
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF

**OFFICIAL PLAN AMENDMENT AND
ZONING BY-LAW AMENDMENT
APPLICATIONS**

PREPARED FOR

Lightpoint (170 Lakeshore Road East Port Credit) Inc.

170 Lakeshore Road East
City of Mississauga
Regional Municipality of Peel

October 2021
GSAI File #1342 – 001

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Planning Justification Report
Lightpoint (170 Lakeshore Road East Port Credit) Inc.
Official Plan Amendment and
Zoning By-law Amendment
170 Lakeshore Road East
City of Mississauga

1 \ INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') have been retained by Lightpoint (170 Lakeshore Road East Port Credit) Inc. (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 170 Lakeshore Road East, in Port Credit, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are located on the north side of Lakeshore Road East, west of Elmwood Avenue North and are legally described as:

LT 43, PL F12 ; LTS 1, 2 & 3, PL C27 ; PT LT 4, PL C27 , PART 2 , 43R3882 ; MISSISSAUGA

The Site is currently occupied by a local retail plaza comprised of a 1-storey, multi-tenant structure and surface parking area. Access is provided via a driveway off of Lakeshore Road East, a second driveway off of Elmwood Avenue North and drive aisles internal to the Site.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of an Official Plan Amendment and Zoning By-law Amendment (the 'Amendments') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a high density, compact, sustainable, mixed use development that integrates with the surrounding Neighbourhood. The proposed Amendments have been prepared to implement higher density, compact, mixed-use, pedestrian-oriented and transit-supportive development, in an appropriate location, at an appropriate density than the current local policy permissions allow.

This Report demonstrates that the proposal and corresponding Amendments serve to implement the Provincial policy directions which support compact, mixed-use development in proximity to transit services. This Report also demonstrates that the in-effect local permissions provided by the Mississauga Official Plan and City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') are outdated with respect to the Subject Lands. Various reports and studies have been undertaken to identify policy changes for the Port Credit community over the past ten (10) years including the Hurontario / Main Street Master Plan (2011), the Lakeshore Connecting Communities Transportation Plan (2019), the ongoing City of Mississauga Lakeshore East Corridor Study and the ongoing Region of Peel Major Transit Station Area Study. When considered collectively, the above-mentioned Reports and Studies emphasize the importance of compact, transit-supportive and pedestrian-oriented development in Port Credit and envision these lands as an appropriate and desirable location for compact, mixed-use development.

This Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the Mississauga Official Plan ('MOP') and By-law 0225 – 2007 in relation to the current policy and regulatory framework and existing physical conditions.

1.1 \ PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Lands are designated 'Mixed Use' by the in-effect MOP. This designation reflects the current use of the Site, but not the proposed development. A site-specific Official Plan Amendment ('OPA') is required to implement the proposal.

The proposed OPA seeks to revise the Port Credit Community Node boundary to include the Subject Lands, re-designate the Subject Lands to 'Residential High Density' and introduce a new Special Site policy in the Port Credit Local Area Plan in order to allow for modified development standards to be enacted. A draft OPA has been prepared and a copy is provided in **Appendix I** of this Report.

This report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Growth: Growth Plan for the Greater Golden Horseshoe (2020), the Peel Regional Official Plan (2018) and the Mississauga Official Plan (2020).

1.2 \ PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225-2007'), as amended, which currently zones the site as 'Main Street Commercial, Exception 66 (C4-66)'. The current zoning reflects current conditions. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to rezone the Site to the 'Residential Apartment (RA4)' category and create new site-specific exceptions to reflect the proposed development. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To rezone the site from 'C4-66' to 'RA4-XX';
- To permit a selection of accessory, non-residential uses;
- To permit a site-specific density;
- To permit a site-specific building envelope standard;
- To permit site-specific parking and loading standard; and,
- To permit a site-specific landscape standard.

A summary of the in-effect RA4 zone provisions and the requested RA4-XX zone provisions has been prepared. A copy of this summary, the Zoning By-law Table, is provided in **Appendix II** of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Peel Regional Official Plan (2018) and the Mississauga Official Plan (2020).

Notwithstanding Section 45(1)(3) of the *Planning Act* and in accordance with Section 45(1)(4) of the *Planning Act*, it is requested that at the time of rendering a decision on the application, City Council also resolve to allow the submission of a minor variance application during the two (2) year period after the Zoning By-law Amendment ('ZBA') has been passed. This is being requested to allow for the resolution of any unforeseen issues that may arise during the detailed design stage of the project, particularly during the processing of the future Site Plan Control Approval ('SPA') application.

2 \ PROCESS & ENGAGEMENT

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Mississauga's Official Plan Amendment and Zoning By-law Amendment processes. It is anticipated that the Owner, in collaboration with the City, will host the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

We note that a Development Application Review Committee ('DARC') meeting was held on February 10, 2021 to present a preliminary concept for the Subject Lands and to determine submission requirements.

3 \ EXISTING SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding Port Credit community.

3.1 \ SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the north side of Lakeshore Road East, west of Elmwood Avenue South. The Site has an area of approximately 0.29 hectares (0.70 acres), with a frontage of 59.5 metres on Lakeshore Road East and a frontage of 47.3 metres on Elmwood Avenue North.

The Site is generally flat. It is currently improved with a local retail plaza comprised of a 1-storey, multi-tenant structure and surface parking area. Access is provided via two (2) driveways – one off of Lakeshore Road East and a second off of Elmwood Avenue North as well as drive aisles internal to the Site. There are existing public sidewalks along both Lakeshore Road East and Elmwood Avenue North.

3.2 \ AREA CONTEXT

The Subject Lands are located within the Port Credit community of the City. As demonstrated in **Figure 2**, surrounding uses are as follows:

NORTH A segment of the non-conventional (e.g., not stable) residential Neighbourhood is immediately north. This segment of the Neighbourhood, which is situated south of the Metrolinx Rail Corridor, is comprised of 1- and 2-storey detached and semi-detached dwellings. Forest Avenue Public School and local commercial uses that front along Lakeshore Road East and along Queen Street East are interspersed.

SOUTH Lakeshore Road East is immediately south. Further south is a forested area and a low-rise, mixed-use development. This development is comprised of 3-storey live-work units fronting on Lakeshore Road East, 3-storey, stacked, back-to-back townhouses and 3-storey street townhouse dwellings. A 2-storey apartment structure, a 4-storey apartment structure and a local retail plaza comprised of a 2-storey, multi-tenant, mixed-use structure and surface parking areas are to the southwest.

WEST A 1-storey commercial structure and surface parking area is immediately west. Further west is Rosewood Avenue, a local retail plaza comprised of a financial institution, a gas bar, a car wash and surface parking areas. A 22-storey mixed-use structure is immediately east of the retail plaza, adjacent to Hurontario Street.

EAST Elmwood Avenue North is immediately east. Further east is a local retail plaza comprised of a 1-storey commercial structure and surface parking areas.

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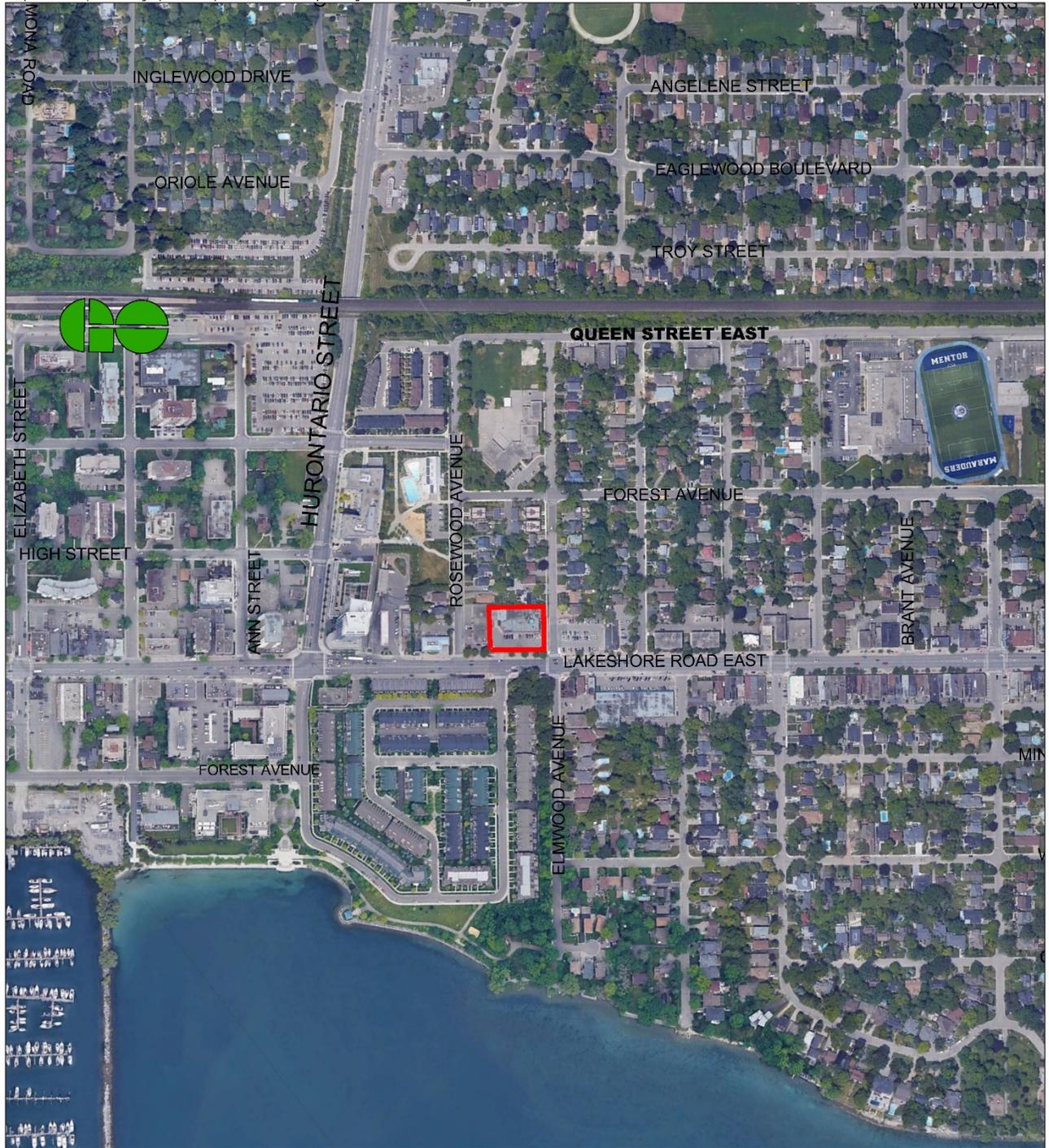


FIGURE 1
LOCATION MAP
170 Lakeshore Road East, City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Lands



Scale NTS
October 19, 2021

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FIGURE 2
SURROUNDING USES

170 Lakeshore Road East, City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Lands



Scale NTS
October 19, 2021

The images below further demonstrate the surrounding context.



View looking south toward St. Lawrence Drive



View looking north along Elmwood Avenue North



View looking south towards 181 – 205 Lakeshore Road East



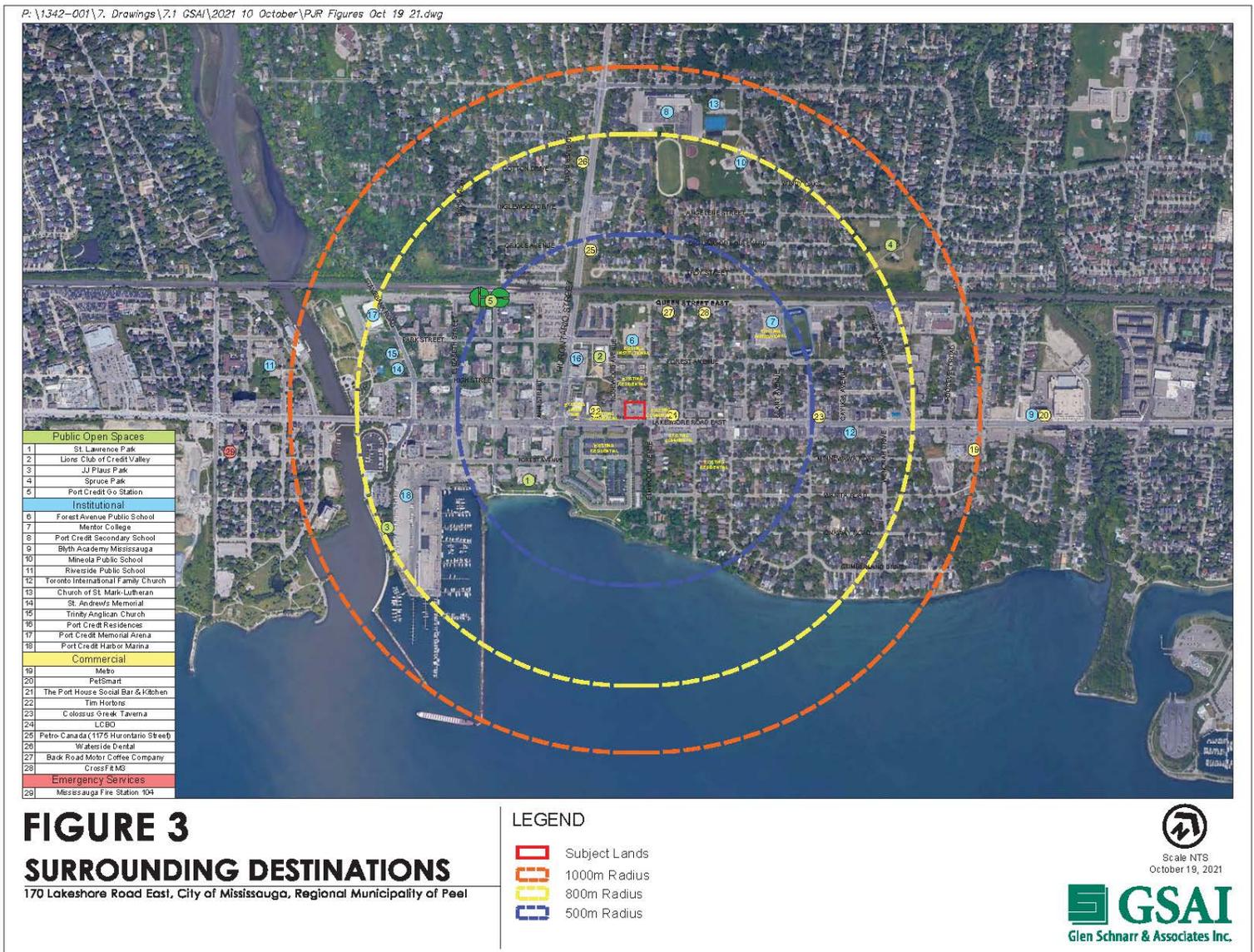
View looking west across the Subject Lands

(Right) View looking west toward Hurontario Street, from Rosewood Avenue



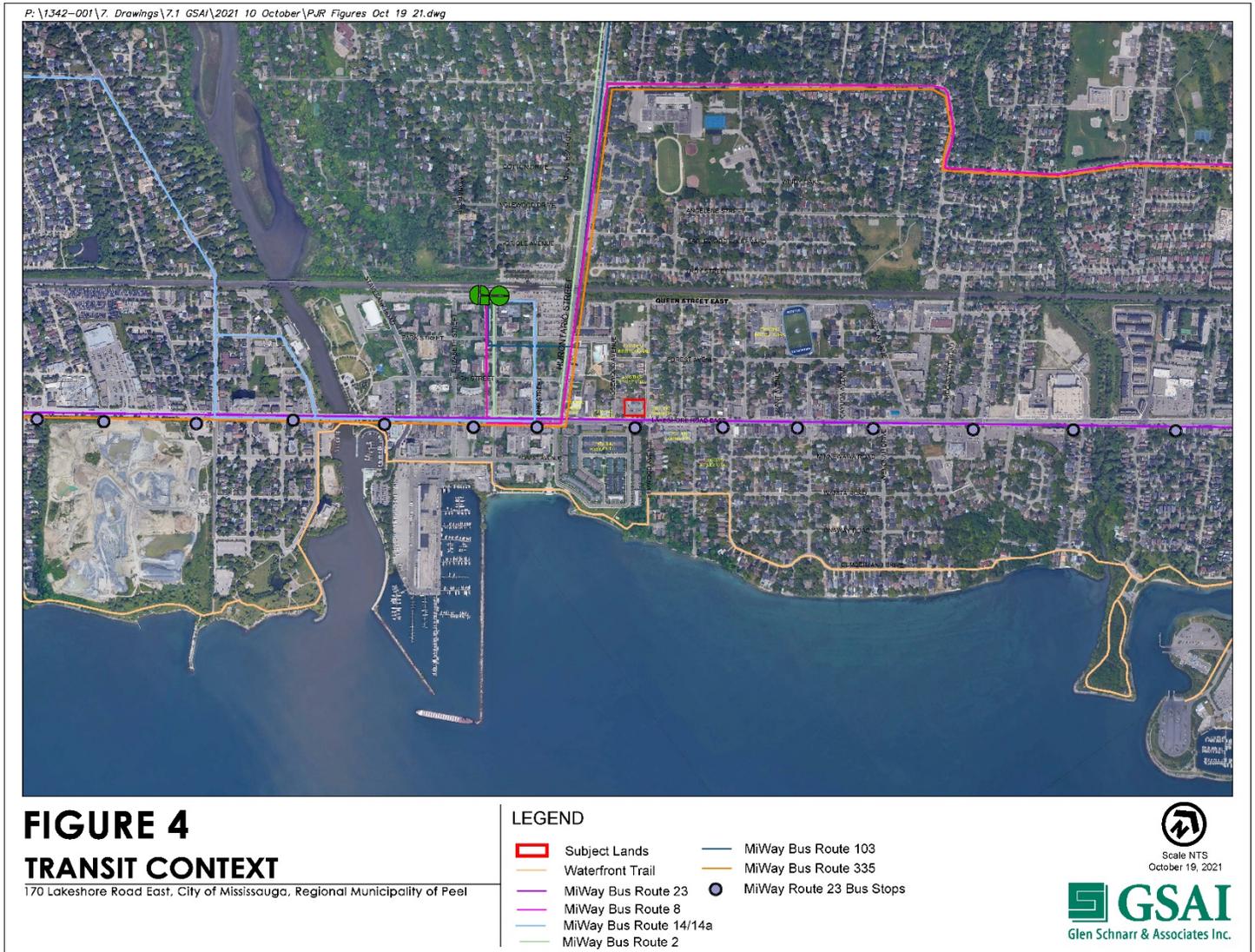
3.3 \ SURROUNDING DESTINATIONS

As demonstrated in **Figure 3** below, the Subject Lands are well-served by a multitude of recreational and commercial amenities. There are several greenspaces located within walking distance of the Subject Lands, including Harold E. Kennedy Park, St. Lawrence Park, Tall Oaks Park and the Waterfront Trail. The Subject Lands are also located within a 500 metre radius of extensive retail areas along Lakeshore Road East corridor. This retail area includes pharmacies, restaurants and financial institutions as well as many others which support the day-to-day needs of residents.



3.4 \ TRANSIT CONTEXT

As demonstrated in **Figure 4** below, the Subject Lands are well-served by existing and planned transit services. A summary of these is provided below.



LOCAL PUBLIC TRANSIT

The Subject Lands are serviced by an existing bus route (Route 23) operated by Mississauga Transit ('MiWay'). Route 23 (Lakeshore) has an existing bus stop in front of the Subject Lands. Route 23 has a service frequency of approximately 20 minutes and operates between Long Branch GO Station and Clarkson GO Station.

Additional existing bus routes (Routes 2, 8 and 335) operate along Hurontario Street (west of the Subject Lands). Collectively, the Subject Lands are located within a comfortable walking distance of various existing bus routes. As

such, residents are able to easily access street-level transit services. Furthermore, residents are able to easily transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Mississauga and beyond.

In addition to the above-noted existing transit services, the Subject Lands will be within walking distance, and directly in front of, Bus Rapid Transit ('BRT') services planned to operate along the Lakeshore Road East corridor. When complete, the Lakeshore BRT network will provide connectivity across Mississauga.

REGIONAL PUBLIC TRANSIT

The Port Credit GO Station, located approximately 275 metres northwest of the Subject Lands, is on the Lakeshore West GO Transit Line (Route 18) with service to Downtown Toronto. The Lakeshore West GO Transit Line, operated by Metrolinx, has a service frequency of approximately 30 minutes, Monday to Sunday.

In addition to the Port Credit GO Station, Metrolinx is to operate the fifteen (15) kilometre Hurontario Light Rail Transit ('HuLRT') network. This network will provide frequent service and connectivity between Port Credit GO Station in the south and Downtown Brampton in the north. The HuLRT network will provide opportunities for various inter-regional connections. We note that the HuLRT network is presently under construction, with completion expected in Fall 2024. A future LRT Station is to be provided at the intersection of Park Street East and Hurontario Street, approximately 275 metres northwest of the Subject Lands.

Based on the above, the Subject Lands are well connected by existing regional transit networks. This will be further enhanced by the planned regional transit networks that will further enhance the ability for residents to easily transfer to a variety of inter-regional areas and destinations.

ROAD NETWORK

Lakeshore Road East is classified as an 'Arterial Road' with an ultimate Right-of-Way ('ROW') of 26 metres (Schedule 5, Long Term Road Network and Schedule 8, Designated Right-of-Way Widths) by the in-effect Mississauga Official Plan, while Elmwood Avenue North is classified as a 'Local Road'. The Subject Lands are surrounded by and have frontage on both Lakeshore Road East and Elmwood Avenue North. The current approximate widths of both are 32.6 metres and 20.2 metres, respectively.

Additionally, Lakeshore Road East is identified as a 'Corridor' and 'Higher Order Transit Corridor' by the MOP (see **Figure 5**). The identification of Lakeshore Road East as a 'Higher Order Transit Corridor' recognizes that Lakeshore Road is to incorporate upcoming transit connections, including future BRT services. As stated above, the Subject Lands are to be directly in front of the planned Lakeshore BRT network. The Site is also located approximately 275 metres southeast of the planned HuLRT services and the planned LRT Station at Park Street East and Hurontario Street.

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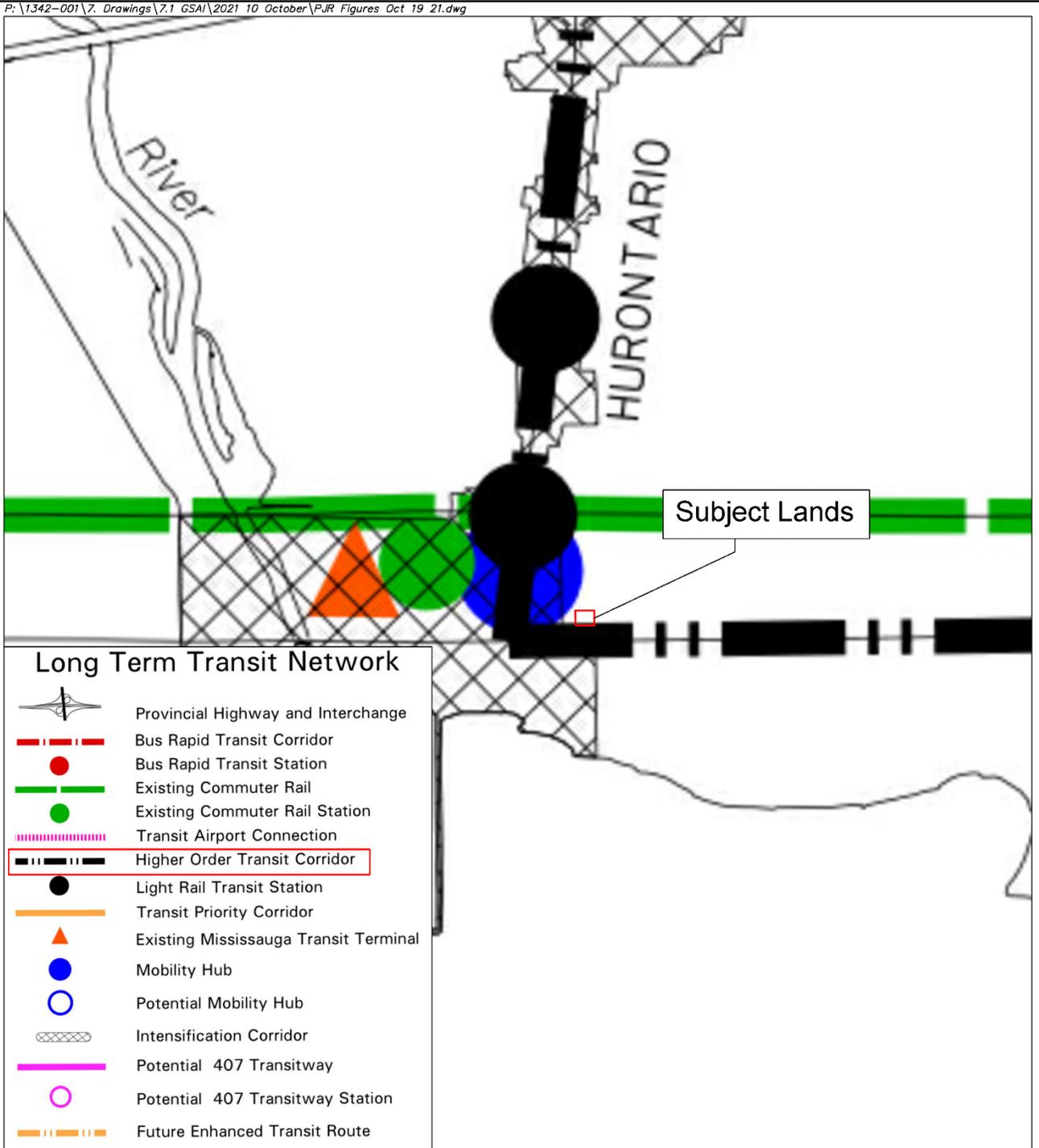


FIGURE 5
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '6' - LONG TERM
TRANSIT NETWORK

170 Lakeshore Road East, City of Mississauga, Regional Municipality of Peel

LEGEND

Subject Lands



Scale NTS
October 19, 2021

We note that the MOP identifies the Subject Lands as being within a Major Transit Station Area ('MTSA'; see **Figure 6**). This MTSA is centred on the Port Credit GO Station. As stated above, the Region of Peel is in the process of delineating MTSA's to conform to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 requirements. Currently, the Region of Peel identifies the Subject Lands as being located adjacent to the draft Port Credit GO MTSA (see **Figure 7**). We note that the draft Port Credit GO MTSA delineation follows the precise boundary of the Port Credit Community Node area. The presence of the Port Credit GO MTSA, combined with the planned transit infrastructure improvements, supports the evolving policy vision to direct growth to this area of the Port Credit community.

CYCLING

Lakeshore Road East is identified as being a 'Primary On-Road / Boulevard Cycling Route' (see **Figure 8**), connecting the Subject Lands to the broader active transportation network.

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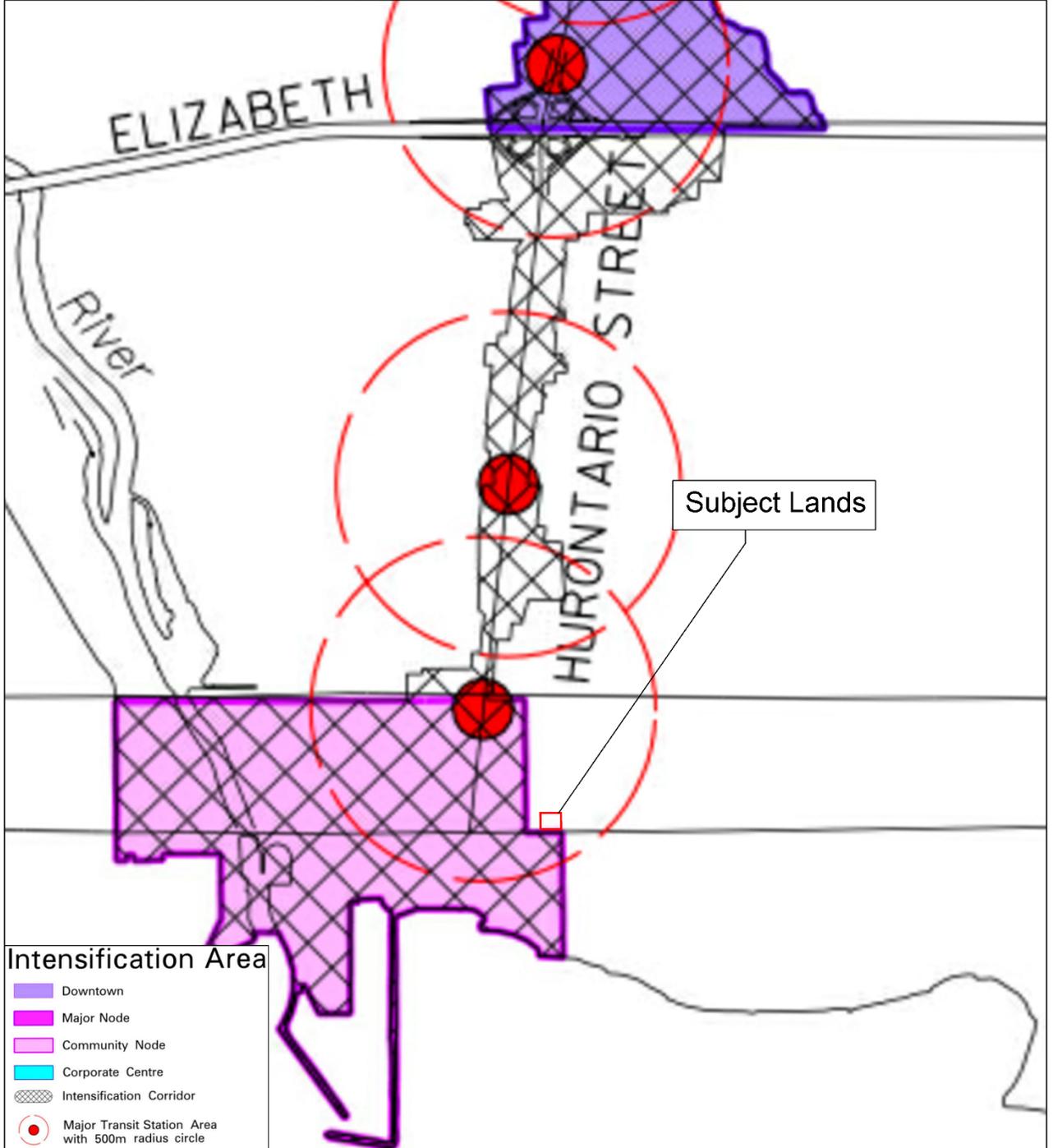


FIGURE 6
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '2' - INTENSIFICATION
AREAS

170 Lakeshore Road East, City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Lands



Scale NTS
October 19, 2021

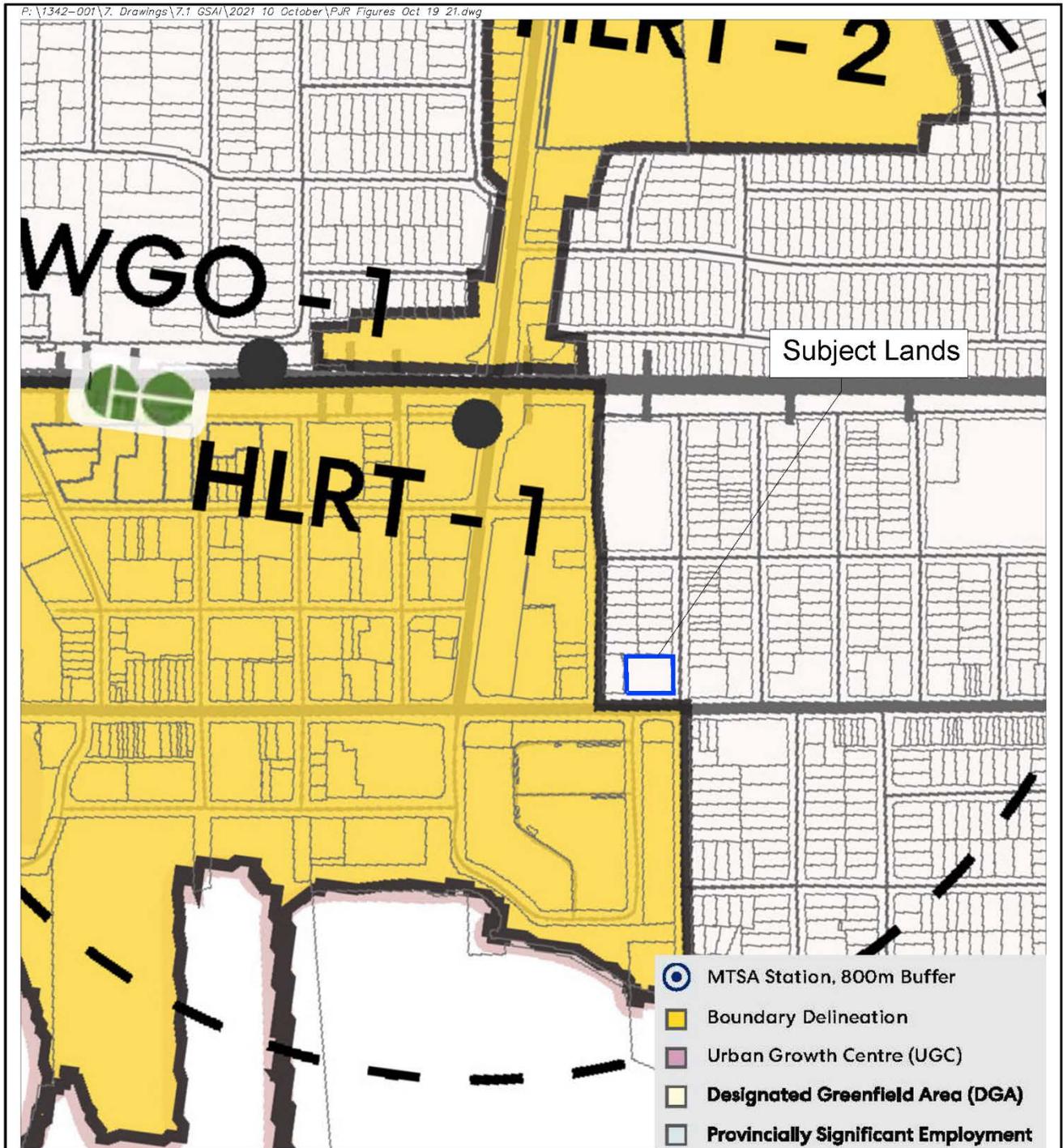


FIGURE 7
Port Credit GO Major Transit Station Area (December 2020)

170 Lakeshore Road East, City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Lands



Scale NTS
October 19, 2021

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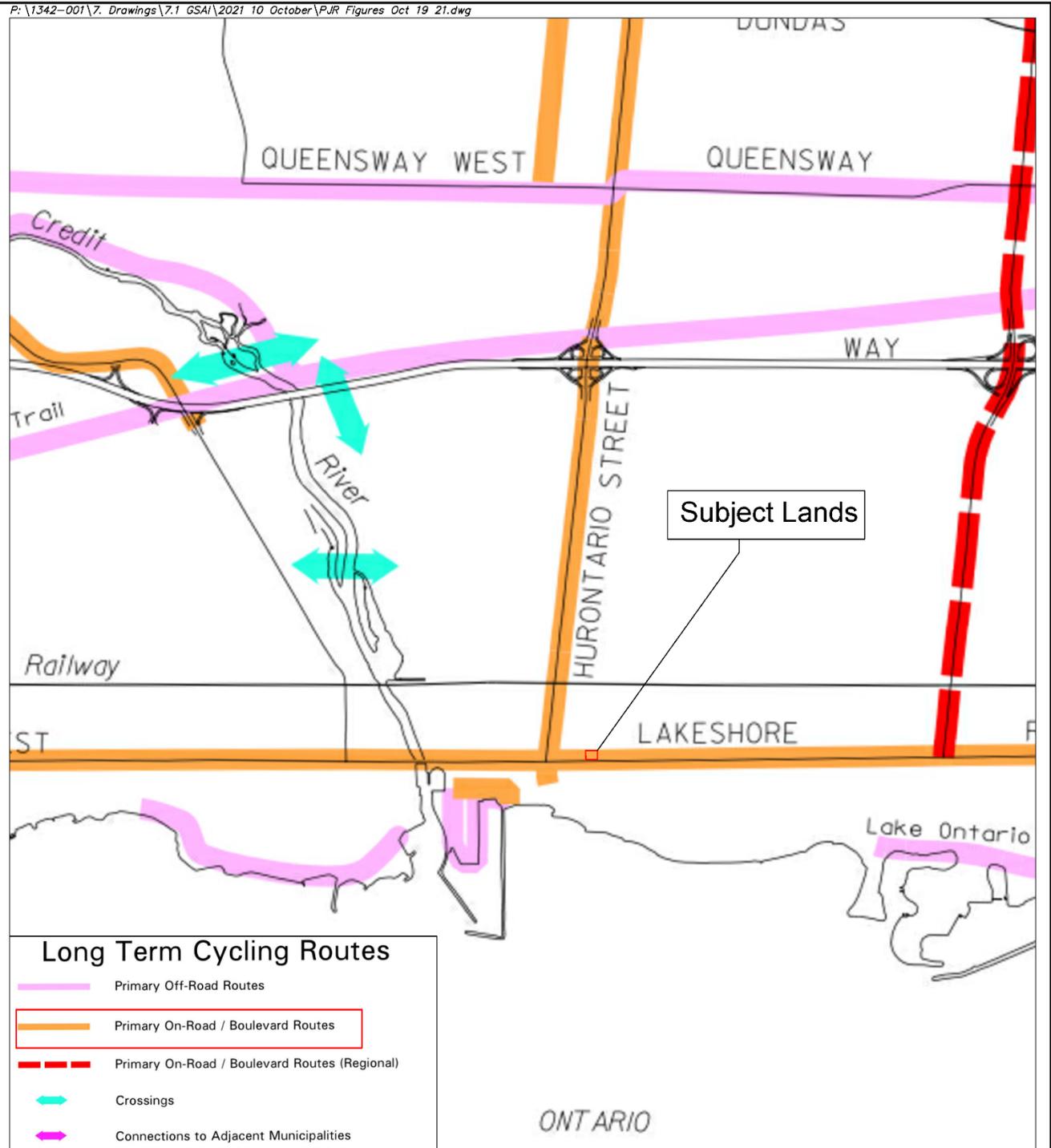


FIGURE 8
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '7' - LONG TERM
CYCLING NETWORK

170 Lakeshore Road East, City of Mississauga, Regional Municipality of Peel

LEGEND

Subject Lands



Scale NTS
October 19, 2021

3.5 \ SURROUNDING DEVELOPMENTS

Ward 1 has several recently approved and active development applications that are supporting reinvestment and revitalization of Port Credit. Table 1 below summarizes recently approved and active development applications in the surrounding area.

Table 1 \ Surrounding Developments

Address	Applicant or Owner	City File	Units	FSI	Height	Notes	Status
55 Port Street East	Fram Building Group	OZ/OPA 18 7	32		9 storeys		Approved
21, 25, 29 Park Street East	Edenshaw Park Developments Ltd.	OZ 17/013	207	6.21	15 storeys		Approved
42 – 46 Park Street East, 23 Elizabeth Street	Edenshaw Park Developments Ltd.	OZ/OPA 20 6	258	2.9	22 storeys		In process
28 Ann Street	Edenshaw Ann Developments Limited	OZ 19/008	361	9.2	22 storeys	At-grade non-residential uses provided	Approved
420 Lakeshore Road East	Plazacorp 420 Lakeshore Management Inc. / Stellarcorp Developments 420 Inc.	OZ 20/009 W1	195	4.96	12 storeys	At-grade live/work units provided	In process

4 \ THE PROPOSAL

This Section of the Report provides a summary of the proposed development, as well as the supporting studies prepared to support the proposal.

4.1 \ THE PROPOSAL

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth, the evolving physical landscape of Mississauga and the Port Credit neighbourhood context.

The proposed development contemplates a high-density, mixed-use development comprised of a structure rising above a podium, outdoor amenity areas and grade-related non-residential uses. Overall, the proposed development is to have a total gross floor area ('GFA') of 14,079.3 square metres (151,548.3 square feet), resulting in a density of 5.0 Floor Space Index ('FSI'). Of this, approximately 13,453.5 square metres (144,812.3 square feet) is to be residential GFA, while approximately 625.8 square metres (6,736.1 square feet) is to be non-residential GFA.

The structure is proposed in the southeastern quadrant of the Site and is a 15-storey structure, rising above a 6-storey podium. The proposed podium steps back above Levels 1, 4 and 5 along Lakeshore Road East streetscape, while a terraced built form is provided at the rear of the podium, along the Site's Elmwood Avenue North frontage. This terraced built form, which implements a 45 degree angular plane from the northern property line, is to facilitate an appropriate transition to the low-rise, low-density residential area immediately north. The podium is to open onto and address the Site's Lakeshore Road East frontage. This is achieved by positioning a range of grade-related non-residential uses along the Lakeshore Road East streetscape. Direct pedestrian connections are to be provided to the non-residential units, allowing for safe, comfortable and accessible connections to the public sidewalk. A residential lobby, an office area, indoor amenity area and residential units are to be provided within the podium. The podium is also to include a shared servicing area and an integrated access ramp to the below-grade parking structure. A rooftop outdoor amenity area is to be provided above the podium on the 6th Level and positioned such that the outdoor area is directly visible and accessible from an indoor amenity space.

Rising above the podium, the point tower component has incorporated stepbacks above the 6th Level. More specifically, the point tower component has been oriented in a manner that provides for stepbacks to facilitate a pedestrian-oriented built form, an appropriate transition to the surrounding area, maximize direct sunlight and no adverse shadow impacts. Furthermore, a rooftop outdoor amenity area is to be provided above the point tower and positioned in a manner that it is directly visible and accessible from an indoor amenity space. The indoor amenity space is positioned directly in front of the mechanical penthouse structure.

A variety of landscaped open spaces and amenity areas are to be provided. This includes a landscaped courtyard at the rear of the structure, landscaped open spaces along the property lines and rooftop outdoor amenity areas. Overall, the proposed development includes 913 square metres (9,827.5 square feet) of amenity areas. Of this, approximately 475 square metres (5,112.9 square feet) is outdoor amenity areas, while approximately 438 square metres (4,714.6

square feet) is to be indoor amenity areas. Landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the southern and eastern property lines so that a high-quality, inviting, pedestrian-oriented environment and active street frontages are provided. A network of pedestrian pathways is also to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.

A total of 147 purpose-built rental residential dwelling units are proposed of varying sizes and configurations. A mixture of studio, one-bedroom, two-bedroom and three-bedroom configurations are proposed, providing greater housing choice for households of varying size, income levels, life stages and lifestyle preferences.

170 shared parking spaces are to be provided via a 3-level below-grade parking structure. Secure bicycle parking is to be provided within the below-grade parking structure, within the proposed podium and at-grade. Access is to be provided via a full-moves driveway off of Elmwood Avenue North. A pedestrian drop-off area, access to the shared loading space and access to the below-grade parking structure are to extend from the driveway.

The proposed development has been designed to integrate with the surrounding Port Credit community. This includes consideration being given to the existing and proposed built form in the surrounding area as well as the development vision established by the Port Credit Local Area Plan, Hurontario / Main Street Master Plan and the Lakeshore Connecting Communities Transportation Master Plan. The proposed development has, to the greatest extent possible, provided an appropriate interface with and transition to the surrounding area. The components of the proposed development are identified in **Table 2** below.

Table 2 | Summary of Proposed Development Statistics

<i>Development Characteristic</i>	<i>Description</i>
Total Site Area	0.29 hectares (0.70 acres)
Proposed Total Gross Floor Area ("GFA")	14,079.3 square metres (151,548.3 square feet)
<i>Residential GFA</i>	13,453.5 square metres (144,812.3 square feet)
<i>Non-Residential GFA</i>	625.8 square metres (6,736.1 square feet)
Proposed Density	5.0 FSI
Proposed Building Height	15 storeys (56.6 metres), inclusive of mechanical penthouse
Proposed No. of Residential Dwelling Units	147 units
<i>No. of Studio Units</i>	4 units
<i>No. of One-Bedroom Units</i>	91 units
<i>No. of Two-Bedroom Units</i>	37 units
<i>No. of Three-Bedroom Units</i>	16 units
Proposed Parking Spaces	170 shared spaces

<i>Development Characteristic</i>	<i>Description</i>
Proposed Bicycle Parking Spaces	160 shared spaces
Proposed Loading Spaces	1 shared space
Proposed Amenity Area	913 square metres (9,827.5 square feet)
<i>Proposed Indoor Amenity Area</i>	438 square metres (4,714.6 square feet)
<i>Proposed Outdoor Amenity Area</i>	475 square metres (5,112.9 square feet)

4.2 \ SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed. Each are summarized in the Section below.

4.2.1 \ ARBORIST REPORT

An Arborist Report ('Report') has been prepared by Strybos Barron King Ltd. and is provided under separate cover in support of this proposal. The Report, dated October 2021, was undertaken to inventory each tree on the Subject Lands and within six (6) metres of the Subject Lands as well as assess the potential impact to trees as a result of the proposed development.

Overall, the Report inventoried the location, condition and specie of each tree located both on and within six (6) metres of the Subject Lands. It was determined that there are eighteen (18) trees situated on the Subject Lands, within six (6) metres of the Subject Lands and within the City of Mississauga Right-of-Way. Based on an assessment of the proposed development, a total of four (4) trees located on the Subject Lands are recommended for removal. The Report also found that all trees on the adjacent property to the north and trees within the City of Mississauga Right-of-Way can be preserved and protected in accordance with City of Mississauga tree protection standards.

4.2.2 \ FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

A Functional Servicing Report ('FSR') has been prepared by Skira & Associates and is provided under separate cover in support of this proposal. The FSR, dated October 2021, was undertaken to analyze the existing servicing infrastructure and capacities in order to identify a servicing scheme for the proposed development. It also identifies a stormwater management scheme for the proposed development.

Overall, the FSR found that municipal services (water and wastewater) are available and capable of accommodating the proposed development without the need for upgrades.

With regard to stormwater management, an underground irrigation chamber is required to accommodate on-site storage. The FSR concludes that the proposed development is appropriate from a functional servicing and stormwater management perspective.

4.2.3 \ GEOTECHNICAL & HYDROGEOLOGICAL ASSESSMENT

A Preliminary Geotechnical and Hydrogeological Assessment ('Assessment') has been prepared by BlueFrog Environmental Consulting Inc. and is provided under separate cover in support of this proposal. The Assessment, dated October 7, 2021, was undertaken to analyze and assess the subsurface conditions on the Subject Lands in order to provide recommendations with respect to the design and construction of the proposed development.

A total of two (2) boreholes and four (4) monitoring wells were sampled at various locations. Based on an analysis of the boreholes and monitoring wells, it was determined that the Site's subsurface soil conditions are varied, generally compromised of asphalt, fill, silty clay glacial till, sandy silt and silty sand. Groundwater was also encountered.

Based on the analysis of the boreholes, monitoring wells and existing conditions, a series of recommendations were made with respect to the design and construction of the proposed development. These recommendations are outlined in Section 5 of the Assessment and relate to foundation requirements, excavation, dewatering, groundwater management and backfilling.

4.2.4 \ NOISE FEASIBILITY STUDY

A Noise Feasibility Study ('Study') has been prepared by Howe Gastmeier Chapnik Limited and is provided under separate cover in support of this proposal. The Study, dated October 7, 2021, was undertaken to assess potential noise sources that may impact the proposed development and recommend mitigation measures. Overall, the Study found that the proposed development is feasible with the integration of noise control measures. The unattenuated sound levels at the worse-case Points of Reception within the proposed structure will exceed the recommended objective sound level, therefore noise controls will be required. In accordance with the Ministry of the Environment, Conservation and Parks ('MECP') procedures, the recommended noise control measures are as follows:

- Equip dwelling units with a central air conditioning system;
- Install spandrel or metal panels on the exterior façade;
- Install glazed exterior doors between dwelling units and outdoor terraces; and,
- Install an acoustic barrier, at least 1.3 metres in height, around the perimeter of the outdoor amenity area on the 6th level.

In addition to the above-noted noise control, noise warning clauses are required for dwelling units. The requested noise warning clauses are to inform future residents of the noise traffic on Lakeshore Road East, rail traffic along the Metrolinx Rail Corridor and proximity to commercial buildings.

4.2.5 \ PHASE I & II ENVIRONMENTAL SITE ASSESSMENT

A Phase I & II Environmental Site Assessment ('ESA') has been prepared by Hemmera Envirochem Inc. and is provided under separate cover in support of this proposal. The ESA, dated June 19, 2019, was undertaken to identify Potentially Contaminating Activities ('PCAs') that may be present on the Subject Lands as well as whether there were any Areas of Potential Environmental Concern ('APECs') due to the presence of PCAs on the Site or within 250 metres.

Based on aerial photographs, historical records and interviews with previous land owners, a series of potential environmental concerns were found on the Subject Lands and on the neighbouring property (160 Lakeshore Road East). Based on the presence of potential environmental concerns, a Phase II ESA was undertaken. Based on the area's development history, concentrations of contaminants that exceeded the Ministry of the Environment and Climate Change standards for commercial and residential land uses were found.

4.2.6 \ SUN / SHADOW STUDY

A Sun / Shadow Study ('Study') has been prepared by IBI Group and is provided under separate cover in support of this proposal. The Study, dated October 2021, was undertaken to assess shadow impacts of the proposed development on the surrounding area. Overall, the Study found that the proposal meets the shadow criteria for all public spaces. Those spaces that do not meet the shadow impact criteria are located on-site. Effort has been made to improve the shadow impact by proposing a terraced built form, incorporating setbacks and stepbacks and by orienting the proposed structure to frame the street edge in order to maximize sun exposure.

4.2.7 \ TRANSPORTATION IMPACT STUDY

A Transportation Impact Study ('TIS') has been prepared by nexTrans Consulting Engineers and is provided under separate cover in support of this proposal. The TIS, dated October 7, 2021, was undertaken to assess the traffic impacts of the proposed development on the nearby road network, assess the proposed parking standard, assess the proposed loading standard, assess the proposed bicycle parking standard and, if required, provide recommendations for enhancement to the road network in order to accommodate the proposed development. The Study also analyzed and includes recommendations for potential Transportation Demand Management ('TDM') measures.

Overall, the Study found there is sufficient capacity in the surrounding road network to accommodate the additional traffic generated by the proposed development without the need for improvements. It also found that the proposed full-moves access off of Elmwood Avenue North is appropriate and desirable to facilitate an optimized site design and circulation.

Section 8 of the TIS determined that the Site's shared parking supply of 170 spaces is appropriate, and capable of accommodating the proposed demands. Similarly, Sections 7.1 and 8.4 found that the proposed loading standard of 1 shared space and proposed shared bicycle parking standard of 160 spaces, respectively, are appropriate. The TIS also found that the proposed parking, loading and bicycle parking standards are appropriate given the Site's proximity to existing and planned transit services.

With regards to TDM measures, Section 9 of the TIS provided the following recommendations:

- Provide 160 bicycle parking spaces;
- Provide direct, shared pedestrian and cycling connections to Lakeshore Road East and Elmwood Avenue North, where appropriate; and,
- Provide an information package, including GO Transit schedules, MiWay Bus Route schedules as well as community and cycling maps, to new residents.

4.2.8 \ URBAN DESIGN BRIEF

An Urban Design Brief ('UDB') has been prepared by Glen Schnarr & Associates Inc. in collaboration with IBI Group and is provided under separate cover in support of this proposal. The UDB, dated October 2021, was undertaken to assess how the proposed development complies with the City of Mississauga's urban design principles and policies. More specifically, the Brief examined the proposed development in relation to landscaped areas, built form, height, massing, transition, building façade and articulation, access and site circulation. Overall, the UDB found that the proposed development represents a transit-oriented development form with an appropriate height and density, a refined architectural design and provides for safe, comfortable and accessible pedestrian and cycling connections. Additionally, it was found that the proposal contributes toward achieving the City's urban design goals and objectives.

5 \ POLICY CONTEXT

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development, proposed Official Plan Amendment ('OPA') and proposed Zoning By-law Amendment ('ZBA') (collectively, the 'Amendments') align with and serve to further implement the policy and regulatory framework.

5.1 \ PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and updated on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Strong Healthy Communities (Section 1.0) the Wise Use and Management of Resources (Section 2.0). and Protecting Public Health and Safety (Section 3.0). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development together with the proposed Amendments are consistent with these is provided below.

1.0 / Building Strong Healthy Communities

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, liveable, healthy and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations.

1.1.1. Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional ...recreation, park and open space, and other uses to meet long-term needs;*

- c) avoiding development and land use patterns which may cause environmental or public health or safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.'*

The proposed development is located within a Settlement Area, as defined by the PPS, and will be on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing high-density development on lands that are currently underutilized given the current use as a low-rise, multi-tenant structure and surface parking area;
- by locating a mixture of residential and employment uses, including but not limited to a broad range of retail and service-oriented, grade-related non-residential units within the City of Mississauga, on a site designated for redevelopment and intensification by both the Peel Regional Official Plan and the Mississauga Official Plan;
- by introducing 147 purpose-built residential rental dwellings of varying size and configurations in an area well-served by surrounding uses and transit networks;
- by introducing a development form that will integrate with the surrounding environment and will serve to further implement the development vision established by local policies for Port Credit as a vibrant, compact, mixed-use community, and not cause public health or safety concerns;
- by making better, higher use of land and existing infrastructure networks;
- by incorporating contextually appropriate sustainable design strategies, including additional tree plantings, green roof areas and reduced hardscape surfaces, in response to a changing climate; and,
- by incorporating landscaped open spaces in order to lessen the amount of hard surfaces and to promote biodiversity.

1.3.3. SETTLEMENT AREAS

'1.1.3.1. Settlement areas shall be the focus of growth and development.'

'1.1.3.2. Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*
- f) are transit-supportive, where transit is planned, exists or may be developed; and,*
- g) are freight supportive.'*

'1.1.3.6. New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.'

The Subject Lands are located within the Settlement Area and an area intended to accommodate growth. As such, the proposed development has been planned and designed to facilitate a high-quality, compact built form that makes efficient use of land, infrastructure and public service facilities. It will provide for development that is at an appropriate location, at an appropriate density, to support transit services and active transportation networks. Additionally, the provision of various landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing Report ('FSR'), prepared by Skira & Associates, there is sufficient capacity to accommodate the proposal.

1.4.3. HOUSING

'1.4.3. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) permitting and facilitating:*
 - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) *requiring transit-supportive development and prioritizing intensification ... in proximity to transit, including corridors and stations;'*

The proposed development will facilitate residential intensification on the Subject Lands through a compact, high-density built form that will introduce 147 new purpose-built rental housing units of varying configurations. As identified in Table 2 of this Report, a mixture of studio, one-bedroom, two-bedroom and three-bedroom units are to be provided. This will support housing choice for current and future residents of the Port Credit community of varying household size, income levels and lifestyle preferences. Additionally, the proposal will facilitate development that is supported by existing infrastructure networks, active transportation, numerous transit service networks and by a variety of public service facilities and local retailers (see Figure 3) – many within a comfortable walking distance.

1.5. PUBLIC SPACES, RECREATION, PARKS, TRAILS & OPEN SPACE

'1.5.1. Healthy, active communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.'*

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of rooftop outdoor amenity areas, landscaped open spaces along the property lines, a landscaped courtyard at the rear of the structure and a sidewalk zone along the Site's Lakeshore Road East frontage.

Overall, the landscaped open spaces have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated on the Conceptual Site Plan and Conceptual Landscape Plan, prepared by IBI Group, and Strybos Barron King Ltd, respectively, the landscaped outdoor courtyard has been positioned at the rear of the structure. It is anticipated that this courtyard will facilitate space for the use and enjoyment of residents and visitors, and to foster social interaction and community connectivity. Furthermore, the proposed development provides for a network of pedestrian pathways that offer connectivity to and beyond the Site. Rooftop outdoor amenity areas will also provide opportunities for outdoor enjoyment and social interaction. Finally, an active streetscape is to be provided along the Site's Lakeshore Road East frontage. This will enable direct pedestrian connections to non-residential units from the public sidewalk, street furniture and other public realm enhancements to be provided. Overall, the Site has been planned and designed to implement a vibrant and inviting streetscape along Lakeshore Road East, capable of accommodating pedestrian activity and the daily needs of residents.

1.6.6. SEWAGE, WATER AND STORMWATER

'1.6.6.1. Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 - 1. municipal sewage services and municipal water services.'**

'1.6.6.2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support the protection of the environment and minimize potential risks to human health and safety. Within settlement area with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.'

As further demonstrated in the accompanying FSR, the proposed development will make better use of existing municipal infrastructure services. Furthermore, there is sufficient capacity within the existing municipal sewage and water systems to service the proposed development.

'1.6.6.7. Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long-term;*
- b) minimize, or, where possible, prevent increases in contaminant loads;*
- c) minimize erosion and changes in water balance, and prepare for the impacts of a changing climate through the effective management of stormwater, including the use of green infrastructure;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces; and*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency and low impact development.'*

As outlined in the accompanying FSR and the accompanying List of Low Impact Development ('LID') Features, the proposed development has incorporated a range of sustainable development strategies, including minimizing the extent of previous surfaces, providing for green roofs, providing for landscape enhancements and the proposed re-use of water. Further opportunities for enhanced stormwater management will be explored during the detailed design phase.

1.6.7. TRANSPORTATION SYSTEMS

'1.6.7.2. Efficient use should be made of existing and planned infrastructure, including the use of transportation demand management strategies, where feasible.'

'1.6.7.4. A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.'

The Subject Lands are well-served by existing transit services, planned transit networks and active transportation networks. More specifically, the Port Credit GO Station is located approximately 275 metres northwest of the Site and can be accessed within a comfortable 10 minute walking distance. Mississauga Transit ('MiWay') operates an existing bus route (Route 23, Lakeshore) directly in front of the Subject Lands and three (3) other bus routes along Hurontario Street. Collectively, these bus routes have a service frequency of approximately 20 minutes and provide connections to various destinations across Mississauga. There is also an existing network of sidewalks along the Site's Lakeshore Road East and Elmwood Avenue North frontages and within the surrounding area, providing safe, easy, convenient access to residents and visitors. Furthermore, the Site is located adjacent to the proposed Port Credit GO MTSA, 275 metres southeast of a planned Light Rail Transit ('LRT') Station at Park Street East and Hurontario Street and will be in front of the planned Lakeshore Bus Rapid Transit ('BRT') network. Additionally, there are a number of commercial plazas surrounding the Site and within walking distance that provide easy, safe and convenient access to a range of uses and services required to meet the day-to-day needs of current and future residents.

Based on the above, the proposal for a high-density, mixed-use development will support current and future transit ridership, use of active transportation and enable residents and visitors alike to walk to destinations.

1.7. LONG-TERM ECONOMIC PROSPERITY

'1.7.1. Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*
- c) optimizing the long-term availability and use of land, resources, infrastructure and public facilities;*
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;*
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character...;*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people;*

- k) minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature;'*

The development proposal has been planned and designed to provide a series of grade-related, non-residential uses that will provide local employment opportunities and contribute to a complete community where residents are able to live, work, play and shop within the Neighbourhood or even the same building. The proposal will provide for housing choice through the introduction of 147 purpose-built rental, apartment-style units. Additionally, the development will facilitate a high-quality built form that will complement the established character of the surrounding Port Credit Community. Furthermore, the proposed landscape and public realm enhancements will provide ecological benefits.

1.8. ENERGY CONSERVATION, AIR QUALITY & CLIMATE CHANGE

'1.8.1. Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form and a structure of nodes and corridors;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure'*

As stated above, the Subject Lands are well-served by existing transit services, planned transit networks and active transportation networks. Furthermore, the proposal will facilitate a compact, sustainable, mixed-use development, at an appropriate location along a Corridor, at a transit-supportive density. As demonstrated in the accompanying LID Letter, the proposal contemplates a variety of sustainable design features in efforts to maximize conservation efforts.

SECTION 4 \ IMPLEMENTATION & INTREPRETATION

Section 4 of the PPS contains the Provincial policy framework to guide land use planning decisions.

'4.6. The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through Official Plans.

Official Plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.'

As further described in Section 5.4 of this Report, the Mississauga Official Plan ('MOP') outlines the land use designations and policies applicable to the Subject Lands. The MOP, as amended, does not provide policy permissions that enable redevelopment of the Subject Lands to make better use of available land, resources and infrastructure. The corresponding Official Plan Amendment and Zoning By-law Amendment ('Amendments') seek to introduce site-specific permissions which will facilitate a high-density, mixed -use, transit-supportive development that is permitted by Provincial policy and the Peel Regional Official Plan.

SUMMARY / CONFORMITY STATEMENT

The Provincial Policy Statement, 2020 ('PPS') outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well served by transit and infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate density, in an appropriate location, that will make better use of existing land, resources and infrastructure. It is our opinion that the proposal and corresponding Amendments are consistent with the policies of the PPS.

5.2 \ A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act*, 2005 and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH'). As such, it establishes a long-term framework for managing growth and development across the GGH region up to the year 2051. Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit-supportive and provide a range of housing and employment opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

SECTION 2 \ Where and How to Grow

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas that have a delineated built boundary, have existing or planned municipal water and wastewater infrastructure systems, and can support the achievement of complete communities. The following policies apply to redevelopment of the Subject Lands.

'2.2.1.2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities**
- c) within settlement areas, growth will be focused in:
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it is exists or is planned.'**

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the delineated Built-Up Area of the City of Mississauga. Built-Up Area lands are areas where growth and development is forecasted to occur. Redevelopment of the Subject Lands as contemplated is supported as the proposal will provide for reinvestment of the Site and facilitate development that is within a delineated built boundary, is serviced by existing and planned municipal water and wastewater infrastructure, is serviced by existing and planned transit services and is within walking distance of a multitude of public service facilities.

'2.2.1.4 Applying the policies of this Plan will support the achievement of complete communities that:

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
 - i) a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii) public service facilities, co-located and integrated in community hubs;*
 - iii) an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development'*

The proposed development supports the achievement of complete communities by providing for a compact, high-density development that includes a mixing of residential, retail / service and employment uses, located in close proximity to local transit services, local stores and public service facilities. As described above and as demonstrated in Figure 2, there are a number of local commercial destinations located within walking distance that will provide future residents with safe, comfortable and convenient access to a range of local stores and services to meet daily needs.

Additionally, the proposal will provide for 147 new purpose-built rental residential units of varying size and configurations in order to provide housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of new apartment-style dwelling units will further support the range and mix of housing options available in the Port Credit Community, while also providing more affordable housing opportunities.

Finally, the proposed development contemplates a compact, high-quality built form that will foster a vibrant public realm through architectural and urban design elements and an active street frontage along Lakeshore Road East. A series of landscaped open spaces and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces.

2.2.5 EMPLOYMENT

'2.2.5.3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.'

'2.2.5.15. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.'

The proposal contemplates intensification of underutilized lands which currently contain a range of local retail and commercial uses. The proposed development supports the above-noted employment policy objectives by contemplating a compact, mixed-use development in close proximity to existing and planned transit services. Furthermore, the proposal will provide a range of grade-related, non-residential uses that open onto the public realm, directly accessible from the public sidewalk network and directly in front of the future Lakeshore BRT services. Overall, the proposed development supports the above-noted employment objectives and will contribute to the achievement of Port Credit as a complete community.

2.2.6 HOUSING

'2.2.6.2. Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:

- a) planning to accommodate forecasted growth to the horizon of this Plan;*
- b) planning to achieve the minimum intensification and density targets in this Plan;*
- c) considering the range and mix of housing options and densities of the existing housing stock;
and*
- d) planning to diversify their overall housing stock across the municipality.'*

'2.2.6.3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.'

The proposed development will contribute to achieving complete communities by facilitating a high-density, compact, mixed-use, transit-supportive development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide for a range of purpose-built rental units of varying configurations that will contribute to housing diversification and offer greater housing choice for current and future Port Credit community residents. The proposed mix of units will support housing choice for households of differing sizes, income levels and life stages.

SUMMARY / CONFORMITY STATEMENT

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development conforms to the policies of A Place to Grow by allowing for contextually appropriate redevelopment on lands that are well served by transit and existing infrastructure. It will also provide for a range of housing options which are well-served by existing community services, parks and local businesses. Furthermore, the proposal and corresponding Amendments will provide for better utilization of land, resources and infrastructure in a manner that advances complete community objectives. It is our opinion that the proposal and corresponding Amendments serve to implement the applicable policies of A Place to Grow.

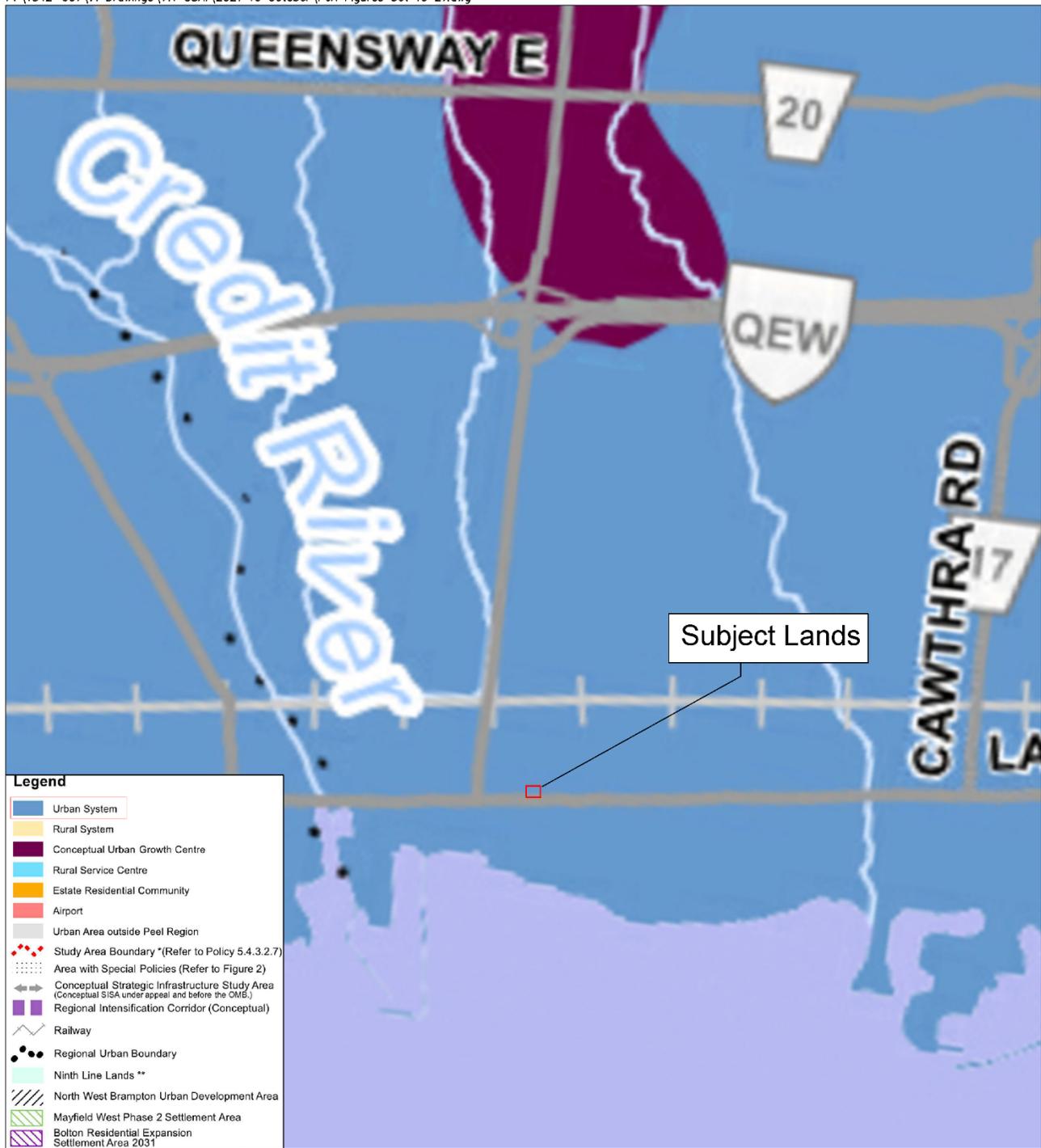
5.3 \ PEEL REGIONAL OFFICIAL PLAN

The Peel Regional Official Plan ('ROP'), as amended, serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (City of Mississauga, City of Brampton and Town of Caledon).

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2031 in accordance with a Regional Structure (Schedule D). Schedule D designates the Subject Lands as 'Urban System' (see **Figure 9**).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands' appropriate and desirable location for redevelopment is reaffirmed by the Site's location along an 'Other Rapid Transit Corridor' and within a 'Mobility Hub – Gateway' area (see **Figure 10**). A summary of the Regional policies applicable to the proposed development and how they have been addressed is provided below. The following analysis also demonstrates how the proposed Official Plan Amendment serves to better realize development potential and works to implement the ROP.

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Legend

- Urban System
- Rural System
- Conceptual Urban Growth Centre
- Rural Service Centre
- Estate Residential Community
- Airport
- Urban Area outside Peel Region
- Study Area Boundary *(Refer to Policy 5.4.3.2.7)
- Area with Special Policies (Refer to Figure 2)
- Conceptual Strategic Infrastructure Study Area (Conceptual SISA under appeal and before the OMB.)
- Regional Intensification Corridor (Conceptual)
- Railway
- Regional Urban Boundary
- Ninth Line Lands **
- North West Brampton Urban Development Area
- Mayfield West Phase 2 Settlement Area
- Bolton Residential Expansion Settlement Area 2031

FIGURE 9
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'D' - REGIONAL
STRUCTURE PLAN

170 Lakeshore Road East, City of Mississauga, Regional Municipality of Peel

LEGEND

- Subject Lands



Scale NTS
October 19, 2021

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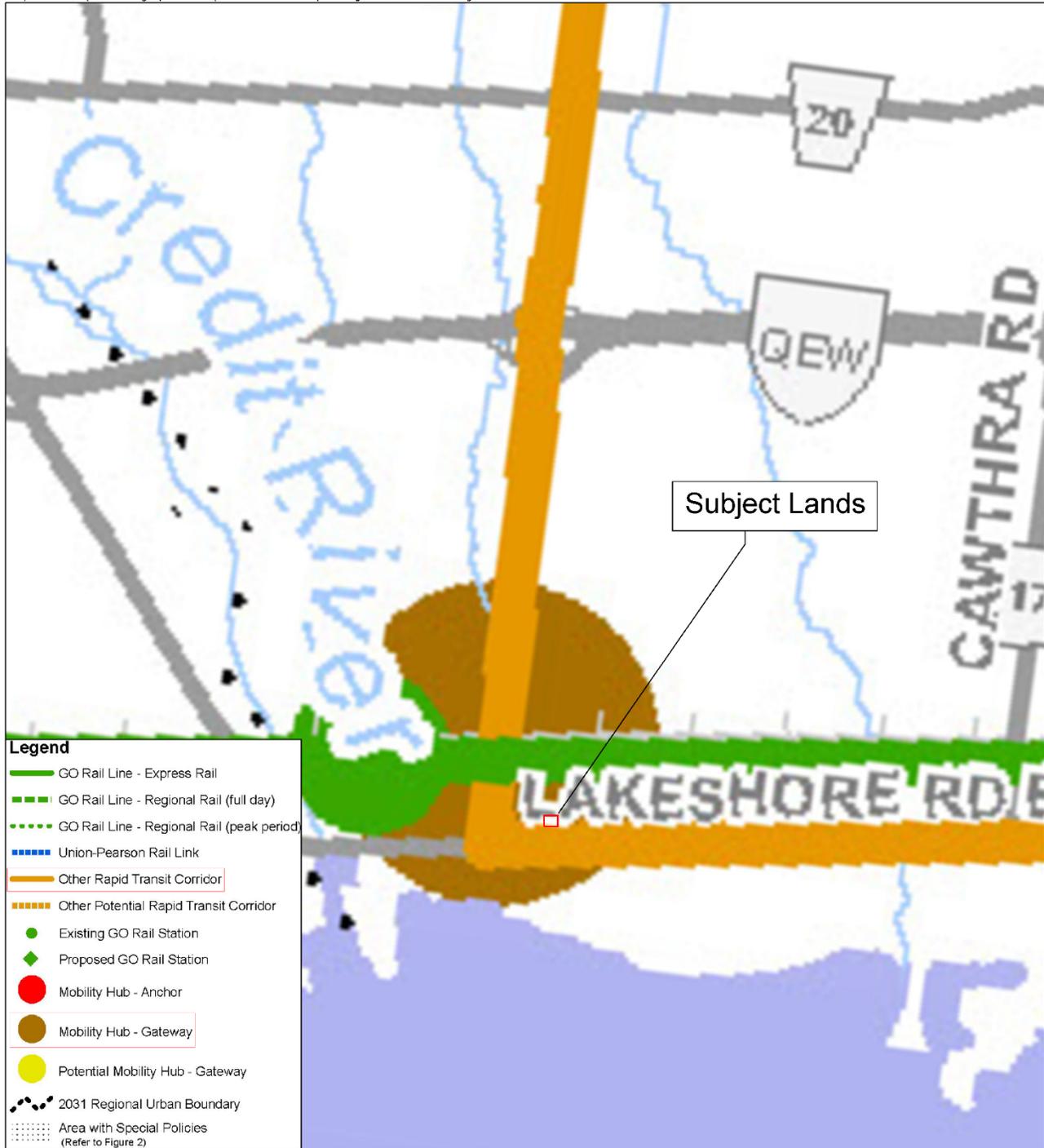


FIGURE 10
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'G' - RAPID TRANSIT
CORRIDORS

170 Lakeshore Road East, City of Mississauga, Regional Municipality of Peel

LEGEND
□ Subject Lands


Scale NTS
October 19, 2021

5.3 THE URBAN SYSTEM

The Subject Lands are located within the 'Urban System' component of the ROP. As such, the ROP directs that the majority of development and redevelopment is to occur on lands within the Urban System. The following apply to redevelopment of the Site.

- '5.3.1.3. To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and characteristics of existing communities.'*
- '5.3.1.4. To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.'*
- '5.3.1.5. To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.'*
- '5.3.1.8. To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.'*
- '5.3.2.2. Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies of this Plan and the area municipal official plans.'*
- '5.3.2.3. Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.'*

The proposed development will contribute to achieving the above-noted Urban System policy objectives by facilitating a high-density, compact, mixed-use, transit-supportive development on underutilized lands in close proximity to transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide for greater housing choice for current and future residents of the Port Credit community.

5.5 GROWTH MANAGEMENT

The ROP directs that development and redevelopment is to occur in strategic locations through intensification. As a Site within the Region's Built-Up Area, the following apply to redevelopment of the Subject Lands.

It is Regional objectives to:

- '5.5.1.1. To optimize the use of existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification...s.'*

- '5.5.1.5. To optimize the use of the existing and planned infrastructure and services.'*
- '5.5.1.6. To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.'*
- '5.5.3.1.1. To achieve compact and efficient built forms.'*
- '5.5.3.1.3. To revitalize and / or enhance developed areas.'*
- '5.5.3.1.4. To intensify development on underutilized lands.'*
- '5.5.3.1.5. To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian-friendly urban environments.'*
- '5.5.3.1.8. To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.'*

It is Regional policy to:

- '5.5.2.1. Direct a significant portion of new growth to the built-up areas of the community through intensification.'*
- '5.5.3.2.2. Facilitate and promote intensification.'*
- '5.5.3.2.3. Accommodate intensification within urban growth centres, intensification corridors, nodes and major transit station areas and any other appropriate areas within the built-up area.'*

The proposal contemplates intensification of underutilized lands at an appropriate location along a Rapid Transit Corridor, at an appropriate transit-supportive density. The proposed development supports the above-noted growth management policy objectives by contemplating a compact, mixed-use development in close proximity to existing and planned transit services. Furthermore, the proposal will provide a range of grade-related, non-residential uses as well as a range of new housing units thus enabling the creation of a complete community and pedestrian-oriented urban environment.

5.8 HOUSING

The ROP directs that a range and mix of housing is to be provided. The following policies apply to redevelopment of the Subject Lands.

- '5.8.1.1 To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.'*
- '5.8.1.2 To foster the availability of housing for all income groups, including those with special needs.'*
- '5.8.2.3 Encourage and support the efforts by the area municipalities to plan for a range of densities and forms of housing affordable to all households, including low and moderate income households, enabling all Peel residents to remain in their communities.'*
- '5.8.3.2.1 Explore, in collaboration with the area municipalities, the feasibility of implementing incentives such as waivers, deferrals of grants in lieu of development charges, other municipal planning and building fees and charges, and regional property taxes to promote the development of affordable housing.'*

The proposed development supports the above-noted housing objectives through the introduction of 147 purpose-built new rental dwelling units. As stated throughout this Report, a mixture of studio, one-bedroom, two-bedroom and three-bedroom units are to be provided to facilitate housing choice for current and future residents of the Port Credit community. These new apartment-style, rental units will enable housing choice for households of varying size, incomes, life stages and lifestyle preferences.

We note that the ROP, via Policy 5.8.3.2.1, speaks to implementing 'incentives' to promote the development of affordable housing; however, such an incentive program does not currently exist. As such, developers and builders of multi-unit buildings see no meaningful incentive to participate in these future programs. We note that the proposed development also does not qualify for the Draft Peel Affordable Housing Incentive Pilot Program given a key requirement is that a development must provide 35% of units as three-bedroom configurations. For clarity, the proposed development contemplates approximately 11% of units as three-bedroom configurations. This 35% target is extremely difficult to achieve in the current housing market.

5.9 THE TRANSPORTATION SYSTEM IN PEEL

The ROP directs that development and redevelopment is to be focused in strategic locations to support the Regional Transportation System. In accordance with Schedule G, Rapid Transit Corridors (Long Term Concept), the Subject Lands are located along a Rapid Transit Corridor and within a Mobility Hub – Gateway (see **Figure 10** above). Given these attributes, the following policies apply to redevelopment of the Subject Lands.

- '5.9.5.1.4 To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs.'*

- '5.9.5.2.1. Support the implementation and protection of rapid transit corridors, as shown on Schedule G, as well as those additional higher order transit, bus rapid transit or priority transit corridors proposed on Regional roads by the area municipalities or Provincial transit authorities. Any changes to rapid transit corridors shown on Schedule G will require amendment to this Plan.'*
- '5.9.5.2.10. Encourage the intensification of residential and non-residential development at nodes and mobility hubs and along corridors to support a higher level of transit service and other sustainable modes.'*
- '7.7.2.29. Develop and implement, in collaboration with the area municipalities, planning and financial tools, incentives and arrangements to promote and support intensification in urban growth centres, intensification corridors, urban nodes, major transit station areas, mobility hubs, and other intensification areas identified in Regional and area municipal official plans, and the Metrolinx Regional Transportation Plan.'*

We note that the ROP defines a 'Mobility Hub' as follows:

'Major transit station areas, as defined in the Growth Plan for the Greater Golden Horseshoe and identified in the Metrolinx Regional Transportation Plan, that are particularly significant given the level of transit service that is planned for them and the development potential around them. They are places of connectivity between regional rapid transit services and also places where different modes of transportation, from walking to high-speed rail, come together seamlessly. They have, or are planned to have, an attractive, intensive concentration of employment, living, shopping, and enjoyment around a Major Transit Station Area.'

As mentioned throughout this Report, the Subject Lands are located in proximity to numerous existing and planned transit services. As such, the Site is well-served by transit services and active transportation networks, including existing and planned cycling lanes. The proposed development and corresponding Amendments will serve to realize the development potential of the Subject Lands by facilitating a high density, compact, mixed-use development that is transit-supportive, pedestrian-oriented and positioned to make better use of existing land, resources and infrastructure. Additionally, the proposed mixture of residential and non-residential uses on the same lot will complement the existing range of services and destinations present in the Port Credit Community, enabling residents to live, work, play and shop within the same neighbourhood. Furthermore, the proposed development will facilitate intensification at an appropriate, strategic location along a Rapid Transit Corridor and within a Mobility Hub – Gateway at an appropriate, transit-supportive density of 5.0 FSI. The proposal and corresponding Amendments affirm that the Subject Lands are an appropriate and desirable location for intensification to occur and redevelopment as envisioned should be supported.

SUMMARY / CONFORMITY STATEMENT

The above analysis demonstrates that the proposed development conforms to the policies and objectives of the Peel Regional Official Plan, as amended, by providing for a high-quality, high-density, compact, mixed use development on a Site that is designated for growth to occur. The proposal directs better utilization of land, resources and infrastructure to facilitate a development that is at an appropriate density, will provide for greater housing choice, and is adjacent to existing and planned transit networks. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of Port Credit as outlined by the Growth Management and Mobility Hub policies. In our opinion, the proposed development and corresponding Amendments are in conformity with the applicable policies and objectives of the Peel Regional Official Plan.

5.4 \ MISSISSAUGA OFFICIAL PLAN

The Mississauga Official Plan ('MOP'), as amended, was adopted by City Council in September 2010 and was approved by the Region of Peel, with modifications, in September 2011. The MOP was appealed to the Ontario Municipal Board ('OMB, now Ontario Land Tribunal ('OLT'), and was partially approved, save and except for those parts deferred or under appeal, in November 2012. Since this time, the MOP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect MOP identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure (Schedule 1) comprised of seven (7) components – the Downtown, Major Nodes, Community Nodes, Neighbourhoods, Corporate Centres, Employment Areas and Special Purpose Areas. The Subject Lands are located within the Port Credit Neighbourhood component of the City Structure and along a Corridor (see **Figure 11**).

We note that the City of Mississauga is presenting completing an Official Plan Review exercise, concurrently with the ongoing Region of Peel Municipal Comprehensive Review ('MCR', referred to as 'Peel 2051+') process, that will culminate in City-initiated Official Plan Amendments ('OPAs') to ensure the MOP conforms to the 2051 planning horizon of Provincial Plans and implements key policy recommendations arising from the completion of recent City initiatives such as the Hurontario / Main Street Master Plan, Lakeshore Connecting Communities Transportation Master Plan and ongoing Lakeshore Complete Street Study.

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FIGURE 11
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '1' - URBAN SYSTEM

170 Lakeshore Road East, City of Mississauga, Regional Municipality of Peel

GSAI has submitted comments to the City, dated September 20, 2021, on behalf of our Client requesting that the Subject Lands be incorporated into the Port Credit Community Node for the following reasons:

- The Subject Lands are an appropriate and desirable location for compact, mixed-use, transit-supportive development to occur;
- The Site is within the Port Credit Neighbourhood component of the City Structure but is immediately adjacent to the Port Credit Community Node area;
- The surrounding Port Credit Neighbourhood is not a traditional neighbourhood segment in that a Public School and local commercial uses that line Lakeshore Road East are interspersed;
- The Subject Lands possess strong redevelopment potential in contrast to the balance of the Port Credit Community Node area which includes lands within a designated Heritage Conservation Area District;
- The Subject Lands are adjacent to the proposed Port Credit GO Major Transit Station Area ('MTSA') delineation (see **Figure 7**) identified by the Region of Peel;
- The Site is adjacent to the 'Port Credit Focus Area' boundary of the Hurontario / Main Street Master Plan;
- The Site is directly in front of existing street-level transit services operating along Lakeshore Road East;
- The Site is within walking distance of various local destinations to meet the daily needs of residents; and,
- The Subject Lands are within a comfortable walking distance of existing and planned transit networks, including the Port Credit GO Station, a planned Light Rail Transit ('LRT') Station at Park Street East and Hurontario Street along the planned HuLRT network, numerous bus routes operated by MiWay along Hurontario Street and the planned Bus Rapid Transit ('BRT') network to operate along Lakeshore Road East.

A copy of this Comment Letter is provided in **Appendix III** of this Report.

The following is an analysis of the applicable MOP policies and an evaluation of how the proposed development and associated Official Plan Amendment serves to better implement Provincial and Regional policy.

5 / Direct Growth

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. Growth is to be directed to key components of the City Structure, including the Downtown, Major Nodes, Community Nodes and Corporate Centres, and along key Corridors. Collectively, these areas to receive the majority of Mississauga's future growth are referred to as Intensification Areas. As stated above, it is our opinion that the Subject Lands should be included within the Port Credit Community Node and the corresponding Official Plan Amendment includes the Subject Lands' inclusion within the Port Credit Community Node. Given this, the following applies to redevelopment of the Subject Lands.

'5.1.4 Most of Mississauga's future growth will be directed to Intensification Areas.'

'5.1.6. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live / work opportunities.'

Although the Subject Lands are not currently within the Port Credit Community Node, as noted above yet other lands with less development potential are, we believe that the Site should be. As a site to be included within the Port Credit Community Node area, the Subject Lands would be located within an Intensification Area. As such, the Site is an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, mixed-use built form that makes efficient use of land, infrastructure and public service facilities. It will also provide for development that is at an appropriate and at an appropriate density to support nearby transit services. The provision of both residential and non-residential uses on the same lot will further support the ability to live, work, play and shop within the neighbourhood or even the same building.

5.3.3 COMMUNITY NODES

The City's Community Nodes are comprised of various areas, each with a unique character. As such, the Community Node component of the City Structure is sub-divided into nine (9) areas – Clarkson Village, Dixie-Dundas, Malton, Meadowvale, Port Credit, Rathwood/Applewood, Sheridan, South Common and Streetsville. The Subject Lands are to be located within the Port Credit Community Node and are subject to the policy objectives contained in Section 5.3.3 of the MOP and the Port Credit Local Area Plan. The following policies apply to redevelopment of the Subject Lands.

- '5.3.3.3 Community Nodes are Intensification Areas.'*
- '5.3.3.4 Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare.'*
- '5.3.3.11 Development in Community Nodes will be in a form and density that compliments the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.'*
- '5.3.3.12 Community Nodes will be served by frequent transit services that provide city wide connections. Some Community Nodes will also be served by higher order transit facilities, which provide connections to neighbouring municipalities.'*
- '5.3.3.13 Community Nodes will be developed to support and encourage active transportation as a mode of transportation.'*

The proposal supports the above-noted Community Node policy objectives by proposing a compact, mixed-use development in an appropriate location, at a density that supports the surrounding transit and active transportation networks. It will also facilitate a high-quality, contextually appropriate built form that has been planned and designed to be complimentary to the established character of the surrounding Port Credit community. Furthermore, the proposed development will support achievement of the gross density target for Community Node areas by introducing a mixture of residential and non-residential uses on the same lot.

5.4 CORRIDORS

A key organizing principle of the City is a network of Corridors. In accordance with Schedule 1c, Urban System – Corridors, Lakeshore Road East is identified as a Corridor. We note that the Subject Lands are also immediately adjacent to the Hurontario Intensification Corridor (see **Figure 12**). The following policies apply to redevelopment of the Subject Lands.

- '5.4.3. *Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to developed with mixed uses oriented towards the Corridor.'*
- '5.4.4. *Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood....'*
- '5.4.7. *Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit'*
- '5.4.8. *Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building height are determined through planning studies ...'*
- '5.4.9. *Transit services infrastructure will utilize Corridors to connect Intensification Areas.'*

As demonstrated in Figure 12, the Subject Lands are located along an identified Corridor. Additionally, the Subject Lands are located southeast and within walking distance of the Port Credit GO Station, within walking distance of the planned LRT Station at Park Street East and Hurontario Street, directly in front of existing street-level transit operating along Lakeshore Road East and will be within walking distance of the planned Lakeshore BRT network. When considered together, these locational attributes, combined with the Subject Lands' proximity to the Hurontario Intensification Corridor and the policy directions identified in the Hurontario / Main Street Master Plan and the Lakeshore Connecting Communities Master Plan, make the Site an appropriate and desirable location for higher density, compact, transit-supportive, mixed-use development to occur. The proposal is to provide for a compact, mixed-use development that provides for grade-related, non-residential uses to open onto and address the Site's public realm along Lakeshore Road East. It will also provide for an appropriate and desirable, active, pedestrian-oriented built form that implements the long-term vision for Port Credit, particularly along the Lakeshore Road East Corridor. Finally, the proposal will facilitate development to occur in an appropriate location and at a density that will better utilize land, resources and infrastructure, while also contributing to the achievement of Port Credit as a complete community. For the reasons outlined above, the proposed development and corresponding Amendments serve to better implement the policy direction for Corridors.

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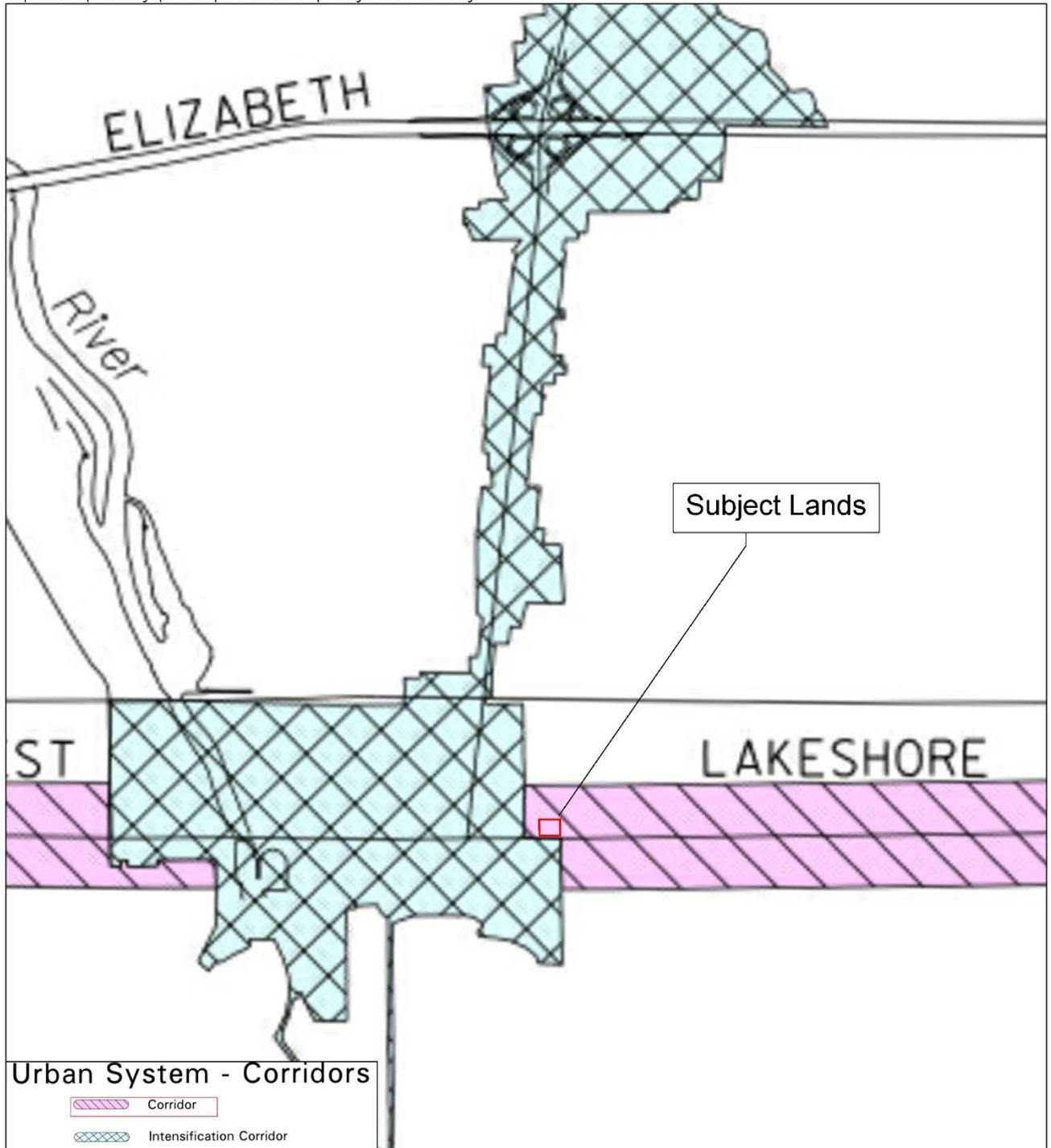


FIGURE 12
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '1C' - URBAN SYSTEM -
CORRIDORS

170 Lakeshore Road East, City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Lands



Scale NTS
October 19, 2021

7 / Complete Communities

Chapter 7 of the MOP establishes the policy framework with regard to complete communities, housing, community infrastructure and community character.

We highlight that in Section 1.1.4.r of the MOP, 'compatible' is defined as follows:

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

The following policies apply to redevelopment of the Subject Lands.

- '7.1.6. Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.'*
 - '7.2.2. Mississauga will provide opportunities for:
 - a) the development of a range of housing choices in terms of type, tenure and price;
 - b) the production of a variety of affordable dwelling types for both the ownership and rental market....'*
- '7.2.3. When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.'*
- '7.2.4. Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.'*
- '7.2.9. The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.'*
- '7.1.10. When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.'*
- '7.6.1.1. Mississauga will strive to protect and enhance the desirable character of areas with distinct identities and encourage the development of distinct identities for other areas.'*
- '7.6.1.3. A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.'*
- '7.6.1.5. New development will be compatible with the physical, social and environmental attributes of the existing community.'*

- '7.6.2.4. The review of applications for development along the Lake Ontario waterfront and the mouth of the Credit River, will have regard for the following:*
- a) provision of public views of the lake from within and throughout the property;*
 - b) maintain existing or create new view corridors to the lake and along the shoreline;*
 - e) potential to provide linkages for other trail systems, public access nodes, and natural features, areas and linkages including their ecological functions;*
 - f) design of shoreline forms that do not pose physical barriers to the water;*
 - g) natural hazards;*
 - j) opportunities for nature appreciation;*
 - k) compatibility among land uses;*
 - l) the privacy and security of private property;*
 - m) mix of appropriate uses;*
 - n) form and scale appropriate to the waterfront location;.'*

The proposed development will provide for the introduction of 147 new purpose-built rental, apartment-style dwelling units of varying size and configurations. This will facilitate housing choice for current and future Port Credit residents, including those households wishing to stay within their community. The mixture of unit configurations will facilitate greater housing choice for households of varying size, incomes, life stages and lifestyle preferences.

As mentioned throughout this Report, the Subject Lands are situated within the Port Credit community. The proposed development has been planned and designed to provide for a high-quality, compact, mixed-use, attractive built form that integrates with the established and evolving character of the Port Credit community. Overall, the proposal provides for a built form that is appropriate, visually attractive and maintains compatibility and transition to the surrounding community. Furthermore, the mixture of residential and non-residential uses on the same lot is appropriate and will contribute to an appropriate mix of uses in the Port Credit community.

8 / Create a Multi-Modal City

Chapter 8 of the MOP establishes the City's transportation policy directions. The following policies apply to redevelopment of the Subject Lands.

- '8.2.3.9. Access to transit will be provided within walking distance of the places where people live and work, and of major destinations such as the Lake Ontario waterfront..'*
- '8.2.4.3. Proponents of development applications, will be required to demonstrate how pedestrian and cycling needs have been addressed.'*
- '8.2.4.6. Sidewalks or multi-use trails in the vicinity of all transit stops will be provided.'*

- '8.4.2. *Mississauga will encourage the shared use of parking and allow off-site parking, where appropriate.'*
- '8.4.3. *Consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:*
- a) access to transit;*
 - b) level of transit service;*
 - c) traffic generation; and,*
 - d) impact on the surrounding area.'*

The Subject Lands are well-served by existing and planned transit and active transportation networks. More specifically, the Site is within a 10 minute walking distance of the Port Credit GO Station, the planned LRT Station at Park Street East and Hurontario Street and the planned Lakeshore BRT network. These locational attributes are complimented by the presence of dedicated bike lanes directly in front of the Subject Lands and an established network of sidewalks and pedestrian pathways throughout the surrounding area. When considered collectively, the proposed development will facilitate a compact, mixed-use development that is pedestrian-oriented and will satisfy pedestrian and cyclist needs. These needs are further satisfied through the provision of a network of pedestrian pathways that will enable safe, comfortable and convenient travel across the Subject Lands and beyond. Finally, as further described in the accompanying Transportation Study, the proposed shared parking standard is appropriate given the Site's proximity to transit services.

9 / Build a Desirable Urban Form

Chapter 9 of the MOP establishes the City's built form policy directions. It is understood that the City's built form policies pertain to the physical layout and design of lands across the City. The following policies apply to redevelopment of the Subject Lands.

- '9.1.2. *Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.'*
- '9.1.5. *Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.'*
- '9.1.9. *Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.'*

- '9.1.11. A distinct character for each community will be created or enhanced through the road patterns, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.'*
- '9.1.12. An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.'*
- '9.1.15. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.'*

The proposed development has been planned and designed to further implement the City's urban form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of a high density, transit-supportive, pedestrian-oriented, mixed-use development at an appropriate location along a Corridor and along the Lake Ontario waterfront. In our opinion, the proposal serves to further the policy vision for Port Credit, as outlined in the Hurontario / Main Street Master Plan and the Lakeshore Connecting Communities Transportation Master Plan, by facilitating a transit-supportive and pedestrian-oriented built form in proximity to existing and planned transit services thereby providing for better utilization of land, resources and infrastructure. Additionally, the vision for Lakeshore as a mainstreet with high pedestrian activity is achieved through the introduction of residential and non-residential uses on the same lot. As stated throughout this Report and as further described in the accompanying Urban Design Brief, direct connections will be provided between the proposed grade-related, non-residential uses and the public sidewalk. A high-quality built form that integrates with the established character of the Port Credit community will be achieved through a refined architectural design, pedestrian-oriented structure and active streetscape. For the reasons outlined above, the proposed development and implementing Amendments better implement the policy direction for desirable urban forms on Corridors.

9.2.1 INTENSIFICATION AREAS

Given that the Subject Lands should be included within the Port Credit Community Node – an Intensification Area, the following urban form considerations for Intensification Areas apply.

- '9.2.1.1. Development will create distinctive places and locales.'*
- '9.2.1.4. Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.'*
- '9.2.1.8. The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.'*
- '9.2.1.10. Appropriate height and built form transitions will be required between sites and their surrounding areas.'*

- '9.2.1.11. Tall buildings will be sited and designed to enhance an area's skyline.'
- '9.2.1.13. Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.'
- '9.2.1.15. Tall buildings will address pedestrian scale through building articulation, massing and materials.'
- '9.2.1.17. Principal streets should have continuous frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.'
- '9.2.1.21. Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.'
- '9.2.1.22. Development will be designed to support and incorporate pedestrian and cycling connections.'
- '9.2.1.23. Active uses will be required on principal streets with direct access to the public sidewalk.'
- '9.2.1.24. Development will face the street.'
- '9.2.1.25. Buildings should have active facades characterized by features such as lobbies, entrances and display windows. Blank building walls will not be permitted facing principal street frontages and intersections.'
- '9.2.1.28. Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.'
- '9.2.1.29. Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.'
- '9.2.1.30. Development will provide open space, including squares and plazas appropriate to the size, location and type of development.'
- '9.2.1.31. Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.'
- '9.2.1.32. Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.'
- '9.2.1.35. Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.'

The proposed development supports the above-noted built form policy objectives by providing for a high-quality, compact built form that has been planned and designed to provide for an appropriate transition and integration with the surrounding Port Credit community. The proposal contemplates a higher density (5.0 FSI), 'tall' built form comprised of a 15-storey building rising above a 6-storey podium. The proposed development is consistent with the City Structure hierarchy, incorporates sustainable design features such as outdoor amenity spaces and provides universal accessible entrances and pedestrian pathways. It also provides for a high-quality built form that frames the street edges, while also being pedestrian-oriented.

Additionally, the proposed development has been situated to recognize the Subject Lands' location abutting the proposed Port Credit GO MTSA, in proximity to the Hurontario Intensification Corridor and along Lakeshore Road East - a recognized Corridor. Given this, the proposed development proposes a tall built form that includes base, middle and top components in an effort to further implement the City's built form policy objectives. More specifically, the base component includes a mixed-use, 6-storey podium that is positioned to frame the street edge and have minimal setbacks. This enables the proposed grade-related, non-residential uses and the residential lobby to open onto and be directly accessible from the Lakeshore Road East public realm. The middle and top components are stepback from the base to facilitate appropriate transition and reduce the visual massing of the development. The accompanying Urban Design Brief further demonstrates how the proposed development complies and implements the City's built form policy objectives. Overall, the proposed development has been planned and designed to implement the envisioned development concept for the Port Credit community as presented by the Hurontario / Main Street Master Plan and the Lakeshore Connecting Communities Transportation Master Plan.

9.3 PUBLIC REALM

Section 9.3 of the MOP contains the City's public realm policy directions. The following policies apply to redevelopment of the Subject Lands.

- '9.3.1.4. *Development will be designed to:*
 - c) *accentuate the significant identity of each Character Area, its open spaces, landmarks...*
 - e) *meet universal design principles;*
 - f) *address new development and open spaces;*
 - g) *be pedestrian oriented and scaled to support transit use;*
 - h) *be attractive, safe and walkable;'*

- '9.3.1.7. *Streetscapes will be designed to create a sense of identify through the treatment of architectural features, forms, massing, scale, site layout, orientation, landscaping, lighting and signage.'*

- '9.3.1.8. *The design of developments at intersections and along major streets should be of a highly attractive, urban quality, recognizing that streets are important civic spaces and linkages.'*

- '9.3.1.9. *Development and elements within the public realm will be designed to provide continuity of the streetscape and minimize visual clutter.'*

- '9.3.5.4. Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.'*
- '9.3.5.5. Private open space and / or amenity areas will be required for all development.'*
- '9.3.5.6. Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.'*

The proposed development has been planned and designed to further implement the City's built form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of an attractive, safe, comfortable, compact, mixed-use and pedestrian-oriented built form that integrates well with the surrounding Port Credit community. Furthermore, the proposed development is to provide for a continuous streetscape along Lakeshore Road East, a series of landscaped open spaces and a landscaped courtyard that not only provide opportunities for passive outdoor recreation and social interaction, but also facilitates a network of pedestrian pathways that will enable safe, comfortable and convenient access into and beyond the Subject Lands. Overall, the proposed development has been carefully planned and designed so that a high-quality built form is provided that is complimentary to the distinct character of the surrounding community. This is to be achieved through distinct architectural facades, pedestrian-oriented structures and an active streetscape along Lakeshore Road East.

As outlined in the accompanying List of LID Features, the proposed development has also incorporated a variety of sustainable building strategies and best stormwater management practices. For the reasons outlined above, the proposed development and corresponding Amendments better implement the policy direction for desirable urban forms in the Port Credit Community Node.

9.4. MOVEMENT

Section 9.4 of the MOP establishes the City's policy framework for how land use and transportation planning principles are to inform development proposals. The following policies apply.

- '9.4.1.2. A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.'*
- '9.4.1.3. Development will support transit and active transportation by:*
- a) locating buildings at the street edge, where appropriate;*
 - b) requiring front doors that open to the public street;*
 - c) ensuring active / animated building facades and high quality architecture;*
 - d) ensuring buildings respect the scale of the street;*
 - e) ensuring appropriate massing for the context;*
 - f) providing pedestrian safety and comfort; and*

g) providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.'

'9.4.1.4. Development will provide for pedestrian safety through visibility, lighting, natural surveillance and minimizing vehicular conflicts.'

The proposed development supports the above-noted movement objectives by providing for a compact, high-quality, transit-supportive and pedestrian-oriented built form. More specifically, the proposal will provide for a built form that frames the street edge, has front doors that open onto the public street and will have high-quality, attractive building façade treatments. Additionally, the proposed development is to provide for an appropriately scaled and massed development that is complimentary to the surrounding community. As demonstrated on the accompanying Conceptual Site Plan, a network of pedestrian pathways is to be provided which will provide for pedestrian safety and comfort, as well as connections to the surrounding active transportation network.

9.5. SITE DEVELOPMENT & BUILDINGS

Section 9.5 of the MOP further establishes the City's built form policy directions. The following policies apply.

'9.5.1.1. Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area.'

'9.5.1.2. Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:

- a) Natural Heritage System;*
- b) natural hazards (flooding and erosion);*
- c) natural and cultural heritage features;*
- d) street and block patterns;*
- e) the size and configuration of properties along a street, including lot frontages and areas;*
- f) continuity and enhancement of streetscapes;*
- g) the size and distribution of building mass and height;*
- h) front, side and rear yards;*
- i) the orientation of buildings, structures and landscapes on a property;*
- j) views, sunlight and wind conditions;*
- k) the local vernacular and architectural character as represented by the rhythm, textures and building materials;*
- l) privacy and overlook; and*
- m) the function and use of buildings, structures and landscapes.'*

'9.5.1.3. Site designs and buildings will create a sense of enclosure along the street edge with heights appropriate to the surrounding context.'

- '9.5.1.4. Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.'
- '9.5.1.9. Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated.'
- '9.5.1.2. Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.'
- '9.5.2.1. High quality, diverse and innovative design will be promoted in a form that reinforces and enhances the local character, respects its immediate context and creates a quality living or working environment.'
- '9.5.2.2. Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by:
- a) providing walkways that are connected to the public sidewalk, are well lit, attractive and safe;
 - b) fronting walkways and sidewalks with doors and windows and having visible active uses inside;
 - c) avoiding blank walls facing pedestrian areas; and
 - d) providing opportunities for weather protection, including awnings and trees.'
- '9.5.2.3. Development proponents will be required to ensure that pedestrian circulation and connections are accessible, comfortable, safe and integrated into the overall system of trails and walkways.'
- '9.5.2.11. Site development will be required to:
- a) incorporate stormwater best management practices;
 - b) provide enhanced streetscape;
 - c) provide landscaping that compliments the public realm;
 - g) incorporate techniques to minimize urban heat island effects such as providing planting and appropriate surface treatment; and,
 - h) provide landscaping that beautifies the site and compliments the building form.'
- '9.5.3.1. Buildings will be designed to create a sense of identity through the site layout, massing, forms, orientation, scale, architectural features, landscaping and signage.'
- '9.5.3.3. Building facades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief.'

- '9.5.3.7. *Buildings will be pedestrian oriented through the design and composition of their facades, including their scale, proportion, continuity, rhythms, texture, detailing and materials.'*
- '9.5.4.1. *Development proposals should enhance public streets and the open space system by creating a desirable street edge condition.'*
- '9.5.5.1. *Parking should be located underground, internal to the building or to the rear of buildings.'*
- '9.5.5.5. *Secure bicycle parking will be provided in developments.'*

The proposed development supports the above-noted site design and built form objectives by providing for a high-quality, compact, transit-supportive and pedestrian-oriented built form. This is achieved through the provision of a built form that frames the street edges, has direct pedestrian connections from the public realm and has a refined architectural design. As demonstrated in the accompanying Sun / Shadow Study, the proposed development represents an appropriate built form and massing that will not result in adverse overlook, privacy and shadowing concerns. The accompanying Noise Feasibility Study confirms that through the implementation of site-specific mitigation measures, noise concerns are satisfactorily alleviated.

As mentioned throughout this Report, the proposal has been planned and designed to be complimentary to and integrate with the surrounding community. As such, the proposal will facilitate an appropriate built form and massing that is consistent with the existing and evolving character of the Port Credit community. Based on the above, it is our opinion that the proposed development and corresponding Amendments implement the policy direction for desirable urban forms.

11 / General Land Use

Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes a series of policies based on sixteen (16) land use designations. The Subject Lands are currently designated 'Mixed Use' (see **Figure 13**). In order to facilitate the proposal, the corresponding draft Official Plan Amendment seeks to redesignate the Site to 'Residential High Density'. In our opinion, the 'Residential High Density' designation is the most appropriate and will facilitate the proposal with site-specific permissions. The following 'Residential High Density' policies apply.

- '11.2.5.6. Lands designated Residential High Density will permit the following uses:*
- a) apartment dwelling*
 - b) uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property; and*
 - c) uses permitted in the Convenience Commercial designation are permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive-through facilities.'*

The proposed development will provide for a mixture of high-quality, grade-related non-residential and residential uses that will meet the needs of current and future residents. The proposal represents an appropriate form and advances the City's development objectives. Overall, the proposed development and corresponding Official Plan Amendment have been planned and designed to further implement the City's Residential High Density policy objectives.

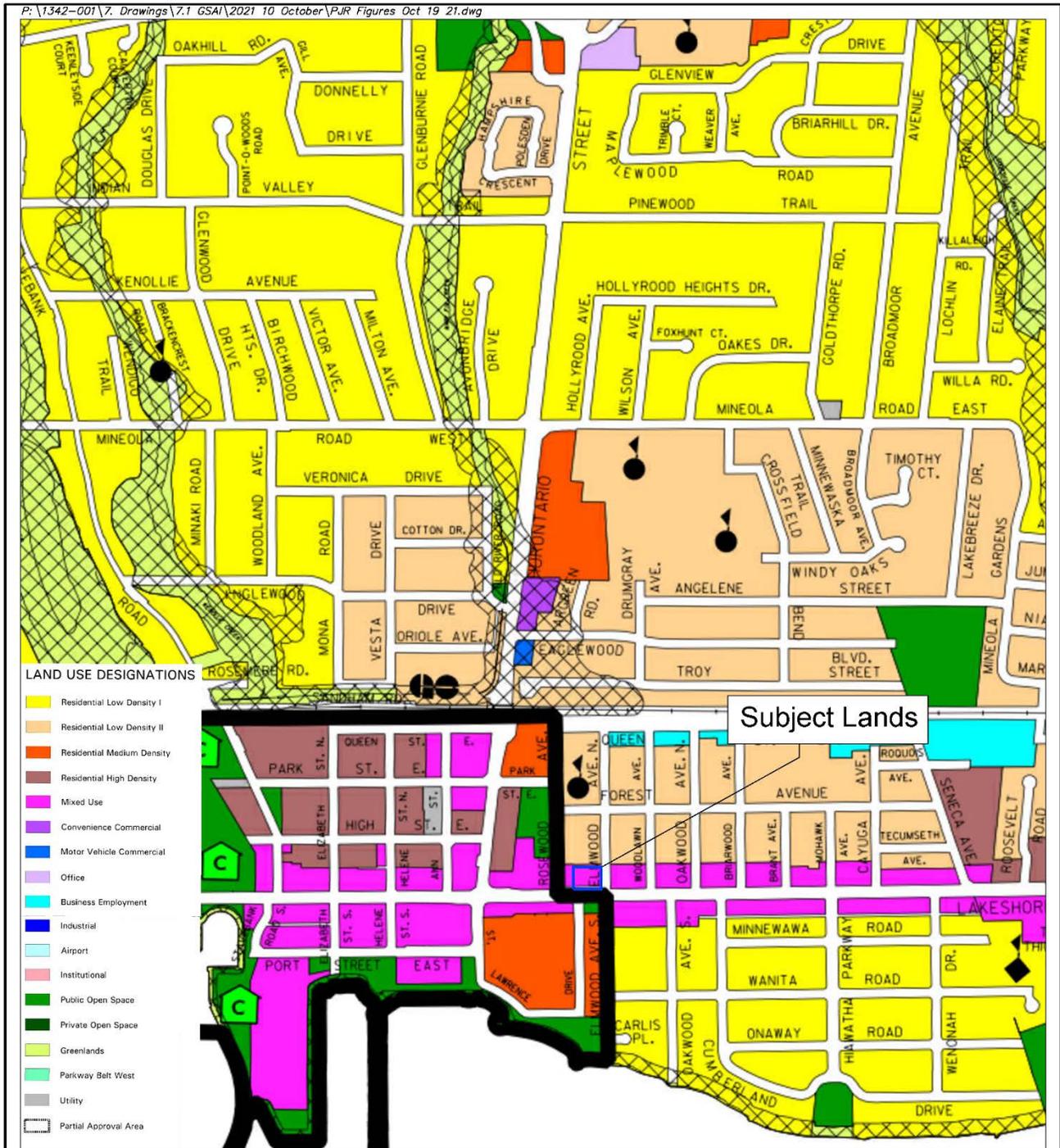


FIGURE 13
MISSISSAUGA OFFICIAL PLAN
SCHEDULE '10'- LAND USE
DESIGNATIONS

170 Lakeshore Road East, City of Mississauga, Regional Municipality of Peel

LEGEND

Subject Lands



Scale NTS
October 19, 2021

SUMMARY / CONFORMITY STATEMENT

The Mississauga Official Plan ('MOP'), as amended, guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the MOP by providing for a high-quality, compact, mixed use development on a Site that is designated for growth to occur. The proposal directs better utilization of land, resources and infrastructure to facilitate a development that is at an appropriate density, will provide for greater housing choice, and is adjacent to existing transit networks. Furthermore, the proposed development will facilitate a built form that is consistent and compatible with not only the surrounding community but also the development vision for this area as outlined in the Hurontario / Main Street Master Plan and the Lakeshore, Connecting Communities Transportation Master Plan. Therefore, the proposed development and proposed Official Plan Amendment serve to better implement the applicable policies and objectives for 'Residential High Density' lands within the Port Credit Character Area of the Mississauga Official Plan.

5.5 \ PORT CREDIT LOCAL AREA PLAN

The Port Credit Local Area Plan ('Area Plan'), as amended, identifies the long-term framework for managing growth and development across the Port Credit community. The Area Plan further implements the policies of the MOP. In accordance with Figure 1 of the Area Plan, the Port Credit community is comprised of three (3) sub-areas – a (West) Neighbourhood Area, the Community Node and the (East) Neighbourhood Area. Each of these areas have unique attributes and a distinct character.

As stated throughout this Report, it is our opinion that the Subject Lands should be included within the Port Credit Community Node. The following is an analysis of the applicable Area Plan policies and an evaluation of how the proposed development and associated Official Plan Amendment serves to better implement the policy framework for the Port Credit Community Node area.

5 / Vision

Section 5 of the Area Plan establishes the policy framework for how growth and development is to be managed. The following sub-sections and policies apply.

5.1. GUIDING PRINCIPLES

Section 5.1 of the Area Plan establishes a series of six (6) Guiding Principles in order to direct how development and growth occurs. The following apply to redevelopment of the Subject Lands.

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

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

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

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

The Subject Lands are an appropriate and desirable location for growth to occur given its location in proximity to existing and planned transit services, and along Lakeshore Road. The proposed development will facilitate contextually appropriate intensification through a compact, sustainable, mixed-use, transit-supportive and pedestrian-oriented built form that will introduce new residential and non-residential uses that will contribute to the achievement of Port Credit as a healthy, complete community. Additionally, the proposal will provide for a high-quality built form that will provide for a refined architectural design that is complimentary to the existing and evolving character of the Port Credit community. It is our opinion that the proposed development and corresponding Official Plan Amendment have been planned and designed to further implement the above-noted Guiding Principles of the Area Plan.

5.2. COMMUNITY CONCEPT

Section 5.2 of the Area Plan establishes where growth is to be directed, based on the MOP City Structure. Accordingly, Port Credit is recognized as containing four (4) City Structure components – Green System lands, Community Node lands, Neighbourhood lands and Corridors.

As stated throughout this Report, the Subject Lands are located along Lakeshore Road – a recognized Corridor. The proposed development and corresponding Official Plan Amendment have been planned and designed to implement the Area Plan's policy directions for both the Community Node and the Lakeshore Road Corridor.

We note that Section 5.2.2 of the Area Plan provides further policy directions for the Community Node. Overall, this Section directs that intensification is to be directed to the Port Credit Community Node. It further states that development with the greater heights and density are to be situated within the Community Node. Higher density development in proximity to transit services is to be encouraged.

6 / Direct Growth

Section 6 of the Area Plan establishes the policy framework for how growth is to be managed. More specifically, the Area Plan directs that growth is to be directed to key components of the City Structure, including the Community Node and along key Corridors. The following policies apply to redevelopment of the Subject Lands.

6.1. COMMUNITY NODE CHARACTER AREA

Section 6.1 of the Area Plan directs how growth and development is to occur across the Community Node area. As such, the following policies apply to redevelopment of the Subject Lands.

'6.1.4. Mississauga will encourage redevelopment within the Mainstreet Precinct'

'6.1.6 Intensification will address matters such as:

- a. contribution to a complete community;*
- b. providing employment opportunities;*
- c. sensitivity to existing and planned context and contribution to the village mainstreet character;*
- e. protecting views and access to the waterfront.'*

The Subject Lands are to be situated within the Mainstreet Village precinct of the Port Credit Community Node. As such, the proposal complies with the above-noted Community Node policy objectives by facilitating a compact, mixed-use development that will provide for a mixture of residential and non-residential uses. This will contribute toward the achievement of Port Credit as a complete community and will provide for new employment opportunities. Additionally, the proposal is to provide for a high-quality built form with a refined architectural design that will enable the development to be complimentary to and integrate with the existing and planned surrounding context. Furthermore, the provision of grade-related, non-residential units with direct connections to the public sidewalk will contribute to Lakeshore as a vibrant, comfortable and enjoyable mainstreet. Overall, the proposal will also support the local Business Improvement Area ('BIA') and local retail area that is present along Lakeshore Road East. Finally, the proposed development will contribute to the provision of views to the waterfront.

8 / Complete Communities

Section 8 of the Area Plan establishes the policy framework with regard to complete communities, housing, community infrastructure and community character. The following policies apply to redevelopment of the Subject Lands.

8.1. HOUSING

- '8.1.1. *The Community Node and Lakeshore Road Corridor are encouraged to develop with a range of housing choices in terms of type, tenure and price.'*
- '8.1.2. *The provision of additional affordable housing, with a focus on rental housing units, is encouraged in the Community Node and Lakeshore Road Corridor.'*
- '8.1.4. *Mississauga will encourage investment in new rental housing and, in particular, affordable rental housing that meets the needs of young adults, older adults and families in the Community Node and along the Lakeshore Road Corridor.'*

The proposed development and corresponding Official Plan Amendment have been planned and designed to facilitate redevelopment at an appropriate location within the Community Node and along the Lakeshore Road Corridor. Additionally, the proposal is to facilitate the introduction of 147 new purpose-built rental units of varying size and configurations. This will enable greater housing choice for current and future residents of the Port Credit community and households of varying size, income levels, life stages and lifestyle preferences.

8.4. DISTINCT IDENTITY & CHARACTER

- '8.4.2. *Lakeshore Road (east and west) is a key location for the promotion of Port Credit as a place for vibrant cultural activities and providing a 'sense of place'. The mainstreet environment, including the built form, public realm, street furniture, lighting, cycling amenities, trees, gathering places are to be protected and, where possible, enhanced.'*

The proposed development has been planned and designed to provide for a high-quality, compact, mixed-use, attractive built form that integrates with the established and evolving character of the Port Credit community. Overall, the proposal provides for a built form that is appropriate, visually attractive and maintains compatibility and transition to the surrounding community. Furthermore, the provision of pedestrian pathways, landscaped open spaces and public realm enhancements will further contribute to the proposal's integration with the established mainstreet character along Lakeshore.

9 / Multi-Modal City

Section 9 of the Area Plan establishes the City's transportation policy framework. The following policies apply to redevelopment of the Subject Lands.

9.2. PARKING & TRANSPORTATION DEMAND MANAGEMENT

- '9.2.1. Reduced parking requirements and maximum parking standards may be considered within:*
- a. the Community Node, particularly in proximity to the GO Station and future LRT stops;*
 - and*
 - b. the Mainstreet Neighbourhood Precinct.'*
- '9.2.3. The City will encourage Transportation Demand Management measures, where appropriate, within the Community Node and as part of any significant redevelopment projects outside of the node.'*

The Subject Lands are well-served by existing and planned transit and active transportation networks. More specifically, the Site is within walking distance of the Port Credit GO Station, the planned LRT Station at Park Street East and Hurontario Street and the planned Lakeshore BRT network. These locational attributes are complimented by the presence of active transportation networks. As demonstrated in the accompanying Transportation Study, the proposed shared parking standard is appropriate given the Site's proximity to transit services. To encourage the use of transit and active transportation networks, Section 9 of the Transportation Impact Study outlines recommended Transportation Demand Management ('TDM') measures.

10 / Desirable Urban Form

Section 10 of the Area Plan establishes the built form policy directions for the Port Credit community. It is understood that the City's built form policies pertain to the physical layout and design of lands, based on a property's location in the Community Node or Neighbourhood Areas. As outlined in Section 10.a of the Area Plan, the Subject Lands are subject to the Mainstreet Node precinct of the Community Node. As such, the following policies apply to redevelopment of the Subject Lands.

- '10.1.1. Development will be in accordance with the minimum and maximum height limits as shown on Schedule 2C. The appropriate height within this range will be determined by the other policies of this Area Plan.'*
- '10.2.1.1 The overall development of the Node will be at a scale that reflects its role in the urban hierarchy.'*

'10.2.1.2 Floor plate size for buildings over six storeys will decrease as building height increases, to address, among other matters:

- a. overall massing (reduce "wall effect");*
- b. visual impact of buildings;*
- c. protect skyviews; and*
- d. limit shadow impact.'*

'10.2.1.4 New development will provide for landscape areas that, amongst other matters, address the following:

- a. landscaped character of existing properties and the planned function of the precinct;*
- b. provide buffer between uses;*
- c. incorporate stormwater best management practices;*
- d. enhance the aesthetic quality of the area;'*

The proposed development supports the above-noted built form policy objectives by providing for a high-quality, compact built form that has been planned and designed to provide for an appropriate scale, transition and integration with the surrounding Port Credit community. The proposal contemplates a built form with a height of 15 storeys. In efforts to maintain an appropriate built form, the proposed development contemplates a terraced built form that includes setbacks and stepbacks. It also provides for a high-quality built form that frames the street edges, incorporates sustainable design features, maintains skyviews and will not result in privacy or overlook of occupant concerns.

10.2.3. MAINSTREET NODE PRECINCT

'10.2.3.1 This precinct will contain street related commercial uses with a rhythm of closely spaced storefronts lining the street in order to encourage and foster an active pedestrian street.'

'10.2.3.2 Single use residential buildings are not permitted.'

'10.2.3.3 The Mainstreet Node Precinct will meet both the day-to-day needs of local residents as well as those visiting the area.'

The proposed development supports the above-noted Community Node Mainstreet Precinct policy objectives by contemplating a compact, mixed-use development on lands within the Community Node's Mainstreet Node Precinct. Furthermore, the proposal will provide a range of grade-related, non-residential uses that open onto the public realm, directly accessible from the public sidewalk network which will enable a safe, comfortable and enjoyable pedestrian street along Lakeshore. Additionally, the proposed mixture of residential and non-residential uses on the Site will compliment the mixture of uses, services and facilities present in the surrounding area that serve the daily needs of residents and visitors.

SUMMARY / CONFORMITY STATEMENT

The Port Credit Local Area Plan ('Area Plan'), as amended, guides land use planning and development across the Port Credit community. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the Area Plan by providing for a high-quality, compact, mixed use development on a Site that is designated for growth to occur. The proposal directs better utilization of land, resources and infrastructure to facilitate a development that is at an appropriate location, at an appropriate density, will provide for greater housing choice, and is adjacent to existing transit networks. Furthermore, the proposed development will facilitate a built form that is consistent and compatible with not only the surrounding community but also the development vision for this area as outlined in the Hurontario / Main Street Master Plan and the Lakeshore, Connecting Communities Transportation Master Plan. Therefore, the proposed development and proposed Official Plan Amendment serve to better implement the applicable policies and objectives for the Subject Lands within the Community Node Mainstreet Node Precinct of the Port Credit Local Area Plan.

5.6 \ HURONTARIO / MAIN STREET MASTER PLAN

The Hurontario / Main Street Master Plan ('Master Plan') was adopted in October 2010. The Master Plan, while not an operative part of the MOP, provides detailed policy objectives in order to guide redevelopment and further implement land use, urban design, public realm and transportation policies of the MOP. Specifically, the Master Plan provides detailed design and policy directions, organized by Character Areas, to guide the long-term redevelopment of lands between Port Credit and Downtown Brampton in a manner that facilitates compact, mixed-use, higher density, transit-supportive development in proximity to Light Rail Transit ('LRT') services operating along Hurontario Street. Overall, the Master Plan identifies Port Credit as one of the Character Areas and as an appropriate and desirable location for compact, mixed-use, higher density, transit-supportive development to occur.

The Subject Lands are identified as being east of the Port Credit Character Area. Notwithstanding, it is reasonable to apply the policy directions identified for lands fronting on Lakeshore Road East. The following policy directions are applicable and have informed the proposed development:

- Redevelopment should facilitate the creation of Lakeshore Road East as a pedestrian-oriented, active main street;
- Development, regardless of built form, is to be pedestrian-oriented and transit-supportive;
- At-grade retail uses are encouraged, particularly along Lakeshore Road East;
- At least ninety percent (90%) of the Site's Lakeshore street frontage is contain retail uses;
- A continuous streetwall along Lakeshore Road East is to be provided;
- A 0.0 metre setback from Lakeshore Road East street line is encouraged; and,
- Appropriate transition is to be provided through the application of 2.5 – 5.0 metre setbacks above the podium.

The proposal provides for a compact, mixed-use, pedestrian-oriented and transit-supportive development that will support current and future transit ridership. As such, redevelopment of the Subject Lands as contemplated, is appropriate, desirable and will contribute to the creation of Port Credit as a complete community. The proposed development and corresponding Amendments represent an opportunity for the policy directions identified above to be implemented.

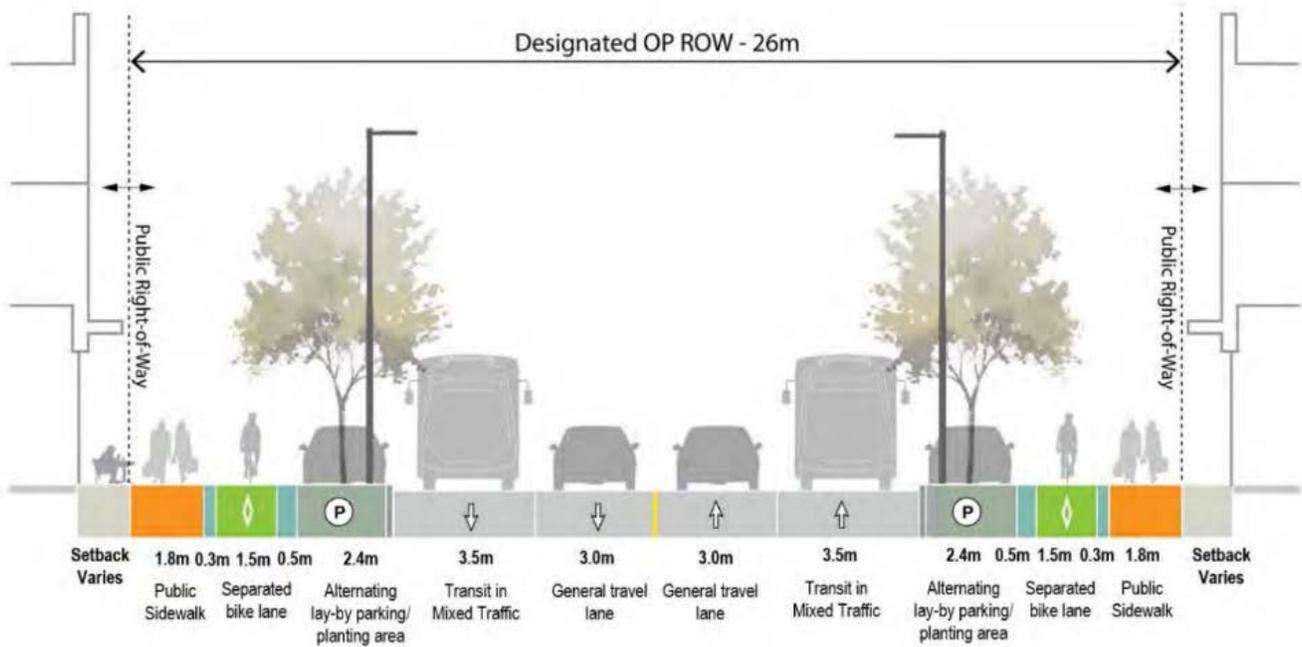
5.7 \ LAKESHORE CONNECTING COMMUNITIES MASTER PLAN

The Lakeshore Connecting Communities Master Plan ('Master Plan') was adopted in June 2019. The Master Plan, while not an operative part of the MOP, provides policy objectives in order to guide redevelopment and further implement land use, urban design, public realm and transportation policies of the MOP. Specifically, the Master Plan provides design and policy directions to guide the long-term redevelopment of lands along a thirteen (13) kilometre segment of Lakeshore between Royal Windsor Drive and Southdown Road in a manner that facilitates higher density, compact, transit-supportive and pedestrian-oriented development in proximity to planned higher order transit services operating along Lakeshore.

Following extensive community and stakeholder consultation, the Master Plan outlines a series of design and policy directions to guide redevelopment of Lakeshore as a multi-modal complete street based on nine (9) Guiding Principles. These Principles are:

- Enhance connections to the waterfront;
- Create vibrant public spaces;
- Design for all ages and abilities;
- Promote prosperity for local businesses;
- Integrate transportation and land use;
- Move people safely and efficiently;
- Preserve the natural environment;
- Enhance main street features; and,
- Improve quality of life.

The above-noted Guiding Principles were utilized to identify a series of guiding design and policy objectives, organized by geographic areas or Segments. A total of seven (7) Segments were identified and a design and policy vision for each was identified based on each Segment's characteristics. The Subject Lands are identified as being located within Segment 5c of the Master Plan. Segment 5c lands are envisioned to accommodate a complete street corridor design that features Bus Rapid Transit lanes, vehicle travel lanes, dedicated cycling lanes and wide sidewalk zones on both sides of the corridor (see image below). These sidewalk zones are envisioned to accommodate landscaping, street furniture, lighting and other amenities to facilitate a safe, comfortable and enjoyable environment for users. Furthermore, development occurring along Lakeshore and in proximity to Lakeshore is envisioned to support Lakeshore as a vibrant, multi-modal, mainstreet that contributes to Port Credit as a complete community.



Proposed Right-of-Way Segment 5c Option (extracted from Lakeshore Connecting Communities Final Report, prepared by HDR, dated May 2019)

The proposal provides for a compact, pedestrian-oriented and transit-supportive development that will support current and future transit ridership. As such, redevelopment of the Subject Lands, as contemplated, at the height and density proposed, is appropriate, desirable and will contribute to the creation of Lakeshore as a vibrant mainstreet that facilities Clarkson – Lorne Park as a complete community. The proposed development and corresponding Amendments represent an opportunity for the design and policy directions identified in the Master Plan to be implemented.

5.8 \ CITY OF MISSISSAUGA ZONING BY-LAW 0225 – 2007

The City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007 ') currently zones the Subject Lands as 'Main Street Commercial, Exception 66 (C4-66)' (see **Figure 14**). The C4 Zone and Exception 66 permit a range of uses but do not permit the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is requested to re-zone the Subject Lands to 'Residential Apartment (RA4)' with site-specific provisions.

A Zoning By-law Table with the requested site-specific provisions has been prepared and a copy is provided in **Appendix II** of this Report. More specifically, the ZBA seeks to introduce the following site-specific permissions to the proposed RA4 Zone:

- To permit 'art gallery / museum', 'artist studio', 'financial institution', 'medical office', 'office', 'personal service establishment', 'restaurant', 'retail store', and 'take-out restaurant' as accessory uses;
- To permit a site-specific density;
- To permit a site-specific building envelope, including setbacks, encroachments and projections;
- To permit a site-specific parking standard;
- To permit a site-specific loading standard; and,
- To permit a site-specific landscaping standard.

Table 3 below summarizes the proposed site-specific exceptions to the RA5 Zone and the rationale for these exceptions.

Table 3 / Summary of Requested RA4 Exception & Rationale

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
<i>Modified Use Permissions</i>	To implement the desired range of complimentary, accessory uses that are appropriate for a mixed-use development, while also allowing for as permissive regulations as possible
<i>Modified Density</i>	To implement the desired built form and massing
<i>Modified Building Envelope</i>	To implement the desired built form, while maintaining appropriate compatibility and transition to the surrounding Port Credit community
<i>Modified Parking Standard</i>	In order to implement the desired built form and range of accessory, complimentary uses, a site-specific shared parking standard is requested. As further demonstrated in the accompanying Transportation Study, prepared by nexTrans Consulting Engineers, the requested reduced parking standard is appropriate given the Site's proximity to existing and planned transit services and active transportation networks. The requested reduced parking standard is capable of accommodating the proposed parking demands and will serve to further implement Council's direction to

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
	encourage developments which support increased transit ridership and sustainable modes
<i>Modified Loading Standard</i>	In order to implement the desired built form and range of uses, a reduced site-specific shared loading standard is requested. As further demonstrated in the accompanying Transportation Study, the requested reduced loading standard is appropriate and capable of accommodating the loading demands of the proposal
<i>Modified Landscaping Standard</i>	In efforts to accommodate the desired built form and sustainable building measures, a site-specific landscaping standard is requested. The requested standard seeks to implement reduced landscape buffer widths along the Site's Lakeshore Road East and Elmwood Avenue North frontages in order to accommodate a safe, comfortable and attractive pedestrian environment that includes streetscaping and other pedestrian amenities. The requested site-specific landscaping standard will also enable the provision of rooftop outdoor amenity areas, landscaped open spaces and a landscaped outdoor courtyard. As demonstrated in the accompanying Landscape Plan and Urban Design Brief, a variety of landscape enhancements are to be provided. These enhancements, coupled with the requested site-specific landscaping standard, will enable a development that is appropriate and desirable

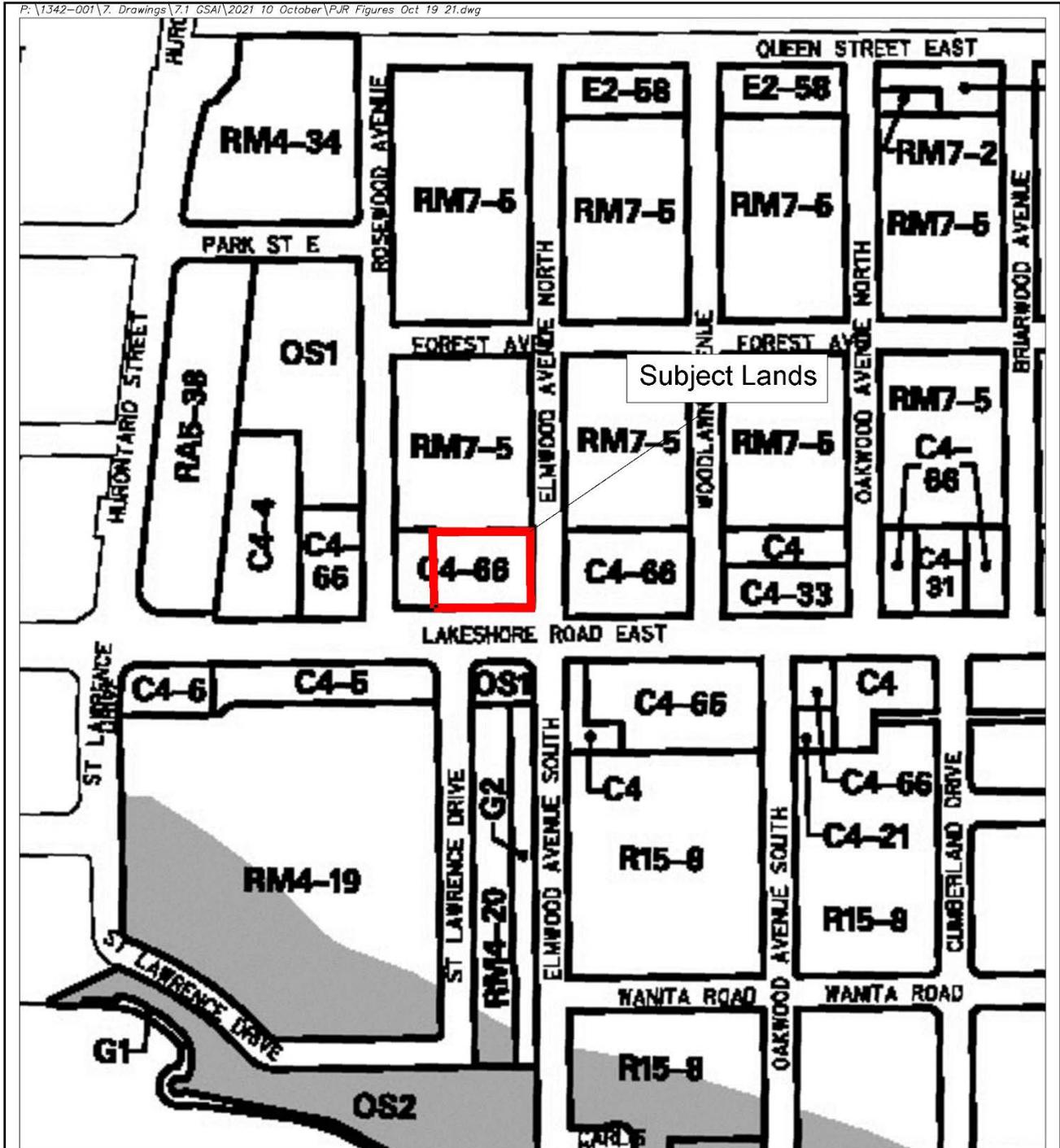


FIGURE 14
MISSISSAUGA ZONING BY-LAW
0225-2007 - MAP '7'

170 Lakeshore Road East, City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Lands



Scale NTS
October 19, 2021

6 \ SUMMARY & CONCLUSION

As outlined above, together with the supporting studies, the proposed development, associated Official Plan Amendment ('OPA') and associated Zoning By-law Amendment ('ZBA', collectively the 'Amendments'), represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Peel Regional Official Plan and Mississauga Official Plan. Furthermore, based on the existing physical context and surrounding Neighbourhood, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and City, we conclude the following:

1. The proposed Official Plan Amendment and Zoning By-law Amendment represent appropriate development on the Subject Lands given the existing use of the Site and surrounding context;
2. The proposal provides an appropriately designed and compatible infill development for the Port Credit community that will contribute to a compact, sustainable, pedestrian-oriented, transit-supportive development, the provision of new housing options and the achievement of a complete community;
3. The proposed Amendments are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the in-effect Peel Regional Official Plan;
6. The proposal can be adequately serviced by existing municipal services;
7. The proposed development will not create any adverse impacts to the existing use or the surrounding area; and,
8. The proposal is in keeping with the character and planned context of the Port Credit community and it provides an opportunity for intensification within the City's Built-Up Area. Additionally, the proposal upholds the overall City Structure set out in the Mississauga Official Plan and further implements the development objectives as identified by the Port Credit Local Area Plan, Hurontario / Main Street Master Plan and the Lakeshore Connecting Communities Master Plan.

Accordingly, we conclude that the proposed Amendments are appropriate, represent good planning and implement the City, Regional and Provincial vision for the Subject Lands.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Jim Levac, MCIP, RPP

Partner



Stephanie Matveeva, MCIP, RPP

Planner



Lightpoint (170 Lakeshore Road East Port Credit) Inc.
170 Lakeshore Road East, City of Mississauga
PLANNING JUSTIFICATION REPORT

APPENDIX I / *Draft Official Plan Amendment*

Amendment No. XXX
to
Mississauga Official Plan

The following text and Map "A" attached hereto constitute Amendment No. XXX.

PURPOSE

The purpose of this Amendment is to amend Schedule 1 to include the Subject Lands in the Port Credit Community Node, to amend Schedule 10 to redesignate the Subject Lands, and to amend the Port Credit Local Area Plan to include the Subject Lands as a Special Site.

LOCATION

The lands affected by this Amendment are located on the north side of Lakeshore Road East, west of Elmwood Avenue North and east of Rosewood Avenue. The land is municipally addressed as 170 Lakeshore Road East. The Subject Lands are located within the Port Credit Neighbourhood (East) Character Area, as identified in the Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals at the Ontario Land Tribunal.

The Mississauga Official Plan ('MOP') contains a City Structure which outlines where growth ought to be encouraged and discouraged within the City. The City Structure is comprised of Intensification Areas and Non-Intensification Areas. Intensification Areas include Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. Intensification Areas are the principal locations for future growth within the City. The Subject Lands are located within the Port Credit Neighbourhood area, adjacent to a Major Transit Station Area and along a Corridor. Major Transit Station Areas are where transit-oriented development is encouraged.

As per the Port Credit Local Area Plan, a maximum building height of 2 to 4 storeys is permitted and a density is not specified. The City requires that a Special Site policy be added to the MOP for the proposed building height and density: this has been included in the enclosed implementing Official Plan Amendment.

The Subject Lands are currently designated 'Mixed Use'. Permitted uses on the Subject Lands include commercial parking facility, financial institution, funeral establishment, markerspaces, motor vehicle rental, motor vehicle sales, overnight accommodation, personal service establishment, post-secondary educational facility, residential in conjunction with other permitted uses, restaurant, retail store and secondary office.

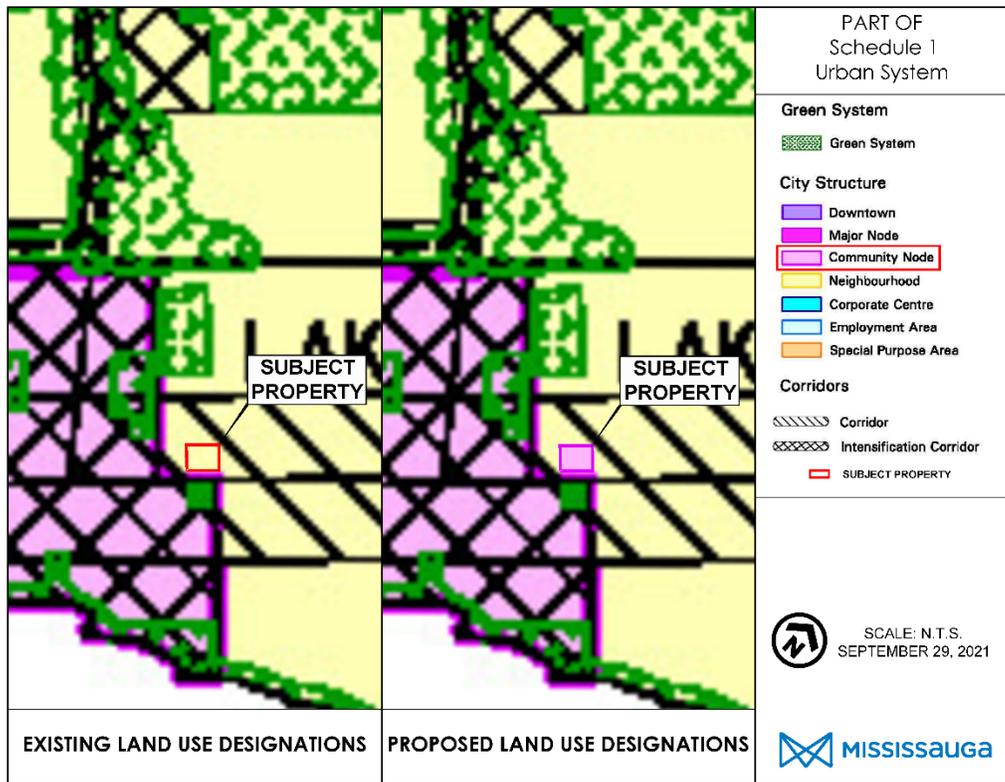
The Official Plan Amendment is required to redesignate the Subject Lands to 'Residential High Density'. As previously stated, the Subject Lands are currently located within the Port Credit Neighbourhood Character Area of the Mississauga Official Plan. This Amendment proposes to revise the Port Credit

Community Node boundary to add the Subject Lands and to add the Subject Lands as a Special Site within the Port Credit Local Area Plan. This proposed Special Site policy will permit a range of accessory, non-residential uses on the lands, a maximum building height of 15 storeys and a Floor Space Index of 5.0. The proposed Official Plan Amendment is acceptable from a planning perspective and should be approved for the following reasons:

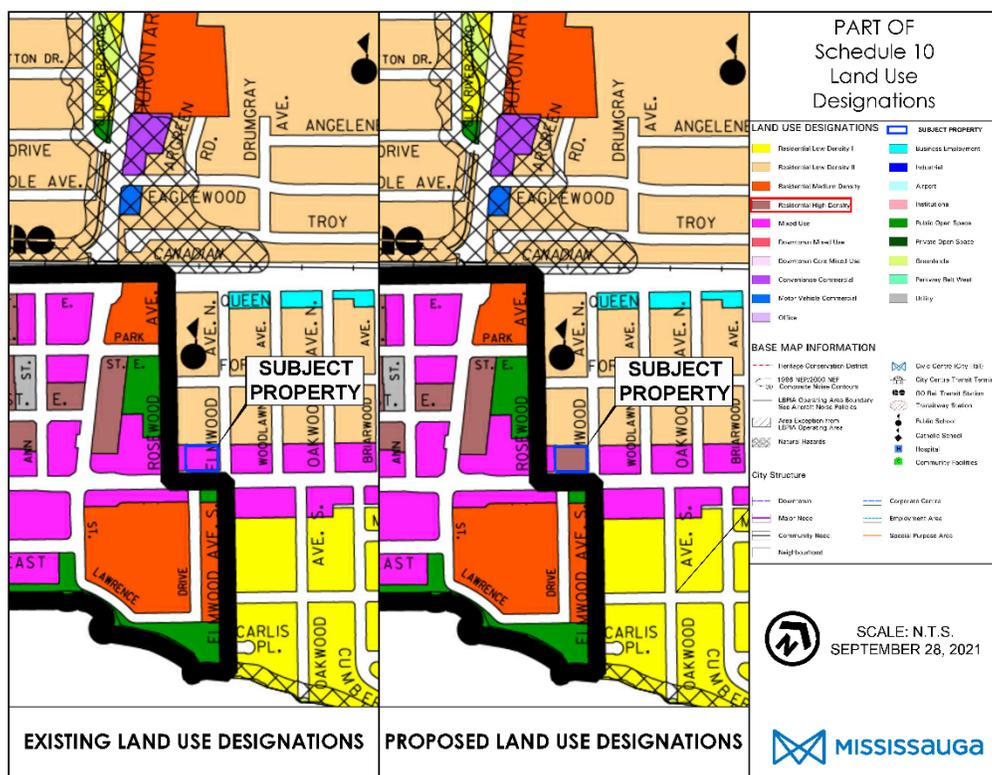
1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). In addition, the proposed development will bring the Peel Regional Official Plan (2018) and the Mississauga Official Plan (2020) into consistency with the Provincial Policy Statement and into conformity with A Place to Grow. The proposed development represents reinvestment and intensification of an underutilized site and will better utilize transit infrastructure investments.
2. The Subject Lands are located adjacent to a Major Transit Station Area, directly in front of planned Lakeshore Bus Rapid Transit and within a 5-minute walking distance of various transit stops. Furthermore, the Subject Lands are located along a Corridor and in proximity to the Hurontario Street Intensification Corridor. As noted in A Place to Grow, the Peel Regional Official Plan and the Mississauga Official Plan, these are areas for intensification and compact, mixed-use, higher density development where transit-supportive development should be directed.
3. The proposed development will utilize existing servicing in an efficient manner.
4. The proposal with a building height of 15 storeys and a Floor Space Index of 5.0 is a transit-supportive development on lands that are incredibly well-served by existing and future transit networks. The Subject Lands are also well-served by existing greenspace and service and retail establishments in the area. Bringing additional residents to this otherwise underutilized parcel will bring families and households within comfortable walking distance to an abundance of retail, services and greenspace, contributing toward the goals of a complete, walkable community.
5. The proposed development will improve and contribute towards the Lakeshore Road streetscape by providing an animated podium situated close to the streetline, with a mix of uses at-grade, directly accessible from the public sidewalk. This will enable an active, main street with high pedestrian activity.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

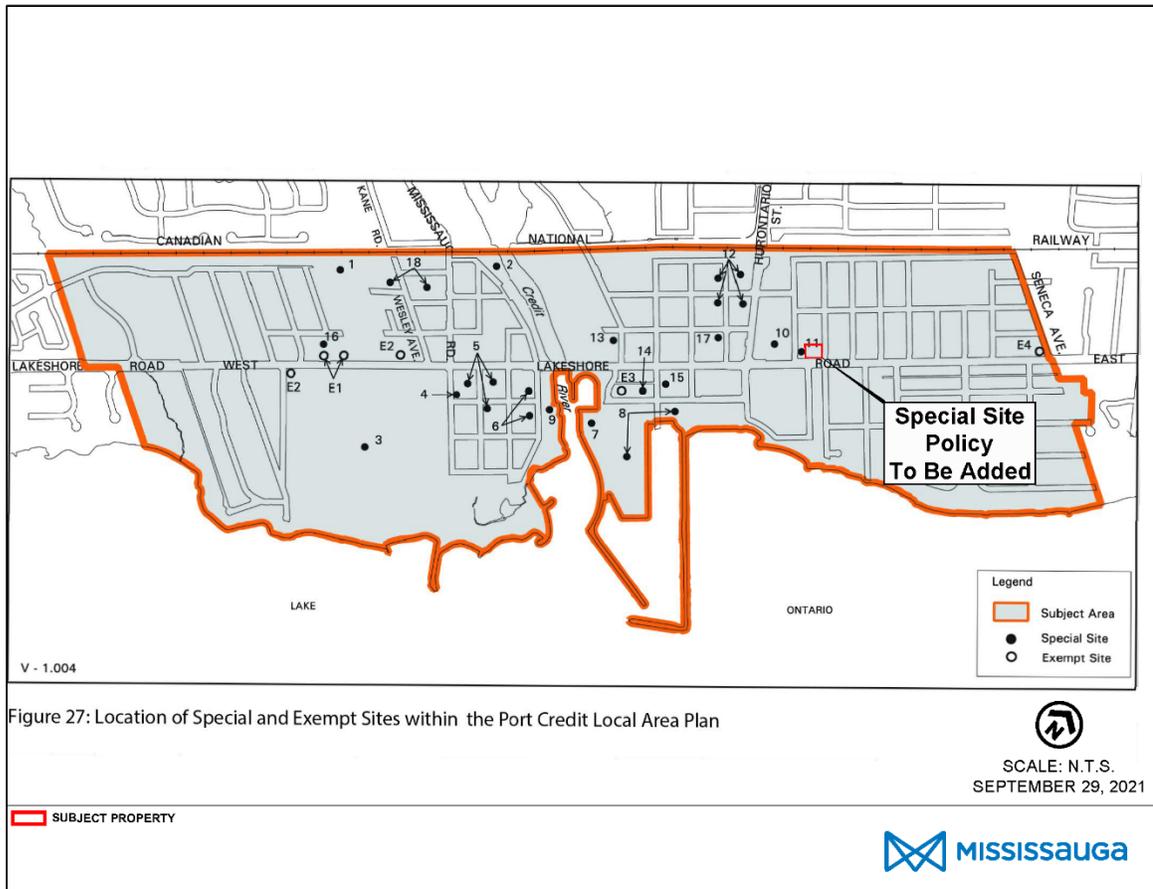
- Schedule 1, City Structure, of the Mississauga Official Plan, is hereby amended by placing the Subject Lands within the Port Credit Community Node Character Area.



- Schedule 10, Land Use Designations, of the Mississauga Official Plan, is hereby amended by re-designating the lands to 'Residential High Density'.



3. Section 13.0 of the Port Credit Local Area Plan, of the Mississauga Official Plan, is hereby amended by adding Special Site X on Figure 27, Location of Special and Exempt Sites within the Port Credit Local Area Plan, in accordance with the Special Site Policies.



4. Section 13.1, Special Sites, of the Port Credit Local Area Plan, of the Mississauga Official Plan, is hereby amended by adding the following:

13.1.X.XX The lands identified as Special Site X are located on the north side of Lakeshore Road East, east of Elmwood Avenue North.

13.1.X.XX Notwithstanding the provisions of this Plan, an apartment building with a maximum height of 15 storeys will be permitted.

13.1.X.XX Notwithstanding the provisions of this Plan, a maximum Floor Space Index of 5.0 will be permitted.

13.1.X.XX Notwithstanding the provisions of this Plan, a range of accessory, non-residential uses will be permitted.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the 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 September 3, 2020.

INTERPRETATION

The provisions of the 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 the Mississauga Official Plan.

APPENDIX II / *Draft Zoning By-law Table*

170 Lakeshore Road East

City File: DARC 21-30

Type of Application: Official Plan Amendment
and Zoning By-law Amendment

Please note: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-laws prior to approval.

NOTE: Notwithstanding the Section(s) outlined in 'Required Zoning Standard / Regulation', the standards shown under 'Proposed Zoning Standard / Regulation' shall apply

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
2.1.2	Minimum Separation Distance	All buildings and structures containing a use in Table 2.1.2.1.1 – Minimum Separation Distance from Residential Zone, shall comply with the applicable minimum separation distance required	Delete lines 1.0 and 3.0 of Table 2.1.2.1.1
2.1.14	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks [26 m ROW – 13.0 m + required yard / setback]	Delete provision
2.1.30 2.1.30.1 2.1.30.2	Rooftop Balcony	A rooftop balcony shall be setback 1.2 m for all exterior edges of a building or structure Notwithstanding Article 2.1.30.1, a setback for a rooftop balcony may be 0.0 where: (1) the exterior edge of the building faces a street and the building is located in a non-residential zone; (2) the exterior edge of the rooftop balcony does not abut a Residential Zone and the building is located in a non-residential zone	Delete provision 2.1.30

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
3.1.1.4.3	Parking Space Width	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and / or rear of the parking space	Provision met
3.1.1.4.5	Accessible Parking Space Size	<p>Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:</p> <p>(1) Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m;</p> <p>(2) Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m.</p> <p>(3) An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces</p>	Delete provision
3.1.1.5.1	Aisles	The minimum aisle width shall be 7.0 m	Provision met
3.1.1.8.1	Access	Access to and from parking and loading spaces shall be provided by unobstructed on-site driveways or driveways and aisles	Provision met
3.1.2.1, 3.1.2.2	Required Number of Parking Spaces	<p>For Rental Apartment:</p> <p>1.0 resident space per studio unit;</p> <p>1.18 resident spaces per one-bedroom unit;</p> <p>1.36 resident spaces per two-bedroom unit;</p> <p>1.50 resident spaces per three-bedroom unit;</p> <p>0.20 visitor spaces per unit;</p> <p>For Non-Residential Uses:</p>	<p>0.8 spaces per dwelling unit;</p> <p>0.15 visitor spaces per dwelling unit;</p> <p>Visitor spaces are to be shared with spaces for non-residential uses</p>

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
		Art Gallery, Museum – 3.6 spaces per 100 square metres GFA; Financial Institution – 5.5 spaces per 100 square metres GFA; Office – 3.2 spaces per 100 square metres GFA; Medical Office – 6.5 spaces per 100 square metres GFA; Personal Service Establishment – 5.4 spaces per 100 square metres GFA; Retail Store – 5.4 spaces per 100 square metres GFA; Restaurant – 16.0 spaces per 100 square metres GFA; and, Take-Out Restaurant – 6.0 spaces per 100 square metres GFA; Other Non-Residential Uses Not Specified – 5.4 spaces per 100 square metres GFA	
3.1.3	Required Accessible Parking Spaces	1 accessible space plus 3% of the total parking spaces required (where 101 – 200 non-residential spaces / visitor spaces required)	Provision met
3.1.4.2	Required Number of Loading Spaces for Office and / or Medical Office Buildings	Where the GFA for a Office and / or Medical Office use is less than or equal to 2,350 m ² – no loading spaces are required	Provision met
3.1.4.3	Required Number of Loading Spaces for Non-Residential Uses	Where the GFA-Non-residential of a building is greater than 250 m ² but less than or equal to 2,350 m ² – 1.0 loading space is required	1 shared loading space for non-residential and residential uses provided
3.1.4.4	Loading Space Dimension	Required loading spaces shall have an unobstructed rectangular area with a minimum width of 3.5 m and a maximum length of 9.0 m	Provision met
3.1.4.5	Required Number of Loading Spaces for Apartment	1 loading space is required per apartment building containing a minimum of 30 dwelling units	1 shared loading space for non-residential and residential uses provided

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
4.1.15.1	Apartment Zone – Accessory Uses	Accessory uses are permitted within RA1 to RA5 zones, subject to the following provisions:	Provision met
4.1.15.1.1		Accessory uses are limited to a retail store, personal service establishment, financial institution, office and medical office-restricted	<p>The following are to be included as site-specific accessory uses:</p> <ul style="list-style-type: none"> • Artist Studio; • Art Gallery / Museum; • Restaurant; • Take-out Restaurant; • Medical Office
4.1.15.1.2		An accessory use shall only be permitted in an apartment having 75 or more dwelling units, or in a long-term care building having 75 or more beds, or in a retirement building having 75 or more retirement dwelling units	Provision met
4.1.15.1.3		The accessory use shall be wholly contained within the dwelling and the entrance to the accessory use shall only be from within the dwelling	Delete provision
4.1.15.1.4		An accessory use shall not be permitted above the first storey of an apartment, retirement building or long-term care building	Delete provision
4.1.15.1.5		Each accessory use shall have a maximum gross floor area – non-residential of 186 m ²	Delete provision
4.1.15.1.6		The maximum total gross floor area – non-residential for all accessory uses shall be the lesser of 10% of the total gross floor area – apartment zone, or the gross floor area – apartment zone of one storey of the dwelling	Provision met
4.1.15.1.7		Additional on-site parking is not required for accessory uses permitted in Section 4.1.15.1.1	Delete provision

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
4.15.1	RA4 – Permitted Uses (Line 2.0)	Apartment (Line 2.1); Long-Term Care Building (Line 2.2); Retirement Building (Line 2.3)	<p>Permit the following as accessory uses to Apartment:</p> <ul style="list-style-type: none"> • Artist Studio; • Art Gallery / Museum; • Financial Institution; • Medical Office; • Office; • Personal Service Establishment; • Retail Store; • Restaurant; • Take-Out Restaurant
4.15.1	RA4 – Zone Regulations (Line 3.0)	Minimum lot frontage – 30.0 metres	Provision met
4.15.1	RA4 – Zone Regulations (Line 4.0)	Minimum Floor Space Index – Apartment Zone – 1.0	Provision met
4.15.1	RA4 – Zone Regulations (Line 5.0)	Maximum Floor Space Index – Apartment Zone – 1.8	Permit a Maximum Floor Space Index of 5.0
4.15.1	RA4 – Zone Regulations (Line 6.0)	Maximum Gross Floor Area – Apartment Zone per Storey for each Storey Above 12 Storeys – 1,000 m ²	Delete provision
4.15.1	RA4 – Zone Regulations (Line 7.0)	Maximum Height – 56.0 m and 18 storeys	Permit a maximum building height of 56.6 metres and 15 storeys
4.15.1	RA4 – Zone Regulations	<i>Minimum Front and Exterior Side Yards</i>	

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
4.15.1	RA4 – Zone Regulations (Line 8.1)	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Permit a minimum setback to the Elmwood Avenue North lot line of
4.15.1	RA4 – Zone Regulations (Line 8.2)	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 8.5 m	4.3 metres for Floor 1; 5.8 metres for Floors 2 – 5;
4.15.1	RA4 – Zone Regulations (Line 8.3)	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 9.5 m	18.8 metres for Floors 6 – 15; 21.8 metres for Floor 16
4.15.1	RA4 – Zone Regulations (Line 8.4)	For that portion of the dwelling with a height greater than 26.0 m – 10.5 m	Permit a minimum setback to Lakeshore Road East lot line of: 1.2 metres for Floor 1; 2.8 metres for Floors 2 – 5; 4.2 metres for Floors 6 – 15; 7.2 metres for Floor 16
4.15.1	RA4 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.15.1	RA4 – Zone Regulations (Line 9.1)	For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m	Provision met
4.15.1	RA4 – Zone Regulations (Line 9.2)	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 6.0 m	Provision met
4.15.1	RA4 – Zone Regulations (Line 9.3)	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 7.5 m	Provision met
4.15.1	RA4 – Zone Regulations (Line 9.4)	For that portion of the dwelling with a height greater than 26.0 m – 9.0 m	Provision met
4.15.1	RA4 – Zone Regulations (Line 9.5)	Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Not Applicable

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
4.15.1	RA4 – Zone Regulations (Line 9.6)	Where an interior side lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Delete provision
4.15.1	RA4 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.15.1	RA4 – Zone Regulations (Line 10.1)	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Not Applicable
4.15.1	RA4 – Zone Regulations (Line 10.2)	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 10.0 m	Not Applicable
4.15.1	RA4 – Zone Regulations (Line 10.3)	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.5 m	Not Applicable
4.15.1	RA4 – Zone Regulations (Line 10.4)	For that portion of the dwelling with a height greater than 26.0 m – 15.0 m	Not Applicable
4.15.1	RA4 – Zone Regulations (Line 10.5)	Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Permit a rear yard setback of 3.0 metres where a lot line abuts a Commercial Zone
4.15.1	RA4 – Zone Regulations (Line 10.6)	Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and / or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
4.15.1	RA4 – Zone Regulations	<i>Encroachments and Projections</i>	

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
4.15.1	RA4 – Zone Regulations (Line 11.1)	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard – 1.0 m	Permit maximum encroachment of 1.0 metres
4.15.1	RA4 – Zone Regulations (Line 11.2)	Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning provided that each shall have a maximum width of 6.0 m – 1.8 m	Provision met
4.15.1	RA4 – Zone Regulations (Line 11.3)	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects – 1.0 m	Permit maximum balcony projection of 2.0 metres
4.15.1	RA4 – Zone Regulations	<i>Minimum Above Grade Separation Between Buildings</i>	
4.15.1	RA4 – Zone Regulations (Line 12.1)	For that portion of dwelling with a height less than or equal to 13.0 m – 3.0 m	Not Applicable
4.15.1	RA4 – Zone Regulations (Line 12.2)	For that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 9.0 m	Not Applicable
4.15.1	RA4 – Zone Regulations (Line 12.3)	For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.0 m	Not Applicable
4.15.1	RA4 – Zone Regulations (Line 12.4)	For that portion of dwelling with a height greater than 26.0 m – 15.0 m	Not Applicable
4.15.1	RA4 – Zone Regulations	<i>Parking, Loading, Servicing Area and Parking Structures</i>	
4.15.1	RA4 – Zone Regulations (Line 13.2)	Minimum setback from surface parking spaces or aisles to a street line – 4.5 m	Not Applicable

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
4.15.1	RA4 – Zone Regulations (Line 13.3)	Minimum setback from surface parking spaces or aisles to any other lot line – 3.0 m	Not Applicable
4.15.1	RA4 – Zone Regulations (Line 13.4)	Minimum setback from a parking structure above or partially above finished grade to any lot line – 7.5 m	Not Applicable
4.15.1	RA4 – Zone Regulations (Line 13.5)	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line – 3.0 m	<p>Permit minimum setback from a parking structure completely below finished grade as follows:</p> <p>0.0 metres from the Elmwood Avenue North lot line;</p> <p>0.0 metres from the Lakeshore Road East lot line;</p> <p>0.0 metres from the north side lot line;</p> <p>0.0 metres from the west rear lot line</p>
4.15.1	RA4 – Zone Regulations (Line 13.6)	Minimum setback from a waste enclosure / loading area to a street line – 10.0 m	Provision met
4.15.1	RA4 – Zone Regulations (Line 13.7)	Minimum setback from a waste enclosure / loading area to a zone permitting detached and / or semi-detached – 10.0 m	Provision met
4.15.1	RA4 – Zone Regulations	<i>Minimum Landscaped Area, Landscaped Buffer and Amenity Area</i>	
4.15.1	RA4 – Zone Regulations (Line 15.1)	Minimum landscape area – 40% of the lot area	Delete provision
4.15.1	RA4 – Zone Regulations (Line 15.2)	Minimum depth of a landscape buffer abutting a lot line that is a street line and / or abutting lands with an Open Space, Greenlands and / or Residential Zone with the exception of an Apartment Zone – 4.5 metres	Permit a landscape buffer as follows:

BY-LAW SECTION	REGULATION	REQUIRED (RA4 ZONE)	REQUESTED (RA4-XX)
			3.0 metre landscape buffer along the northern property line; 3.0 metre landscape buffer along the Elmwood Avenue North lot line, 0.0 metre landscape buffer along the Lakeshore Road East lot line
4.15.1	RA4 – Zone Regulations (Line 15.3)	Minimum depth of a landscape buffer along any other lot line – 3.0 metre	Provision met
4.15.1	RA4 – Zone Regulations (Line 15.4)	Minimum amenity area – the greater of 5.6 m ² per dwelling unit or 10% of the site area	Delete provision
4.15.1	RA4 – Zone Regulations (Line 15.5)	Minimum percentage of total required amenity area to be provided in one contiguous area	Delete provision
4.15.1	RA4 – Zone Regulations (Line 15.6)	Minimum amenity area to be provided outside at grade – 55.0 m ²	Delete provision

APPENDIX III / *City of Mississauga Official Plan Review & Mississauga
Transit Station Area Comment Letter*



Our file: 1342-001

September 20, 2021

City of Mississauga
Planning and Building Department
City Planning Strategies Division
300 City Centre Drive, 6th Floor
Mississauga ON, L5B3C1

**Attention: Mr. Ben Phillips & Ms. Sharleen Bayovo
Official Plan Review Team**

**Mr. Bashar Al-Hussaini, Project Lead
Mississauga Transit Station Area Study**

**RE: Submission on Behalf of Lightpoint (170 Lakeshore Road
East Port Credit) Inc. Re: City of Mississauga Official Plan
Review and Mississauga Transit Station Area Study**

Glen Schnarr & Associates Inc. (“GSAI”) are planning consultants to Lightpoint (170 Lakeshore Road East Port Credit) Inc. (“Lightpoint”), the registered owner of a 0.70 acre property at the northwest corner of Lakeshore Road East and Elmwood Avenue. On behalf of our client, GSAI have been monitoring the ongoing reviews of both the Region of Peel and City of Mississauga Official Plans, specifically the Peel Major Transit Station Areas (“MTSA”) Study and the City of Mississauga MTSA Study.

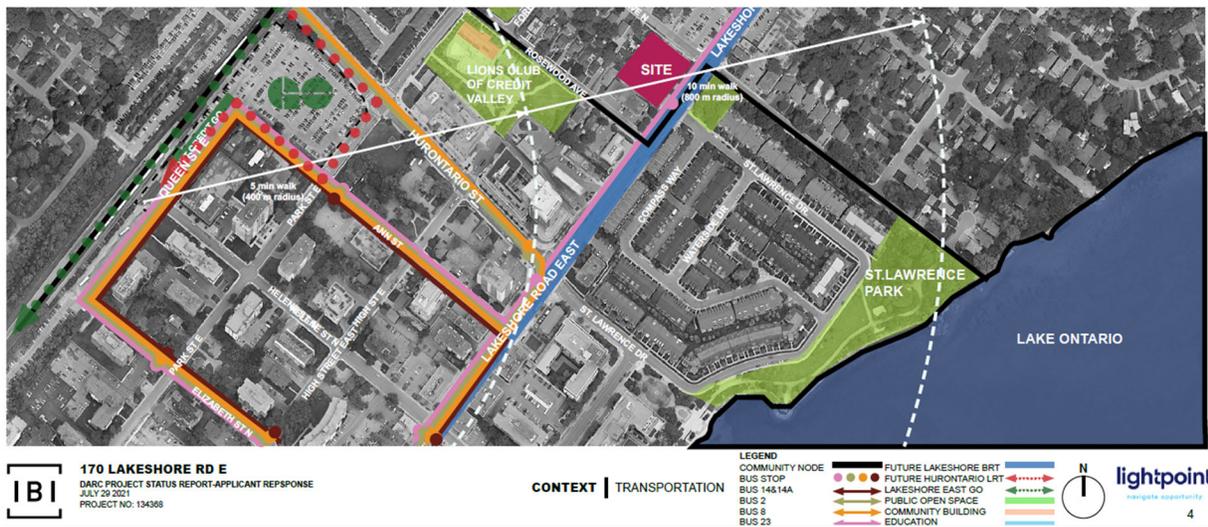
As noted on the City of Mississauga webpage, “*MTSAs are lands generally within a 500-800 metre radius (a 10 minute-walk) of a transit station or stop, primarily located along existing or planned transit corridors (e.g. GO Train, Light Rail Transit, Bus Rapid Transit). We need to plan for expanded communities built around transit to bring about places where people can live and easily travel to the places they work, play and learn*”.

As noted above, MTSAs refer to transit stations or stops along existing or planned Go Stations, Light Rail Transit (“LRT”) and Bus Rapid Transit (“BRT”) facilities. The Province of Ontario has mandated both Regional and Local Area Municipalities through various Provincial policy initiatives to implement transit supportive land use policies. Such policies should conform with the Provincial Growth Plan through the implementation of transit supportive development which directs growth and higher density development to areas at strategic locations which support the use of public transit. In the case of 170 Lakeshore Road East, this site is currently occupied by a

10 KINGSBRIDGE GARDEN CIRCLE
SUITE 700
MISSISSAUGA, ONTARIO
L5R 3K6
TEL (905) 568-8888
FAX (905) 568-8894
www.gsai.ca

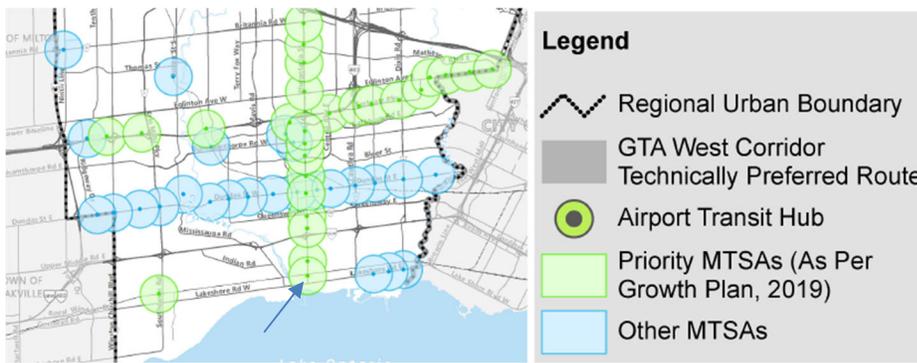


vacant single storey commercial building which is clearly an underutilization of a site that is within walking distance of not one, but **three** existing and proposed transit lines consisting of the Port Credit GO Station, the funded Hurontario LRT which terminates at the Port Credit Go Station Street, and the future partially funded Lakeshore BRT which runs along Lakeshore Road with a stop at Hurontario Street. The subject lands front onto the proposed Lakeshore BRT. As shown below, the property at 170 Lakeshore Road East is 440 m from the Port Credit GO Station platform and LRT Station, well within the 800 m radius depicted below, and is likely even closer to a future planned BRT stop in proximity of the Hurontario/Lakeshore intersection.



Source: IBI

The Region of Peel MTSA study has been underway for some time and has the following stated objective: “*The Regional MTSA study will establish policies to support the development of complete communities in Peel by planning for higher density mixed use growth in areas with existing or planned transit (i.e. GO Regional Express Rail Stations, Light Rail Transit, Bus Rapid Transit)*”. The graph below is an excerpt from the MTSA Fact Sheet issued by the Region of Peel. Of note and as shown below is the area within 800 m of the Port Credit Go Station being identified as a “Priority MTSA”, as per the Growth Plan.



Source: Region of Peel

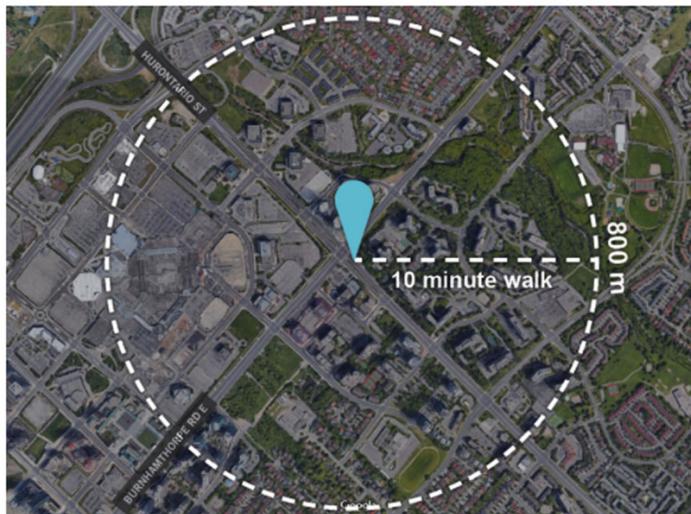


As noted below from the Region of Peel MTSA website, MTSA areas are lands within 500-800 m radius of a transit station or stop and are intended for higher density transit supportive uses.

Major Transit Station Areas

Major Transit Station Areas are lands within an approximate 500-800 metre radius of a transit station or stop, primarily along existing or planned transit corridors.

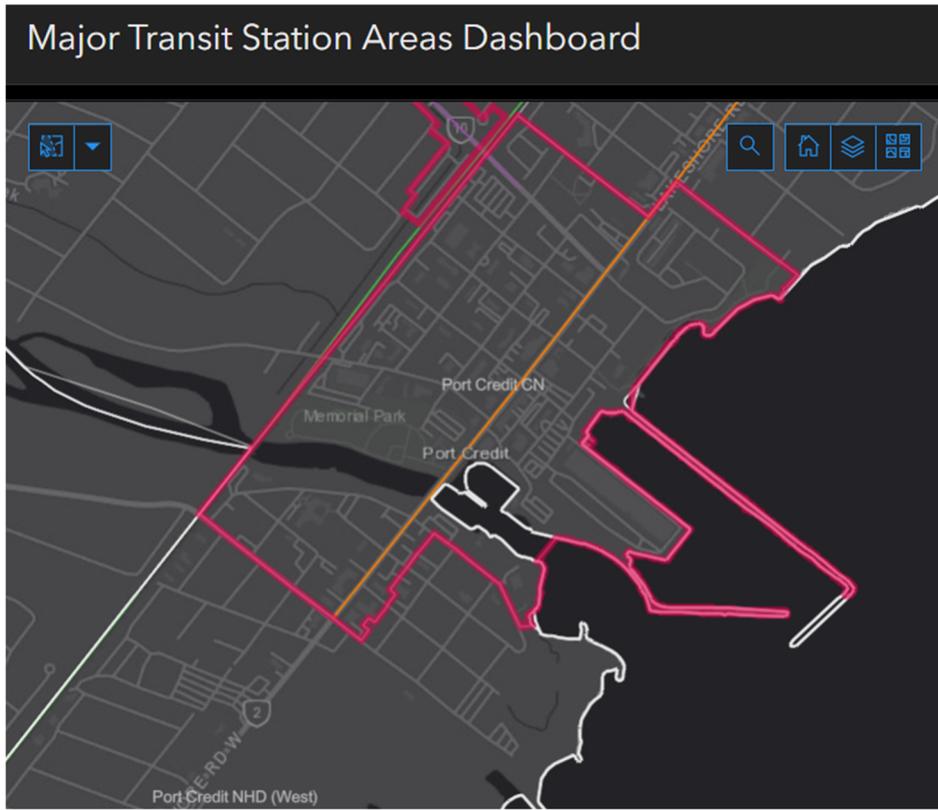
Major Transit Station Areas (MTSAs) are intended to be developed as high density, mixed-use, transit-supportive neighbourhoods that provide access to local amenities, jobs, housing, and recreation opportunities.



Source: Region of Peel

Mississauga Official Plan Review: City Structure

Concurrent with the MTSA study, the City of Mississauga is undertaking a 10 year review of the Official Plan and has held a number of online meetings and workshops as part of the process. GSAI has registered and participated in these meetings on behalf of a number of clients. As part of the Official Plan Review, the City will be reviewing the City Structure which was put into place as part of the 2010 Official Plan process to establish a hierarchy of employment areas, neighbourhoods, corporate centres, community nodes, major nodes and the downtown. All of these areas were studied, reviewed and delineated with boundaries based on their locations and planned functions. The Port Credit Community Node boundary is shown below and corresponds exactly with the Port Credit MTSA boundary.



Source: City of Mississauga

Through the ongoing public participation process associated with the Official Plan Review, there has been no agenda and limited discussion on the need to review the existing Community Node boundaries, including the Port Credit Community Node. The proposed MTSA boundary simply replicates that of the existing Port Credit Community Node without any consideration given to the Provincial directive under the Places To Grow Act, which enables clearly defined growth areas within the City Structure based on their locational attributes to support higher, more compact transit supportive densities. The property at 170 Lakeshore Road East is less than 500 m of three existing or planned transit stations or stops, yet it does not form part of the Port Credit Community Node when there are low density areas and mixed use areas within a Heritage Conservation District west of the Credit River that are within the Port Credit Community Node. In our opinion, this inconsistency defies logic and is neither consistent with the Provincial Policy Statement or in conformity with the Places To Grow Act.

In view of the foregoing, we request that as part of the ongoing review of the City of Mississauga Official Plan and MTSA Study that the boundaries of the Port Credit Community Node and MTSA be reviewed and updated to reflect existing and newly planned transit infrastructure and that the areas of east of Hurontario Street, including the subject lands at 170 Lakeshore Road East that are within 800 m of the Port Credit GO Station and other funded or planned LRT and BRT stations, be included within the Port Credit Community Node. This request should not be limited to Port Credit but also to also to other Community Nodes in Mississauga where future growth is



anticipated. We believe this will be beneficial to the Region and the City and set a positive example of planning for future growth that will benefit from future transit infrastructure.

Thank you for the opportunity to submit comments on both of these important planning initiatives and we look forward to your response and the inclusion of this request in any future report on comments to the Mississauga Planning and Development Committee (PDC) and City Council as these initiatives move forward. Please feel free to contact me via cell at (905) 580-2854 if you have any questions.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.

Jim Levac, MCIP, RPP
Partner

Copy: Deepak Dhawan, Lightpoint Properties Inc.
Andrew Whittemore, Commissioner of Planning & Building
Jason Bevan, Director, City Planning Strategies
Chris Rouse, Director, Development and Design