

10 WEST PORT CREDIT

Planning Justification Report

December 2021



**URBAN
STRATEGIES
INC**

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This Planning Justification Report has been prepared by Urban Strategies on behalf of 10 West GO GP Inc. a partnership between FRAM Slokker & Kilmer (“the Owners”) in support of an Official Plan Amendment and Rezoning application to permit the redevelopment of the block bounded by Hurontario Street, High Street East, Ann Street and Park Street East (the “Site” or “Subject Site”). The Site is 6,611.94 square metres in size and located approximately 150 metres from the Port Credit GO Station and less than 100 metres from the future Hurontario LRT stop at the northwest corner of Hurontario Street and Park Street East.

The Proposed Development would transform the block with the addition of a high-rise residential building, new public parkland and landscaped open space, at-grade retail/commercial space, and the retention of the two existing heritage buildings. The proposed 22-storey tower will be situated within the northwest corner of the site and will accommodate 359 residential units and approximately 309 square metres of commercial space at grade. A total of 2,492 square metres of public parkland will be created through the redevelopment, including a 1,559 square metre park along Hurontario Street and a 934 square metre park oriented along High Street East. The proposed 4.5 levels below-grade parking garage will accommodate up to 283 parking spaces for residents and visitors.

The two existing heritage buildings along the south half of the site will be retained in their original location as part of the redevelopment. 84 High Street is proposed to continue functioning as a 6-unit rental apartment building, while 90 High Street is envisioned to be used as a

commercial or office building.

This Planning Justification Report provides the following:

- an overview of the site and surrounding development;
- a description of the Proposed Development;
- a detailed review of relevant policies applicable to the site; and
- a planning summary which addresses key planning, policy and urban design matters.

This report concludes that the Proposed Development supports the aims and objectives of the prevailing planning policy framework, namely the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan and the City of Mississauga Official Plan, including the Port Credit Local Area Plan and the Port Credit GO Station Area Master Plan. These policies seek to deliver complete communities through intensification and infill development, which promotes the efficient use of land, infrastructure and transit services. Overall, this report finds that the Proposed Development achieves the provincial and municipal planning policy framework, is compatible with the surrounding context, and represents good planning.

This Planning Justification Report should be read in conjunction with the Architectural Package prepared by CORE Architects, as well as other materials which have been submitted with this application.

City-Building Objectives

The 10 West redevelopment project is an opportunity to revitalize a highly transit-oriented city block within the Port Credit neighbourhood. The project’s key city-building benefits are outlined below.

Increased Housing Near Transit

The 10 West site is strategically situated within 150 metres of the Port Credit GO station and steps to the future Hurontario LRT stop. The new LRT corridor will provide 18 km of rapid transit along a dedicated right-of-way, linking the Port Credit GO Station to Downtown Mississauga, Brampton, and other communities along its route. The Proposed Development will deliver new transit-oriented housing which optimizes the use of existing and planned transit, and supports the achievement of minimum Provincial density targets within Major Transit Station Areas.

New Public Parkland and Open Space

Extensive public realm improvements will be delivered through the redevelopment, including the creation of approximately 2,500 square metres of public park space. The proposed public parks at the north and south edges of the site will enhance amenity for residents and visitors, and connect to other publicly accessible open space proposed on the development block. These public realm enhancements are key benefits that will be delivered through the revitalization of the block, helping to enhance the City’s green space network and improve the quality of place.

Heritage Preservation and Enhancement

The redevelopment will retain and enhance the two heritage properties located on site at 84 and 90 High Street. These designated heritage buildings are an important part of Port Credit’s history and character. The preservation and reuse of these buildings will be supported by proposed public realm improvements around the buildings, which will support placemaking and improve the character of the heritage buildings.

Design and Architectural Excellence

The proposed 22-storey building will bring design excellence to the Port Credit area. The proposed building features a dynamic and playful architectural design, with stepbacks incorporated at various levels to articulate the tower as it rises, and a pattern of balconies which creates an engaging exterior facade. The integration of high-quality architecture, new parkland and heritage preservation on site achieves key design and placemaking objectives.

Application History

The preparation and submission of this application has been underway for over two years. Early discussions with the City, the local Councillor, and the Port Credit community helped to inform the evolution of the proposal, to ensure that various planning objectives and aspirations could be achieved.

Preliminary discussions began in November of 2019 with the City of Mississauga, beginning with an initial Development Application Review Committee (DARC) meeting. A follow-up meeting with City Planning, Urban Design, Community Services and Heritage Planning staff was held in July 2020. Potential development scenarios were explored at that meeting, including options which reconfigured the built form and density to accommodate new public parkland on the block.

The first Community Consultation Session took place on August 18th, 2020 and included key members of the Port Credit Resident Association (TOPCA) and the Port Credit Business Improvement Area (BIA). At this meeting, various concept plans and models were presented for initial feedback.

A second Community Consultation Session took place on September 1st, 2020 and included an in-person site walk-through with key community stakeholders and the local Councillor to discuss the vision for the site and potential for incorporating a future City park space. This was followed by a revised DARC meeting in April of 2021, where the current development proposal was discussed.

A third Community Consultation Session took place on November 25th, 2021. The meeting consisted of a presentation to key stakeholders and representatives from TOPCA and the Port Credit BIA. On November 30th, 2021 the project team presented the proposed design to the City of Mississauga Urban Design Advisory Panel. A formal Community Meeting and the fourth Community Consultation Session took place on December 1st, 2021. The meeting was well attended by local community members and was facilitated by the Councillor's Office and City Planning. The latest design was presented to attendees with generally positive feedback.

The Owners commissioned an architectural design competition as part of the design process, to ensure that project delivers high-quality architecture. The competition was held between July and September 2021, and three architecture firms were invited to participate. A selection committee consisting of representatives from 10 West, a local architect, a representative from TOPCA, and the Councillor reviewed, scored and collectively interviewed the proponents in order to award the design. The successful architect was Core Architects, and the drawings that have been submitted with this application closely resemble the winning design.

2.0 SITE & SURROUNDING CONTEXT

2.1. The Subject Site

The site, municipally known as 84 & 90 High Street East and 17 & 19 Ann Street, is located in Port Credit in the City of Mississauga. Rectangular in shape, the site encompasses the entire block bounded by Hurontario Street, High Street East, Ann Street and Park Street East, including vacant City-owned lands on the northeast corner of the block. The site has a total area of 6,611.78 square metres.

Currently, there are a total of 4 existing buildings located on the site. Two low-rise residential buildings are located along the south half of the site (84 and 90 High Street) within frontage onto Ann Street. These two buildings are designated heritage properties and feature large

landscaped setbacks along High Street. These properties include outdoor surface parking lots and private open space areas. A garage structure associated with 90 High Street is located along Hurontario Street however, it is not considered an element of heritage significance under the by-law. 17 Ann Street is a single-storey home, and 19 Ann Street, is a low-rise building that is currently used for commercial purposes.

At the northeast corner of the block is a vacant City-owned parcel that is approximately 2,471 square metres in size. This parcel of land is municipally known as 91 Park Street East and it fronts onto Park Street East and Hurontario Street. The parcel of land is square in shape and contains a grassy open area as well as trees along the south and west edges of the parcel.



Figure 1. Aerial map showing the subject site's location within Port Credit



Figure 2. Existing heritage building at 90 High Street, proposed to be retained



Figure 3. Existing heritage building at 84 High Street, proposed to be retained



Figure 4. An existing bus stop is located at the corner of Ann Street and Park Street



Figure 5. Vacant City-owned parcel at the northeast corner of the site that is proposed to become a new public park



Figure 6. Large surface parking lot area that is part of the 84 High Street property



Figure 7. 19 High Street is used as a commercial business

2.2. Surrounding Context

The surrounding area features a range of building forms and a mix of uses. There are a number of high-rise residential buildings located within Port Credit, in addition to a range of commercial, retail and employment uses primarily oriented along Lake Shore Boulevard. The context immediately surrounding the site and around the GO Station is evolving rapidly to accommodate new development and growth.

The Port Credit community node is a dynamic, mixed-use and evolving area, which is generally bounded by the GO Transit corridor to the north and Lake Ontario to the south. The central residential area within Port Credit features a range of medium to higher density

buildings that are oriented around the Port Credit GO Transit Station, along Lakeshore Road and the along the waterfront.

The Port Credit Local Area Plan describes the area as “an evolving urban waterfront village with a mixture of land uses, a variety of densities, compact pedestrian and cycling-friendly, transit-supportive urban forms, a significant public realm, public access to the waterfront and development that includes high quality-built form.” The Local Area Plan identifies the heart of Port Credit as a Community Node, with a unique historical character, mature residential areas, and supportive public services as well as infrastructure. As a community node and transit-supportive area, growth is anticipated within the area, with a number of developments that are contributing to the evolution and intensification of the community, as discussed on the following pages.



Figure 8. Context Map



TRANSIT CONTEXT

The Subject Site is well served by transit, with there being several local MiWay bus lines as well as connections to GO Transit in close proximity to the property. The Port Credit GO Station is approximately 150 metres from the site and provides service along the Lakeshore West GO train line. The Lakeshore West rail line provides connections to Toronto's Union Station every 15 minutes as well as direct connections to Oakville, Burlington, and Hamilton.

The site is also directly adjacent to the future Hurontario LRT line, with the closest future stop being located at the corner of Hurontario Street and Park Street East, adjacent to the existing Port Credit GO Station and approximately 100 metres north of the site. The LRT will provide high frequency transit connections to areas along Hurontario Street such as Cooksville GO Station, Square One Mall, and the Brampton Gateway Terminal.

In addition to GO Train service, the site is also serviced by a number of local bus routes. The bus stop along Hurontario Street at the east side of the site provides access to the #2 bus and #8 bus lines, which provide access north to Square One Mall along Hurontario Street connections to northeast Mississauga, primarily along Cawthra Road. There is a second bus stop located along Ann Street at the west side of the property. The Ann Street bus stop provides access to #14 and #23 bus routes. The #14 bus provides connections to southwest Mississauga and the #23 bus runs along Lakeshore Road between Long Branch GO Station and Clarkson GO station.

In addition to available transit connections, the site is located only 300m north of the Great Lakes Waterfront Trail which provides active transportation access to a variety of locations along Lake Ontario, including Oakville, and Burlington.

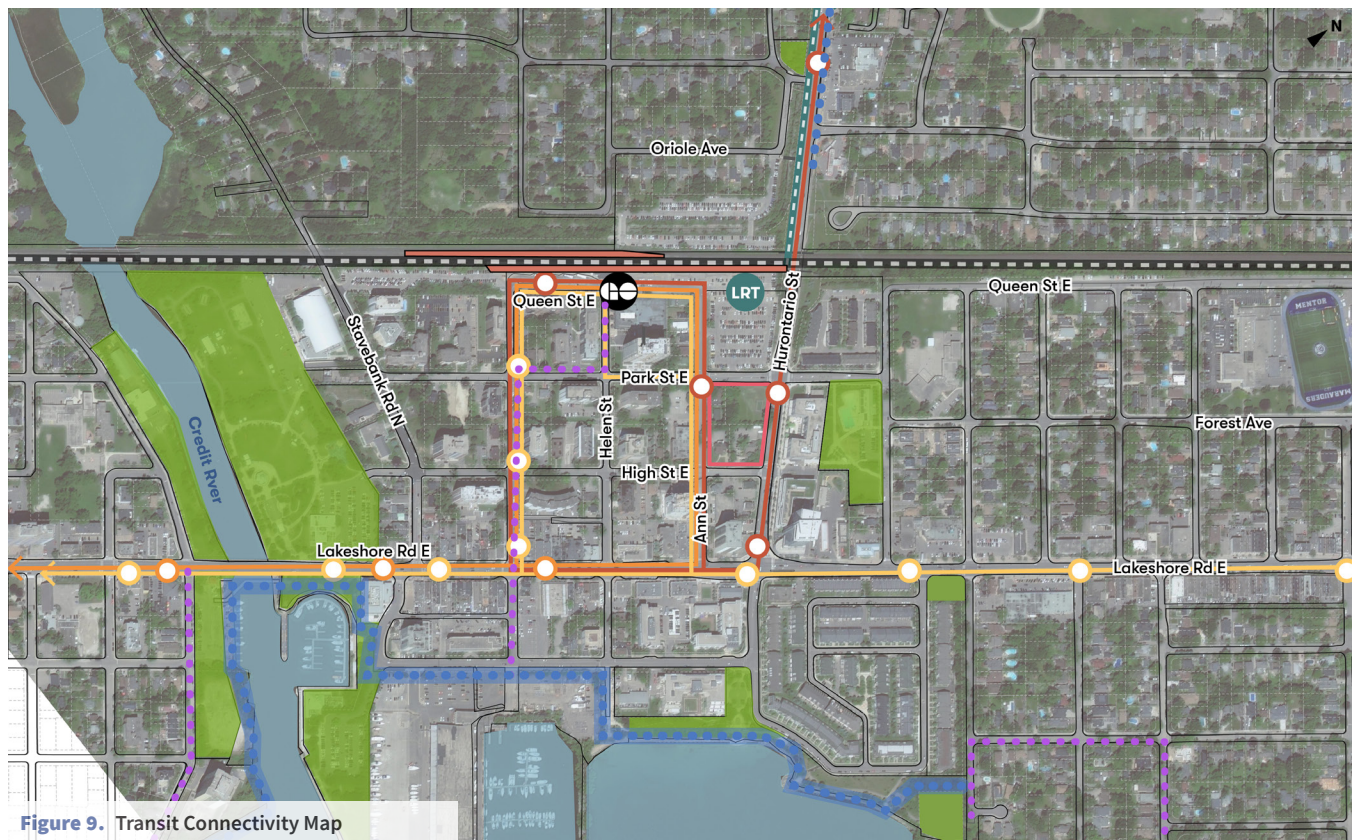


Figure 9. Transit Connectivity Map



NORTH

To the north of the site is the Port Credit GO Transit Station, which provides regional GO transit service as well as connections to several local MiWay bus routes. The Subject Site is approximately 150 meters south of the station. Along the north side of the rail corridor is a GO Station surface parking lot. A residential subdivision comprised of single-family homes is located further north of the parking lot.



Figure 10. Port Credit GO Station



Figure 11. A Hurontario LRT stop will be located steps from the Subject Site, at the corner of Hurontario Street and Park Street

SOUTH

To the south of the site are several higher-density residential apartment towers and condominiums, as well as two single family homes along High Street East which are listed heritage buildings that have been converted to office uses. There are a number of high-rise residential apartment towers to the south of the site, including 5 Ann Street, 10 Ann Street, and the 22-storey building at 1 Hurontario Street. Approximately 100 metres south of the site is the Lakeshore Road corridor, a vibrant mainstreet that offers a range of uses and commercial amenities. South of Lakeshore Road are a series of a mid-rise buildings which transition down in scale towards the Waterfront and Lake Ontario.



Figure 12. 1 Hurontario St.



Figure 13. Commercial character along the Lakeshore Road Corridor

EAST

To the east of the site is Hurontario Street, a 4-lane arterial corridor which will accommodate the new Hurontario LRT, with a terminus station under construction at the northwest corner of Hurontario Street and Park Street East. There are a mix of lower and higher scaled building forms to the east, including low-rise commercial plazas, mid-rise condominiums such as the Port Credit Residences (33 Hurontario Street) as well as a high-rise condominium (One Hurontario Street) which is similar in form and scale as the Proposed Development. Further to the east is Harold E. Kennedy Park, which includes an outdoor pool and playground, as well as Forest Avenue Public School.



Figure 14. Harold E. Kennedy Park



Figure 15. 33 Hurontario Street - Port Credit Residences

WEST

The overarching built form character west of the site is defined by a dense cluster of mid to high-rise apartment buildings which comprise the core residential apartment node in Port Credit. A number of taller existing and proposal residential buildings are located to the west of the site, including numerous older apartment buildings as well as newer residential towers which are under development. Directly west of the Subject Site is a utility building and associated surface parking lot, while further west beyond Stevesbank Road are a number of community uses, including the Port Credit Memorial Area, the Trinity Anglican Church, St. Andrew's Presbyterian Church as well as the Memorial Park.



Figure 16. 70 Park Street - Century Park Apartments

2.3. Relevant Planning Studies

2.3.1 Port Credit GO Transit Station Southeast Area Master Plan

The Port Credit GO Station is categorized as a ‘Gateway Mobility Hub’ where high levels of transit ridership are expected as a result of improvements planned for the existing GO Lakeshore West rail line and the development of the Hurontario-Main Light Rapid Transit (HMLRT). In addition to providing seamless integration between multiple modes of transportation, Mobility Hubs are intended to be vibrant places with a mix of concentrated housing, employment, activities and amenities.

The vision of the Port Credit GO Transit Station Southeast Area Master Plan is to create a vibrant, pedestrian-friendly and cohesive area with improved transit facilities and services, seamless integration of modes of travel, a concentrated mix of uses and activities, an engaging and attractive public realm, a minimized ecological footprint, and design excellence. To build upon the success of Port Credit as a transit-supportive community, the Master Plan envisions growth and development that complements the character of the surrounding area.

The Master Plan envisions public infrastructure that provides convenience, greater connectivity, congestion relief and improves efficiency and reliability of public transportation. Locating density near transit optimizes the use and financial viability of this infrastructure. Ultimately, the Proposed Development is aligned with goals envisioned in the Master Plan, as it supports transit-oriented development and promotes transit use.

The Master Plan Study ultimately led to Official Plan Amendment 55 (OPA), which establishes more detailed development directions for the Subject Site. OPA 55 is discussed further in [Section 4.8](#) of this report.

2.3.2 Hurontario LRT

The Hurontario LRT project is a new 18 kilometre light rail transit line running along Hurontario Street between Port Credit GO station and the Brampton Gateway Terminal at Steeles, and linking to Mississauga City Centre. It will replace the existing principal bus routes on the corridor, the #19 and #103 routes operated by MiWay. Most other bus routes would continue to operate over short distances along the corridor. The LRT will link Port Credit to communities across Mississauga and Brampton.

The Port Credit LRT Station will be located at the northwest corner of Hurontario Street and Park Street East, adjacent to the existing GO Station. The LRT is expected to be complete in the fall of 2024. In the long-term, there is the potential for the Hurontario LRT to connect further south to the Lakeshore LRT line.

The Subject Site is located steps to the future LRT Stop and the Port Credit GO Transit Station. Future residents within the Proposed Development will have easy access to significant higher-order transit. The Proposed Development makes efficient use of the existing and proposed transit infrastructure and aligns with the goals of the LRT project, including reducing automobile dependency and promoting transit access.



Figure 17. Construction of the Hurontario LRT is underway

2.3.3 Lakeshore Connecting Communities Master Plan

Mississauga City Council has endorsed the Lakeshore Connecting Communities Transportation Master Plan (TMP). The Master Plan was completed in 2019, and it sets out a long-term vision for transit and corridor improvements along Lakeshore Road to 2041 that will support waterfront development. The Subject Site is located approximately 200 metres from Lakeshore Road. The proposed enhancements to the public realm which would be delivered as part of the redevelopment would help to enhance pedestrian connectivity and improve access to Lakeshore Road.

2.3.4 One Port Street Master Plan

The One Port Street East Site is part of the Inspiration Port Credit process, which is helping to build high quality, complete and healthy new waterfront communities within Port Credit. This Comprehensive Master Plan for the 1 Port Street East site builds on the extensive work done for the long-term planning of the Port Credit Area, to establish specific design and policy recommendations for the site. The Comprehensive Master Plan is based on collaborative and inclusive consultation with the City of Mississauga, landowners, interested residents and businesses.

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

- Is woven into the fabric of Port Credit and the City;
- Supports the overall vision of Port Credit as an evolving waterfront village;
- Celebrates the site's unique urban waterfront context;
- Promotes development that is financially viable and economically sustainable;
- Links the marine and cultural histories of 1 Port Street; and,
- Draws people to the water's edge to live, work, learn, shop and play.

The Master Plan is organized around 7 Guiding Principles:

- 1.** Create a logical and efficient street and block pattern.
- 2.** Put pedestrians first. A connected pedestrian realm network.
- 3.** Be a complete and healthy neighbourhood.
- 4.** Protect and enhance natural and cultural heritage.
- 5.** Represent world class design quality.
- 6.** Promote innovative infrastructure.
- 7.** Ensure coordinated implementation.

2.4. Nearby Development Activity

There are a number of recently constructed, approved or proposed developments within Port Credit area, particularly around the GO Station, which are contributing to the evolution and growth of the neighbourhood. Below is a summary of the key developments within the area.

ADDRESS	APPLICATION TYPE	STATUS	LAND USE	HEIGHT (storeys)	GFA (sq.m)	UNITS	DENSITY (FSI)
6-10 Ann Street	ZBA	Built	Residential	15	8,726	68	4.3
28 Ann Street / 78 Park Street E	ZBA	Approved	Mixed Use	22	23,538	361	9.2
42-46 Park Street E	Application Filed	Under Review	Residential	22	n/a	258	9
55 Port Street E	OPA/ZBA	Approved	Residential	10	6,395	35	2.8
21-29 Park Street E	ZBA	Approved	Residential	15	19,216	202	6.35
84 High Street (Subject Site)	OPA/ZBA	Proposed	Mixed Use	22	25,334	350	7.64

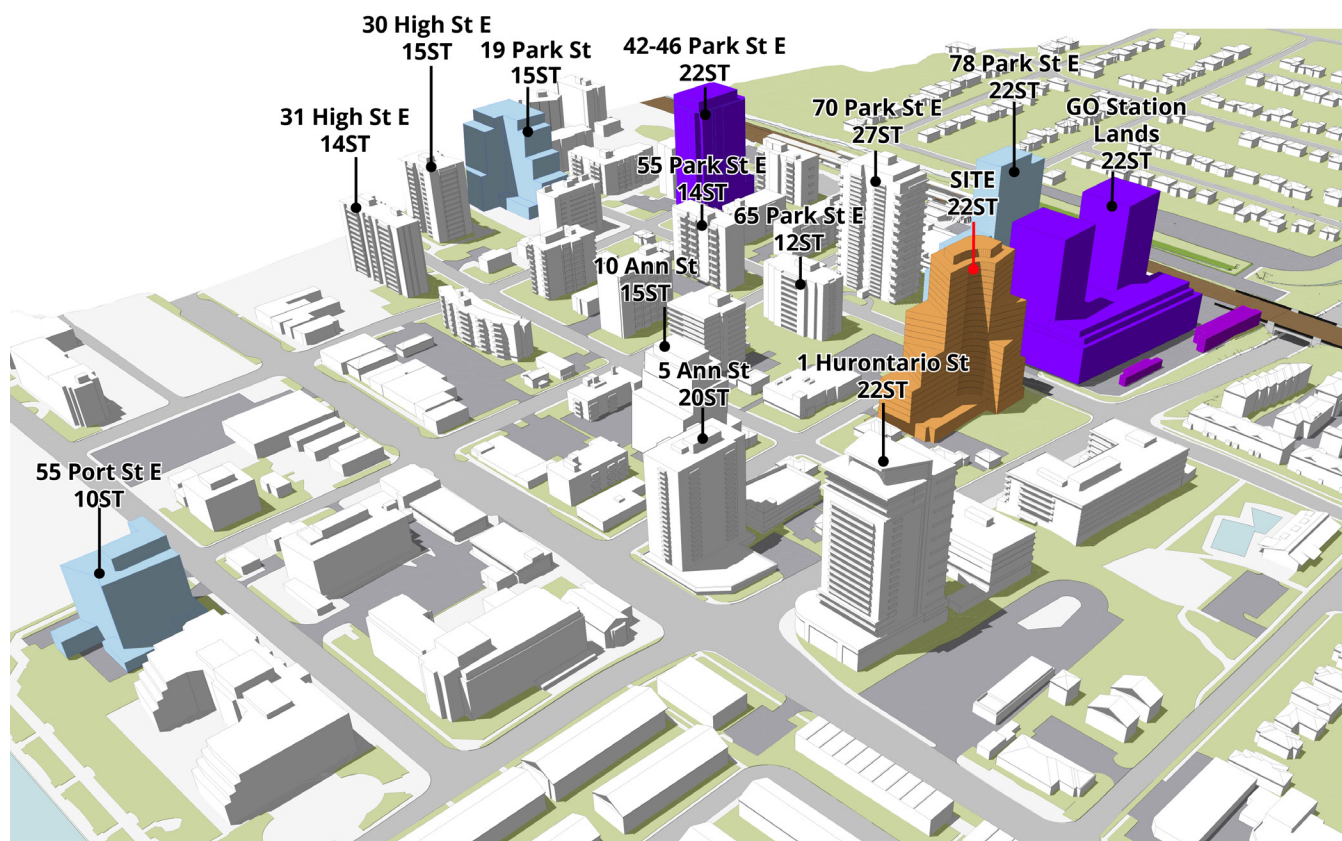


Figure 18. Surrounding development activity



28 ANN STREET / 78 PARK STREET

Applications for a 22-storey mixed-use residential building at 28 Ann Street with a total of 361 residential units, 227 parking spaces and 248 bicycle parking spots, including 3 live-work units proposed along the Ann Street frontage. It has an F.S.I. of 9.2.



10 ANN STREET

A 15- storey residential condominium building was approved at 8 Ann Street in 2015 and construction was completed in 2018. It consists of a total 71 residential units with 94 vehicle and 56 bicycle parking spaces. The development has an F.S.I. of 4.26 and a total gross floor area of 8,726 square metres.



42-46 PARK STREET EAST

Currently under review, this application consists of a high-rise 22-storey residential building with 258 residential units. The development provides 173 residential and 27 visitor vehicle parking spots along with 202 bicycle parking spots. The development has an F.S.I. of 8.96 with a total gross floor area of 16,062 square metres.



21-29 PARK STREET EAST

This approved proposal consists of a 15-storey residential condominium which includes 207 units, 187 residential, 26 visitor and 16 car share vehicle parking spaces. It has an F.S.I. of 6.35 and a total gross floor area of 19,216 square metres. A site plan application is currently under review.

3.0 THE PROPOSED DEVELOPMENT

3.1. Proposal Overview

The Proposed Development seeks to revitalize the subject site through the introduction of a 22-storey mixed-use building that features a distinct architectural design and quality. The proposal would also deliver new public park space on site and enhanced landscaped areas, while also retaining and enhancing the two existing heritage buildings on the block.

The proposed building features a dynamic and playful architectural design. The 22-storey tower will be visually distinguished into four distinct stacked volumes above the ground floor, with stepbacks incorporated at various levels to articulate the tower as it rises. Further articulation is achieved through a pattern of balconies which creates an visually interesting exterior facade.

The new building is situated amid two proposed parks that are envisioned as engaging and attractive public spaces. The lower levels of the building frame the new open spaces, while stepbacks at the upper levels of the building help to reduce the building mass as it rises, enhancing the sense of openness at grade within proposed park spaces. Approximately 2,492 square metres of public park space will be created through the redevelopment.

The proposed building features a mix of uses and a height of 22 storeys. A total of 350 residential units and 276 parking spaces will be provided, with an overall density of 7.64 times the parcel area. A total of 1,675 square metres of combined indoor and outdoor amenity space will also be provided.

The ground floor accommodates the main lobby space, grade-related townhouse units, commercial/retail space, and indoor amenity space for residents. In addition to the public parks, there will be additional private open space created with the addition of pedestrian mews, envisioned to connect the site from Ann Street to the future city park. The two existing heritage buildings will be retained as part of the redevelopment in their original location, with 84 High Street proposed to continue functioning as a multi-unit residential building, and 90 High Street envisioned as a commercial or office building.

Additional information regarding the Proposed Development is provided on the following pages.

KEY STATISTICS

Land Use	Mixed Use
Building Height	22 storeys (74.9 m excluding the MPH)
Floor Space Index	7.64
Total Gross Floor Area	25,061.91 m ²
Residential GFA	24,752.32 m ²
Non-Residential GFA	309.59 m ²
New Residential Units	359
Retained Rental Units	6
Total Vehicle Parking Spaces	283
Resident Parking	247 (233 for Parcel A, 7 for Parcel D, 7 for Parcel D)
Visitor/Non-Residential Parking (Shared)	36
Bicycle Parking Spaces	287 (252 for residents and 29 for visitors)



Figure 19. Rendering of proposal looking from High Street East showing the retained heritage building at 84 High Street

3.2. Description of the Proposal

PUBLIC REALM AND LANDSCAPING

A comprehensive public realm strategy is proposed to be implemented through the redevelopment. At the heart of the public realm plan is the creation of two new public parks on site. The North Public Park fronts onto Hurontario Street and Park Street, while the South Public Park is oriented along High Street. A network of pathways running throughout the site and connecting to all four street edges is proposed to connect the multiple public and private elements on site. Trees are proposed along all four street frontages, with additional trees envisioned within the new parks and private landscaped areas. It should be noted that while a conceptual design for the parks is illustrated on the plan to the right, the design of new City parks will be subject to a City-led design process.

Additional public realm features include a landscaped forecourt located at the corner of Ann Street and Park Street, which can support pedestrian activity at the intersection and near the main entrance to the building. Streetscaping improvements are always proposed along Ann Street, including new tree planting, seating areas and other street furniture. Additional tree planting is proposed along High Street as well.

The Proposed Development also includes a series of green roofs at various levels, including at Levels 7, 11, and above the mechanical penthouse.

AMENITIES

The Proposed Development offers a variety of both indoor and outdoor amenities distributed across the site and within the new building. Indoor amenity space is proposed at the ground level and oriented along the northwest building frontage and along the eastern building frontage. Additional indoor amenity spaces is proposed at the Mezzanine level and at Levels 2 and 16. A total of 880 square metres of indoor amenity space is proposed.

Outdoor amenity space is proposed at grade and at Levels 2 and 16. Proposed outdoor amenity space at grade along the east edge of the building would be linked with an indoor amenity area at the ground level. A large outdoor amenity area is proposed at Level 2, where it too is connected with an indoor amenity space. Detailed design for the private amenity areas will be advanced through the rezoning and site plan review process.

PARKING

Parking will be provided within four and a half levels of underground parking. A total of 276 vehicular parking spaces and 273 bicycle parking spaces will be provided, which will serve the high-rise tower as well as 84 and 90 High Street. Of the 273 parking spaces, 224 spaces are for residents of the new building, while 36 parking spaces will be reserved for visitors and the ancillary commercial uses located at grade within the new building. In addition, 7 parking spaces are proposed for 84 High Street to support the six retained rental units within the building, while 7 spaces are also proposed to be allocated to 90 High Street to support future commercial or office tenants.

The proposal provides for 245 long-term bicycle parking spaces for residents, which will be located at the P1 level. Based on provisions that require 0.25 spaces per 100 square metres of commercial space only 1 short term parking spot is required however, the proposal provides 6 as per the site plan.

PEDESTRIAN ACCESS

The main entrance to the new building will be along Ann Street where the residential lobby is located. Most of the residents of the building would access their unit through this primary entrance. The grade-related townhouse units along Ann Street will have individual entrances along the street, and well as secondary entrances from within the new building. The remaining townhomes along the south edge of the building will be accessed from individual entrances located along the private mews. Re-established property lines for 84 & 90 High street will relocate entrance paths that direct pedestrian access to Ann and Hurontario, however the front porches and orientation of each heritage home is intended to remain as is, as such pedestrian access to 84 High Street will be from Ann Street, while access to 90 High Street will be located along Hurontario Street.

VEHICULAR ACCESS AND SERVICING

Vehicular access to the underground parking will be located off of Ann Street along the western edge of the site. Loading access to a dedicated loading bay will also be facilitated off of Ann street. The loading area has been internalized at grade within the building to minimize impacts on the public realm.



Figure 20. Landscaped site plan and parcel map

ARCHITECTURAL DESIGN

The proposed building features a dynamic architectural design that will create a new landmark within the City. The 22-storey tower has been visually distinguished into four distinct stacked volumes above the ground floor, with stepbacks incorporated at various levels to articulate the tower as it rises. Further articulation is achieved through a pattern of balconies which punctuate the massing

and create a visually engaging exterior facade. The ground floor and mezzanine level are scaled to support a comfortable pedestrian experience, embedding two-storey townhouses along the south and west facades, grade-related retail units along High Street, and a residential lobby and amenity space animating the corner of Ann Street and Park Street.

Figure 21. Rendering of proposal looking north from High Street East, showing the retained heritage building at 84 High Street East to the left



3.3. Required Amendments

An Official Plan Amendment and Zoning By-law Amendment are required to facilitate the Proposed Development and intended outcomes. These amendments are detailed below.

OFFICIAL PLAN AMENDMENT

The proposal requests an amendment to the Official Plan to facilitate the redevelopment. The specific amendments include:

- Consolidation of the land use designation for the development block. The block currently features a split land use designation, with the north half of the site designated as Mixed Use and the south half designated as High Density Residential. Given that the proposal involves the comprehensive renewal of the block, the requested consolidation of land use will establish a more logical land use framework and is being requested as a matter of convenience as part of the development approvals process.
- Relief from OPA 55 to reduce the amount of commercial space required to be delivered on the site.

The Proposed Development conforms with all other aspects of the Official Plan, the Port Credit LAP, and OPA 55. Importantly, the proposed height of 22 storeys is in keeping with the in-force Official Plan policy permissions. The proposed Official Plan Amendment would also facilitate the long-term protection of the existing heritage buildings, and would allow for the creation of new public parkland on the Subject Site.

The Draft Official Plan Amendment is attached in Appendix A.

ZONING BY-LAW AMENDMENT

The 10 West redevelopment block is comprised of several properties. These various parcels feature a number of different land uses and are subject to varying zoning provisions, as summarized in the table below.

PARCEL	ZONE	CURRENT USE
84 High Street	D	Multi-Unit Residential (Heritage Building)
90 High Street	RA1-24	Office (Heritage Building)
19 Ann Street	RA1-24	Commercial
17 Ann Street	H-RA2-48	Single-Family Residential
91 Park Street E	D	Vacant (City-Owned)

A Zoning By-law Amendment is being requested to facilitate the comprehensive renewal of the block. The amendment would rationalize the various zoning provisions which currently apply to the site, and allow for the requested increase in height and density, which is appropriate for a highly transit-oriented site. The Zoning By-law Amendment would also identify relevant land use permissions, building setbacks, and reduced parking standards.

The proposed Zoning By-Law Amendment required to facilitate the Proposed Development is consistent with the broader provincial and municipal policy framework, which seeks to support growth and intensification near transit and within areas that are supported by existing municipal infrastructure and services.

The Draft Zoning By-law Amendment is attached in Appendix B.

4.0 PLANNING & POLICY FRAMEWORK

4.1. Planning Act

The Planning Act R.S.O, 1990. c. P.13 determines the overall regulatory framework for land use planning in Ontario. Section 2 of the Act lists matters of provincial interest to which decision makers shall have regard to.

The notable matters of provincial interest relevant to the Proposed Development include:

- d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- e) the supply, efficient use, and conservation of energy and water;
- h) the orderly development of safe and healthy communities;
- i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- j) the adequate provision of a full range of housing, including affordable housing;
- p) the appropriate location of growth and development;
- q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- r) the promotion of built form that,
 - i) is well-designed,
 - ii) encourages a sense of place, and
 - iii) provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- s) the mitigation of greenhouse gas emissions and adaptation to a changing climate.

The Planning Act integrates matters of provincial interest into provincial and municipal planning decisions by requiring that all decisions be consistent with the Provincial Policy Statement when decision-makers exercise their planning authority or provide advice on planning matters.

PLANNING ACT SUMMARY OPINION

The Subject Site is an optimal location for growth, being situated within Mississauga's Port Credit community, an area which is designated as an intensification area and benefits from proximity to high-order transit. The Proposed Development, and the implementing Official Plan and Zoning By-law Amendments, have regard for the provincial interests described in Section 2 of the Planning Act. In particular, the Proposed Development:

- Delivers a range of new housing within an area that has been identified for growth and intensification;
- Has a building form which is compact, pedestrian-oriented and transit-supportive, which supports the efficient use of energy, water and other resources;
- Provides for new public parkland and an enhanced public realm, helping to achieve high-quality placemaking;
- Preserves identified heritage properties, allowing for their long-term protection and enhancement.

4.2. Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The latest version of the PPS came into effect on May 1, 2020, and is directly applicable to planning decisions made on or after that date. Section 3 of the Planning Act requires all planning decisions and applications to be consistent with the policies in the PPS.

The PPS sets the policy foundation for regulating development and the use of land. It also supports the provincial goal to enhance the quality of life for all Ontarians. The PPS provides boundaries for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

The policy directions under the PPS provide guidance on matters related to land use planning and development with the aim of securing the long-term prosperity, environmental health and social well-being of the Province. The PPS includes policies to encourage Ontario's municipalities to build healthy, livable and safe communities through intensification, and directing development to already settled and well-served areas. This pattern of land use makes more efficient use of existing infrastructure and resources. The Proposed Development achieves the form and pattern of land use change envisioned by the PPS, as discussed further below.

SECTION 1.1 – MANAGING AND DIRECTING LAND USE TO ACHIEVE EFFICIENT AND RESILIENT DEVELOPMENT AND LAND USE PATTERNS

Section 1.1.1 of the PPS outlines criteria to sustain healthy, livable and safe communities. These include promoting efficient development which sustains the financial well-being of the Province and municipalities over the long term; avoids land use patterns that may cause environmental, public health or safety concerns; and promotes cost-effective development patterns as well as standards that reduce land consumption and servicing costs.

Section 1.1.2 states that “sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon

of up to 25 years,” and that within settlement areas, this land shall be made available through intensification and redevelopment. The PPS defines intensification as the development of a site at a higher density than currently exists through the redevelopment of existing, vacant or underutilized lots, or through infill development and building expansion.

Section 1.1.3 relates to settlement areas and focuses on the type of land use patterns that should emerge within settlement areas, and how planning authorities should identify and promote opportunities for intensification and redevelopment. Settlement areas are to be based on densities and a mix of land uses which make efficient use of land and resources; are appropriate for, and effectively use, available and planned infrastructure facilities; support active transportation; and are transit-supportive.

Specifically, Section 1.1.3.4 requires appropriate development standards to promote intensification, while maintaining appropriate levels of public health and safety.

The Proposed Development seeks to intensify the site with a compact and higher-density building form which optimizes the use of existing and planned transit and municipal infrastructure. The Subject Site is located within an existing settlement area which has been identified as a location for growth. The proposed amendments to the Official Plan and Zoning By-law will facilitate the redevelopment of the site and establish appropriate land use, height, density, and parking standards which are more appropriate for a highly transit-oriented site within the City of Mississauga.

SECTION 1.4 - HOUSING

Section 1.4 of the PPS promotes the development of new housing types and densities to meet the projected requirements of current and future residents through residential intensification and redevelopment (1.4.1). The PPS also encourages the development of new housing in areas where appropriate levels of infrastructure and public service facilities are or will be available for current and future needs. Section 1.4.3 encourages compact residential development which minimizes the cost of housing and makes efficient use of available land resources, as proposed in this instance.

A total of 359 new dwelling units will be provided through the Proposed Development, which will increase the supply of housing in an area which

benefits from good levels of infrastructure and public service facilities. The Proposed Development will provide a diverse mix of units, including apartment units and ground-oriented units, with housing specifically planned and designed to meet current market demand. The Subject Site is also located within 150 metres of the Port Credit GO Station and steps to a future LRT stop, and it is therefore an appropriate location for residential intensification.

SECTION 1.5 - PUBLIC SPACES, RECREATION, PARKS, TRAILS AND OPEN SPACE

Section 1.5 of the PPS promotes healthy, active communities by creating safe and active public streets, and providing a full range of publicly accessible spaces for recreation.

The Proposed Development will introduce new public parkland on the site, as well as new publicly accessible open space, which will foster social interaction and facilitate community connectivity. The Proposed Development will also deliver new housing which will increase activity levels on the site, ensuring that new parks and spaces are safe and have the potential to support recreational activities for residents.

SECTION 1.6 - INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

Section 1.6 of the PPS requires that new development promote efficient use of existing water, sewer and transportation infrastructure, to ensure that they are financially viable over their life cycle. Section 1.6 also recommends the integration of transportation and land use considerations at all stages of the planning process, with the intent to support current and future transit use and active transportation.

The Proposed Development supports intensification and growth within an existing built-up area where necessary municipal services and infrastructure already exist. In particular, the Proposed Development will promote the use of nearby regional and local transit service, ensuring that this infrastructure is financially viable over the long term.

SECTION 1.7 - LONG-TERM ECONOMIC PROSPERITY

Section 1.7 of the PPS aims to support long-term economic prosperity, by encouraging the provision of residential uses to respond to dynamic market-based needs and to provide housing options for a diverse workforce; optimizing the availability and use of land, resources, infrastructure and public service facilities in the long-term;

and encouraging a sense of place by promoting well-designed built form and cultural planning.

The Proposed Development is consistent with a number of policy objectives identified in Section 1.7 of the PPS. In particular, it will deliver a range of housing which responds to market-based needs; contribute to a sense of place through well-designed built form, heritage protection and the integration of new public spaces; and optimize the long-term use of land, resources and infrastructure.

SECTION 1.8 - ENERGY CONSERVATION, AIR QUALITY AND CLIMATE CHANGE

Section 1.8 of the PPS outlines that the planning authorities shall support energy efficiency and improved air quality through land use and development patterns. The policies promote compact urban form and a structure of nodes and corridors; encourage the use of public transit; and support a mix of employment and housing choices to shorten commute journeys.

The Proposed Development supports energy conservation and efficiency as it introduces a pattern of compact, mixed-use development within an identified growth area in Port Credit. The creation of new housing and commercial space in close proximity to high-order transit will reduce automobile dependency and promote the use of public transit and active mobility.

PPS SUMMARY OPINION

The Proposed Development conforms with the PPS, as it will contribute to the creation of a complete community in an identified intensification area. The Proposed Development provides a compact building form that will deliver new housing within an area that is well-served by existing and planned transit and municipal infrastructure. The creation of new public park space will enhance opportunities for recreation and social interaction, while the preservation of the two existing heritage buildings will further contribute to a sense of place. As a compact, mixed use and complete development, the proposal will contribute to the long-term economic prosperity of the City of Mississauga and the Province.

4.3. Growth Plan for the Greater Golden Horseshoe

Provincial plans, such as The Growth Plan for the Greater Golden Horseshoe, build upon the policy foundation provided by the Provincial Policy Statement. They provide additional land use planning policies to address issues facing specific areas in Ontario. The Growth Plan for the Greater Golden Horseshoe (2020) establishes a framework that seeks to create more compact, complete communities that are transit supportive and well-served by infrastructure and public service facilities.

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) is a provincial plan that defines how and where long-term growth and development should take place in the Greater Golden Horseshoe, which includes the City of Mississauga. The Government of Ontario released the Growth Plan in 2006 under the terms of the Provincial Places to Growth Act, 2005. Taking into consideration the municipalities around Lake Ontario as one region working together, the Growth Plan establishes a vision for regional growth that is intended to be sustainable. It includes policies addressing transportation, infrastructure, land use planning, urban form, housing, and natural heritage protection on a regional scale. The Places to Grow Act (2005) stipulates that all decisions made by municipalities under the Planning Act shall conform to the Growth Plan.

The Proposed Development implements a number of policies in the Growth Plan, as discussed further below.

SECTION 1.2.1 - GUIDING PRINCIPLES

The Growth Plan is based on a number of principles, which includes: supporting the achievement of complete communities; prioritizing intensification and higher densities in strategic growth areas; supporting a range and mix of housing options; improving the integration of land use and infrastructure planning, and conserving cultural heritage resources.

The Proposed Development aligns with these guiding principles, as it supports the creation of a complete mixed-use community and delivers a range of housing that will meet diverse housing needs. The Proposed Development will also facilitate the integration of land use and infrastructure planning, as it supports redevelopment of a site that is well-served by transit and infrastructure. The proposed protection and enhancement of two designated heritage buildings on site also aligns with the Growth Plan's guiding principles.

SECTION 2.2.1 – MANAGING GROWTH

Policies in Section 2.2.1 of the Growth Plan provides direction on how development must accommodate future growth. It outlines how the majority of growth shall be directed to settlement areas that have existing or planned municipal water and wastewater systems which can support the achievement of complete communities. Growth is directed to locations with existing or planned transit, with a priority on existing or planned higher order transit and areas with existing or planned public service facilities.

The Proposed Development conforms with these growth management policies, as it facilitates growth within a built-up area of the community through intensification and redevelopment. The proposal reduces automobile dependency due to its proximity to local and regional transit infrastructure and a pedestrian-orientated urban environment. The development provides easy access to the local transit network, publicly-accessible open space and healthy, local, and local businesses, and supports development within an existing settlement area that is serviced by municipal water and wastewater systems.

SECTION 2.2.2 DELINEATED BUILT-UP AREAS

Section 2.2.2 of the Growth Plan outlines the policies related to intensification. Policy 2.2.2.3 requires municipalities to develop a strategy to achieve minimum intensification targets and intensification throughout built-up areas, which will:

- a) Identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;
- b) Identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;
- c) Encourage intensification generally throughout the delineated built-up area; and,
- d) Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

The Subject Site is located within a strategic growth area and within a delineated built-up area. The Proposed Development supports an appropriate type and scale of intensification within a Major Transit Station Area and designated intensification area. Amendments to the zoning by-law are required to

facilitate an appropriate level of intensification for a designated intensification area, and to supports the achievement of a complete community, as required by the Growth Plan.

SECTION 2.2.4 TRANSIT CORRIDORS AND STATION AREAS

Schedule 5 of the Growth Plan identifies priority transit corridors which are to be reflected in municipal Official Plans. Policy 2.2.4.1 requires that planning be prioritized for Major Transit Station Areas on priority transit corridors, including zoning that implements the policies of the Growth Plan. Policy 2.2.4.3 requires that Major Transit Station Areas on priority transit corridors or subway lines and should be planned to achieve the following minimum density targets:

- a) 200 residents and jobs combined per hectare for those that are serviced by subways;
- b) 160 residents and jobs combined per hectare for those that are serviced by light rail transit or bus rapid transit; or
- c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

Policy 2.2.4.9 provides land use and built form guidance for development within Major Transit Station Areas, and requires that development be planned to contain a diverse mix of uses, including affordable housing, to support existing and planned transit. Policy 2.2.4.9 encourages alternate development standards, such as reduced parking rates, and prohibits land uses and built form that would adversely affect the achievement of transit-supportive densities.

The Subject Site is strategically located within a Major Transit Station Area, approximately 150 metres from the Port Credit GO Transit Station and steps to the future Hurontario LRT stop. The Proposed Development increases densities near transit, with the addition of 350 new residential units and additional non-residential space accommodated within a compact building form. The proposal supports the achievement of minimum density targets of 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. The proposed Zoning By-law Amendment requests a reduction in parking rates, as contemplated by the Growth Plan.

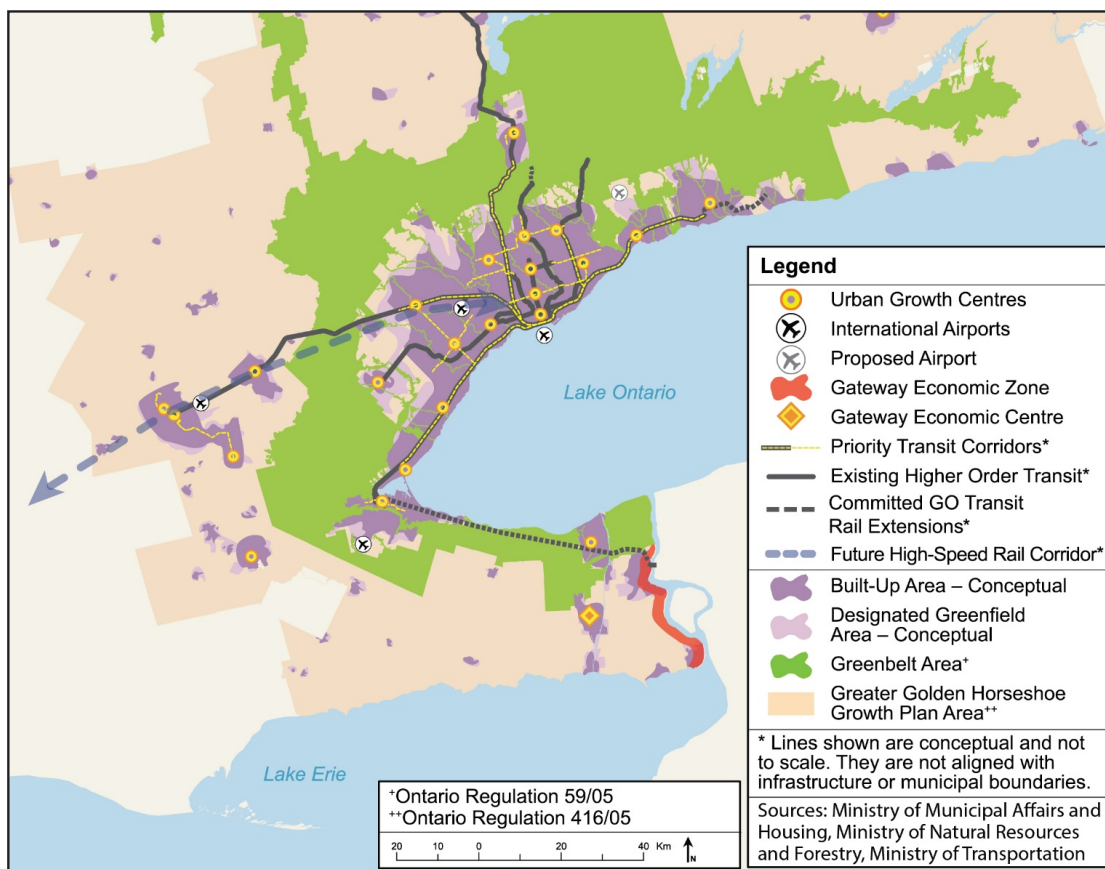


Figure 22. Growth Plan Schedule 5: Moving People - Transit

SECTION 2.2.6 - HOUSING

Section 2.2.6 of the Growth Plan requires municipalities to support housing choice through the achievement of minimum intensification and density targets, and through the provision of a diverse range and mix of housing options to meet project needs of current and future residents. Policy 2.2.6.2 promotes the achievement of complete communities by considering a range and mix of housing options and densities, and planning to diversify the overall housing stock.

The Proposed Development will introduce 359 new residential units onto the site, including a mix of one-bedroom and two-bedroom units of varying sizes and configurations. The proposal also includes a number of grade-related units, and envisions the retention of the 6 existing rental apartment units within the existing building at 84 High Street. The proposed intensification of the Subject Site will facilitate the achievement of the City's growth targets and allow the City to accommodate forecasted residential growth to 2051.

SECTION 3.2 - INFRASTRUCTURE TO SUPPORT GROWTH

The policies of Section 3 support the notion that dense and compact urban forms promote the efficient use of land and optimize investments in a variety of infrastructure, including transportation, water, waste removal, and community services. Policy 3.2.1.1 directs that infrastructure planning, land use planning and infrastructure investment be coordinated, while Policy 3.2.1.2 encourages the leveraging of infrastructure investments to direct growth and development.

The Proposed Development supports the integration of infrastructure planning and land use planning, as it supports growth within a strategic growth area that is well-served by existing transit infrastructure and municipal services. The proposal aims to capitalize on the existing infrastructure investment of the Port Credit GO Transit rail network, supporting the viability of this network by providing additional housing within walking distance of the GO Station and the future LRT. The proposed increase in density and housing helps to support transit use and active mobility, while reducing automobile dependency.

GROWTH PLAN SUMMARY OPINION

The Proposed Development conforms with the Growth Plan, as it supports intensification and the creation of new housing within a strategic growth area and where extensive regional and municipal transit service is available. The Subject Site is strategically situated within the Port Credit Community Node and within a Major Transit Station Area, where intensification is targeted. The redevelopment of the site will optimize the use of the lands and nearby infrastructure, and support the achievement of minimum density targets for Major Transit Station Areas. The proposed 22-storey building represents an appropriate level of growth which will deliver 359 new residential units that can meet the diverse housing market needs.

4.4. Peel Region Official Plan

The Region of Peel Official Plan is a long-term plan which assists in providing further guidance for planning and development in the City of Mississauga. A recent amendment to the Official Plan (ROPA 27) mandates municipalities, such as the City of Mississauga, to incorporate the Healthy Development Framework into their official plans. ROPA 27 was introduced in 2017 to achieve conformity to Provincial initiatives around health and the built environment, age-friendly planning, and technical and administrative updates.

The Proposed Development conforms to the Healthy Development Framework in that it will supply additional density on a well-located site, with immediate access to transit, services and active recreational infrastructure that already exists in the immediate surrounding area.

In a broad sense, the proposal conforms to the separate chapters and policies of the Region of Peel Official Plan as set out below.

CHAPTER 3 - RESOURCES

Chapter 3 of the Regional Official Plan outlines policies to protect its natural and cultural resources. The Region's natural features, open spaces and parklands contribute to the overall structure of the region and can provide opportunities for active and passive recreation, contributing to overall quality of life, ultimately, promoting a harmonious relationship between humans and the natural environment (3.5.1.1 and 3.5.1.2). The Proposed Development achieves these objectives by delivering new public parkland and open space on the Subject Site.

The policies in Section 3.6.2 speak to the protection of cultural heritage resources within the Region, and directs municipalities to only permit development on lands adjacent to heritage properties where it has been demonstrated that the heritage attributes of the property will be conserved. The proposed in-situ retention of the two heritage buildings on site will support the achievement of the Region's heritage protection policies. A Heritage Impact Assessment has also been included as part of this application, available under separate cover.

This chapter also promotes energy conservation by promoting energy efficient land use and development patterns (3.7.1.1). The Proposed Development supports intensification and compact, transit-oriented development, which will support energy conservation and efficiency, and reduce automobile dependency.

CHAPTER 5 - REGIONAL STRUCTURE

Chapter 5 of the Regional Official Plan provides a road map and policy direction with respect to growth management, housing and transportation. The region's goal for growth and development is "To provide a diversity of healthy complete communities for those living and working in Peel Region, offering a wide range and mix of housing, employment, and recreational and cultural activities." These communities are intended to be connected and serviced by a multi-modal transportation system and to provide efficient use of land, public services, finances and infrastructure, while respecting the boundaries of the natural environment, hazards and resources, and maintaining the stylistic hallmarks of the existing communities in the Region of Peel.

The Proposed Development achieves a range of policies and objectives in Chapter 5 by:

- Redeveloping an underutilized site within the existing Urban System and near major transit (5.3.2.2 and 5.5.1.1);
- Supporting intensification and compact built form within an existing built-up area, to optimize the use existing and available infrastructure and services (5.3.1.4; 5.5.2.2 and 5.5.3.2.2);
- Contributing to a complete community that is compact, mixed-use and strategically situated around higher order transit, and provides access to a host of different living and recreational opportunities (5.3.1.3; 5.5.2.1 and 5.8.1.1);
- Supplying an increased number of residential units along the Hurontario transit corridor and within a major transit station area (5.3.3.2.5; 5.3.3.2.6)
- Supporting the achievement of the Region's and City of Mississauga's minimum residential intensification target for development within the built-up area (5.5.3.2.4);
- Limiting auto dependency by supporting the creation of new housing and a mix of uses around transit, and by providing bicycle infrastructure as part of the redevelopment (5.9.9.1.1; 5.9.9.2.1(a); 5.9.10.1.2); and
- Developing a compact built form with a residential land use to foster and support the use of active transportation (5.9.10.2.4).

4.5. Mississauga Official Plan

In 2010, the City of Mississauga adopted its new Official Plan, which guides growth and development in the city to the year 2031. The Plan provides an urban hierarchy and urban system to guide growth, in addition to policies that promote valuing the environment; developing complete communities supported by a multi-modal transportation network; building a desirable urban form; and fostering a strong economy.

Detailed policies for lands within the Port Credit Neighbourhood are contained in the Port Credit Local Area Plan. The Proposed Development supports a range of overarching Official Plan policies, as outlined below. The City of Mississauga is currently updating its Official Plan. The new Official Plan is expected to be finalized in Spring 2022.

CHAPTER 4: VISION

The overall vision of the Mississauga Official Plan provides a general framework as well as objectives to guide future development in the city. The Official Plan discusses providing a range of mobility and housing options with the goal of creating complete communities (4.1). In order to create complete communities, new development should be located in areas that have higher densities, are pedestrian oriented, contain a variety of community services, and are in close proximity to higher order transit (4.5). In addition to dictating the types of locations to direct growth, the Official Plan also discusses the importance of ensuring that new developments have a compact and efficient built form and are of a high architectural standard (4.4, 4.5). New development should also be sensitive to the local Natural Heritage System, and where possible, should enhance and expand environmental features (4.5). The Proposed Development aligns with this vision and objectives, as it supports higher-density infill in close proximity to existing and planned higher order transit, represents a compact and efficient built form, and includes the provision of new parkland and open space on site.

CHAPTER 5: DIRECT GROWTH

Mississauga's urban system is comprised of three layers: Green System, City Structure, and Corridors. The Official Plan directs forecasted growth to particular areas to ensure that resources and assets are managed in a sustainable manner (5.1.3). Generally, growth should maintain the City's natural, environmental, and cultural resources, and facilitate compact, mixed use development that is transit supportive (5.1.5 and 5.1.6). The Proposed Development aligns with these policies as it supports the intensification of an underutilized site in close proximity to rapid transit and existing community services and

infrastructure, while also protecting designated heritage buildings on the property.

The Port Credit neighbourhood is designated as a Community Node and Intensification Area in Schedule 2 of the Official Plan. Section 5.3.3 of the Official Plan describes Community Nodes as intensification areas with more urban, pedestrian friendly, walkable streets and a strong sense of place and community identity. Community Nodes are anticipated to achieve a gross density of between 100 and 200 residents and jobs combined per hectare, a range similar to the Growth Plan minimum target of 150 residents and jobs combined per hectare. The Proposal will directly contribute to the achievement of the density targets for Port Credit, while providing a unique architectural building design, generous parkland and heritage retention that transforms the block and contributes to the desirable characteristics identified for a Community Node.

CHAPTER 7: COMPLETE COMMUNITIES

The Official Plan encourages complete communities through the policies of Chapter 7. Policy 7.1.3 encourages compact, mixed-use development with streets that facilitate alternative modes of transportation, including public transit, cycling, and walking. The proposed mixed use development will deliver a range of new housing, ground-floor retail space, and new public park space within close proximity to an existing regional transit line and future LRT stop. Future residents within the Proposed Development will also support activity levels and economic activity along the Lakeshore Road main street.

Policies 7.2.1 to 7.2.12 relate to housing, with a focus on providing new and well-designed housing that meets the needs of the community. The Proposal will conform to these policies by providing a range of residential units, including grade-related units and high-rise apartment units, while also retaining the six residential rental units at 84 High Street. The addition of new housing will contribute to the range of housing choices in Mississauga and accommodate the housing needs of people of all ages and abilities.

CHAPTER 8: CREATE A MULTI-MODAL CITY

The Official Plan recognizes the importance of developing a multi-modal transportation system to reduce auto dependence and support multiple ways of moving throughout the city (Policy 8.1.1). The redevelopment of an entire city block will result in the revitalization of the streetscape along all four street frontages. The Proposal supports the policies of Chapter 8 in that it will provide

a more appropriate density and housing in a prime location with access to a range of active transportation infrastructure and transit. The site is located 150 metres from the Port Credit GO Station, less than 100 metres from a future Hurontario LRT stop, and near several local bus routes. The redevelopment will create opportunities for future residents to access a range of higher-order and local transit services, which in turn reduces auto dependence.

CHAPTER 9: BUILD A DESIRABLE URBAN FORM

Chapter 9 seeks to guide the establishment of a sustainable urban form with high quality design and a strong sense of place. Development should respect the existing and planned character within neighbourhoods (9.1.3), and enhance Corridors while providing appropriate transitions to neighbouring uses (9.1.5). The Proposed Development aligns with the built form directions established in the Port Credit Local Area Plan and is consistent with recent development activity within the area in terms of height and density. Moreover, the thoughtful architectural design seeks to create a landmark building within Port Credit that will contribute to the quality and character of the area. Further review of the

built for directions in the Port Credit Built Form Guide can be found in Section 4.7 below.

CHAPTER 11: GENERAL LAND USE DESIGNATIONS

The Subject Site features a split land use designation, as shown in the map below. The north half of the site is designated as Mixed Use in the Official Plan, while the southern half of the block is designated as Residential High Density. The Proposal generally conforms to the policies for Mixed Use and Residential High-Density areas, as it will support higher-density infill and intensification of a site while providing both residential and commercial uses within a mixed-use building.

MISSISSAUGA OFFICIAL PLAN SUMMARY OPINION

The Proposed Development generally conforms with the City of Mississauga Official Plan. The Subject Site is located within a designated Community Node and Intensification Area, where growth is anticipated and targeted. The Proposed Redevelopment optimizes the use the extensive transit service that is available in the immediate vicinity. As a compact and mixed-use, the proposal reduces automobile dependency and contributes towards a multi-modal and more sustainable transportation system. The creation of 359 new residential units will support different household sizes, incomes, and needs. The addition of new public parkland on site, the preservation of two existing heritage buildings, and the integration of high-quality design together helps to support the creation of a complete community and a desirable urban environment.

While the Proposed Development broadly conforms with the Official Plan, an Official Plan Amendment is being requested to consolidate the land uses on the site.

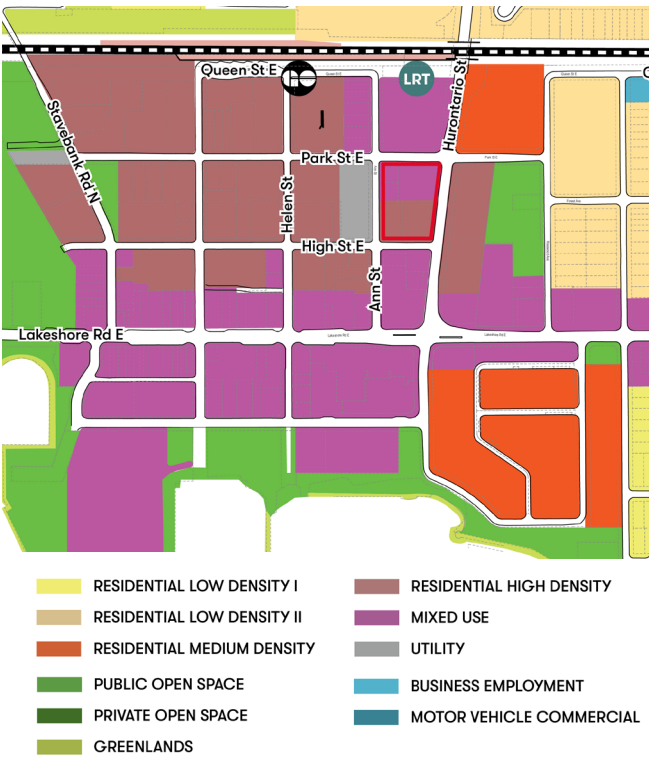


Figure 24. The Subject Site features a split land use designation, with the north half designated as Mixed Use and the south half designated as Residential High Density

4.6. PORT CREDIT LOCAL AREA PLAN

The Port Credit Local Area Plan (LAP) provides specific policies for the Port Credit area. The LAP recognizes that various areas of the community perform different functions and feature varying characteristics. The Subject Site is located within the Community Node Character Area, which is a focal point for intensification, a mix of uses, and a compact urban form. The Community Node includes the GO Station, which is identified as a Major Transit Station Area. The LAP recognizes that additional height and density may be appropriate in the vicinity of the GO Station and future LRT Station, including on the Subject Site.

The LAP highlights that Community Nodes are intended to provide a focus for a mix of uses which offer the services and facilities required for daily living, including local shops and restaurants, community facilities, cultural activities, entertainment uses, schools, parks, open space as well as a diverse housing stock. Community Nodes should be compact, with pleasant walkable streets and a strong sense of place and identity. The Proposal meets the policy objectives for the Port Credit Community Node as it provides a mix of residential, commercial and open space uses in close proximity to existing and proposed high-order transit and various community amenities and infrastructure.

The LAP outlines the desire to create a community where residents can live and work. To that end, the LAP targets a population to employment ratio for the Port Credit Community Node of 2:1. The proposed mixed-use development accommodates non-residential uses within the development block, including at-grade retail along Park Street East and commercial uses within the retained heritage building at 90 High Street.

Section 10 of the LAP provides built form policies. The Proposed Development conforms to a range of built form policies in the LAP, including:

- Height: Proposed 22-storey tower is consistent with the 22 storey height limit envisioned in Schedule 2B for lands near the GO Station and within the Central Residential Precinct, facilitating a transition in height from the GO Station down towards the Lakeshore Road mainstreet
- Floor Plate Size: The tower floor plate decreases in size as the building rises, with stepbacks at Level 7, Level 11 and Level 16
- Landscaping: Provision of new public parkland and landscaped open areas at grade
- Streetscapes: Enhancements to the streetscapes and pedestrian realm along all four street frontages to improve the quality of the public realm

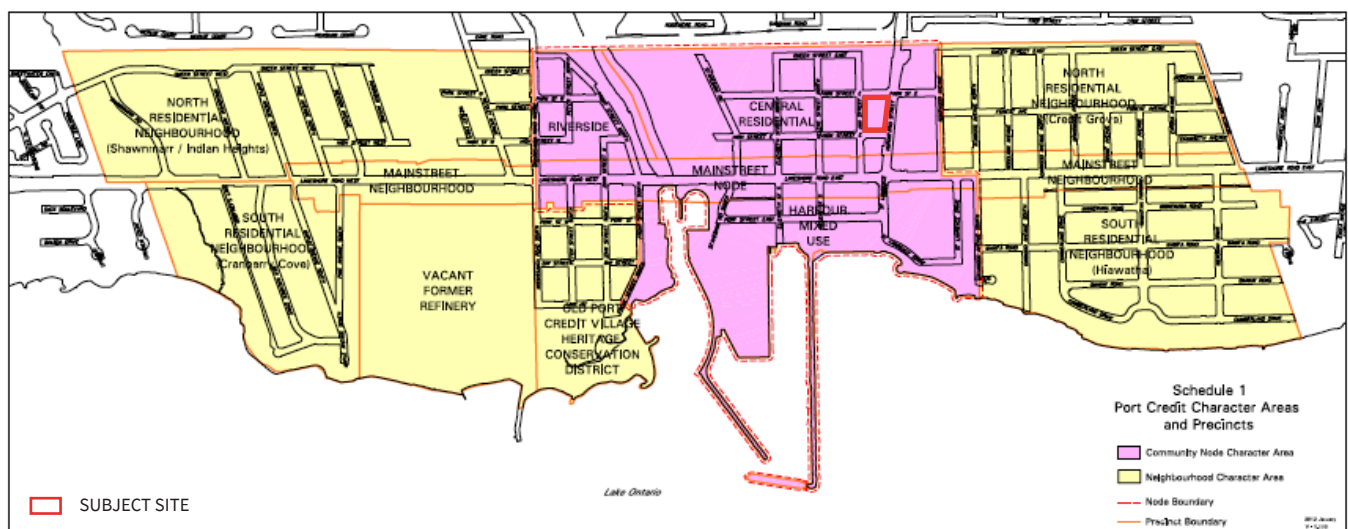


Figure 25. The Subject Site is located within the Port Credit Community Node

Additional site-specific policy direction applicable to the Subject Site is found in Section 13.1.12 of the LAP. The north half of the site is situated on lands identified as “Site 12”, which also includes the GO Station lands. The LAP policies identify the need for further study to determine the appropriate type of redevelopment on these lands. Accordingly, these lands were subject to the Port Credit GO Station Area Master Plan, which resulted in OPA 55 (discussed further in Section 4.8).



Figure 26. The north half of the property is identified as “Site 12” in the Local Area Plan

PORT CREDIT LOCAL AREA PLAN SUMMARY OPINION

The Proposal Development conforms with the policies set out in the Port Credit Local Area Plan. The Proposed Development meets the objectives for the Community Nodes designation by providing a mix of residential, commercial and open space uses in close proximity to existing and proposed high-order transit and various community amenities and infrastructure.

The Proposed Development conforms to the built form policies as outlined in Section 10 by proposing a building with a height of 22 storeys, as envisioned in the Plan. The Proposal also provides for significant public realm improvements, including new parkland, which will contribute to the quality of place within Port Credit.

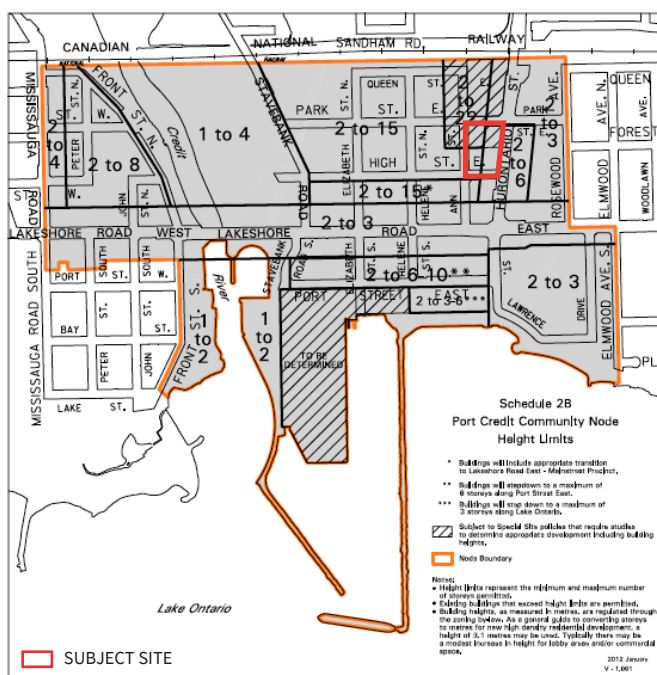


Figure 27. A height limit up to 22 storeys applies to the Subject Site

4.7. PORT CREDIT BUILT FORM GUIDE

The Port Credit Built Form Guide addresses how the urban form policies of the Local Area Plan can be achieved. The Guide is to be used during the design and review of development applications. The Proposed Development has taken into consideration the directions contained within the Guide to ensure alignment with key guidelines and objectives.

The Guide reiterates that the greatest heights are generally located within the Central Residential Precinct closest to the GO Station, up to 22 storeys. The Subject Site is located within this area, and the proposed 22 storey building height is consistent with this direction.

Section 2.4.1 of the Guide identifies maximum floor plates for taller buildings, which range from 1,200 square metres for the lower levels of the tower (Levels 7-10) to 1,000 square metres for levels 11 to 15, to 800 square metres for the upper levels of the tower (Levels 16-22).

The proposed floor plates are generally aligned with these recommendations. The upper level floor plates are approximately 733 square metres of GFA, which is below the 800 square metre recommendation, while the middle of the tower features floor plates of up to 978 square metres. The floor plate between Level 7 and 10 is approximately 1,222 square metres, slightly exceeding the recommended 1,200 square metre limit. However, the innovative architectural design of the building helps to break up the building mass, enhance visual interest, and mitigate the impacts of a larger lower-level floor plate.

Maintaining sky views and protected views of the lake is an important priority identified within the Guide. Section 2.4.3 states that key sites should stand out amongst the skyline as a way to support wayfinding. Emphasis is also placed on maintaining existing views to Lake Ontario and within Port Credit. The Proposed Development meets both of these objectives, as it advances a distinctive design that provides a unique form and shape that

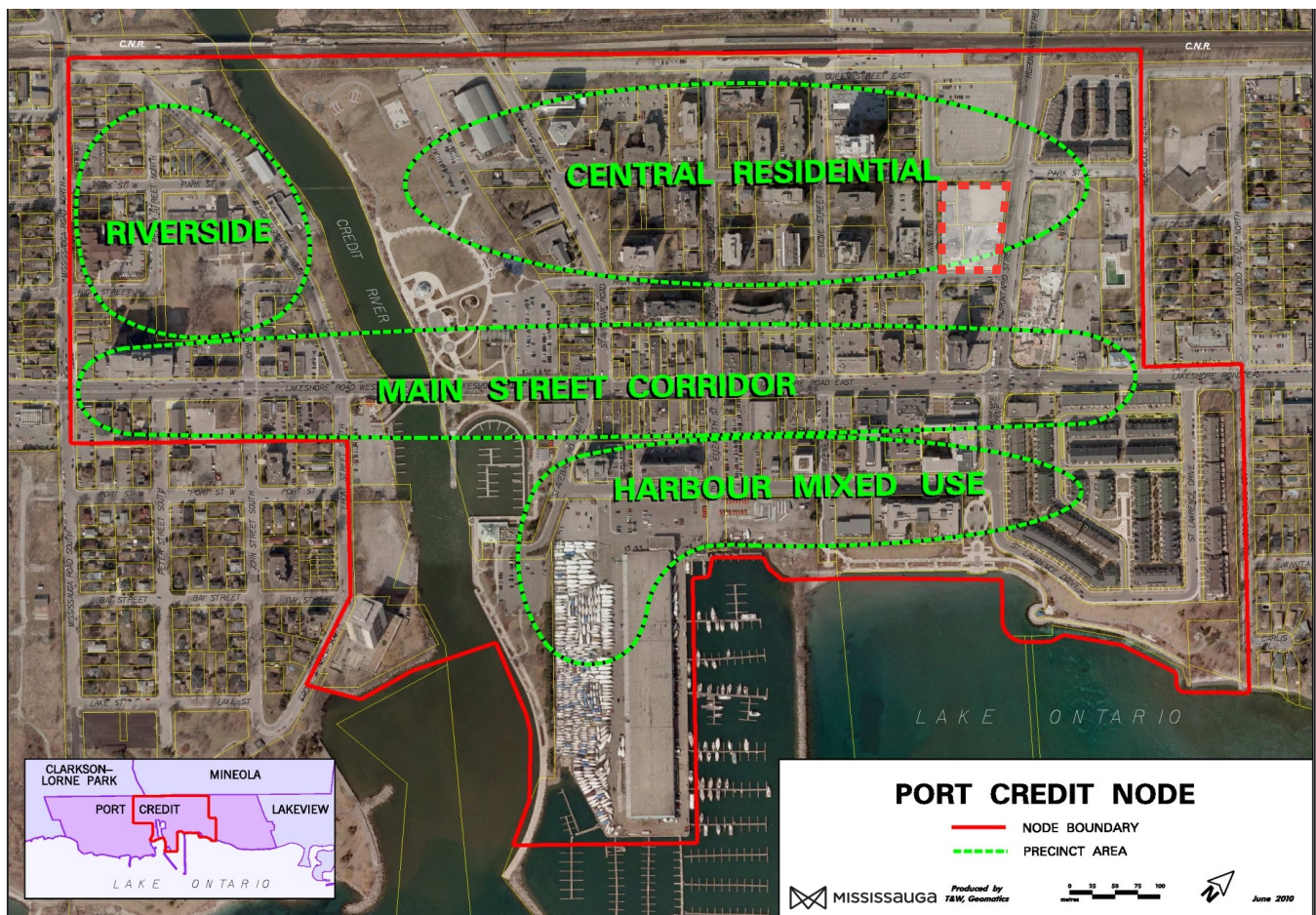


Figure 28. The Subject Site is within the Central Residential Precinct

■ SUBJECT SITE

punctuates the skyline. The building is also oriented along Ann Street and transitions down in scale to the open spaces on site in order to maximize south-facing views along the Hurontario Street corridor.

Section 2.6 of the Guide provides guidance on placemaking opportunities within the Port Credit area. Though the Node as a whole should be considered as a central location for the surrounding neighbourhoods, certain areas have been identified as opportunities for a substantial contribution to Port Credit. The site falls partially within the ‘transportation hub’, which is within the vicinity of the GO Station. This area has been identified due to its potential to foster placemaking and contribute to the urban form of Port Credit.

Along with the proposed mixed-use building and retention of two heritage buildings, the Proposal includes a new public park space at the corner of Hurontario Street and Park Street. Additional parkland is also proposed along High Street. These open spaces will enhance amenity within Port Credit and be suitable for a range of landscape features and tree planting (subject to future detailed design by the City). It should also be noted that the Proposed Development exceeds the minimum target of 30% landscape area for all sites within the Central Residential Precinct, as approximately 38% of the site will comprise public park space or other landscaped open areas.

The Official Plan, Local Area Plan and Built Form guide all emphasize the importance of maintaining cultural heritage within the Port Credit area. Specifically, Section 2.8 of the Guide states that properties listed on the Heritage Register will be preserved, retained and enhanced in their existing location. The Proposed Development successfully achieves these objectives by completely maintaining the two registered heritage properties on the site and incorporating these structures into the design of the block. A Heritage Impact Statement has been prepared by ERA and is included with the development application.

PORT CREDIT BUILT FORM GUIDE SUMMARY OPINION

The Proposed Development aligns with guidelines and directions identified in the Port Credit Built Form Guide. The Proposed Development respects the 22-storey maximum height limit, and supports placemaking through the provision of new public park space, at-grade retail, and the retention of the existing heritage buildings. The proposed building floor plates are generally in keeping with the recommendations in the Built Form Guide, with the impacts of the modestly larger lower-level floor plate mitigated through creative and visually interesting architectural design. The location of the building along the west side of the block helps to maintain views towards the Lake along Hurontario Street, while allowing for a new public park near the future LRT stop.

4.8. THE PORT CREDIT GO STATION SOUTHEAST AREA MASTER PLAN (OPA 55)

The Port Credit GO Station has been identified as a ‘Gateway Mobility Hub’ where high levels of transit ridership are expected as a result of improvements being made to the existing GO Lakeshore West rail line and the development of the Hurontario-Main Light Rapid Transit (HMLRT). In addition to providing seamless integration between multiple modes of transportation, Mobility Hubs and Major Transit Station Areas are intended to be vibrant places with a mix of housing, employment, and activities and amenities.

OPA 55 reflects the outcomes of the Port Credit GO Station Southwest Area Master Plan Study, which was completed in 2015. The vision of the Master Plan is to create a vibrant, pedestrian friendly and cohesive area with improved transit facilities and services, seamless integration of modes of travel, a concentrated mix of uses and activities, an engaging and attractive public realm, a minimized ecological footprint, and design excellence. To build upon the success of Port Credit as a transit-supportive community, the Master Plan envisions growth and development that complements the character of the surrounding area.

OPA 55 introduced additional site-specific policies for the lands known as “Site 12” in the Local Area Plan. The north half of the Subject Site is part of “Site 12” and identified as Block 2 in OPA 55. The policies reinforce the 22-storey limit and establish other built forms and design parameters to guide redevelopment of these lands. The policy also states that maximum floor plate size beyond the 15th storey shall generally be 800 square metres or less. OPA 55 also requires a minimum of 1,400 square metres of employment-generating uses on Block 2 (the Subject Site).

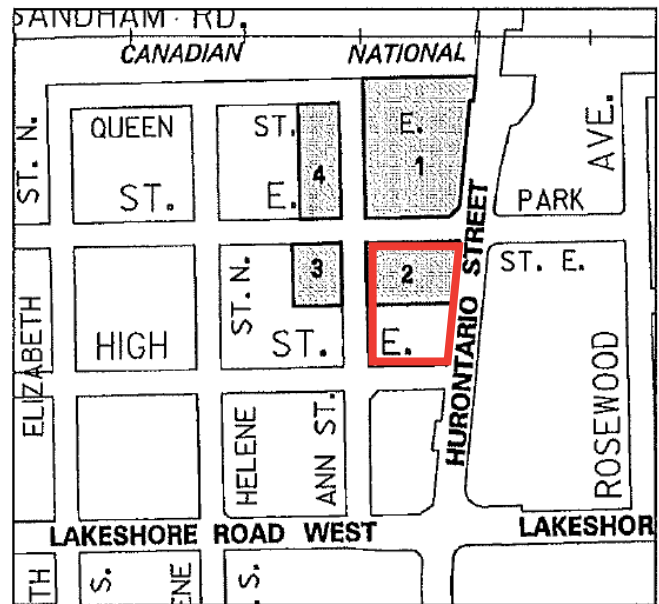


Figure 29. OPA 55 Parcel Map

OPA 55 SUMMARY OPINION

The Proposed Development is generally consistent with the policies contained in OPA 55, with the exception of the minimum employment area requirement. The overall height permission of 22 storeys is maintained through the redevelopment, and the maximum floor plate size of 800 square metres above the 15th storey is achieved.

An Official Plan Amendment has been requested to seek relief from the employment density requirements. Whereas the policies require 1,400 square metres of employment density on the Subject Site, the Proposed Development provides 310 square metres of commercial space within the new building, plus additional commercial space within the retained heritage building at 90 High Street.

4.9. Zoning By-law

The Subject Site is comprised of five parcels, with each parcel zoned separately, as summarized in the table and map below. The existing parcels are zoned as “RA1-24”, “H-RA2-48” or “D” and subject to a variety of zoning parameters and development standards. The RA (Apartment) zone permits a range of high-density residential uses, including apartments, but does not generally allow for non-residential commercial or retail uses. Lands zoned as D (Development) permit existing buildings only. The existing height and density permissions are also modest, and are not regarded as appropriate for a highly transit-oriented site within a designated intensification area.

PARCEL	ZONE	CURRENT USE
84 High Street	D	Multi-Unit Residential (Heritage Building)
90 High Street	RA1-24	Office (Heritage Building)
19 Ann Street	RA1-24	Commercial
17 Ann Street	H-RA2-48	Single-Family Residential
91 Park Street E	D	Vacant (City-Owned)

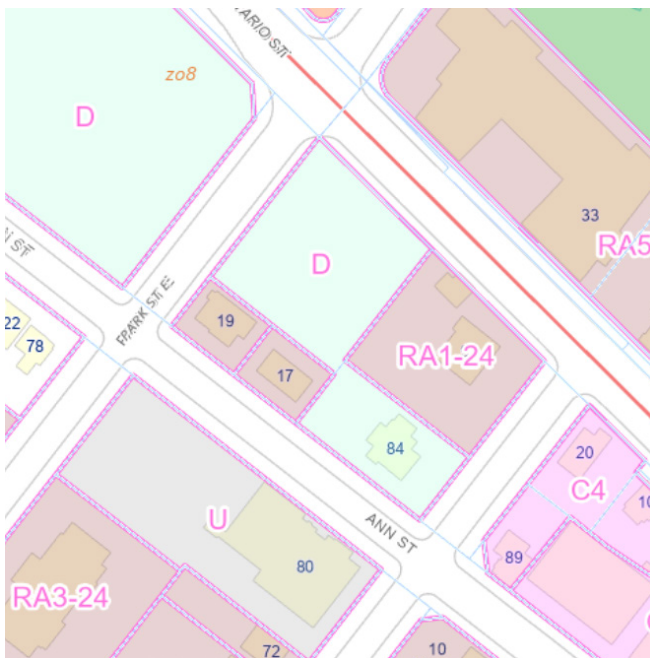


Figure 30. Zoning Map

ZONING BY-LAW SUMMARY OPINION

A Zoning By-law Amendment is being requested to facilitate the development of a 22-storey building and the renewal of the block. The amendment would allow for a greater mix of transit-oriented uses on the site, permit an increase in height as envisioned in the Port Credit Local Area Plan, and seek a reduction in parking rates. The proposed Zoning By-Law Amendment is appropriate and is consistent with the contemporary planning policy framework, which seeks to prioritize growth and intensification near transit and within areas that are supported by existing municipal infrastructure.

5.0 URBAN DESIGN ANALYSIS

5.1. Fit and Transition

A comprehensive design process was undertaken as part of the preparation of this application. The design process aimed to creatively respond to the in-force policy context, which establishes permitted heights and floor plate sizes, and seeks to protect view corridors and ensure adequate access to natural lighting.

The resulting design incorporate a series of varied massing volumes, which are distinguished through a series of setbacks as the tower rises. The tower massing is divided into five distinct stacked volumes, comprised of a base building with townhouses, a residential lobby and commercial space; in addition to the other four volumes

which are sculpted and stacked upon one another. This design approach intentional diverges from the typical "wedding cake" design that often results through the application of tower setbacks.

The proposed tower fits appropriately within its context. The 22 storey height is in keeping with the established policy framework, and it aligns with the heights that are permitted directly north of Park Street adjacent to the GO Station. The greatest tower height is also oriented to the northwest corner of the block, which helps facilitate a transition down in scale towards Hurontario Street, where a mid-rise built form character is envisioned.

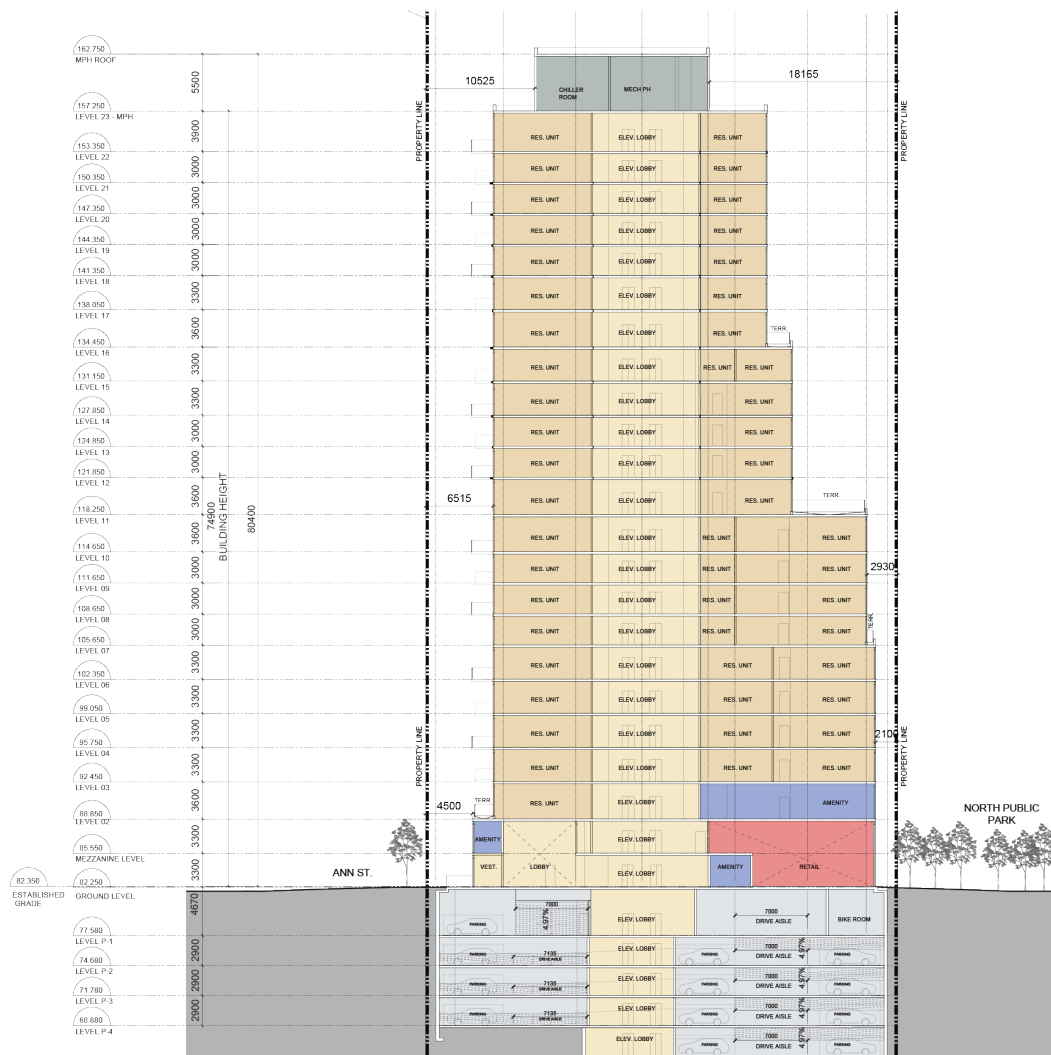


Figure 31. Section diagram showing the various setbacks integrated into the massing



Figure 33. Rendering of proposal looking south

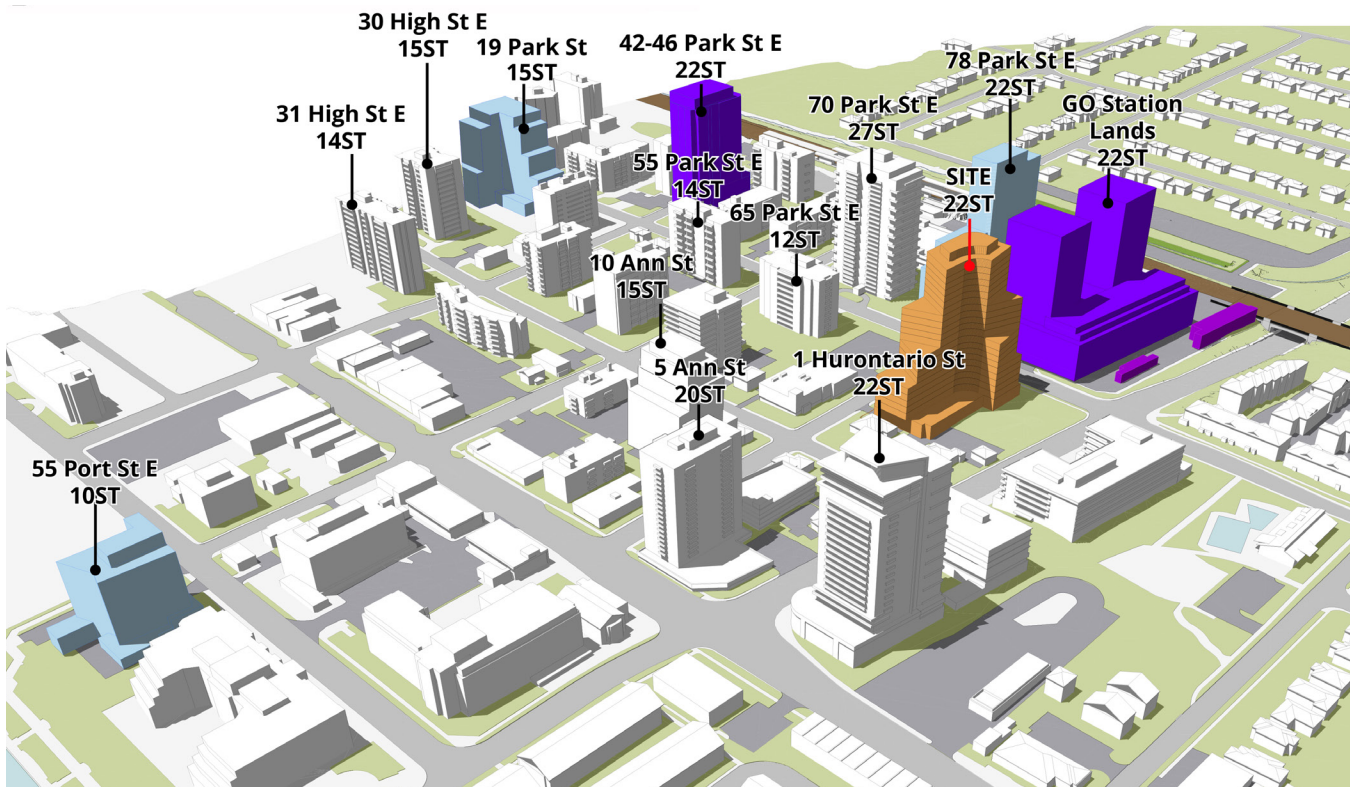


Figure 34. The proposed development is consistent with the existing and emerging context within Port Credit

5.2. Building Design and Form

The building has been thoughtfully designed and oriented on the block to deliver high-quality placemaking and architectural excellence. The L-shaped building form accommodates the greatest intensity of development at the northwest corner of the block, in closest proximity to the GO station and where other 22-storey buildings are planned. Moreover, the orientation of the building defines an area along the east side of the block which is envisioned as a future City park.

The tower massing has been shaped and twisted to reduce the perceived bulk of the building and to create architectural interest. A series of stepbacks helps achieve

reduced floor plate sizes as the building rises, while rotations in each of the massing volumes results in a sculptural shape and design.

The lower levels of the building have been scaled and design to respond to the immediate block context. The podium effectively frames the public park, while the 6-storey base building transitions down in scale to the existing heritage buildings. The design of the ground floor helps to animate all edges of the building, including the adjacent park, the public streetscape, and the internal pedestrian mews.

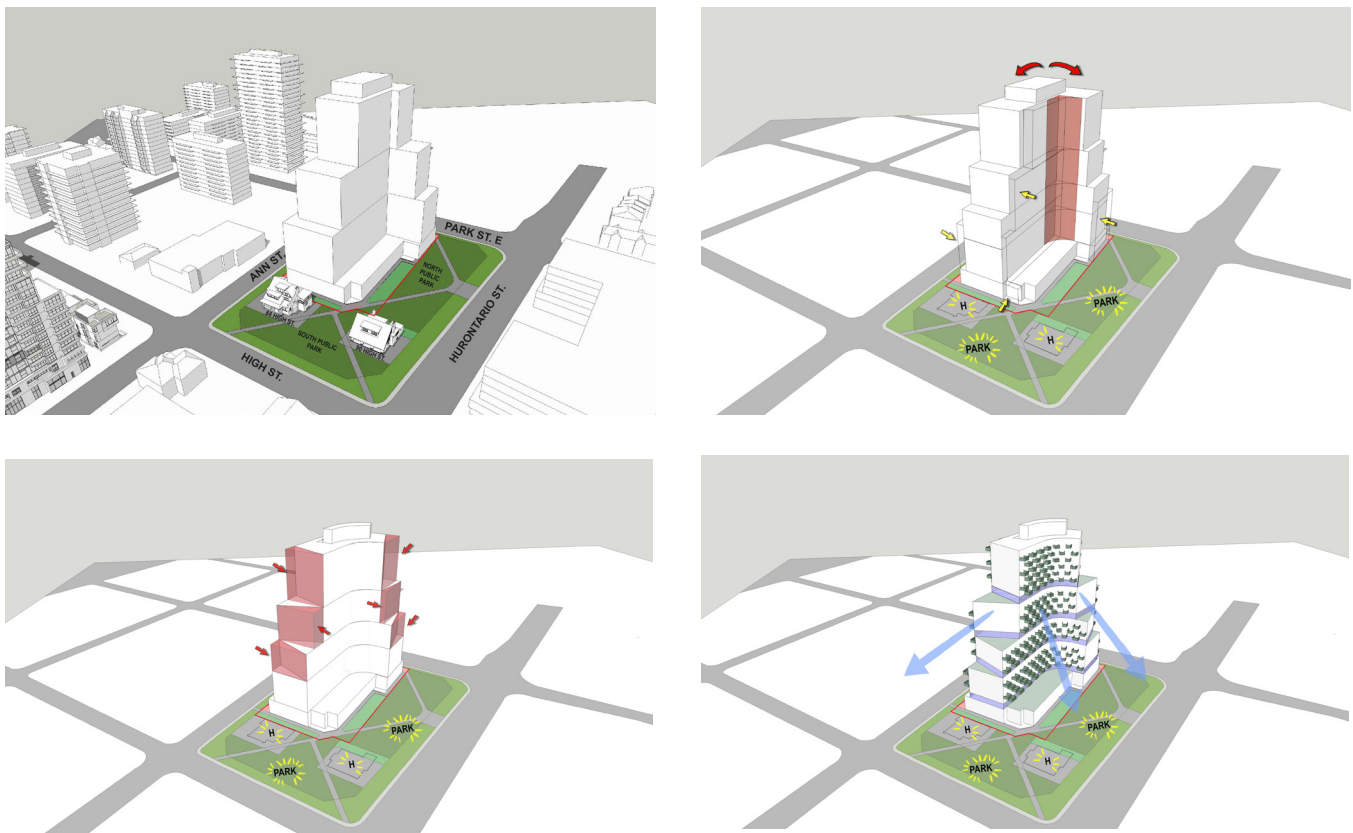


Figure 35. Diagram showing how the building has been designed and articulated to respond to the block context



Figure 36. Rendering of proposal looking north, showing the relationship between the new building with the existing heritage building



Figure 37. Rendering of proposal showing the pedestrian-scaled podium and animation at the corner of Ann Street and High Street

5.3. Public Realm Design

A comprehensive landscape scheme has been developed in order to deliver a high-quality public realm and achieve the placemaking objectives. The public realm design is led by the creation of two new public parks on site, at the north and south edges of the block. A priority for the landscape design is to create inviting mid-block pedestrian connections to both public park spaces and linking Ann St and High St.

While the design of the public parks will be subject to a future City-led design process, this space has the potential to serve as an important City landmark and destination, gives its frontage along Hurontario Street and its adjacency to the future LRT stop. Both park spaces present opportunities for tree planting, landscaping and other landscape design features.

The streetscape design strategy envisions new tree planting focused along Ann Street and High Street. Expanded boulevards along High Street, Ann Street and Park Street would allow for more generous sidewalks and improved landscaping opportunities. A landscaped forecourt is also envisioned at the corner of Park Street and Ann Street adjacent to main building entrance, to support pedestrian flows, create a seating area along the street, and to potential accommodate public art.

Flexible public realm space is proposed along Park Street to accommodate a range of small-scale retail uses, including the potential for outdoor seating. The landscape design proposes unit pavers in this area, as well as the potential for shrubs and movable planters.

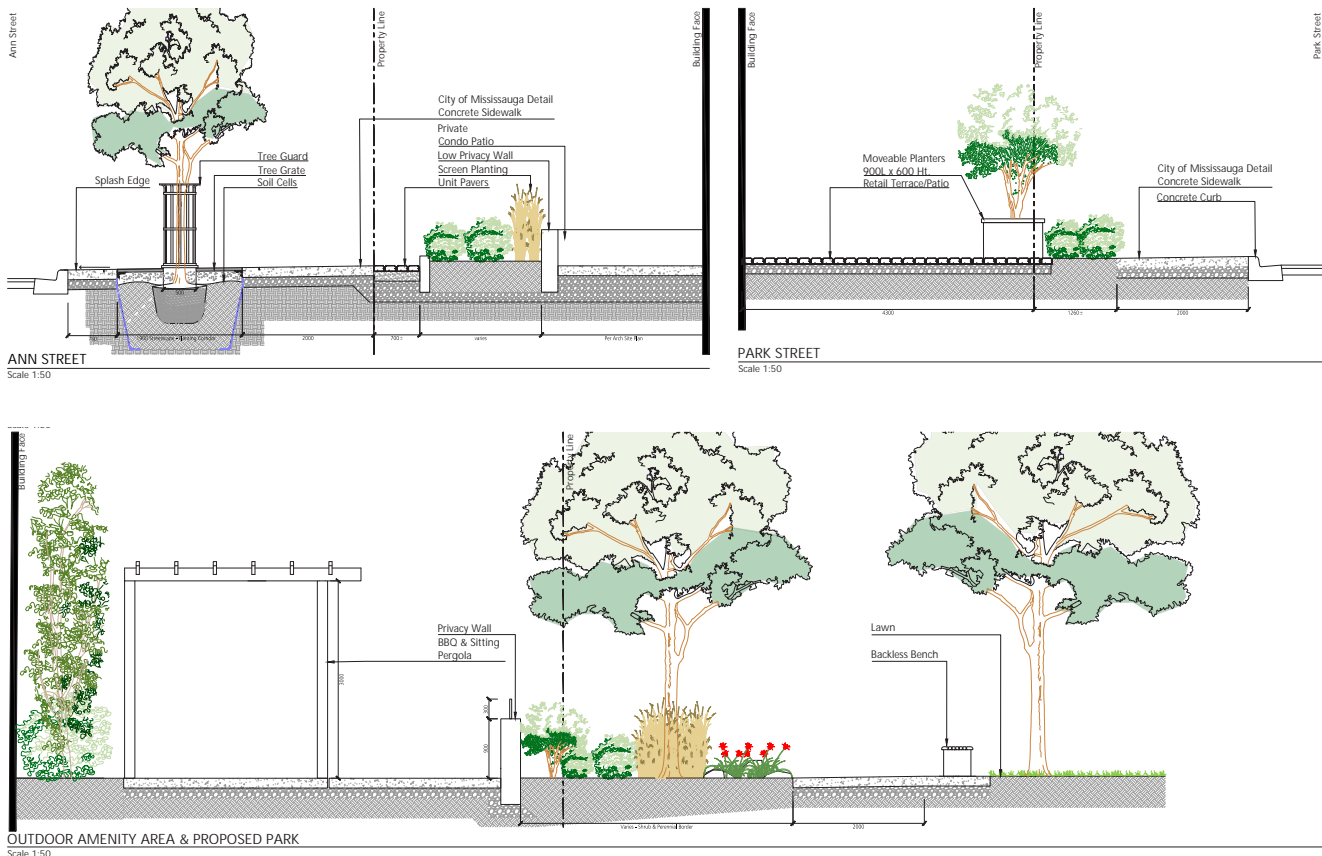


Figure 38. Landscape section drawings showing the generous public realm and sidewalk area that is proposed



The proposed concept for Parcel B & C is for representation purposes only and does not form part of the current application.

Figure 39. Landscape Concept Plan

5.4. Heritage

Three properties on the Site are recognized municipal heritage resources, two of which are designated:

- 84 High Street East (Designated Part IV): Charles Hamilton House 'Avonston', c.1912. By-law 0206-2007.
- 90 High Street East (Designated Part IV): W. T. Gray House, c.1909. By-Law 0385-2005.
- 19 Ann Street (Listed): Gothic House, c.1870s.

The proposed development involves the rehabilitation of 84 and 90 High Street East in-situ, and the construction

of a new 22-storey residential building. The rehabilitation of 84 and 90 High Street East is proposed to incorporate a baseline scope of conservation work. Landscaping around the existing heritage buildings is proposed to enhance their setting. The heritage assessment concludes that the proposed development has no significant negative impacts on the cultural heritage value of on-site and adjacent heritage resources.



Figure 40. 84 High Street



Figure 41. 90 High Street





Figure 42. Rendering of proposal looking from Ann Street showing the retained heritage building at 84 High Street East to the right



The proposed concept for Parcel B & C is for representation purposes only and does not form part of the current application.

Figure 43. Landscape Plan showing the vision for open space around the existing heritage buildings

PLANNING RATIONALE AND SUPPORTING STUDIES

6.1. Supporting Studies

FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

Urbantech Consulting was retained to complete a Functional Servicing Report (FSR) in support of the development applications. The report outlines the servicing details for the proposed storm drainage, sanitary and water distribution systems required to service the development. The site lies within the limits of the Credit River – Norval to Port Credit subwatershed, under the Credit Valley Conservation Authority (CVC) jurisdiction.

This report demonstrates that the proposed site can be graded to match existing elevations at all property lines while adhering to Ontario Building Code and City of Mississauga design criteria. 10-year capture and conveyance in the storm sewers is assumed for these lands and storm sewers are sized based on the 10-year City IDF parameters. Water quality and quantity targets are accomplished through the use of the proposed storage tank and OGS device while wastewater servicing to the site will be provided by connecting to existing infrastructure on Ann Street. Water servicing connections will also connect to existing sewers on Ann Street and Park Street East. Erosion and sediment control measures will be implemented during all construction works and will be maintained and inspected regularly.

URBAN TRANSPORTATION CONSIDERATIONS REPORT

An Urban Transportation Considerations report has been prepared by BA Group. The site is located approximately 150 metres from the Port Credit GO Station and less than 100 metres from the future Hurontario LRT stop at the northwest corner of Hurontario Street and Park Street East. The proposed 4.5 level below-grade parking garage will accommodate 283 parking spaces including 269 spaces for residents and visitors of 10 West as well as off-site parking for residents and visitors of 84 High Street (7 spaces) and future commercial uses for 90 High Street (7 spaces).

A total of 287 bicycle parking spaces are provided including 252 long-term (resident) and 35 short-term (visitor). The resident bicycle parking/storage space will

be located in secure, controlled-access areas within the P1 level of the parking garage and short-term visitor bicycle parking spaces will be located at grade.

Two (2) loading spaces are proposed within a central consolidated loading facility, accessed via the proposed private driveway from Ann Street, to accommodate the proposed 10 West retail and residential refuse, recycling and organic collection as well as delivery/moving activities. One formal loading space, consistent with the requirements set out in the Mississauga Zoning By-law, and one proposed smaller loading space (deficient by 1.0m in length), that can accommodate a range of smaller delivery vehicles are proposed. Refuse / recycling collection for the existing 84 and 90 High Street buildings will continue to occur as curbside pickup.

The forecast for future transit mode share along the Hurontario – Main corridor anticipates a substantial shift in mode share from 24% to 49% with the introduction of the LRT, approximately doubling the transit mode share along the corridor. Applying the same percentage shift in mode split to the site's existing transit mode split results in an increase from 14% to 29%.

Significant cycling infrastructure improvements are planned along Lakeshore Road, Hurontario Street and within the local street network. These infrastructure upgrade will provide a significant north-south and east-west connections for future residents and visitors of the site.

The current concept plan illustrates the provision of 283 parking spaces including 233 resident spaces and 36 residential visitor spaces for the 10 West development, 7 spaces reserved for each of the existing 84 and 90 High Street heritage buildings.

The following reduced minimum parking standards are proposed for the 10 West, 84 and 90 High Street sites.

Residents:	<ul style="list-style-type: none"> 1 Bedroom: 0.57 spaces / unit 2 Bedroom: 0.73 spaces / units
Residential Visitors:	<ul style="list-style-type: none"> 0.10 spaces / unit
Retail (ancillary):	<ul style="list-style-type: none"> No requirement proposed
Office:	<ul style="list-style-type: none"> 2 spaces / 100 m2 GFA

Adoption of the proposed reduced parking standards is considered to be appropriate based upon the following considerations:

- Numerous transportation planning principles that support reduced parking supplies;
- The Site is adjacent to significant existing and planned transit services (Port Credit GO Station and planned Hurontario LRT and Lakeshore Road Rapid Transit) and bicycle route facilities that provide non-automobile dependent travel connections across the City;
- TDM measures proposed on-site;
- Future area travel characteristics;-
- Parking demand observed / recorded by BA Group at a residential development with a more limited level of transit access to the site;
- Range of approvals for reductions in resident parking supply ratios for developments with less proximate access to a GO Station; and
- Consistency with the recently approved parking rates for the neighbouring residential development at 78 Park Street East and 22-28 Ann Street.

HERITAGE IMPACT ASSESSMENT

A Heritage Impact Assessment has been prepared by ERA Architects Inc. in support of the application. The proposed redevelopment involves the retention and rehabilitation of 84 and 90 High Street East, as well as landscaping improvements around the heritage buildings. The report finds that the Proposed Development has no significant negative impacts on the cultural heritage value of on-site nor on adjacent heritage resources.

WIND STUDY

A Pedestrian Level Wind Study was carried out by Gradient Wind. Based on wind tunnel test results, meteorological data analysis, and experience with similar developments in Mississauga, the report concludes that conditions over most pedestrian-sensitive areas within and surrounding the development site will be acceptable for the intended pedestrian uses on an annual and seasonal basis. Exceptions include nearby transit stops along Hurontario Street and Ann

Street, the primary lobby entrance, and potential grade-level outdoor amenity at the northwest corner of the building. Mitigation is recommended as described in the report.

The outdoor amenity terraces at Levels 2 and 16 will be comfortable for sitting or more sedentary activities during the summer, without the need for mitigation. A comparison of the existing versus future wind comfort surrounding the study site indicates that the Proposed Development will have a generally neutral-to-negative influence on grade-level wind conditions. A portion of the sidewalk along Park Street East to the west of the site and green space northeast of the site will experience a slight improvement in pedestrian comfort upon the introduction of the Proposed Development, while portions of the surrounding sidewalk along High Street East, Hurontario Street, Park Street East, and Ann Street become somewhat windier.

NOISE IMPACT STUDY

Valcoustics was retained to prepare an Environmental Noise Feasibility Study as part of this application. The main noise sources with potential to impact the Proposed Development are road traffic on Hurontario Road and Lakeshore Road East as well as rail traffic on the Canadian National Railway (CNR) Oakville Subdivision. The sound levels on site have been determined and compared with the applicable Ministry of Environment, Conservation and Parks (MECP) noise guideline limits to determine the need for noise mitigation. Recommendations include:

- Requiring mandatory air conditioning within all residential units;
- Requiring exterior walls to meet a minimum STC of 54 (e.g., brick veneer) and windows meeting STC 39 in order to meet the indoor sound level criteria of the MECP noise guidelines; and,
- Reassessing noise levels at the Site Plan stage when more detailed building plans are available.

6.2. Planning Rationale Summary

The Proposed Development is consistent with the Provincial Policy Statement, conforms to the Growth Plan, and achieves various policies and directions contained in the Regional Official Plan, Mississauga Official Plan, the Port Credit Local Area Plan, the Port Credit Built Form Guide and OPA 55. A summary of key planning matters is provided below.

NEW HOUSING NEAR HIGH-ORDER TRANSIT AND MUNICIPAL INFRASTRUCTURE

The Proposed Development will introduce 359 new residential housing units onto the Subject Site. The addition of new housing aligns with key provincial, regional and municipal growth management objectives, as it supports infill on a site which is identified as an intensification area and Major Transit Station Area. The site is within 150 metres of the Port Credit GO Station and 100 metres from a future Hurontario LRT stop, and the creation of new housing within this area supports the achievement of minimum density targets for Major Transit Station Areas. In addition, the Subject Site is well-served by existing municipal infrastructure and services, and the redevelopment of the site will optimize the use of this infrastructure and ensure that they are financially viable over their lifecycle.

ESTABLISHING A MIX OF USES

A combination of new residential uses, public parkland, local retail and amenity uses, and commercial uses is envisioned through the redevelopment of the block. The mix of uses will contribute to the creation of a complete community, and support opportunities to live, work and recreate within the Port Credit community. The provision of a broad mix of uses meets a range of planning policy objectives, including Growth Plan MTSA policies, as well as policies which apply to designated Community Nodes within the City of Mississauga, which are planned as dynamic neighbourhoods where a diversity of uses and amenities are available to meet the daily living needs of residents.

CREATION OF NEW PUBLIC PARKLAND

The revitalization of the Subject Site allows for the creation of new public parkland to be delivered on the property. Two public park spaces are proposed, including a 1,559 square metre park fronting onto Hurontario Street, and a 934 square metre parking oriented around the two heritage buildings along High Street. These park spaces will enhance the local green space network, and create a new recreational amenity for the growing population within Port Credit.

PROTECTION AND ENHANCEMENT OF HERITAGE RESOURCES

The two designated heritage buildings on the property will be retained in situ and enhanced as part of the redevelopment of the block. 84 High Street is envisioned to remain as a rental apartment building, and the six existing rental units are proposed to be retained. 90 High Street has the potential to accommodate small-scale commercial or office uses, which will contribute to the creation of employment space within Port Credit. The preservation of heritage resources is a key policy objective for the City of Mississauga, and the retention of these two buildings will contribute to the character and quality of place. Proposed public realm improvements along the street frontages and within the development block will further improve the character of the retained heritage buildings, ensuring that they remain as important landmarks over the long term.

APPROPRIATE BUILDING HEIGHT, MASSING AND TRANSITION IN SCALE

A strategic building massing and design strategy has been deployed to ensure that new building fits appropriately within its context. The proposed height of 22 storeys is in keeping with the permitted height specified in the Port Credit Local Area Plan, and is appropriate for a highly transit-oriented site within an intensification area. The Local Area Plan directs the greatest heights in Port Credit around the GO Station and LRT stop, and the proposed building height implements this direction. The orientation

of the tower at the northwest corner of the site also facilitates a transition down in scale towards Hurontario Street to the east, as envisioned in the Local Area Plan, while a series of setbacks along the south edge of the tower achieve a transition in scale towards the south where the existing heritage buildings are located. Overall, the proposed building fits appropriately within the immediate context, and is consistent with the established built form vision.

CREATING A SENSE OF PLACE & ENHANCED PUBLIC REALM

The creation of new public park space and enhanced open space areas, along with the protection of two heritage properties and high-quality building design, help to enhance the public realm and create a sense of place. Proposed public realm improvements will enhance opportunities for recreation and social interaction and draw people to the area. The preservation of the heritage buildings embraces Port Credit's cultural past and allows for them to be integrated as part of the larger revitalization of the block. The Proposed Development will effectively improve the character of the site and support the creation of a healthy, complete and attractive environment.

DESIGN EXCELLENCE & HIGH QUALITY ARCHITECTURE

The proposed building features a dynamic and playful architectural design which will create a new landmark in Port Credit. The 22-storey tower will be visually distinguished into four distinct stacked volumes above the ground floor, with setbacks incorporated at various levels to articulate the tower as it rises. Further articulation is achieved through a pattern of balconies which create an engaging and visually interesting exterior facade. Generous glazing is proposed along the ground floor to support animation and promote "eyes on the street." The unique architectural design will enhance visual interest and promote a high quality of design within Port Credit and within the City of Mississauga.

AN APPROPRIATE AMENDMENT TO THE OFFICIAL PLAN AND ZONING BY-LAW

The proposed amendments to the Official Plan and Zoning By-law are being requested to facilitate the comprehensive redevelopment of the Subject Site. The amendments are regarded as appropriate, achieve good planning, and are in the public interest.

The proposed Official Plan Amendment is limited in nature. The proposed re-designation of the south half of the block to Mixed Use will rationalize the land use framework and facilitate a comprehensive consideration of the block. In addition, the relief requested from the employment area requirements is not regarded as a significant departure from OPA 55. The proposal will deliver a mix of uses, including grade-related retail as well as commercial space at 90 High Street, while also accommodating new park space and retaining the existing heritage buildings.

The proposed Zoning By-law Amendment which is required to facilitate the redevelopment is also appropriate, given that the current zoning provisions for the site are no longer consistent with the overarching policy direction for the lands. The Subject Site is within a designated intensification area, strategic growth area and Major Transit Station Area, and the current zoning provisions are not aligned with the established policy framework. The proposed Zoning By-law Amendment will allow for the type and scale of development as directed by provincial and municipal planning and growth management policies.

APPENDICES

APPENDIX A:

DRAFT OFFICIAL PLAN AMENDMENT

10 WEST - DRAFT OFFICIAL PLAN AMENDMENT

**EXPLANATORY NOTE TO PROPOSED
OFFICIAL PLAN AMENDMENT
NUMBER XX**

**TO THE MISSISSAUGA OFFICIAL PLAN OF THE
CITY OF MISSISSAUGA
PLANNING AREA**

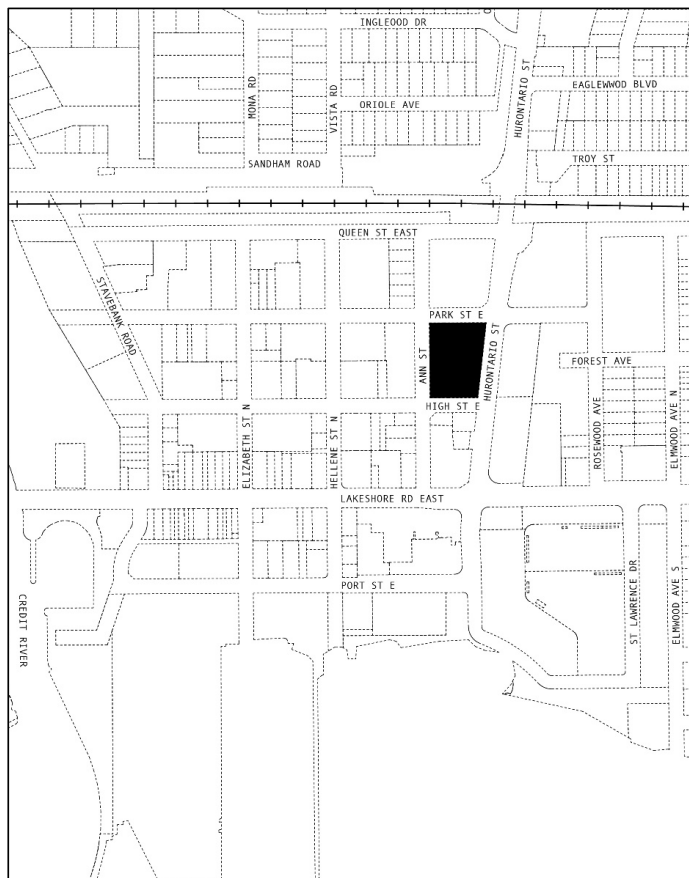
City of Mississauga File No. _____

The Proposed Official Plan Amendment applies to lands located on the block bounded by Park Street East, Hurontario Street, Ann Street and High Street east. The lands are known municipally as 84 & 90 High Street East and 17 & 19 Ann Street, located in Port Credit in the City of Mississauga.

The purpose of the Official Plan Amendment is to re-designate the southern portion of the site to Mixed Use and to seek relief from the employment area density requirements as outlined in site-specific Official Plan Amendment No. 55.

Amendment No. XX
to the Mississauga Official Plan for the
City of Mississauga Planning Area

The following text and map designated Schedule "A" attached hereto constitutes Amendment No. XX



PURPOSE

The purpose of the Official Plan Amendment is to re-designate a portion of the Subject Site from “Residential High Density” to “Mixed Use” on Schedule 10 of the Mississauga Official Plan, and to permit a reduction in the amount of employment density required for the lands, as identified in Official Plan Amendment No. 55.

The Amendment will facilitate the development of a 22-storey mixed-use apartment building, the creation of new public parkland, and the retention of two existing heritage buildings on site.

LOCATION

The Subject Site is located on the block bounded by Park Street East, Hurontario Street, Ann Street and High Street East. The lands are known municipally as 84 & 90 High Street East and 17 & 19 Ann Street, located in Port Credit in the City of Mississauga.

BASIS

The Proposed Development envisions a mixed-use building located on the northwest corner of the Subject Site. The proposed building is 22 storeys in height and contains 359 residential units as well as ground floor retail uses. The remainder of the block contains two existing heritage buildings along the south half of the site, which will be retained. New public park space is also proposed at the northeast corner of the block and along the south edge of the block.

The proposed Official Plan Amendment involves the following two components:

1. Consolidation of Land Use Designations on the Block

The Subject Site features a split land use designation, with the north half of the block designated as Mixed Use and the south half designated as Residential High Density in Schedule 10 of the Official Plan. The Official Plan amendment seeks to consolidate these land use designations so that the entire block will be designated as Mixed Use.

Given that the proposal involves the comprehensive re-envisioning of the block, the requested consolidation of land uses will establish a more logical land use framework. While the proposal generally conforms to the policies for both Mixed Use and Residential High-Density areas, the re-designation will rationalize the land use framework applicable to the block. The re-designation will also support the provision of a range of small-scale retail or commercial uses within the proposed building and within the retained heritage building at 90 High Street. The re-designation of a portion of the block is being requested as a matter of convenience as part of the development approvals process.

2. A Reduction in the Amount of Employment Space Required to be Provided

The north half of the lands are subject to Official Plan Amendment No. 55, which applies to the lands immediately around the Port Credit GO Station. The north half of the Subject Site is identified as Block 2 in OPA 55, with Policy 13.1.12.2h requiring a minimum of 1,400 square metres of employment-generating uses on this parcel.

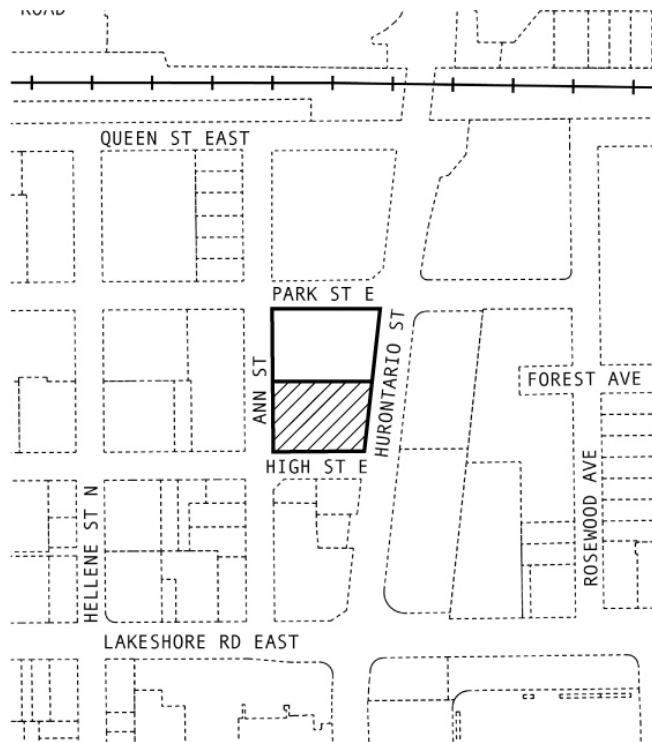
Approximately 310 square metres of retail/commercial space is proposed to be provided within the proposed mixed-use building. In addition, approximately 300 square metres of commercial space is proposed to be accommodated within the existing heritage building at 90 High Street. As the proposal does not achieve the minimum requirement of 1,400 square metres, an amendment to OPA 55 is required to permit the redevelopment.

The proposed development prioritizes the creation of new housing near high-order transit, and the delivery of new public parkland which will support placemaking within Port Credit. The proposal also prioritizes the retention of the two existing heritage buildings, which, together with the creation of

new public park space, limits the potential to accommodate additional development or employment density on the block. The potential to accommodate additional employment space within the building is further limited as a result of the proposed building adhering to the established height limit of 22 storeys. Relief from the employment area provisions of OPA 55 is therefore required to unlock a series of other community-building benefits on the block.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 10 of the Mississauga Official Plan is hereby amended by re-designating a portion of the site from High Density Residential to Mixed Use as indicated in hatching in the diagram below.



2. Policy 13.1.12.2h of Official Plan Amendment No. 55 is hereby amended as follows:

The following minimum gross floor areas (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:

- Block 1: 2,800 square metres
- Block 2: 300 square metres
- Block 4: 250 square metres

IMPLEMENTATION

Upon the approval of this Amendment by the City of Mississauga, the Zoning By-law applicable to the subject lands will be amended to the appropriate classification, in accordance with the intent of this Amendment.

Provisions will be made through the rezoning and site development plan approval process of the lands subject to the Amendment, for development to occur subject to the approved site development plan, to ensure that development occurs in accordance with the intent of the Amendment.

Provisions will be made through the rezoning of the lands subject to this Amendment, for development to occur subject to approved site development, architectural and landscape plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and designed.

INTERPRETATION

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

Upon approval of this Amendment, Schedule 10 and Official Plan Amendment No. 55 of the Mississauga Official Plan will be amended in accordance with the intent of this Amendment.

APPENDIX B:

DRAFT ZONING BY-LAW AMENDMENT

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER _____

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.15.6.XX	Exception: RA5-XX	Map # XX	By-law:
In a RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses on Parcel A			
4.15.6.XX.1	(1) Townhouse (2) Retail store less than or equal to 600 m ² GFA – non-residential (3) Restaurant (4) Take out restaurant (5) Personal Service Establishment (6) Medical Office – Restricted (7) Financial Institution (8) Office		
Regulations Applying to Parcel A			
4.15.6.XX.2	Maximum number of apartment dwelling units	360	
4.15.6.XX.3	Maximum floor space index - apartment dwelling zone	7.7	
4.15.6.XX.4	Maximum gross floor area - apartment dwelling zone	25,200 m ²	
4.15.6.XX.5	Minimum gross floor area - non-residential	300 m ²	
4.15.6.XX.6	Minimum number of resident parking spaces per one-bedroom dwelling units	0.57	
4.15.6.XX.7	Minimum number of resident parking spaces per two-bedroom dwelling units	0.73	
4.15.6.XX.8	Minimum number of shared visitor and non-residential parking spaces per dwelling unit	0.10	
4.15.6.XX.9	Minimum landscaped area	XX% of the parcel area	
4.15.6.XX.10	Minimum amenity area	1,430 m ²	
4.15.6.XX.11	The provisions of Line 15.5 contained in Table 4.15.1 of this By-law shall not apply		
4.15.6.XX.12	Maximum encroachment into a required yard of a porch, balcony or patio located on the first storey , staircase, landing or awning	2.8 m	
4.15.6.XX.13	Maximum encroachment of a balcony located above the first storey , sunroom, window, chimney , pilaster, cornice, balustrade or roof eaves into a required yard	2.1 m	
4.15.6.XX.14	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	2.1 m	

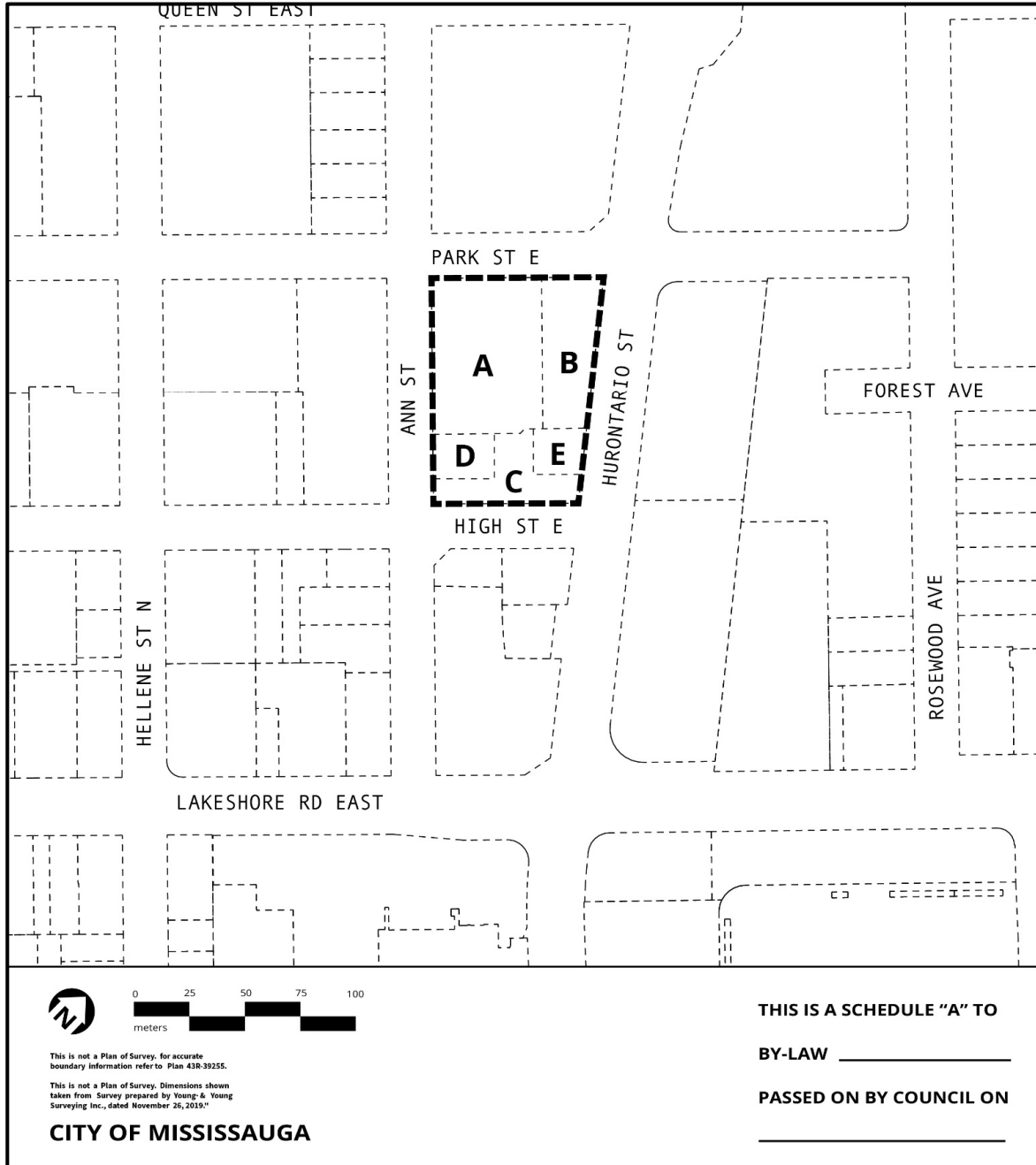
4.15.6.XX.15	Minimum setback from a parking structure , inclusive of external access stairwells, to any lot line	0.0 m
4.15.6.XX.16	Ventilation shafts, gas meters, transformers, stairs, ramps, canopies and outdoor amenity areas are permitted to encroach into a required yard and landscaped buffer	
Regulations Applying to Parcel D		
4.15.6.XX.17	Minimum number of resident parking spaces	6
4.15.6.XX.18	Minimum number of visitor parking spaces	1
Additional Permitted Uses on Parcel E		
4.15.6.XX.19	(1) Retail store less than or equal to 600 m ² GFA – non-residential (2) Restaurant (3) Take out restaurant (4) Personal Service Establishment (5) Medical Office – Restricted (6) Financial Institution (7) Office	
Regulations Applying to Parcel E		
4.15.6.XX.20	Minimum number of parking spaces per 100m ² GFA - non-residential	2
4.15.6.XX.21	All site development plans shall comply with Schedule RA5-XX of this Exception	

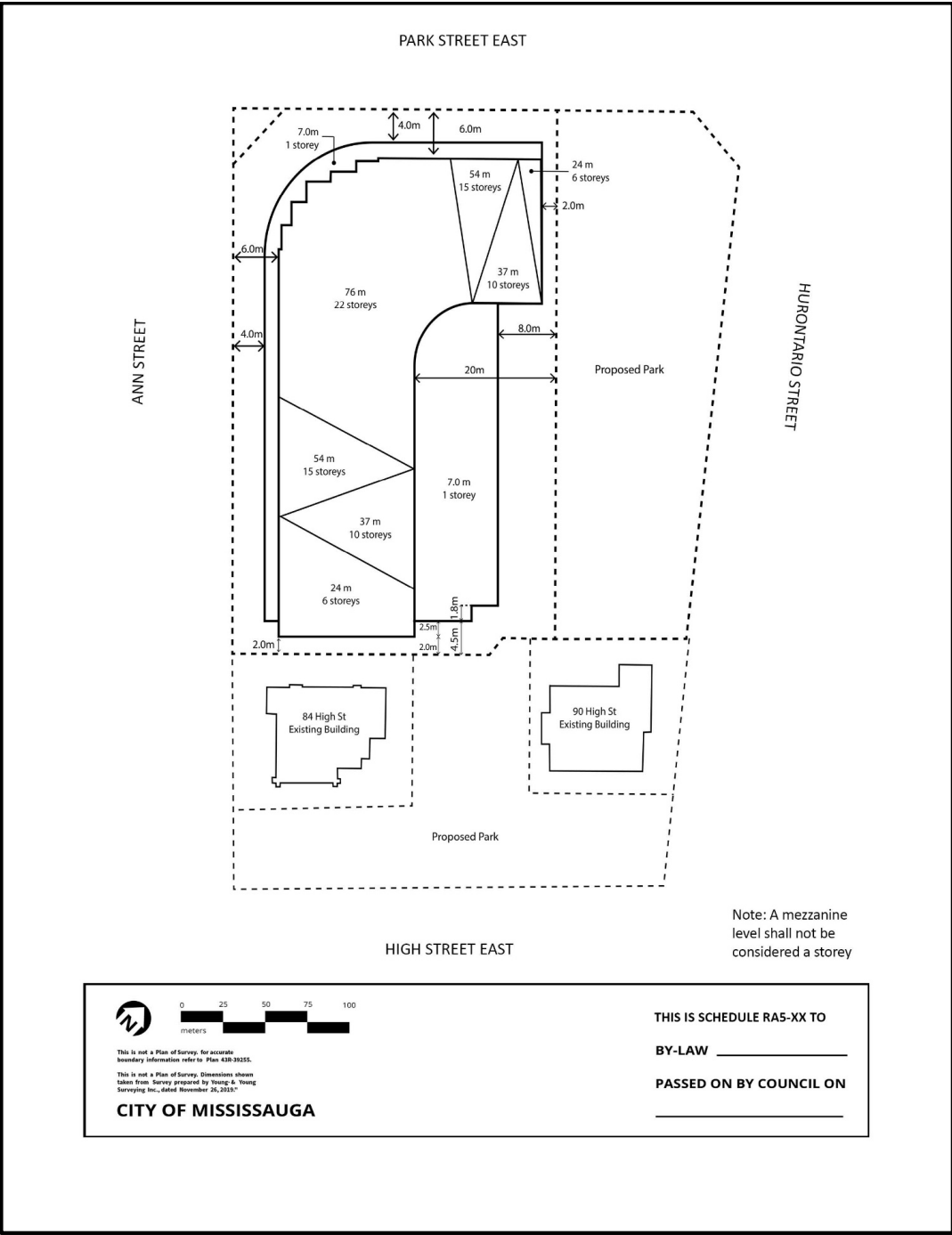
2. Map Number 08 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "RA1-24", "H-RA2-48", "RA1-24" and "D" to "RA5-XX" the zoning of Port Credit in the City of Mississauga, PROVIDED HOWEVER THAT the "RA5-XX" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By law, outlined in the heaviest broken line with the "RA5-XX" zoning indicated thereon.

ENACTED and PASSED this _____ day of _____ 2022.

MAYOR

CLERK





APPENDIX "A" TO BY-LAW NUMBER _____

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit a 22 storey apartment building with 360 residential units, ground floor retail uses, and FSI of 7.7.

This By-law amends the zoning of the property outlined in the attached Schedule "A" from "RA1-24", "H-RA2-48", "RA1-24" and "D" to "RA5-XX" (Apartment – Exception).

Location of Lands Affected

The subject lands are located on the block bounded by High Street East, Ann Street, Park Street East and Hurontario Street, as shown on the attached map designated as Schedule "A".

Further information regarding this By-law may be obtained from _____XX_____ of the City Planning and Building Department at 905-_____ ext. _____.

**URBAN
STRATEGIES
INC .**