credit Secondary Plan (Please see our letter dated October 9, 2014 previously submitted to the City of Mississauga, a copy of which can be provided upon request.). While there has been some progress, we continue to have concerns with many issues related to the plans for the site, including ensuring that there is a viable, full service marina on site that preserves the local

CENTRE CITY  
CAPITAL LIMITED

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businesses and employment that currently occupy the property and ensuring that the master plan ultimately conforms with the principals set forth in the Port Credit Secondary Plan. We believe that many of our concerns previously expressed to the City of Mississauga remain unresolved, and as such we are writing to register our continued interest in the plans for the redevelopment of the site as the official plan amendment and rezoning process unfold. Please ensure to keep us informed of all future developments.

Best regards,

Centre City Capital Limited



Jonathan James

cc: Jim Tovey (Ward 1 Councillor)  
Ed Sajecki (Commissioner of Planning and Building)  
Lesley Pavan (Director of Development and Design)  
Susan Burt (Director, Strategic Community Initiatives Division)  
Ruth Marland (Strategic Leader, Strategic Community Initiatives Division)  
Mumtaz Alikhan (Legislative Coordinator, Legislative Services)  
Michael Crabtree (John D. Rogers & Associates Inc.)

Email dated September 6, 2016 from Bristol Marine Ltd ([michelles@bristolmarine.ca](mailto:michelles@bristolmarine.ca)) to Inspiration Port Credit ([inspiration.PortCredit@mississauga.ca](mailto:inspiration.PortCredit@mississauga.ca)).

Email has been modified to exclude recipients other than Inspiration Port Credit.

**Subject: Development of One Port Street East**

I fully support the redevelopment of One Port Street East site including a full service marina.

I feel your plan is flawed and I don't fully support the plan as presented, it is not fully utilizing the full site including the water lot.

The east break wall should be land filled to its full boundaries to accommodate more park land and Marina winter outdoor storage.

An outdoor storage spot should be made available for every summer docker on this site, especially all boaters with boats over 30 feet.

A successful state of the art, world class, full service marina on this site will not be successful if you do not have full proper winter storage accommodations.

Port Credit Harbour Marina has serviced the boating industry needs for over 50 years and I don't feel we should lose that ability.

When Toronto Outer Harbour and Bronte Outer Harbour redeveloped their sites, they asked for tenders to open and built repair & service facilities on their site. To this day nothing has happened and one of the main reasons is the fact that Port Credit exists and they could not successfully compete, let's not lose that ability.

The morale and insecurity of the dockers and business in The Port Credit Harbour Marina is at an all time low. It is dropping year by year which is resulting in a loss of boaters and businesses at this location.

What is the transition plan for Port Credit Harbour Marina? The marina's full service facility rebuilding and move to the east break wall will take years to complete and to be functional. If there is a dead period of time between the existing daily business and the start up of the new facility for example 3-4 years, the boaters and business will be gone out of Port Credit and the new facility will have to start all over. We will have lost all recognition, good faith and heritage that has been built up by the boaters and businesses at this location over the past 50 years. To start up all over again in this economy may be very difficult if not impossible.

The Port Credit In Water Boat Show has been in existence for 26 years at this site and has brought in 10's of thousands of boaters, tourists and general public for a boating experience. Will that continue under this new full service marina plan? Please listen to the stakeholders and surrounding individuals that have participated in the Port Credit Harbour Marina over the past 50 years.

Vince Pietracupa

Bristol Marine Ltd.

P: 905.891.3777 Ext: 28 | F: 905.891.3788

[www.bristolmarine.ca](http://www.bristolmarine.ca)

----- Disclaimer -----

This email and any files transmitted with it are privileged, confidential, and intended solely for the use of the individual or entity to whom they are addressed. Views expressed are those of the author and not necessarily those of the Corporation or its affiliates. Any unauthorized use or disclosure is prohibited. If you have received this email in error, please notify the sender and destroy the email. Thank you for your co-operation.

Ms. Ruth Marland

Sept 6, 2016

Strategic Leader - c/o City of Mississauga via email

**RE: 1 Port St. E.-Implementing the Master Plan (File: CD.21.POR W1)**

We are writing to you in advance and response to the June 10th public notice, request for comments and September 6, 2016 public meeting.

As residents of Port St. E. we are keenly aware of the planning evolution and progressive change that the Marina Development will bring to our neighbourhood. We are adamant that equal consideration be given to the existing residents in order to minimize disruptions and maintain our quality of life.

**Building Height** - We are in agreement that building height conform to existing structures. However, we are in favour of minimizing building height along Port St. E. (3 stories), incrementally graduating up to (9 stories) at the southernmost section of the Marina peninsula.

**Heavy Equipment Traffic** - The intrusive disruptions created during the Post Office development is evidence of the ill conceived planning by the developer and the City. Port St. E. has been used as an outlet/service road for dump trucks, bulldozers and supply trucks. We trust that Port St. E. traffic will be prohibited and that Elizabeth St. S. is a reasonable alternative for Lakeshore Rd. access.

**Noise abatement** - Any development proposal should contain a plan to minimize the impact of both demolition, construction and associated transportation noise.

**Environmental** - We respectfully request that the 'greenery/ foliage' that exists around the periphery of the property be maintained. Developers will obviously have an obligation to enhance the area with new plantings. Wildlife that utilize the waterfront habitat will migrate north once development begins. The City and contractors must recognize their obligation to cope with the intrusion.

We would like to congratulate all parties on their progress to date. Residents have supported and embraced 'the vision' of a revitalized Port Credit. We are confident that planners will incorporate the requirements conveyed by those with a vested interest in success.

70 Port St. Residents

c/o

C. Petty  
St. E

302-70 Port  
Mississauga, ON

L5G 4V8

cwwpetty@hotmail.com

[www.mississauga.ca/portal/residents/inspirationportcredit](http://www.mississauga.ca/portal/residents/inspirationportcredit)



November 22, 2016

Ruth Marland, Strategic Leader  
Strategic Community Initiatives Division  
Planning and Building Department  
City of Mississauga  
300 City Centre Drive  
Mississauga, ON L5B 3C1

**Re: City of Mississauga Draft Amendment to Official Plan and Port Credit Local Area Plan for 1 Port Street East**

Dear Ms. Marland:

We are pleased to have the opportunity to comment on the proposed Official Plan Amendment (OPA) in relation to 1 Port Street East, which would amend the Port Credit Local Area Plan; a component of the City of Mississauga's Official Plan. The purpose of this letter is to provide our comments on the Draft OPA, as well as to provide some background information about Bell Canada's role in providing essential telecommunications services.

### **Background**

As you may be aware, Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. The *Bell Canada Act*, a federal statute, requires that Bell manage and operate most of the trunk telecommunications system in Ontario. Bell is therefore also responsible for the infrastructure that supports most 911 emergency services in the Province.

The critical nature of Bell's services is declared in the *Bell Canada Act* to be "for the general advantage of Canada" and the *Telecommunications Act* affirms that the services of telecommunications providers are "essential in the maintenance of Canada's identity and sovereignty." Further, the *Telecommunications Act* outlines objectives for Canada's telecommunications policy, which speaks to ensuring affordable and reliable services, enhanced efficiency and competitiveness, efficient and effective regulation where required, and responsiveness to economic and social requirements of users. Provincial policy further indicates the economic and social functions of telecommunications systems and emphasizes the importance of delivering cost-effective and efficient services. The 2014 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).

Bell Canada  
20 Hunter Street West, Flr.3  
Hamilton, ON  
L8P 2Z2

Telephone 905-540-7254  
Fax 905-895-3872  
[meaghan.palynchuk@bell.ca](mailto:meaghan.palynchuk@bell.ca)

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Telecommunications infrastructure is an essential component of creating economically competitive, “smart” communities, which are dependent on fast, reliable Internet access. Section 1.7.1 k) of the 2014 PPS recognizes that “efficient, coordinated telecommunications infrastructure” is a component of supporting long-term economic prosperity. We note that the definition of infrastructure in the 2014 PPS is inclusive of communications/ telecommunications, which is indicative of the importance in providing efficient telecommunications services to support current needs and future growth (Section 1.6.1). Furthermore, the 2014 PPS states that infrastructure should be “strategically located to support the effective and efficient delivery of emergency management services” (Section 1.6.4), which is relevant to telecommunications as an integral component of the 911 emergency service.

To support the intent of the *Bell Canada Act* and *Telecommunications Act* and ensure consistency with Provincial policy, Bell Canada’s objective is to become more proactive in its involvement with municipalities. Accordingly, our intent is to coordinate with the City of Mississauga on the provisioning of appropriate telecommunications infrastructure to communities and to ensure technical requirements continue to be met within public roadways.

### **Comments on the Draft Official Plan Amendment**

We have reviewed the Draft Official Plan Amendment to the Port Credit Local Area Plan for 1 Port Street East and offer the following specific comments. Additions are shown in underline.

We note that the policy in Section 13.1.8.x (Transportation) states that consideration may be given towards adjusting right of way widths in order to accommodate certain design objectives. The public interest related to urban aesthetics and the design of the public realm must be balanced with the provision of essential public services, such as telecommunication/communications services. In order for Bell Canada to reliably provide essential telecommunication/communications services, such as the 9-1-1 service, it must ensure that utilities are easily accessible to technicians. Accordingly, we would request the following addition to the policy:

The City may consider increased or decreased right of way widths and alternative design standards to achieve specified community design objectives for all streets, provided that essential services and utilities can be feasibly accommodated. Changes to right of way widths will require an official plan amendment.

Bell Canada has developed an Urban Design Manual (UDM) which speaks to the location and configuration of utility infrastructure to balance ease of access with design. If the City chooses to proceed with an official plan amendment to permit increased or decreased right of way widths and alternative design standards, we would ask that the UDM be considered as part of the official plan amendment process and/or the development of design guidelines. In particular, we wish to draw your attention to the following, which address matters related to the burial of telecommunications infrastructure and the visual screening of infrastructure from public view:

- Section 5.0 discusses issues with regard to urban design and public utilities. Section 5.1 of the UDM addresses municipal requests to bury public infrastructure. Section 5.2 discusses screening of public utilities. Bell is

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supportive of discreetly locating its utilities and clustering utilities to minimize visual clutter; however, it is important to design the utilities to allow for safe access by Bell's technicians.

- Section 6.0 provides techniques which can be used to minimize the visual prominence of telecommunications equipment in a number of different community scenarios, while still meeting telecommunications network requirements for resiliency, sustainability and growth.

The Urban Design Manual may be viewed online at:  
<http://mmmgrouplimited.ca/BellUrbanDesignManual/>

### **Future Involvement**

We would like to thank you again for the opportunity to comment on the City of Mississauga's Draft Official Plan Amendment for 1 Port Street East. Please advise us of any further meetings, reports, drafts, decisions, etc. related to this matter. We request that all documentation be forwarded to the Manager of Municipal Relations:

Ms. Meaghan Palynchuk  
Manager – Municipal Relations  
Access Network Provisioning, Ontario  
Development and Municipal Services  
Bell Canada  
20 Hunter Street West, Flr.3  
Hamilton, ON  
L8P 2Z2

Telephone 905-540-7254  
Fax 905-895-3872  
[meaghan.palynchuk@bell.ca](mailto:meaghan.palynchuk@bell.ca)

If you have any questions, please direct them to the undersigned.

Yours truly,



Meaghan Palynchuk  
Manager, Municipal Relations  
Access Network Provisioning, Ontario

cc: Chris Tyrrell – MMM Group Ltd.



An addition, portables, boundary change and/or school re-organization may be required at the affected schools to accommodate the anticipated number of students from this development.

It should be noted that the yields used to determine public school facility requirements are based on certain assumptions that may change over time. Therefore, the Board's pupil accommodation needs may change within the 20 year planning framework set out for the 1 Port Street East Master Plan.

Please continue to keep us informed of the status of the proposed Official Plan Amendment and provide us with information as it becomes available so that we may provide comments as necessary.

The Board wishes to be notified of the decision of Council with respect to this proposed City-initiated Official Plan Amendment.

If you require any further information please contact me at 905-890-1010, ext. 2217.

Yours truly,



Amar Singh, BURPI  
Planner  
Planning and Accommodation Dept.

- c. B. Bielski, Peel District School Board
- J. Rogers, Dufferin-Peel Catholic District School Board

**May 5, 2017**

Andrew Whittemore, Director of Policy Planning, City of Mississauga  
 Ruth Marland, Strategic Leader, Inspiration Port Credit, City of Mississauga  
 Shahada Khan, Policy Planner, City of Mississauga  
 Jim Tovey, Councillor (Ward 1)  
 James Cox, Director of Real Estate, Canada Lands Company (CLC)  
 Sven Spengemann, MP Mississauga-Lakeshore  
 Hon. Charles Sousa, MPP Mississauga South  
 Mumtaz Alikhan, Clerk, Planning & Development Committee, City of Mississauga (*for circulation*)



**COMMENTARY RE: Official Plan Amendment (OPA) for One Port Street (Marina Lands, Port Credit)**

**INTRODUCTION:** Since May 2012, the TOPCA Executive has provided considerable input concerning the future of the Port Credit Marina Lands at One Port Street. While the site is owned by Canada Lands Company (CLC), future development is to be guided by the Official Plan of the City of Mississauga. Separate processes have been conducted by CLC, and by the City under the Inspiration Port Credit (IPC) project banner. TOPCA has participated fully. Over the past year the focus has been on the Official Plan Amendment (OPA) to codify the future use and design parameters for the Marina Lands site.

We appreciate meeting with staff (Ruth Marland; Shahada Khan) on April 13, 2017 concerning the status of this OPA process, prior to submitting expedited commentary on April 27, 2017 as an e-mail. This commentary has now been formatted for broader circulation, with only minor corrections.

We understand a revised version of the Marina Lands OPA will be on the Agenda at the City's Planning and Development Committee (PDC) on **June 12, 2017**.

**Documents TOPCA has published concerning the Marina Lands OPA** (including this Commentary):

**D-1.** TOPCA's Deputation re the OPA, at PDC on May 30, 2016

[http://topca.net/development/Marina\\_Lands/TOPCA\\_Deputation\\_PDC\\_Port\\_Credit\\_Marina\\_Lands\\_May\\_30\\_2016.pdf](http://topca.net/development/Marina_Lands/TOPCA_Deputation_PDC_Port_Credit_Marina_Lands_May_30_2016.pdf)

**D-2.** TOPCA's follow-up Deputation re the OPA, at PDC on Sept. 6, 2016

(references the lack of a Marina Action Plan, and funding)

[http://topca.net/development/Marina\\_Lands/TOPCA\\_Deputation\\_PDC\\_Port\\_Credit\\_Marina\\_Lands\\_Sept\\_6\\_2016.pdf](http://topca.net/development/Marina_Lands/TOPCA_Deputation_PDC_Port_Credit_Marina_Lands_Sept_6_2016.pdf)

**D-3.** POSTER for TOPCA Town Hall on Sept 20, 2016 -- 'Have We Missed the Boat?'

[http://topca.net/development/Marina\\_Lands/Marina\\_Lands\\_TOPCA\\_Town\\_Hall\\_Meeting\\_Sept\\_20\\_2016\\_POSTER\\_L.jpg](http://topca.net/development/Marina_Lands/Marina_Lands_TOPCA_Town_Hall_Meeting_Sept_20_2016_POSTER_L.jpg)

**D-4.** 30-slide Power Point presentation at the TOPCA Town Hall meeting, which was well-received and affirmed our above positions. NOTE: Slide 28 is TOPCA's draft "Notwithstanding" clause.

[http://topca.net/development/Marina\\_Lands/TOPCA\\_Marina\\_Lands\\_OPA\\_Town\\_Hall\\_PRESENTATION\\_Sept\\_20\\_2016.pdf](http://topca.net/development/Marina_Lands/TOPCA_Marina_Lands_OPA_Town_Hall_PRESENTATION_Sept_20_2016.pdf)

**D-5.** Accurate *Mississauga News* article concerning TOPCA's Town Hall meeting

<http://www.mississauga.com/blogs/post/6875133-residents-see-more-public-parkland-in-marina-reboat/>

**D-6.** TOPCA Commentary re: OPA for One Port Street (Marina Lands, Port Credit), submitted May 5, 2017

[http://topca.net/development/Marina\\_Lands/TOPCA\\_Commentary\\_re\\_Port\\_Credit\\_Marina\\_Lands\\_OPA\\_May\\_5\\_2017.pdf](http://topca.net/development/Marina_Lands/TOPCA_Commentary_re_Port_Credit_Marina_Lands_OPA_May_5_2017.pdf)

We will not repeat yet again the concerns we have expressed over the past year (*these still stand*), but wish make the following comments based what has happened (*or not happened*) since September 2016:

**1.** The TOPCA Town Hall '**Have We Missed the Boat?**' on September 20, 2016 at Clarke Hall affirmed the content of TOPCA's Deputation at PDC on September 6, 2016. We note the PDC meeting was held the day after Labour Day and was not seen as appropriate timing for soliciting community input; we felt a Town Hall meeting was required and so we held one. We have not received any City response to our specific elements/omissions of concern in the OPA and suggested improvements/additions (*per documents cited above*). We are unaware of how the Marina Lands OPA may have been revised since September 2016.

**2.** This is not a routine OPA. One Port Street is a large and complex site. The concept plan is not where the community wants it, as stated by the Ward 1 Councillor at PDC on both May 30, 2016 and September 6, 2016. Reservations expressed at those meetings by both citizens and PDC members re: transportation, site layout, density, public space and need for "forward thinking" have not been publicly addressed in the nearly eight (8) months since. We question how the OPA can move forward under these conditions?

**3.** We have outlined the rationale (in D-4, *above*; replicated *below*) for our proposed 'Notwithstanding Clause' which we believe should comprise part of the OPA text, and thus be embedded in the ongoing regulatory process. We have reviewed Mississauga Council Resolution #0048-2008 re: Lakeview (February 27, 2008), as sent to us by IPC staff as a possible model for enshrining the community's RIGHT to ongoing consultation and input regarding the future of the Marina Lands.

We believe this external resolution format and its general and aspirational content does not address TOPCA's specific concerns. Having the citizens' role clearly defined in the Marina Lands OPA is an important protection. We have received verbal assurance of ongoing public process from Canada Lands Company, but the OPA is a signal to the ultimate site developer that the citizens **must** be involved.

## PROPOSED "NOTWITHSTANDING" CLAUSE

### Citizen Engagement

"Notwithstanding the provisions in the One Port Street OPA based on the City's Master Plan (June 2016), the citizens shall be consulted at all stages of the implementation of the master plan, however long that may be into the future, to ensure that:

- the status and FUNDING of the transition of the Marina;
- the results of any appeals of the Official Plan or PC Local Area Plan;
- the results of the Environmental Assessment(s);
- the selection (by CLC) of a site development partner;
- the intermediate / ultimate ownership of the lands;
- changes in project staff leadership at the City or CLC;
- changes in political representation at any level of government;
- the waterfront best practices of the day;
- the evolution of the Port Credit village;

are weighed against the existing master plan and it be modified as necessary, per this community submission to the OPA process based on the Town Hall Meeting of September 20, 2016, and a Stakeholder Advisory Committee."

**4.** The Port Credit community has now had experience with West Village Partners (WVP), the winning proponent (announced December 2016) per the Imperial Oil RFP to develop their 73-acre brownfield site. The Port Credit community will benefit from the stated willingness of West Village Partners to consider residents and local groups as key stakeholders and provide them with a voice throughout the development process. For this reason TOPCA wrote a [Letter \(June 24, 2016\)](#), on the public record, regarding the significant public process which we expect to take place regarding the WVP master plan and development process. We will seek all mechanisms going forward to ensure this continues.

The community experience with the Imperial Oil RFP throughout 2016 is a good example of what the community will expect with future development sites. It serves as a counterpoint to the Marina Lands process, which would NOT go well if there is not a similar level of sustained community collaboration. To this end, we are pleased that Canada Lands has affirmed they will retain oversight for the entire development process (unlike Imperial Oil, which is no longer involved). Given the length of time involved (10 years?), and possible changes in CLC policy, we believe the community's interests require stronger commitment of continued, LONG-TERM involvement at One Port Street via regulation, regardless of the inclinations of the future developer.

**5.** As of this date, there is still no Marina Action Plan (promised in 2016) which is a critical and practical piece of the entire Marina Lands development scenario, and was promised to come first (*per* PDC, Sept. 6, 2016), prior to approval of the OPA. This delay suggests that there is difficulty (certainly complexity) in developing such a document, and the OPA should not go forward without such a Plan, supported by all parties including the Marina stakeholders.

**6.** The financial viability of a full service Marina is currently speculative -- the consultants' Marina Business Case (part of the Inspiration Port Credit project) indicates it can be, but until various parties come forward to fund the venture in a sustainable and equitable manner (including the City of Mississauga), the business plan for the Marina Lands is purely conceptual. It is recognized that there is a tremendous amount of up-front capital required (\$50-60 million is the working figure) prior to the achievement of a revenue stream and ultimate ROI.

The public is unaware of the status of any negotiations for funding for the Marina relocation and continued operation on a full-service basis. It is acknowledged that all three levels of government plus possible private investors need to collaborate. We believe the possibilities should be made public and reviewed. For instance, what scenarios could be employed requiring less funding up-front, or broader investment?

**7.** An Environmental Assessment (EA) concerning the Marina Lands appears to be many (3-4 +) years away. The EA process can't even start until there is a formal development application which would require it. The Marina relocation relies on a successful EA outcome; this is a significant unknown. The TOPCA "Notwithstanding Clause" includes this issue, among many others, and would provide a safeguard against any such uncertain outcomes as the process moves forward.

**8.** Any MOU (Memorandum of Understanding) discussions which have taken place between the City of Mississauga and Canada Lands Co. to guarantee provision of the Marina have been *in camera* (i.e. not public). The Port Credit community needs to understand the nature of these discussions, and what is being agreed to, prior to final comment on, or possible support of, the OPA, given the present conditional relationship between the two instruments. Clarity is required.

**9.** Potential development on the rest of the One Port Street site (excluding the Marina) is paralyzed from moving forward via the issuance of an RFP by CLC. It is expected that the OPA would be attached to such an RFP. But there is dependency on successful resolution of the Marina issue first. TOPCA doesn't see this as the time to let the pressure up on achieving resolution; but, we would note that the 'all or nothing' scenario put forth by the City at the public meetings -- with no public updates meantime -- has resulted in a process which is stymied and fast becoming unacceptable. This is an engaged community ready to move forward 'On Our Watch'.

**10.** Our goal as community stakeholders is to determine how to transition the One Port Street site productively, rather than doom the marina operation to continued deterioration and uncertainty while the process drags on. We need to get the existing marina on more than life support in the interim, and get the community re-engaged in the development planning process to ensure long-term public value at the site (which a viable marina provides, as but *one* aspect). We are not happy with drifting, or waiting out the marina lease. The Harbour Marina needs repair and rejuvenation now. The OPA process should reflect this urgency and impel the community goal.

**11.** The first **Marina Lands Round Table** was held by TOPCA on May 26, 2016 at the Port Credit Arena, prior to the TOPCA Deputation at PDC on May 30, 2016. The community has had a year of experience since then which should help inform the future of the Marina Lands. By way of an example to restart discussion: Could Canada Lands donate/lease/lend or otherwise furnish land at One Port Street to the City of Mississauga solely for the marina use? Would this relieve the present impasse/paralysis and provide benefits and reassurance to all parties concerned?

It has been suggested by some of the parties that another Round Table discussion take place at this time concerning all these matters, and we would welcome that.

**12.** TOPCA is holding a Town Hall meeting: '**On Our Watch**' on May 23, 2017 regarding the two major waterfront sites in Port Credit – the 73-acre brownfield owned by WVP, and the Marina Lands which by comparison are not keeping pace with Port Credit's evolution. The above points form the core of what will be transmitted to the community at the Town Hall. All levels of government will be represented, so the matter of marina funding/resolution will be addressed directly. The TOPCA Executive will utilize input from our May 23rd Town Hall meeting in our Deputation at the PDC meeting on June 12, 2017, should the OPA still be on the Agenda.

**CONCLUSION:** As citizens we want to spark excitement and demonstrate community support that will inspire developers and attract world-class bids for the Marina Lands project. Currently the future of the site is bound up in an opaque OPA/MOU/funding process which has wound around its own axel. We should be dreaming about site design including the public spaces between the buildings, but the current plan appears to be a placeholder at best, in need of far greater community collaboration before it forms part of the City's Official Plan and the Canada Lands RFP.

On behalf of the TOPCA Executive,

Mary Simpson, President

Dorothy Tomiuk, Vice President

[topca@topca.net](mailto:topca@topca.net)

[www.topca.net](http://www.topca.net)

*WHO WE ARE:* The Town of Port Credit Association (TOPCA) is the municipally recognized residents' association for the entire Port Credit District, located in Ward 1. TOPCA is an all-volunteer, non-profit group. We are affiliated with the City of Mississauga through the Community Group Support Program. TOPCA was established in November 2006 with a view to foster open discussion on issues of importance to Port Credit residents, and to be a representative voice for our views with the City of Mississauga and other levels of government.

## Planning and Development Committee - MINUTES

Date: 2016/09/06 (Approved September 19, 2016)

Time: 7:00 PM

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

### 4.4. PUBLIC MEETING

1 Port Street East Comprehensive Master Plan Implementation - Proposed Official Plan Amendment

Ruth Marland, Strategic Leader, Strategic Community Initiatives Division, gave an overview of the proposed Official Plan Amendment. She noted that a report on comments and recommendations will be brought back to the Planning and Development Committee once an agreement has been reached with Canada Lands Corporation to protect the continued use of the site and the harbour for a Marina.

The following persons made oral submissions citing that the Town of Port Credit Association is planning a town hall meeting shortly; expressed concerns about the process to ensure consistent oversight to protect against piece meal disruption to the overall vision; protection of the Marina; allocation of maximum public realm is needed; ensure mixed-use; take the necessary time needed in the Official Plan Process to make the evolution of a complex site bulletproof; parking congestion on Pine Avenue South due to events in Port Credit Village; traffic must be studied closely with the proposed density as the current congestion is already bad; concern with the increased density that will occur in Port Credit; more parkland will pay dividends:

Dorothy Tomiuk, Town of Port Credit Association;

Pat Sturgeon, tenant of the Marina;

Lori Ebos, resident;

Grant Fisher, Chair, Credit Reserve Association

In response to Mr. Sturgeon's concern regarding the timeline involved for Marina tenants to plan for the future, Councillor Tovey said that no approvals will be released at this site until an iron clad agreement is reached for the Marina and that it will take at least eight to ten years to move forward.

Councillor Tovey commented that this was an opportunity to create a unique public space instead of the proposed road network. He also commented that more vision and

innovative thinking is needed with respect to built form, and that density should be evenly distributed to maximize lake views.

Councillor Tovey moved the following motion which was voted on and carried:

PDC-0065-2016

1. That the submissions made at the Planning and Development Committee Public Meeting held on September 6, 2016, regarding the report titled "1 Port Street East Comprehensive Master Plan Implementation - Proposed Official Plan Amendment - Public Meeting," dated August 16, 2016, from the Commissioner of Planning and Building, be received.
2. That staff report back to Planning and Development Committee on the submissions made from the public, and comments made from circulated departments and agencies, regarding the proposed changes to the Mississauga Official Plan to implement the 1 Port Street East Comprehensive Master Plan.

File: CD.21.POR

RECEIVED (Councillor J. Tovey)

## 1 Port Street East Official Plan Amendment

### Amendments to Mississauga Official Plan

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

	Character Area	Street	From	To	Jurisdiction	R-O-W Range**
#	Port Credit Community Node	Port Street East	Stavebank Road	Helene Street	Mississauga	20-28 m
#	Port Credit Community Node	Stavebank Road South	Port Street East	Approximately 15 m north of Lake Ontario	Mississauga	17 m

- Policy 11.2.6.1, Mixed Use, General Land Use, be amended to allow the following use:
  - o. *makerspaces*
- Chapter 20 Glossary be amended to add the following:

MAKERSPACE refers to a facility used for producing or making custom-made goods in limited quantities. These spaces may include community or artisan workshops and places to incubate shared interests, particularly in computing or technology.

- Amend Schedule 1: Urban System in accordance with Map A
- Amend Schedule 1a: Urban System – Green System in accordance with Map B
- Amend Schedule 4: Parks and Open Spaces in accordance with Map C
- Amend Schedule 5: Long Term Road Network in accordance with Map D
- Amend Schedule 7: Long Term Cycling Routes in accordance with Map E
- Amend Schedule 10: Land Use Designations in accordance with Map F to redesignate portions of the Mixed Use and Greenlands designations to Public Open Space
- Amend Schedule 2B: Port Credit Community Node Height Limits of the Port Credit Local Area Plan in accordance with Map G

## Amendments to Port Credit Local Area Plan

### Section 10.2.4 Harbour Mixed Use Precinct

1<sup>st</sup> Paragraph – be amended as follows:

“...Development will be at a lower overall scale than the Central Residential Precinct and will step down towards Lake Ontario, except for landmark sites identified in this Area Plan.”

3<sup>rd</sup> Paragraph to be deleted.

The following policy to be added:

10.2.4.5 The lands located south of Port Street East and east of the Credit River will be redeveloped in a manner that recognizes the site’s rich marine history and waterfront location. It is envisioned to be a mid-rise, mixed use area with residential, office, retail and recreational uses will animate and activate the site throughout the day and year. The site will be a citywide and regional destination that offers recreational and leisure activities with public access and views to the waterfront. A key attraction will be a marina, marina-related facilities and waterfront parks. At the water’s edge a building that exemplifies high design and draws people to the water is envisioned. The site will feature high quality design and prioritize pedestrians and cyclists. Innovative sustainable design and green building technologies will be showcased and the site’s natural and cultural heritage resources will be protected and enhanced.

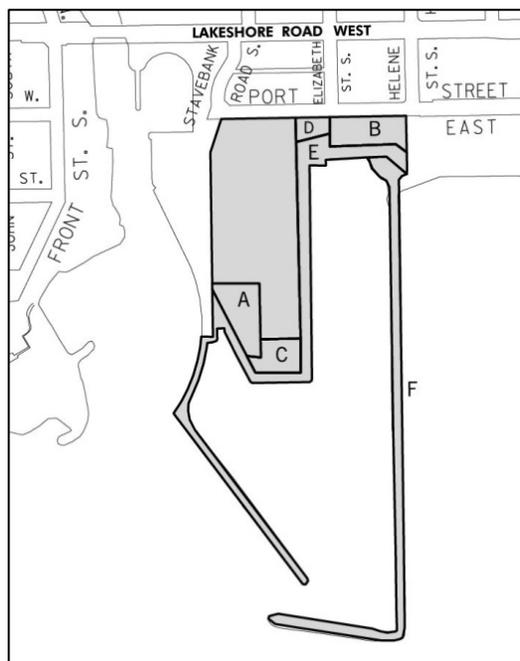
The site should achieve the following:

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

The Inspiration Port Credit 1 Port Street East Comprehensive Master Plan was undertaken for these lands, which included extensive public consultation. This master plan is the basis of the policies for this area and informs how these policies can be achieved.

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

### 13.1.8 Site 8



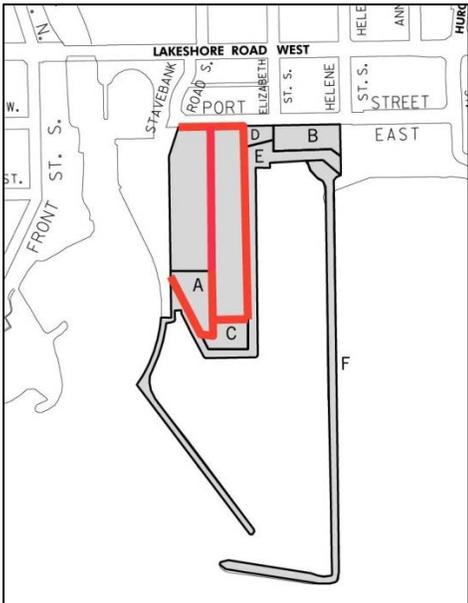
13.1.8.1 The lands identified as Special Site 8 are located south of Port Street East and east of the Credit River.

#### **13.1.8.2 General Policies**

13.1.8.2.1 Affordable housing will be provided in accordance with the City of Mississauga's housing policies.

13.1.8.2.2 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.

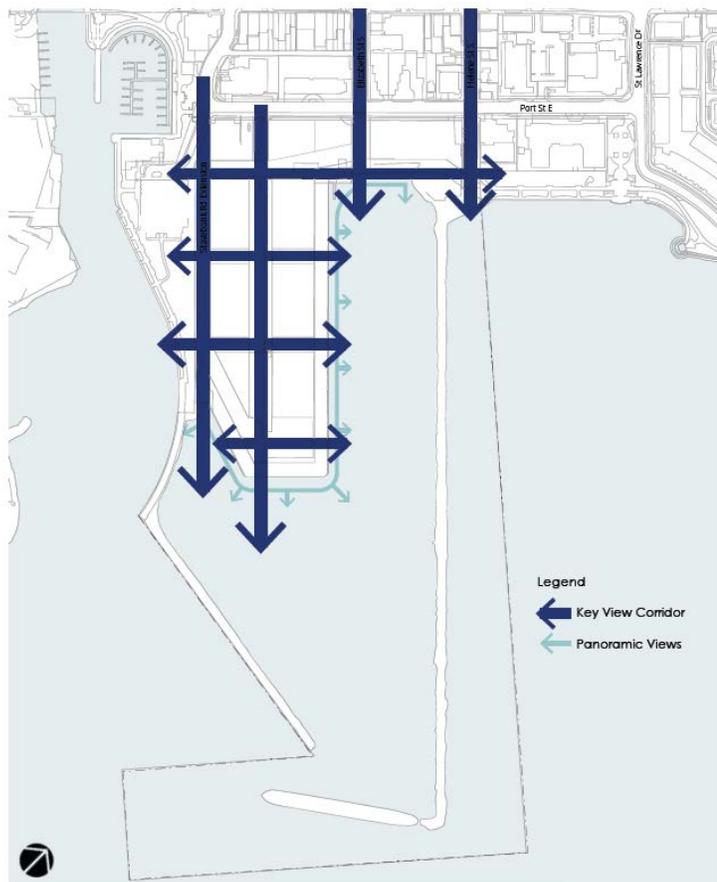
13.1.8.2.3 Ground floor uses should include retail, *makerspace*, service commercial and cultural uses for the purpose of establishing areas of focus for residents and visitors, as shown on Map 1: Ground Floor Activation.



Map 1: Ground Floor Activation

13.1.8.2.4 A minimum total office GFA of 6,000 m<sup>2</sup> will be required and will be developed concurrently with residential uses.

13.1.8.2.5 The Public Open Space network and the road system will be designed to create view corridors to Lake Ontario and the shoreline throughout and through the site, including broader panoramic views at the water’s edge, as generally shown on Map 2.



Map 2: View Corridors

#### Area A

13.1.8.2.6 A landmark building will be required that is a focal point, demonstrates visual interest, a high standard of architectural design and draws people to the waterfront.

13.1.8.2.7 Area A as well as the surrounding roads and public realm will be a showpiece of design excellence and innovation.

13.1.8.2.8 The building and/or the site should include an attraction that draws people to the site (e.g. public art, observation deck, cultural facility).

#### Area B

13.1.8.2.9 Notwithstanding the policies of this Plan, only a marina facility and the following accessory uses will be permitted:

- a. marina-related facilities including retail, boat repair facilities and ancillary equipment; and
- b. on-site boat storage.

13.1.8.2.10 Retail uses and makerspaces may be permitted as a second phase to the marina development and provided they are subordinate to and complement the marina use. These additional uses will not adversely impact the marina operations and will only be permitted provided sufficient parking requirements are met.

#### Areas C, D, E and F

13.1.8.2.11 Area C will be a park that provides panoramic views of Lake Ontario and the Credit River. The park will be the

full width of the pier and have a minimum area of 0.3 ha not including public and private roads.

13.1.8.2.12 The park to be located in Area D will have a minimum area of 0.13 ha and have street frontages on Port Street East and future roads C and E (as shown on Map 3). The largest frontage will be on Port Street East.

13.1.8.2.13 A waterfront promenade will be located in Area E and will:

- a. have a minimum width of 15 metres;
- b. include a broad, hard-surfaced pedestrian zone, complete with lighting, benches, trees and other amenities;
- c. connect JJ Plaus Park to St. Lawrence Park;
- d. connect with all existing pathways and future sidewalks that it is adjacent to; and
- e. be designed to be compatible with the water's edge and adjacent development and to accommodate pedestrians, cyclists, emergency service access and service vehicles.

13.1.8.2.14 Area F is an engineered structure designed to protect the marina basin and is not currently in a form that would permit public use. Opportunities for lake fill should be considered to integrate this area into the public open space network to improve public waterfront access and provide for trails and lookouts along the water.

13.1.8.2.15 The following additional uses are permitted within Areas E and F:

- a. marina-related facilities, including floating docks and boat slips, a fuel dock and pump-out station, boat repair facilities and ancillary equipment; and
- b. on-site boat storage.

### **13.1.8.3 Urban Design**

13.1.8.3.1 Parking facilities located above grade and adjacent to the road system will be screened by "liner" buildings incorporating a mix of uses between the parking structure and the road.

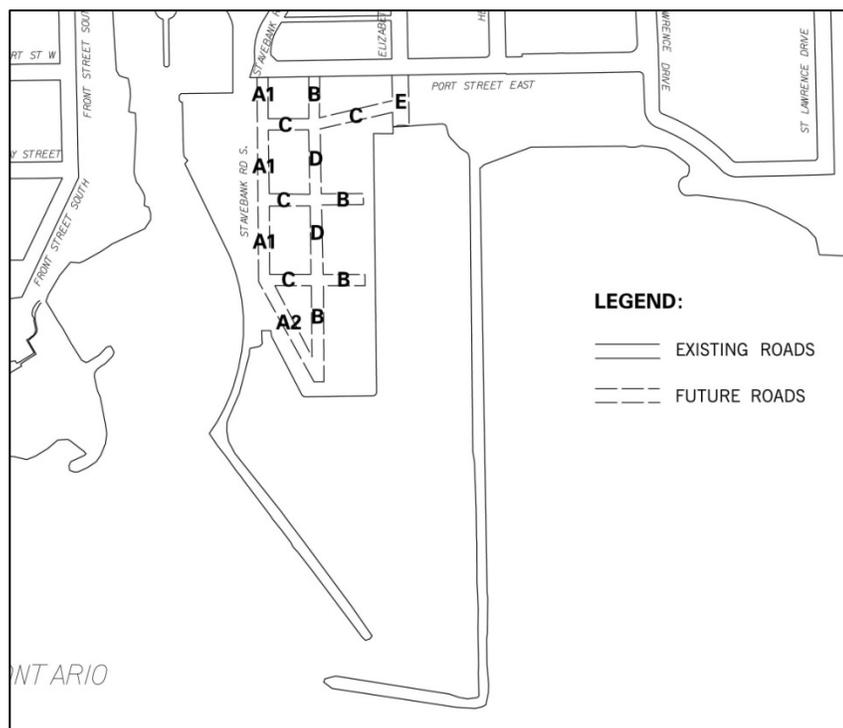
13.1.8.3.2 An arcade or building element that is a minimum of four storeys above grade may be considered over Road B immediately south of Port Street East provided that view corridors to Lake Ontario are achieved.

13.1.8.3.3 Tall buildings will have a podium of four stories.

### **13.1.8.4 Transportation**

13.1.8.4.1 The future road network is shown on Map 3 and will be subject to the following road right-of-way widths requirements:

Road	Right-of-Way	Future Road Type
A1	17 – 20 m	Minor Collector
A2	17 – 20 m	Minor Collector
B	15 – 17 m	Local Road
C	15 – 17 m	Local Road
D	17 – 25 m	Local Road
E	20 m	Local Road



Map 3: Future Road System

13.1.8.4.2 Future additions to the road network will be public roads, unless arrangements for a private road are made that are satisfactory to the City. With the exception of Road A1 which will be a public road, private roads may be considered subject to the following:

- a. public easements will be required;
- b. required right-of-way widths will be provided; and
- c. an appropriate terminus may be required for maintenance and operations where a public road connects with a private road.

13.1.8.4.3 Roads B will be designed primarily as a pedestrian and cycling route with a secondary purpose for vehicular access including emergency and service vehicles.



Figure 28: All roads will be intended to prioritize pedestrians and cyclists. Roads B will be designed to reduce the speed of vehicular movement and with a focus on the pedestrian and cycling network. This will be achieved through design elements such as surface treatments, materials, textures, lighting and the use of minimum radii and lane widths, together with features which introduce visual interest and reduce risk by promoting awareness amongst pedestrians, cyclists and drivers.

13.1.8.4.4 The City may consider alternative road design standards to achieve community design objectives.

13.1.8.4.5 The portion of the Primary Off-Road Route as shown on Schedule 7: Long Term Cycling Routes, to be located in Area E will allow for cyclists within a predominately pedestrian environment.

### **13.1.8.5 Environment**

13.1.8.5.1 The development of a district energy system will be encouraged in the area or on the site. Where a district energy system is not provided, developments are encouraged to include on-site renewable or alternative energy systems.

13.1.8.5.2 The City, in partnership with the appropriate conservation authority, other agencies having jurisdiction and the property owner may explore the feasibility of lake fill opportunities to enhance the quality of the shoreline, connect natural heritage systems and achieve associated habitat improvements. This will be done with consideration of the ecological context of the site and watershed management area.

### **13.1.8.6 Implementation**

13.1.8.6.1 Through a marina redevelopment and financing strategy, a marina action plan will be prepared to the City's satisfaction that will identify matters such as:

- a. the mix of marina and marina-related uses;
- b. the location of buildings;
- c. building heights;
- d. parking and boat storage facilities; and
- e. the layout for the marina docks slips, facilities and associated amenities.

13.1.8.6.2 A development master plan will be required to address matters including, but not limited to, the following:

- a. The height, scale and location of proposed uses;
- b. The phasing of development, specifically:
  - Marina and marina-related facilities
  - Physical Serving Infrastructure (e.g. roads, water, wastewater)
  - Community Infrastructure
  - Office and other non-residential development
  - Residential development;
- c. How the envisioned population and employment will be achieved;
- d. The size, amount and location of non-residential uses at-grade and within buildings;
- e. The size and location of community infrastructure (e.g. parks);
- f. Final road alignment;
- g. The location and number of parking spaces;
- h. A functional review of servicing and truck operations on the street network and access to underground parking;
- i. Environmental requirements (e.g. remediation of site contamination, green development standards, renewable and alternative energy components and sustainable infrastructure);
- j. Transition and connectivity within the site and to the surrounding context;
- k. Provision of public access and protection of views to Lake Ontario;
- l. Treatment of the public realm (e.g. the pedestrian and cycling network, roads and streetscape);
- m. Provision and location of public art;
- n. Engineering and design requirements to integrate the eastern breakwater (Area F) into the public open space network; and

- o. Hazard mitigation measures and shoreline protection works, delineation of the **Natural Hazard Lands** and associated setback.

13.1.8.6.3 In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the *Planning Act* will be required. The base value from which increased height and/or density will be calculated will reflect zoning by-law permissions in effect as of January 1, 2017.

13.1.8.6.4 In order to ensure the proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will generally determine the detailed alignment of municipal roads, the location of parkland and policies respecting development phasing.

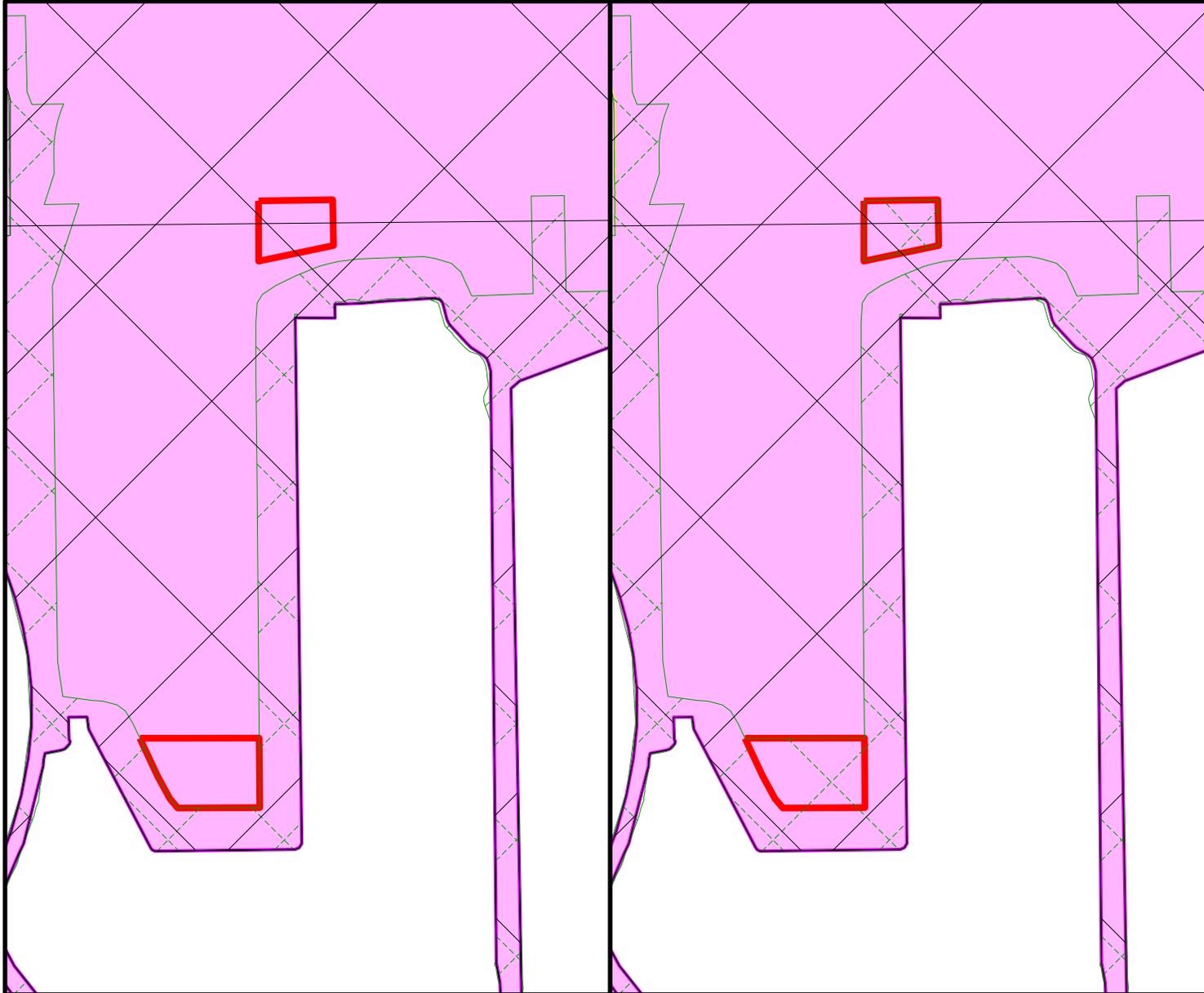
13.1.8.6.5 In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs and municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement. The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the *Development Charges Act, 1998*, as amended.

Policy 14.4 be deleted and replaced with the following:

Prior to development, a development master plan for the former refinery will be prepared to the City's satisfaction.

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EXISTING

AMENDED

**LEGEND**

**GREEN SYSTEM**

 Green System

**CITY STRUCTURE**

 Downtown

 Major Node

 Community Node

 Neighbourhood

 Corporate Centre

 Employment Area

 Special Purpose Area

**CORRIDORS**

 Corridor

 Intensification Corridor

 **AREA OF AMENDMENT**

**Note:**

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



**MAP 'A'**  
Part of  
Schedule 1-Urban System  
of Mississauga Official Plan



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LAKESHORE ROAD WEST

LAKESHORE ROAD WEST

LEGEND:

 AREA OF AMENDMENT

Note:  
Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'B'

Part of Schedule 1a  
Urban System - Green System  
of Mississauga Official Plan



EXISTING

AMENDED

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LAKESHORE ROAD WEST

LAKESHORE ROAD WEST

**LEGEND**

-  Public and Private Open Spaces
-  Parkway Belt West
-  Educational Facilities
-  Utilities
-  AREA OF AMENDMENT

**Notes:**

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenbelt as shown on Schedule 10.



**MAP 'C'**

Part of Schedule 4  
Parks and Open Spaces  
of Mississauga Official Plan



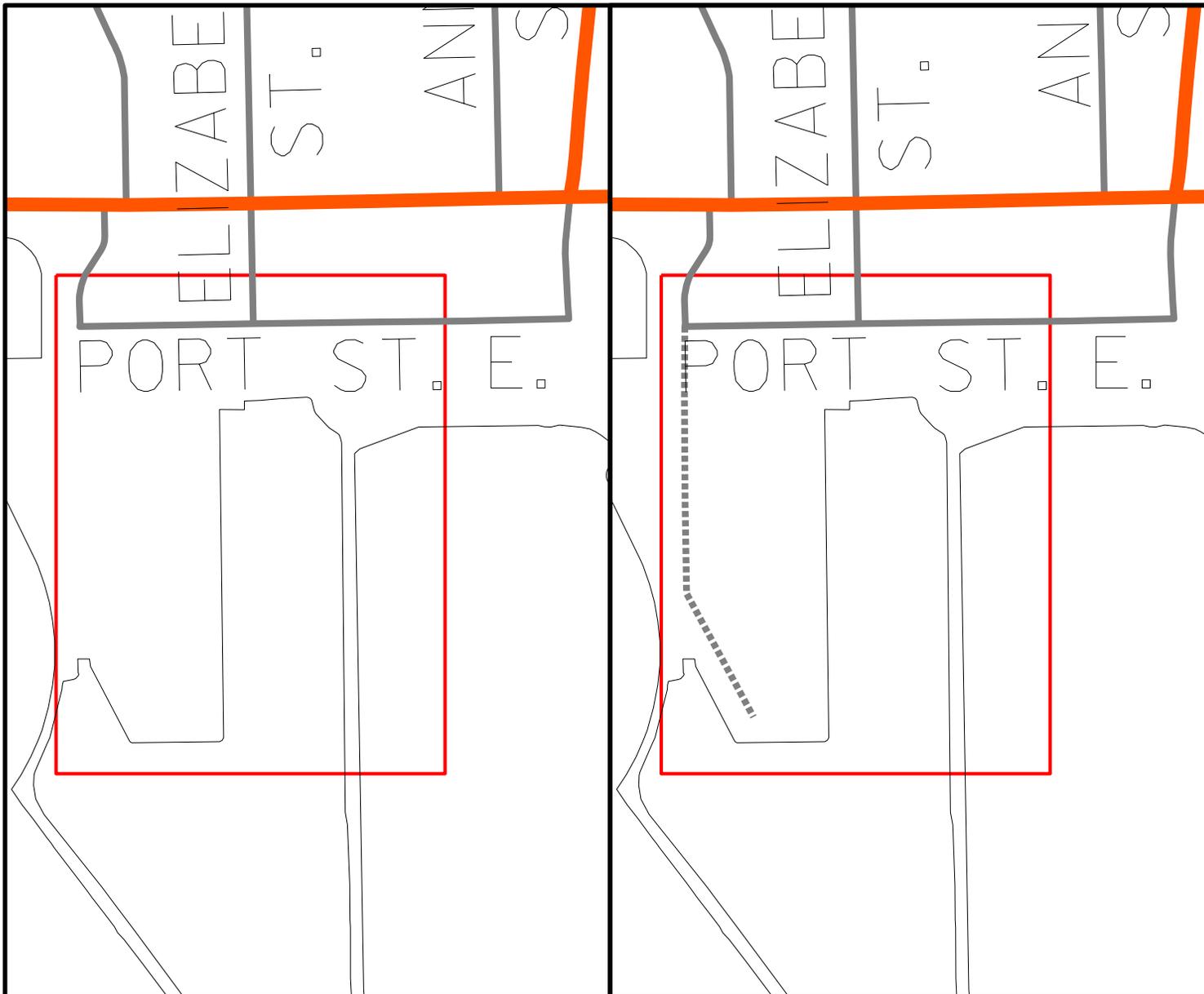
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AMENDED

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EXISTING

AMENDED

LEGEND

- Provincial Highway and Interchange
- Regional Arterial
- Arterial
- Future Arterial (conceptual)
- Major Collector
- Future Major Collector (conceptual)
- Major Collector (Scenic Route)
- Regional Major Collector (Scenic Route)
- Minor Collector
- Future Minor Collector
- Minor Collector (Scenic Route)
- Future Road Link to be added.

Notes:

1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Base map information (e.g. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

AREA OF AMENDMENT



MAP 'D'  
Part of Schedule 5  
Long Term Road Network  
of Mississauga Official Plan



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**LEGEND**

-  Primary Off-Road Routes
-  Primary On-Road / Boulevard Routes
-  Primary On-Road / Boulevard Routes (Regional)
-  Crossings
-  Connections to Adjacent Municipalities
-  AREA OF AMENDMENT

**Notes:**

1. Off-Road routes will be outside of the road right-of-way.
2. Primary On-Road / Boulevard Routes will be within the road right-of-way.
3. Primary On-Road / Boulevard Routes (Regional) are shown for information purposes only and are subject to further review by the Region of Peel.
4. Type of cycling facility and exact location to be determined through detailed study.
5. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
6. For Secondary Routes and further information refer to the Cycling Master Plan.



**MAP 'E'**  
**Part of Schedule 7**  
**Long Term Cycling Routes**  
**of Mississauga Official Plan**



**EXISTING**

**AMENDED**

2017/05/23

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

AREA OF AMENDMENT

FROM:  
 MIXED USE  
 GREENLANDS

TO:  
 PUBLIC OPEN SPACE



**MAP 'F'**  
 Part of Schedule 10  
 Land Use Designations  
 of Mississauga Official Plan

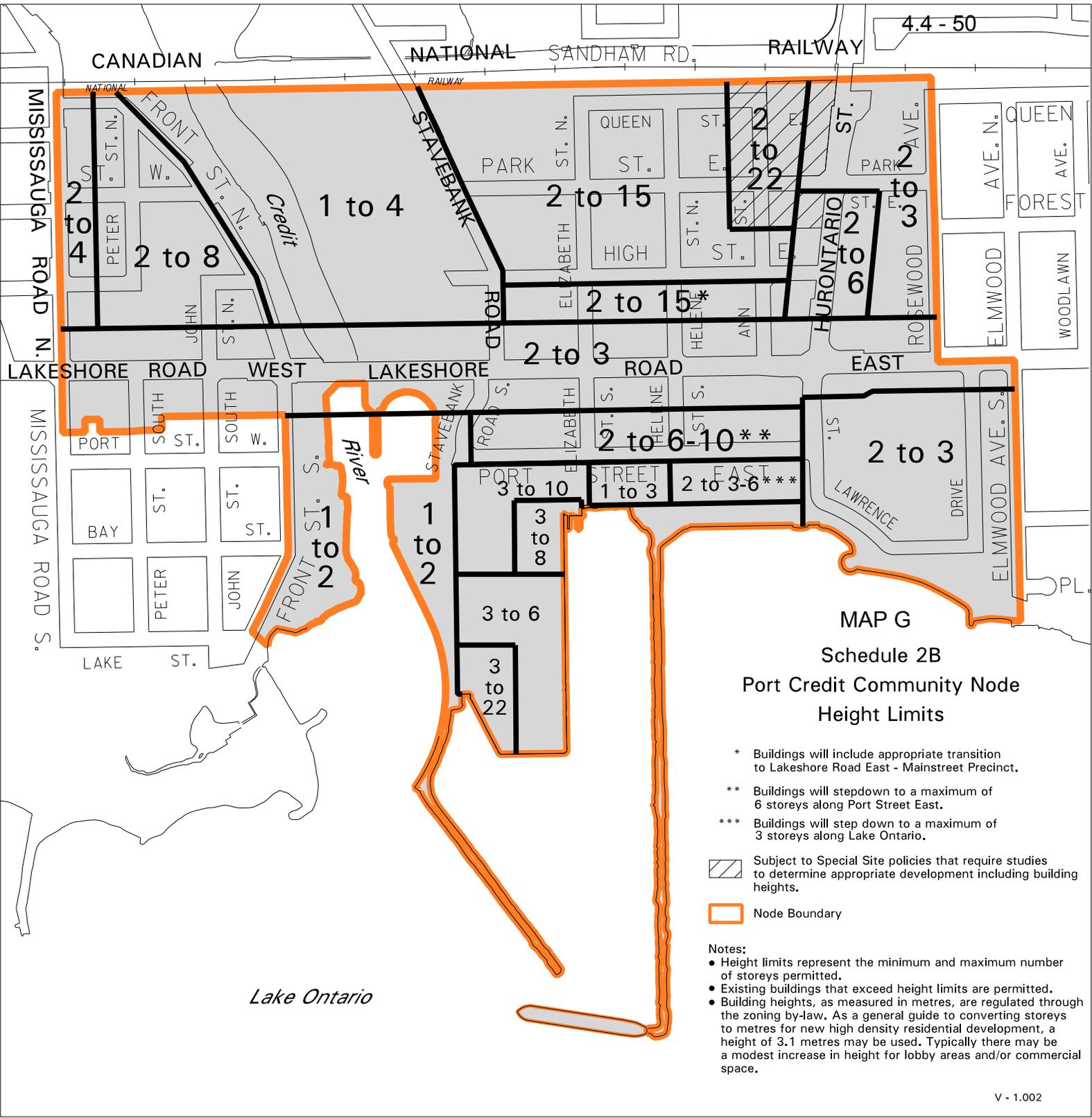


EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION

2017/05/23

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4.4 - 50

CANADIAN

NATIONAL SANDHAM RD.

RAILWAY

MISSISSAUGA ROAD N.

FRONT ST. N.  
PETER ST. N.  
2 to 4  
2 to 8

1 to 4

2 to 15

2 to 22

2 to 3

2 to 15\*

HURONTARIO ST. E.  
2 to 6

2 to 3

LAKESHORE ROAD WEST

LAKESHORE ROAD EAST

EAST

MISSISSAUGA ROAD S.

PORT BAY ST.  
SOUTH ST. W.  
SOUTH ST. N.  
PETER ST.  
JOHN ST.  
FRONT ST. S.  
1 to 2

1 to 2

3 to 8

3 to 6

3 to 22

2 to 6-10\*\*

3 to 10

1 to 3

2 to 3-6\*\*\*

2 to 3

MAP G

Schedule 2B

Port Credit Community Node  
Height Limits

\* Buildings will include appropriate transition to Lakeshore Road East - Mainstreet Precinct.

\*\* Buildings will stepdown to a maximum of 6 storeys along Port Street East.

\*\*\* Buildings will step down to a maximum of 3 storeys along Lake Ontario.

Subject to Special Site policies that require studies to determine appropriate development including building heights.

Node Boundary

Notes:

- Height limits represent the minimum and maximum number of storeys permitted.
- Existing buildings that exceed height limits are permitted.
- Building heights, as measured in metres, are regulated through the zoning by-law. As a general guide to converting storeys to metres for new high density residential development, a height of 3.1 metres may be used. Typically there may be a modest increase in height for lobby areas and/or commercial space.

Lake Ontario

**1 Port Street East Official Plan Amendment  
Public Meeting Comments and Staff Responses**

Commenter	Issue	Staff Response
<b>1. Land for a Marina Use</b>		
<p>Town of Port Credit Association (TOPCA)/Centre City Capital Limited</p> <p>Bristol Marine Ltd.</p> <p>Bristol Marine Ltd.</p>	<ul style="list-style-type: none"> <li>• Protection for the marina on the site was expressed as very important to the community</li> <li>• Comments reflected the need to ensure winter and summer outdoor storage is provided</li> <li>• What is the transition plan for the Port Credit Harbour Marina?</li> </ul>	<ul style="list-style-type: none"> <li>• The lands intended for the future marina have been redesignated to public open space and policy wording has been strengthened to only permit a marina and marina related facilities on this site.</li> <li>• Policies allow for boat storage.</li> <li>• The transition for the marina will be determined through the Marina Action Plan and a requirement of the development master plan<sup>1</sup>. A policy has been added to ensure that a Marina Action Plan is prepared to deal with matters pertaining to the marina uses, location, height, parking and storage, among other matters.</li> </ul>
<b>2. Open Space and Mixed Use Designations</b>		
<p>TOPCA/Bristol Marine Ltd.</p>	<ul style="list-style-type: none"> <li>• Residents expressed that more open space should be provided on the site, to enable a larger public gathering space. It was suggested that land fill of</li> </ul>	<ul style="list-style-type: none"> <li>• The site is limited in terms of the amount of open space that could be provided. Although the southern park may not be suitable as a large public gathering space for events, it is intended that the area be</li> </ul>

<sup>1</sup> Mississauga Official Plan allows for a development master plan to be requested as part of a complete application and sets out what the development master plan must address.

Commenter	Issue	Staff Response
<p>TOPCA</p> <p>Staff</p>	<p>the east break wall could allow for increased public space. Public access to the waterfront was expressed as important.</p> <ul style="list-style-type: none"> <li>• A mix of uses should be enshrined in correct proportions to ensure not everything on the site is residential condos</li> <li>• It was indicated that policies should ensure protection for the view corridors to Lake Ontario</li> </ul>	<p>designed to accommodate activities, programming, and be a place for people to gather. The area is intended to serve the broader community through linking and connecting all parts of the waterfront system.</p> <ul style="list-style-type: none"> <li>• The marina site, waterfront promenade and breakwater are proposed to be redesignated to public open space which may provide greater opportunity for public access and green space. The policy that speaks to future studies to examine the feasibility of expanding the open space through lake infill has been retained. The rest of the site is to be designated mixed use which would allow for uses such as retail and office. The development master plan will need to address where the non-residential uses will be located.</li> <li>• A policy and map has been added to protect for the view corridors to Lake Ontario from this site.</li> </ul>
<b>3. Road System</b>		
Canada Lands Company	<ul style="list-style-type: none"> <li>• Concern that parking would not be permitted under public streets was expressed</li> </ul>	<ul style="list-style-type: none"> <li>• The City does not assume roads with private underground parking. Although public roads are preferred, the policy has been changed that would allow the City to consider private roads provided they meet certain criteria so that development is not hindered by lack of parking availability on the site.</li> </ul>

Commenter	Issue	Staff Response
Lori Ebos, resident	<ul style="list-style-type: none"> <li>Resident concerns centred around how parking would be accommodated at the site and traffic impacts to the surrounding community</li> </ul>	<ul style="list-style-type: none"> <li>Detailed parking provisions will need to be addressed through the development master plan and zoning by-law amendment. The City is undertaking a review of the traffic along Lakeshore Road which will address future traffic conditions and consider potential forms of higher order transportation systems along Lakeshore Road.</li> </ul>
Councillor Tovey	<ul style="list-style-type: none"> <li>The road system should be designed as a place for people and should have a unique design</li> </ul>	<ul style="list-style-type: none"> <li>The definition for “multi-modal connections” has been removed, but the intent of these roads has been articulated in a policy specific to B roads. The Transportation and Works Department are working on a comprehensive Transportation Master Plan that will define key terms and further inform official plan policies. For the purposes of ensuring that the vision of a shared space along the road network is maintained for this site, a visual representation of what is expected for those roads intended to be “shared” has been included as well as a description of its function. A policy is included that speaks to the consideration for alternative design standards as part of the development of the road network within the site. The road design and alignment will be required as part of the development master plan.</li> </ul>
Canada Lands Company	<ul style="list-style-type: none"> <li>The policy that would require an Official Plan Amendment for a change to the road right-of-way was questioned since minor adjustments are already permitted in the official plan</li> </ul>	<ul style="list-style-type: none"> <li>The requirement for an Official Plan Amendment for changes to the road right-of-way has been deleted since any major change would require an Official Plan Amendment and minor changes can be done without an Official Plan Amendment. To provide</li> </ul>



Commenter	Issue	Staff Response
Councillor Tovey	<ul style="list-style-type: none"> <li>The east to west views were indicated as having the best views rather than the views north to south and that densities should be considered that are spread evenly across the site</li> </ul>	<p>be determined through the Marina Action Plan and development master plan.</p> <ul style="list-style-type: none"> <li>A height of up to 22 storeys is permitted for a landmark building, however, an iconic building could be achieved through design features and building massing. The policies for the landmark building have been revised to focus on design elements and excellence.</li> </ul>
Councillor Tovey	<ul style="list-style-type: none"> <li>The landmark building should not be defined by height, rather, the building design and function should be the prime considerations</li> </ul>	
70 Port Street Residents	<ul style="list-style-type: none"> <li>Requested that the “greenery/foilage” that exists around the periphery of the property be maintained.</li> </ul>	<ul style="list-style-type: none"> <li>Landscaping requirements will be determined through the development application process.</li> </ul>

Commenter	Issue	Staff Response
<b>5. Implementation</b>		
Canada Lands Company/Staff	<ul style="list-style-type: none"> <li>The level of detail throughout the Official Plan Amendment was too prescriptive which would be difficult to monitor and may delay the process if specified requirements cannot be met. The level of detail was of further concern as it may impact development due to an inflexible staging strategy.</li> </ul>	<ul style="list-style-type: none"> <li>A policy to require a development master plan has been added to the special site policies. This is to ensure that key site details are identified, to the City's satisfaction, before a development application can be submitted. The development master plan will address matters related to built form, phasing of development, amount and location of various uses, and environmental considerations, among other matters. The development master plan is different from a master plan in that it can address all the detailed requirements as they are intended to be realized through actual development.</li> </ul>
TOPCA	<ul style="list-style-type: none"> <li>The community has expressed interest in ensuring that they are kept involved and actively engaged during the development process for this site</li> </ul>	<ul style="list-style-type: none"> <li>Future opportunities for members of the public to be involved in the development of this site will be secured through other public processes, such as the development application process and Marina Action Plan.</li> </ul>
Staff	<ul style="list-style-type: none"> <li>At this point in time the developer of the site is unknown and could potentially be multiple developers. How phasing of the development will proceed should there be multiple developers was questioned, specific to who would be responsible for studies and the costs associated with them.</li> </ul>	<ul style="list-style-type: none"> <li>A policy has been added to address cost sharing agreements between multiple parties involved in the development of the site to ensure equity. In addition, a policy is added to allow for plans of subdivision to be submitted which will inform alignment of municipal roads, parkland and phasing of development.</li> </ul>
Staff	<ul style="list-style-type: none"> <li>It was questioned as to why the policies address Section 37 community</li> </ul>	<ul style="list-style-type: none"> <li>Staff are currently reviewing the corporate policies that deal with Section 37 community benefits. For</li> </ul>

Commenter	Issue	Staff Response
	<p>benefits, since these are usually established through a separate process apart from the development application approvals</p>	<p>the purposes of this site, a policy dealing with Section 37 community benefits has been added to ensure that benefits are calculated to reflect zoning by-law permissions in effect as of January 1, 2017.</p> <ul style="list-style-type: none"> <li>• Staff recommend that items to be considered for community benefit be listed for future reference within corporate reports, rather than enshrined in policy. It is currently unknown when an application may be submitted and circumstances in the community may change. This allows for greater flexibility to the community and City to define the priorities when a development application is processed.</li> <li>• The list of priorities are listed below for the site at 1 Port Street East to be considered after an application has been approved: <ul style="list-style-type: none"> <li>○ Improvements to the components of the public open space</li> <li>○ Improvements and/or operational costs for a marina facility</li> <li>○ Improvements to streetscape</li> <li>○ Public art installation</li> <li>○ Establishment of new non-profit community or cultural services and facilities, including child care, library facilities, makerspaces, artist workshops, gallery spaces and/or performance spaces</li> <li>○ Provision of dedicated affordable housing</li> </ul> </li> </ul>

City of Mississauga  
**Corporate Report**



<p>Date: August 16, 2016</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: CD.21.POR</p>
<p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: 2016/09/06</p>

## Subject

### PUBLIC MEETING INFORMATION REPORT

#### 1 Port Street East Comprehensive Master Plan Implementation - Proposed Official Plan Amendment - Public Meeting

## Recommendation

1. That the submissions made at the Planning and Development Committee Public Meeting held on September 6, 2016, regarding the report titled "1 Port Street East Comprehensive Master Plan Implementation - Proposed Official Plan Amendment - Public Meeting," dated August 16, 2016, from the Commissioner of Planning and Building, be received.
2. That staff report back to Planning and Development Committee on the submissions made from the public, and comments made from circulated departments and agencies, regarding the proposed changes to the Mississauga Official Plan to implement the 1 Port Street East Comprehensive Master Plan

## Background

Under the banner of Inspiration Port Credit (IPC), staff led a comprehensive community engagement process and obtained technical expertise to develop a Master Plan and draft Official Plan Amendment (OPA) for 1 Port Street East. This site is owned by Canada Lands Company and is currently operating as the Port Credit Harbour Marina (PCHM). The Master Plan was approved by Council on June 8, 2016. At the same meeting, Council directed staff to hold a public meeting to consider the draft OPA as required under the *Planning Act*. This statutory public meeting, supported by the information in this report, represents the next step in the process.

## Comments

### OFFICIAL PLAN

The draft OPA (Appendix 1) intends to implement the vision and guiding principles of the Master Plan, creating an iconic and vibrant waterfront at 1 Port Street East. It provides guidance on matters of critical importance such as land use, urban design, transportation, phasing, environmental sustainability, and implementation tools. Highlights of the draft OPA are described below.

### Land Use

- Enables marina and marina related uses as part of the “Mixed Use” designation, helping to protect for the key marina element of the site.
- Enables the development of two parks: Arrival Park and Destination Park.
- Enables a continuous waterfront promenade.
- Much of the site will remain as “Mixed Use,” and the amendment proposes policy changes intended to incentivize an active balance of uses on the site.
- Requires a minimum area for ground floor non-residential uses to help activate the street life of the site.
- Requires office space on the site to help deliver a live-work neighbourhood.

### Urban Design

- Consideration of a landmark building on the site, which would be subject to a design competition.
- A building height regime with taller buildings along Port Street East stepping down to the water (with the exception of the landmark building).
- Supports an urban mixed-use context near to the Port Credit Mobility Hub by proposing reduced parking standards and ensuring that parking facilities are appropriately designed to create the vibrant urban street life intended for the site.

### Transportation

- Supports the creation of an urban waterfront neighbourhood through a street network of smaller blocks.
- Alternative design standards for the street network to enhance the urban character, further creating spaces that prioritize pedestrians and cyclists.

### Environment

- Directs all development on the site to be designed for minimum LEED Gold standard.
- Includes measures that contribute to the health of the environment and promote innovative green infrastructure.
- Alternative energy requirements, suggesting either a District Energy system or other on-site alternative energy systems.

### Staging of Development

- Allows for existing marina related businesses to continue to operate until appropriate infrastructure is in place to allow uninterrupted use.
- Mitigation of site contamination issues prior to development.
- Development will be considered in increments, and non-residential uses will be incorporated into these increments.

### Implementation

- Suggests priorities for the consideration of possible community benefit opportunities under Section 37 of the *Planning Act*, including:
  - Marina facilities
  - Affordable housing
  - Public art
  - Streetscape improvements
  - Alternative energy systems serving the Port Credit community.

### BUILT FORM GUIDE

The draft OPA also includes proposed changes to the Port Credit Local Area Plan's Appendix 1: Built Form Guide. These changes will ensure that the future built form at 1 Port Street East is consistent with the Master Plan, which creates a distinct urban waterfront neighbourhood. As the Built Form Guide is not part of the Official Plan, these changes are not subject to a formal amendment.

### NEXT STEPS

- Staff review of comments/submissions from the public and stakeholders regarding the draft OPA.
- Continued work with CLC to identify mechanisms to protect for a future marina.
- Report to Council on the satisfactory arrangements for the continuation of a marina at the site prior to recommending approval of the OPA.
- Staff to continue to investigate the possible use of a Development Permit System.
- Staff to continue to explore partners, funding, and mechanisms for affordable housing on the site.
- Detailed phasing plan, site plan, and development applications will be submitted to the City for evaluation.

### Strategic Plan

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

## Financial Impact

Not Applicable

## Conclusion

The proposed amendment to Mississauga Official Plan is intended to implement the 1 Port Street East Comprehensive Master Plan. The public meeting provides members of the community the opportunity to provide comments on the proposed changes. A report on comments will be brought back to Planning and Development Committee for final consideration.

## Attachments

Appendix 1: Draft Official Plan Amendment.



Edward R. Sajecki, Commissioner of Planning and Building

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

## Appendix 1 – Draft Official Plan Amendment

### 1 Port Street East

#### Draft Amendments to Mississauga Official Plan and Port Credit Local Area Plan

#### Amendments to Mississauga Official Plan

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

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

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

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

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

- Policy 11.2.6.1 be amended to allow the following use:

o. *maker spaces*

- Chapter 20 Glossary be amended to add the following:

Maker Spaces means premises, such as community or artisan workshops or community studios, used for producing or making custom-made goods in limited quantities, using techniques that do not involve mass production. The use of these premises and equipment may require a fee.

- Amend Schedule 1: Urban System to be consistent with Map 1 to OPA\_
- Amend Schedule 1a: Urban System – Green System to be consistent with Map 2 to OPA\_ Amend Schedule 4: Parks and Open Spaces to be consistent with Map 3 to OPA\_
- Amend Schedule 7: Long Term Cycling Routes to be consistent with Map 4 to OPA\_
- Amend Schedule 10: Land Use Designations to be consistent with Map 5 to OPA\_ to redesignate portions of the Mixed Use designation to Public Open Space and Greenlands to Public Open Space.

#### Amendments to Port Credit Local Area Plan

- Section 10.2.4 Harbour Mixed Use Precinct

1<sup>st</sup> Paragraph – be amended as follows:

“...Development will be at a lower overall scale than the Central Residential Precinct and will step down towards Lake Ontario, except for landmark sites identified in this Area Plan.”

3<sup>rd</sup> Paragraph to be deleted and replaced with the following:

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

New policy be added as follows:

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

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

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

##### 13.1.8 Site 8

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

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

#### General Policies

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

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

#### Land Use - Open Space

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

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

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

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

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

13.1.8.x Notwithstanding the Public Open Space land use designation, accessory buildings will be less than 500 m<sup>2</sup> of gross floor area.

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

13.1.8.x Notwithstanding the policies of this Plan, the following additional uses are permitted within Area D:

- a. marina facilities, including floating docks and boat slips, fuel dock and pump-out station, boat repair facilities, and ancillary equipment; and
- b. on-site winter boat storage.

#### Land Use – Mixed Use

13.1.8.x Notwithstanding the policies of this Plan, the following additional uses are permitted in Area C:

- a. marina facilities, including floating docks and boat slips, fuel dock and pump-out station, boat repair facilities, and ancillary equipment; and
- b. on-site winter boat storage.

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

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

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

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

#### Urban Design

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

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

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

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

#### Transportation

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

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

#### Environment

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

13.1.8.x All development will contribute to the health of the environment and promote innovative infrastructure by incorporating measures such as:

- a. active transportation, and include facilities for pedestrian, cyclists, transit and vehicles;
- b. efficient and sustainable water, waste water and stormwater management systems;
- c. site or area specific district energy and/or deep lake cooling systems;
- d. renewable energy components in all development;
- e. innovative garbage collection and utility delivery strategies;
- f. installing green roofs or white roofs; and
- g. installation of light-coloured paving material or any paving material with a solar reflectance index of at least 29.

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

#### Staging of Development

13.1.8.x The staging of development on the site will be required to ensure the following:

- a. the need to mitigate existing site contamination issues, prior to any development;
- b. that the existing marina-related businesses can continue to operate, until alternative and appropriate building spaces and infrastructure are developed to

accommodate their continued and uninterrupted operation; and

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

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

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

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

Implementation

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

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

- Section 14.0 Implementation, Policy 14.4 is deleted and replaced with the following:

Prior to development, a master plan for the former refinery will be prepared to the City's satisfaction.

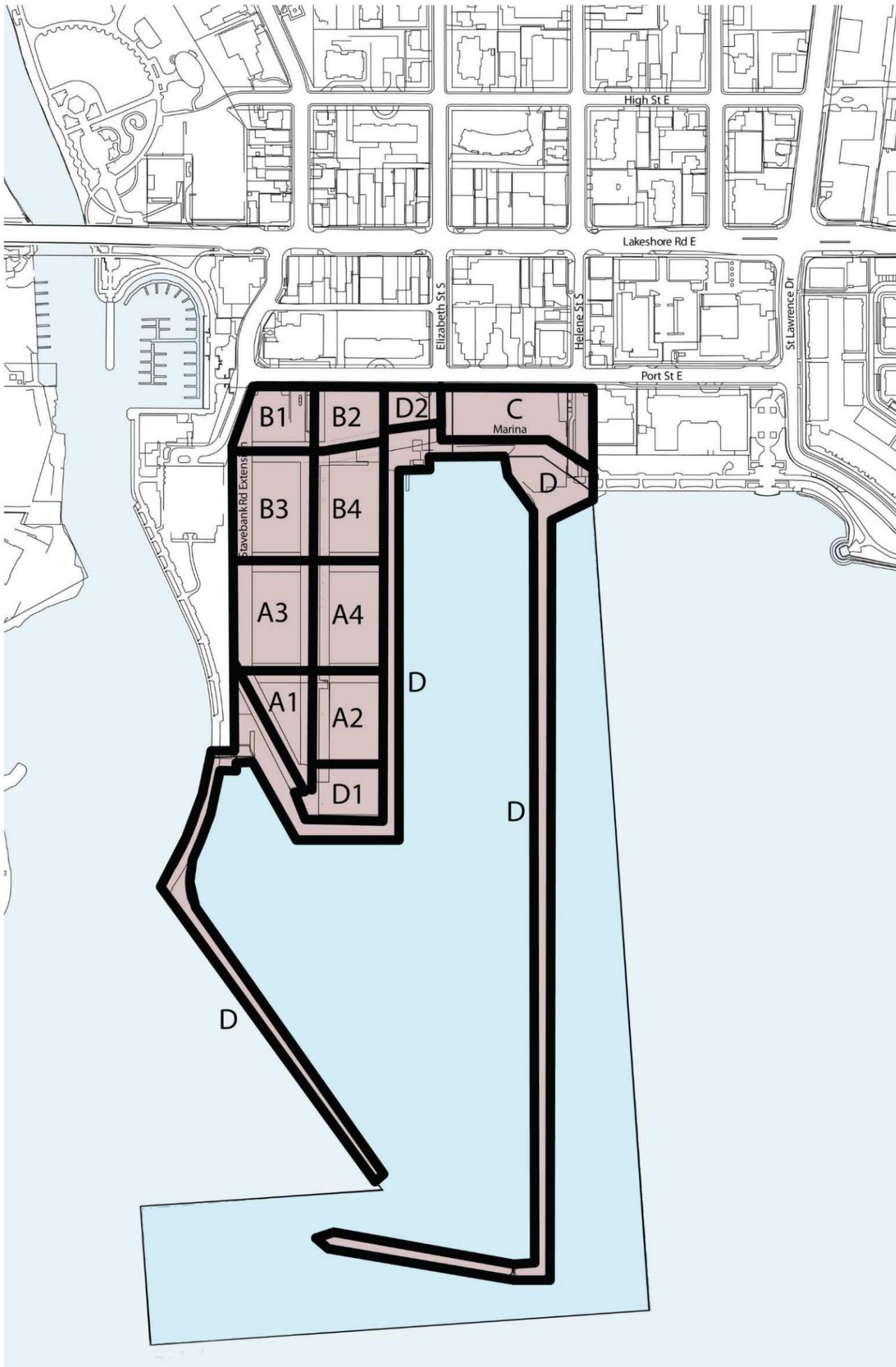
- Amend Schedule 2B Port Credit Community Node Height Limits to be consistent with Map 6 to this amendment.

**Appendix 1: Built Form Guide**

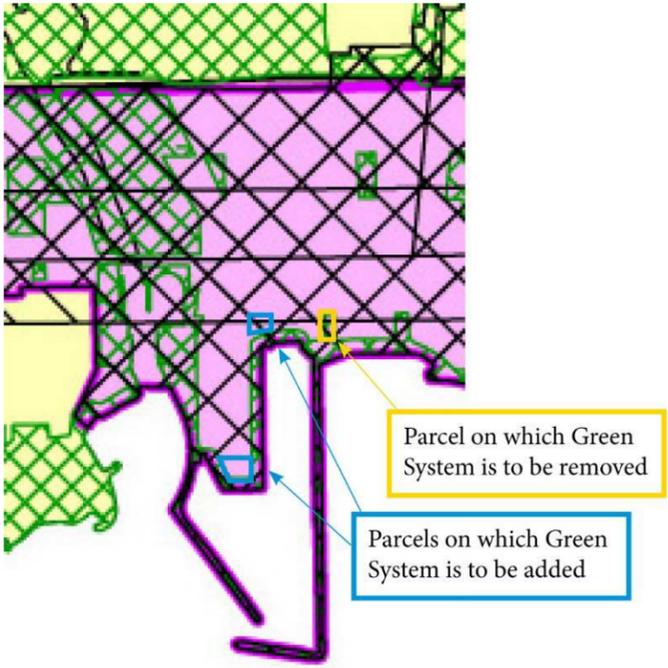
## 2.3.4 Harbour Mixed Use Precinct

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

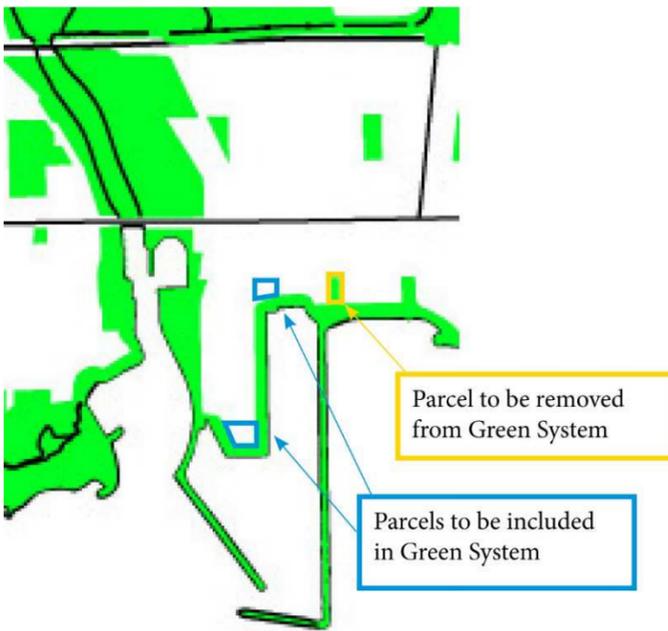
Buildings on the 1 Port Street East site (Special Site 8) have been comprehensively planned and considered as a distinct, urban waterfront neighbourhood. The site is intended to be iconic and vibrant with a full service marina. Notwithstanding the direction provided in this Built Form Guide, all development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



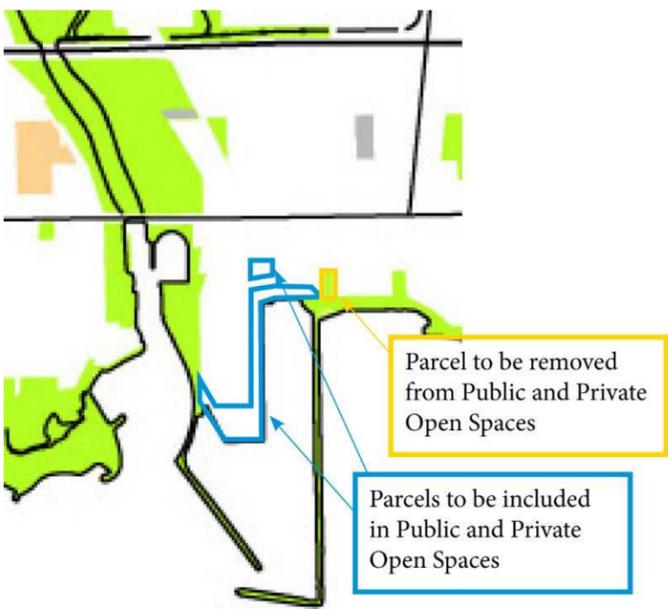
Location Map



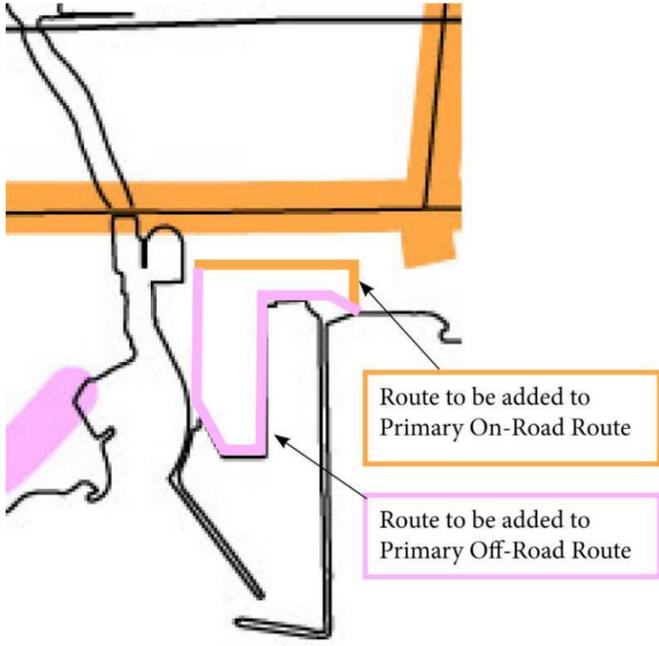
Map 1 to OPA\_: Excerpt of Schedule 1 Urban System



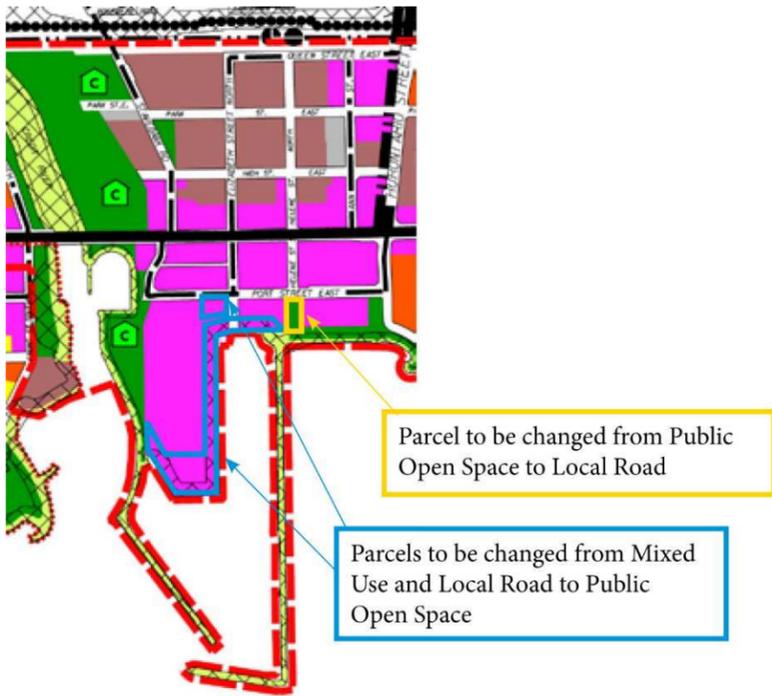
Map 2 to OPA\_: Excerpt of Schedule 1a Urban System – Green System



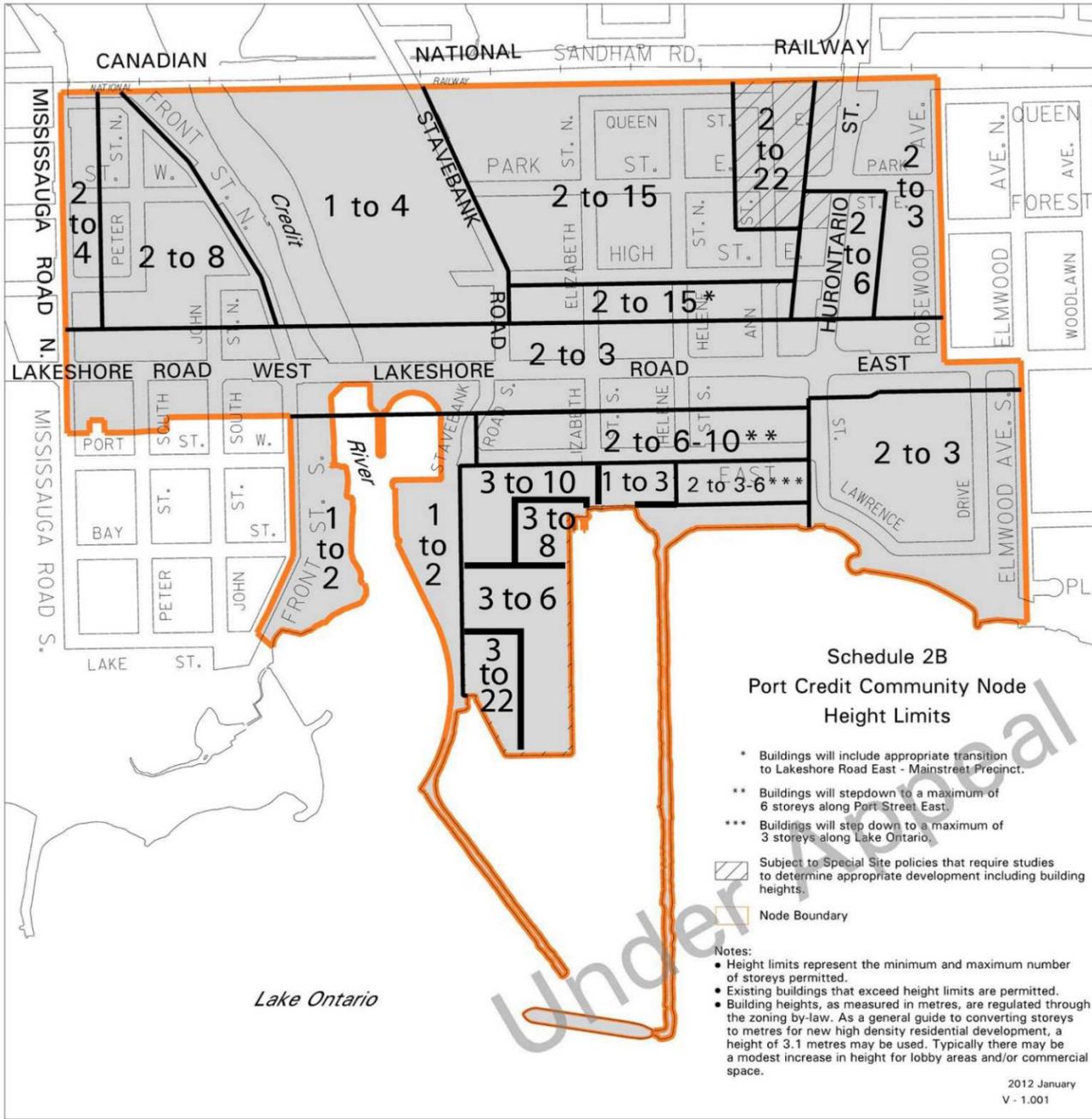
Map 3 to OPA\_: Excerpt of Schedule 4 Parks and Open Spaces



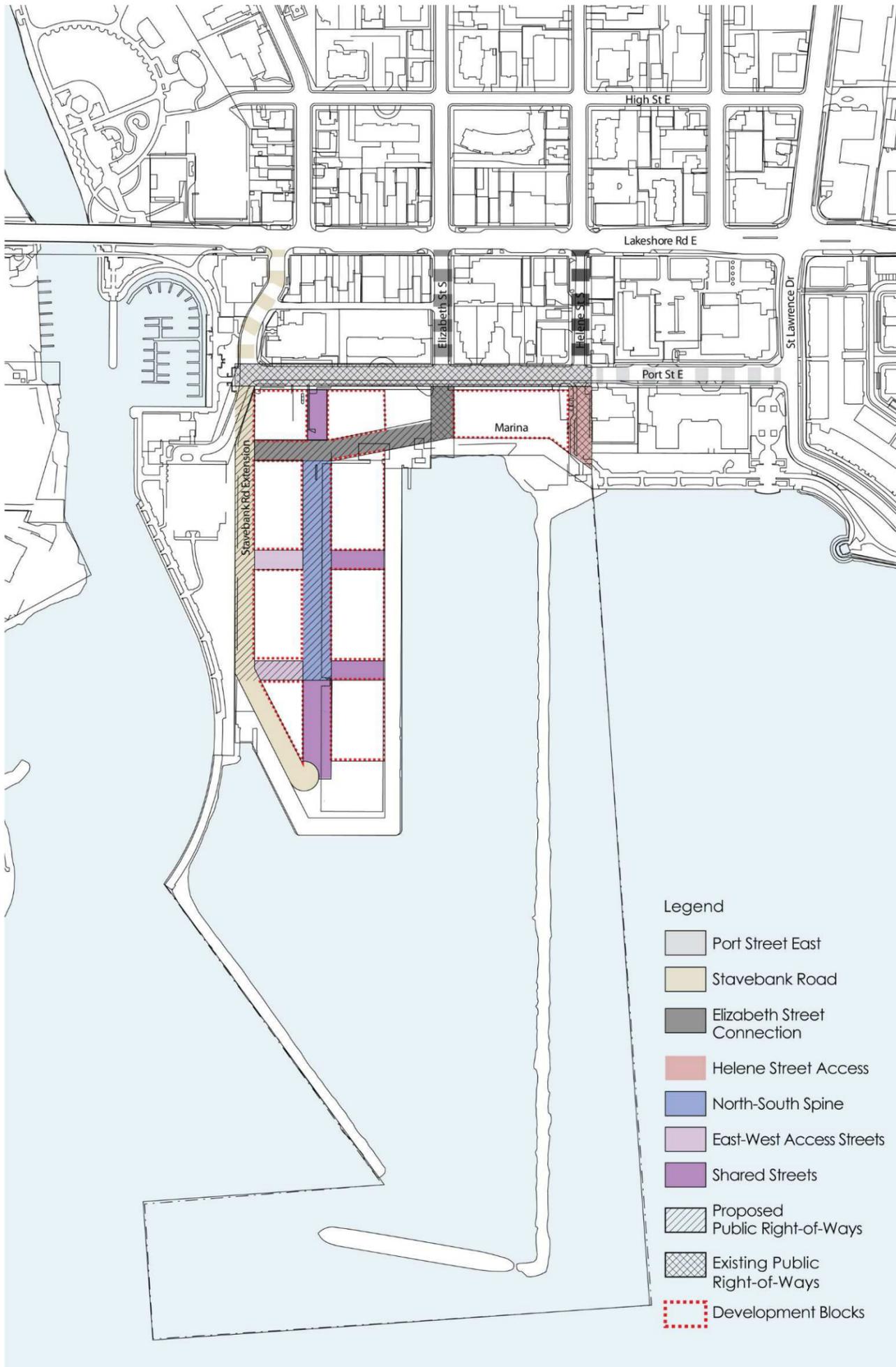
Map 4 to OPA\_: Excerpt of Schedule 7 Long Term Cycling Routes



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



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



Map 7 to OPA\_ : Street System