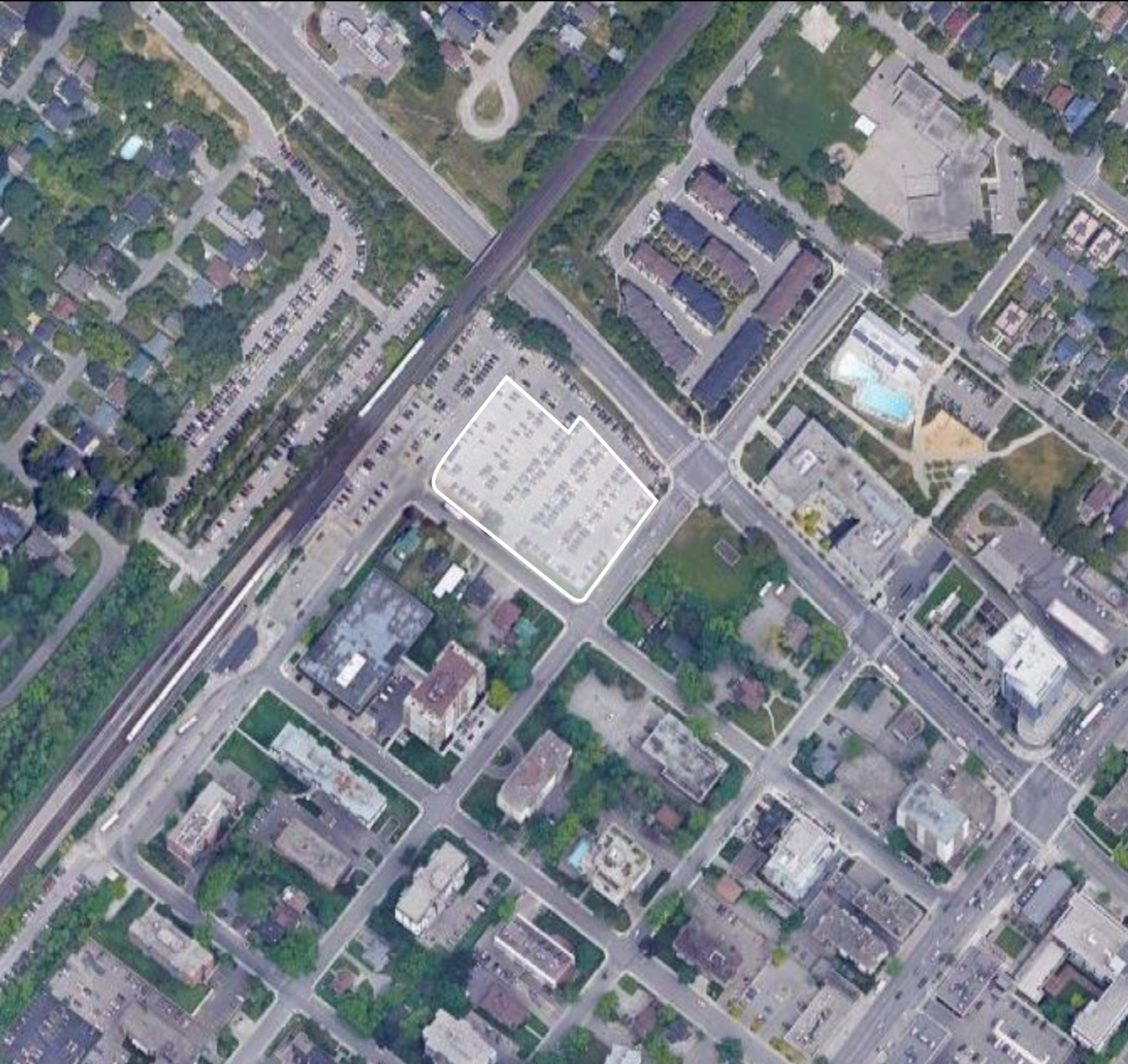


PLANNING
JUSTIFICATION
REPORT

30 QUEEN STREET EAST | MARCH 2022





Sajecki Planning Inc.

Page left intentionally blank

TABLE OF CONTENTS

1.0 Introduction	8
2.0 Site and Surroundings	10
2.1 Subject Site	11
2.2 Planning History	11
2.3 Surrounding Land Uses	11
2.4 Surrounding Development Applications	15
2.5 Transportation Network	18
3.0 Proposal	22
3.1 Development Overview	23
3.2 Required Approvals	37
3.3 Public Consultation	37
4.0 Policy and Regulatory Context	38
4.1 Overview	39
4.2 Planning Act	39
4.3 Provincial Policy Statement	39
4.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe	41
4.5 Region of Peel Official Plan	44
4.6 City of Mississauga Official Plan	48
4.7 Port Credit Local Area Plan	57
4.8 City of Mississauga Zoning By-law	67
4.9 Additional Considerations	68
5.0 Supporting Studies and Reports	79
5.1 Traffic Impact Study	80
5.2 Pedestrian Wind Study	81

5.3 Noise and Vibration Feasibility Study	82
5.4 Shadow Study	83
5.5 Tree Inventory / Tree Preservation Plan and Arborist Report	83
5.6 Functional Servicing Report	83
5.7 Stormwater Management Report	84
5.8 Geotechnical Investigation Report	84
5.9 Phase One Environmental Site Assessment	85
5.10 Phase Two Environmental Site Assessment	85
5.11 Stage 1 Archeological Study	85
5.12 Housing Report	86
5.13 Low Impact Design Features	86
5.14 Rail Safety	87
5.15 Urban Design Study	87
6.0 Planning Analysis	89
6.1 Complete Community	90
6.2 Compatible and Attractive Built Form and Design	90
6.3 Appropriate Height and Density	90
6.4 Transit-Supportive Development	91
7.0 Conclusion	92
 APPENDICES	
Appendix A - Submission Requirements Checklist	95
Appendix B - Draft Official Plan Amendment	97
Appendix C - Draft Zoning By-law Amendment	104

FIGURES AND TABLES

Figure 1 Context Map	12
Figure 2 Brightwater Building Heights	16
Figure 3 Lakeview Village Building Heights	17
Figure 4 Mississauga Official Plan - Schedule 5 - Long Term Road Network	19
Figure 5 Mississauga Transit Map	19
Figure 6 Hurontario LRT Route	21
Figure 7 Site Plan	24
Figure 8 Ground Floor Plan	26
Figure 9 West Elevation	27
Figure 10 East Elevation	27
Figure 11 North Elevation	28
Figure 12 South Elevation	29
Figure 13 Ground Floor Landscape Plan	30
Figure 14 Region of Peel Official Plan - Schedule D - Regional Structure	45
Figure 15 Region of Peel Official Plan - Schedule G - Rapid Transit Corridors	46
Figure 16 Mississauga Official Plan - Schedule 1B - Urban System - City Structure	49
Figure 17 Mississauga Official Plan - Schedule 2 - Intensification Areas	50
Figure 18 Mississauga Official Plan - Schedule 6 - Long Term Transit Network	51
Figure 19 Mississauga Official Plan - Schedule 6 - Long Term Transit Network	52
Figure 20 Mississauga Official Plan - Schedule 10 - Land Use Designations	56
Figure 21 Port Credit Local Area Plan - Community Node	58
Figure 22 Port Credit Local Area Plan - Schedule 1 - Port Credit Character Areas and Precincts	61
Figure 23 Port Credit Local Area Plan - Schedule 2B - Port Credit Community Node Height Limits	62
Figure 24 Port Credit Local Area Plan - Special Site 12	67
Figure 25 Zoning By-law 0225-2007 – Index Map 08	68
Figure 26 Port Credit GO Station Southeast Area Master Plan Study - Block 1	69

Figure 27 Port Credit GO Station Southeast Area Master Plan Study - Site 12	70
Figure 28 Metrolinx GO Rail Station Access Plan - 2031 Daily Forecast: Home Station	72
Figure 29 Metrolinx GO Rail Station Access Plan - 2031 Daily Forecast: Destination Station	73
Figure 30 Port Credit Built Form Guide - Placemaking Opportunities	75
Figure 31 Separation Distance Between Proposed Buildings	76
Figure 32 Hurontario/Main Street Master Plan - Port Credit Permitted Use Map	77
Figure 33 Hurontario/Main Street Master Plan - Port Credit Continuous Street Frontage Map	77
Figure 34 Hurontario/Main Street Master Plan - Port Credit Placemaking Map	77

TABLES

Table 1 - Surrounding Development Applications	14
Table 2 - Summary of Site Statistics	32
Table 3: Precedent developments over 40-storeys in MTSAs/Mobility Hubs	64

1.0

INTRODUCTION

This Planning Justification Report has been prepared in support of applications by Edenshaw Queen Developments Limited to amend the City of Mississauga Official Plan and Zoning By-law No. 0225-2007 with respect to the lands municipally known as 30 Queen Street East (the “subject site”). The subject site is in Ward 1, adjacent to the Port Credit GO Transit and Hurontario LRT Stations, between Hurontario Street to the east and Ann Street to the west. The subject property is 0.59 hectares (1.47 acres) and is currently occupied by a Metrolinx parking lot.

Located within the Port Credit Community Node, Intensification Corridor, and Major Transit Station Area (“MTSA”), the property is designated “Mixed Use” in the City of Mississauga Official Plan (2021 office consolidation). It is zoned “D” Development in the City of Mississauga Zoning By-law 0225-2007.

This Planning Justification Report supports applications to amend the City of Mississauga Official Plan and Zoning By-law to permit two mixed-use buildings, 40- and 42-storeys in height, including residential, commercial, and office components at the north and south sides of the site, and Privately-Owned Publicly Accessible Space (POPS). The two buildings contain 1,139 residential units and 1,765 m² of commercial floor space, split between the ground floor of both towers and the second floor of tower B.

The purpose of this Planning Justification Report is to provide:

- An overview of the subject property and local context;
- A review of the applicable Provincial, Regional, and Municipal planning policy and regulatory frameworks;
- An explanation of the proposed built form uses and other development statistics;
- A summary of all supporting studies and technical reports; and,
- A description and justification of the proposed amendments to the City of Mississauga Official Plan and Zoning Bylaw 0225-2007.

A Development Application Review Committee (“DARC”) meeting was held on January 19th, 2022 to establish submission requirements for Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) applications. DARC 22-9 W1 provides a submission requirements checklist for the applications. Summaries of technical reports and studies completed to support the OPA and ZBA applications are provided in Section 5.0 of this report.

2.0

SITE AND
SURROUNDINGS

2.1 Subject Site

The subject site is located south of the Port Credit GO Station, north of Park Street East, west of Hurontario Street, and east of Ann Street in Ward 1 in the City of Mississauga.

The legal description for the site is Part of Lot 1 and all of Lot 2 Registered Plan PC-2, (East of Credit River) City of Mississauga, Regional Municipality of Peel.

The subject site is irregular in shape with a lot area of approximately 0.59 hectares (5,948 m²). The frontage along Park Street is approximately 50 metres and the frontage along Ann Street is 94 metres.

The subject site is currently occupied by a surface parking lot for the Port Credit GO Station. The subject site is not listed on the heritage register and is not a designated heritage site.

2.2 Planning History

There are no previously approved Official Plan or Zoning By-law amendments pertaining to the subject property. The subject site has been used as an asphalt parking lot since approximately 1980.

An application for Site Plan Approval was made for expansion of the Port Credit GO Station parking lot in 2014. The application was withheld; it is unclear if proposed changes were made to the parking lot.

2.3 Surrounding Land Uses

2.3.1 Immediate Surroundings

The subject site is located in a transit-oriented, mixed-use community with the Port Credit GO Station situated directly to the east and north. A 22-storey mixed use building currently under construction and a single detached dwelling abut the subject site along the west side of Ann Street; properties to the south include single detached dwellings and a vacant lot zoned Development.

North of subject site: Directly north of the subject site is the closed Queen Street Right of Way. Future use of the ROW is currently undetermined. The Port Credit GO Station is located immediately north of Queen Street. Directly north of the railway corridor is a surface parking lot servicing the GO Station.

East of subject site: The subject site is immediately adjacent to the Hurontario LRT Station, currently under construction. Along the east side of Hurontario Street are the Ports of Olde Port Credit townhomes. Community amenities located on the east side of Hurontario Street within a short walk from the subject site include Forest Avenue Public School, Lions Club of Credit Valley Outdoor Pool and Harold E. Kennedy Park.

South of subject site: The southwest corner of Ann Street and Park Street East includes a large vacant parcel, used as a parking lot for the two-storey Bell Canada office building. The block immediately to the south includes three twentieth century residences that have cultural heritage value, including the Charles Hamilton House, which was constructed in 1912. The two-and-a-half storey colonial bungalow-style residences have large lots. Two of the residences, located at 84 High Street East and 90 High Street East are designated Residential High Density in the City's Official Plan, whereas the lands containing the residence immediately adjacent to the subject site are designated Mixed Use. Lands to the south, at 91 Park Street East, are owned and being redeveloped by FRAM + Slokker.

West of subject site: Mid to high-rise residential apartments are located to the west. Immediately adjacent to the subject site on the west side of Ann Street are the under-construction Westport Condos. This project was approved at 22 storeys with 359 residential units and ground floor commercial uses. West of the future Westport Condos is a 4-storey parking garage with retail units on the ground floor and the Century Park Apartments, a 27-storey high-rise residential building.



Figure 1 | Context Map

2.3.2 General Surroundings

North of Subject Site

North of the subject site, Hurontario Street features low-density built form, primarily consisting of detached dwellings, townhomes, and small commercial plazas. Commercial uses include personal services, a pharmacy, medical clinics, and a dental office. Retail uses include local grocery stores, restaurants, and retail stores. Community amenities include Port Credit Secondary School and Mineola Public School located north of subject site, east of Hurontario Street. Peel Gardens Public Park is located north of the subject site, west of Hurontario Street.

Port Credit

Mid to high-rise residential apartments and several commercial plazas are located south of the subject site, west of Hurontario Street. Notable developments include the 22-storey under construction Westport Condos and the 27-storey Century Park Apartments. There are several rental apartment buildings to the south and west, such as Park Heights (12-storeys), 28 Helene Street North Apartments, (27-storeys), and Harbourview Apartments, (20-storeys). Vimy Park and Port Credit Memorial Park are located southwest of the subject site, bordering the Credit Valley River, which lies to the west.

Built form south of the subject site, along the east side of Hurontario Street, consists primarily of detached dwellings and townhomes, with the exception of North Shore, a mixed-use, high-rise building consisting of 23-storeys, 213 residential condo units, retail units at-grade, and a parking garage. Forest Avenue Public School and Harold E. Kennedy Park are located east of Hurontario Street.

Port Credit includes a variety of community amenities, such as parks, trails, and recreational facilities. These include St. Lawrence Park, Tall Oaks Park, the Port



View of subject site from Park Street East



View of the subject site from Ann Street, facing south



View of the subject site from Ann Street, facing east

Table 1 - Surrounding Development Applications

Address	Approximate Distance from Subject Property	City File No.	Description	Status
50 Hurontario Street	0 metres	SP 21 120	Construction of Port Credit LRT Station	Withheld
42-46 Park Street East and 23 Elizabeth Street North	200 metres	OZ/OPA 20 6	22-storey residential building (258 units)	Appealed to the Ontario Land Tribunal
21, 25, 29 Park Street East	100 metres	SP 18 73	15-storey residential building (204 units)	Approved
28 Ann Street (formerly 78 Park Street East and 22-28 Ann Street)	Under 100 metres	SP 20 51	22-storey mixed use building (313 units) with at-grade commercial uses	Site Plan Approval withheld. Official Plan and Zoning By-law Amendment applications approved in 2020.
170 Lakeshore Road East	300 metres	OZ/OPA 21 16	15-storey residential building with at-grade commercial uses	Application in process
1130, 1136 and 1138 Mona Road	300 metres	SP 20 92	17 three-storey townhouses and one three-storey detached dwelling facing Mona Road	Withheld; Official Plan Amendment Application under OMB Appeal

Credit Harbour Marina and Credit Village Marina, and the 19-kilometre stretch of Mississauga's Waterfront Trail that connects eleven major parks in the city. The Mississauga portion of the Waterfront Trail extends from the east border of Oakville to the west border of Toronto. It consists of paved trail and residential streets that serve as road connections. Port Credit is a vibrant community with a range of commercial amenities primarily located along Lakeshore Road.

2.4 Surrounding Development Applications

Port Credit is an established community, largely built out with limited remaining opportunities for significant intensification. Along with recent infrastructure investments, intensification of the remaining redevelopment sites in Port Credit are now being realized. Within 300 metres of the subject site are three applications for residential condominium buildings with heights between 15 and 22-storeys.

Table 1 outlines active and recently approved development applications within 300 metres of the subject site. Information provided includes the approximate distance from the subject lands, a description of the proposed development, and the status of the application.

2.4.1 Recently Approved Development Applications in Ward 1

Port Credit West Village (Brightwater)

In August 2017, the Port Credit West Village Partners submitted an application for an Official Plan Amendment, Zoning By-law Amendment, and Draft Plan of Subdivision to the City of Mississauga for the 72-acre site located at 70 Mississauga Road South and 181 Lakeshore Road West. Known as Port Credit West Village, or Brightwater, the under-construction development includes approximately 2,995 new residential units, including 537 townhouses and 2,458 apartment units.



View of 28 Ann Street (under construction), looking south from the subject site



View of development to the east, abutting the under-construction LRT Station

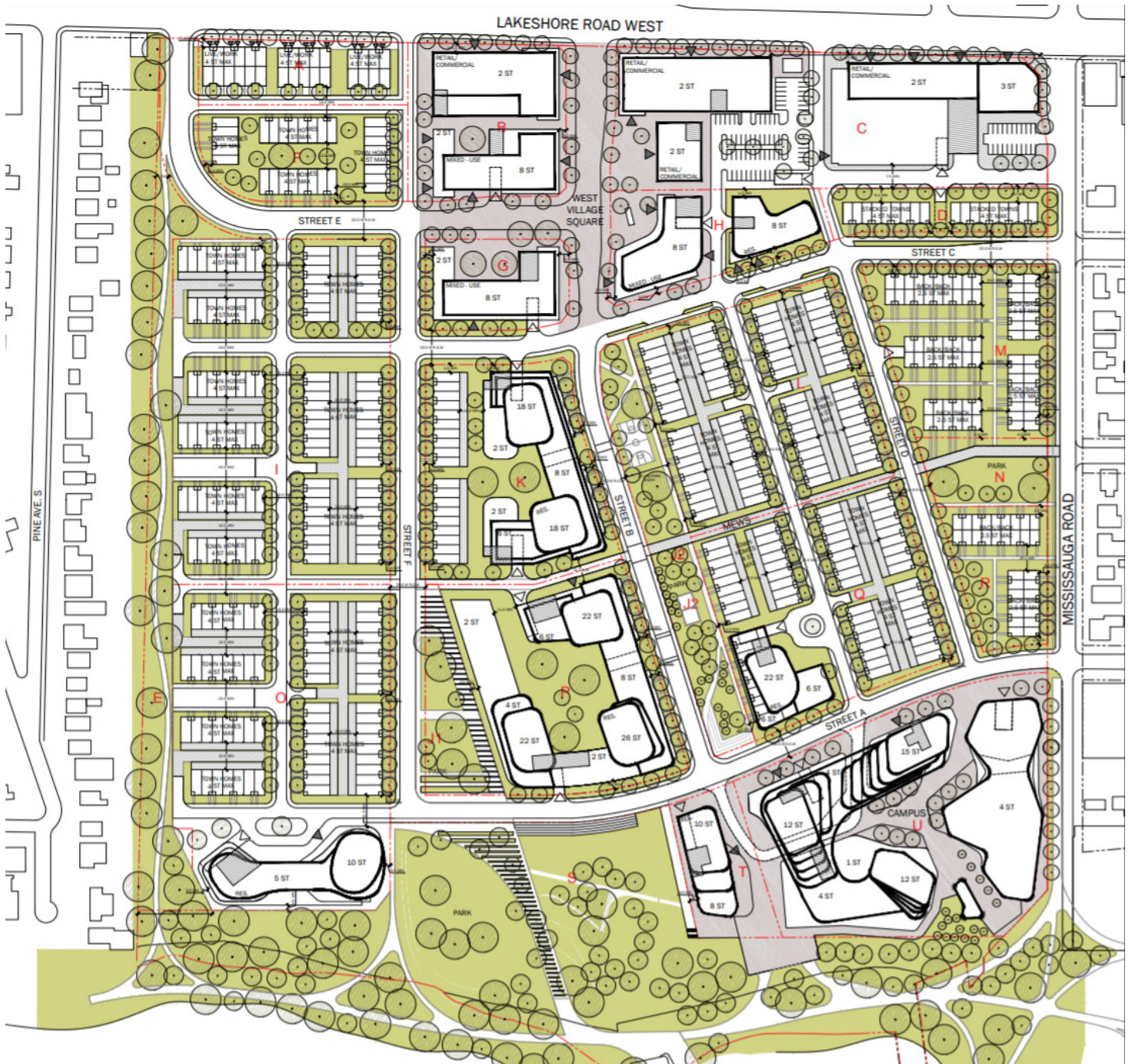


Figure 2 | Brightwater Building Heights

The total gross floor area ("GFA") is approximately 417,464 m² (4,493,549 ft²) with a residential GFA of approximately 380,527 m² (4,095,962 ft²) and a non-residential GFA of approximately 36,937 m² (397,587 ft²). The projected population for the Port Credit West Village is 6,441 people. The Master Plan shows that the residential apartments will be developed between 6 to over 20 storeys, including a building with 29 storeys (Figure 2). The taller towers are concentrated at the center of the site, with some towers in close proximity to the lake and proposed public parks. The development is serviced by bus routes; the closest higher order transit station is the Port Credit GO Station, approximately a 1.2-kilometre walk from the eastern boundary of the site.

The master plan for the proposal was approved in June of 2019 and the staff's recommendation

report was unanimously endorsed by Mississauga City Council on July 31. Some issues were settled at the Local Planning Appeal Tribunal ("LPAT") and the proposal received official planning and zoning approval status by order of the tribunal in September. The development is expected to be complete in 2023.

Lakeview Village

Located at the former Lakeview Power Generating Station lands, the Lakeview Village development will consist of 8,050 residential units, including over 400 affordable units; 180,000 ft² of commercial space; 27 acres of parkland; up to 1.5 million ft² of projected employment space; and over 5.5 kilometres of new bike lanes including a new waterfront trail connection. The redevelopment will include a variety of built forms and heights. The tallest nine buildings are above 20



Figure 3 | Lakeview Village Building Heights

storeys, including a 40-storey building (Figure 3). Similar to the central residential precinct, Lakeview Village will include a variety of building heights, with one block approved up to a maximum height of 40-storeys. The tallest towers are concentrated at the center of the site and towards the lake. The development is in close proximity to two planned bus rapid transit hubs. The Long Branch GO Station is located 1.6 kilometres from the site and the Port Credit GO Station is located 4 kilometres west of the site. The staff report supporting the draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications was endorsed by Council in November 2021. Construction for the development is expected to commence in Fall 2022.

2.5 Transportation Network

The subject site is located within the Port Credit Community Node, along an Intensification Corridor, and within a MTSA as identified on Schedule 2: Intensification Areas of the City of Mississauga Official Plan ("MOP"). The following subsections outline the transportation network that connects the subject site to other parts of Mississauga and the wider region.

2.5.1 Road Network

Hurontario Street runs north-south and is identified in the MOP as an Arterial Road (Schedule 5: Long Term Road Network). It has a right-of-way of 30 metres (MOP Schedule 8: Designated Right-of-Way). In this location, Hurontario Street is four lanes wide with dedicated left-turn lanes at all intersections.

Hurontario Street is undergoing significant change, with the construction of higher-order transit in the form of the LRT line, and future primary on-road/boulevard cycling route (MOP Schedule 7: Long-Term Cycling Routes). As part of the road network, Hurontario Street will continue to play an important and ever expanding role, providing connections to downtown Mississauga and east-west routes such

as Lakeshore Road and the QEW Expressway.

Park Street East is a local road that runs east-west. It is a two-lane road with dedicated left turn lanes to Hurontario Street. Intersections with other streets have stop signs to control traffic.

Ann Street is a two-way road identified in the MOP as a Minor Collector (MOP Schedule 5: Long Term Road Network) that runs from the Port Credit GO Station to Lakeshore Road East. Intersections have stop signs to control traffic.

Queen Street East is also identified in the MOP as a Minor Collector (MOP Schedule 5: Long Term Road Network). It is a one-way street that runs from Ann Street to Elizabeth Street North. It is used by vehicles dropping off passengers or accessing parking lots as well as buses servicing the Port Credit GO Station.

2.5.2 Transit Network

GO Train Service

The Port Credit GO Station is located less than 250 metres away, immediately north of the subject site. The GO Station services the Lakeshore West GO train. The Lakeshore West GO train route features two-way, all-day service between Toronto and Aldershot and weekday rush-hour service from Hamilton to Toronto in the morning and back in the afternoon. On weekdays, the Lakeshore West GO train runs every 15 minutes on average. On weekends, it runs every 30 minutes.

Metrolinx's Port Credit GO Station Southeast Area Master Plan Study outlined two major service improvements that will affect ridership at the Port Credit GO Station. First, in April 2015, the provincial government committed funding for a future Hurontario LRT line between the Port Credit GO Station and the Downtown Brampton GO Station. By 2031, the Port Credit GO Station is expected to accommodate 118,000 passengers each weekday. Second, the Metrolinx Regional Express Rail project

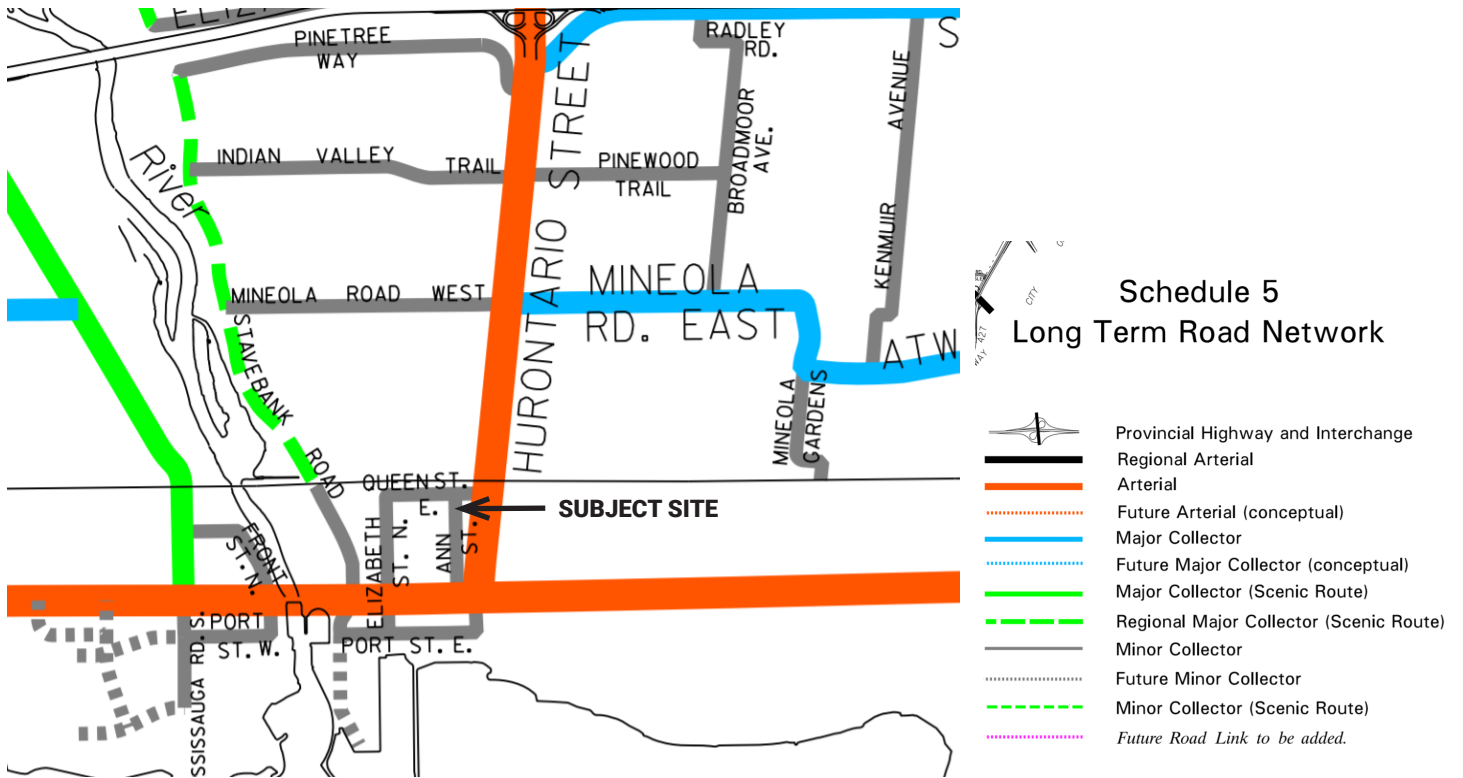


Figure 4 | Mississauga Official Plan - Schedule 5 - Long Term Road Network

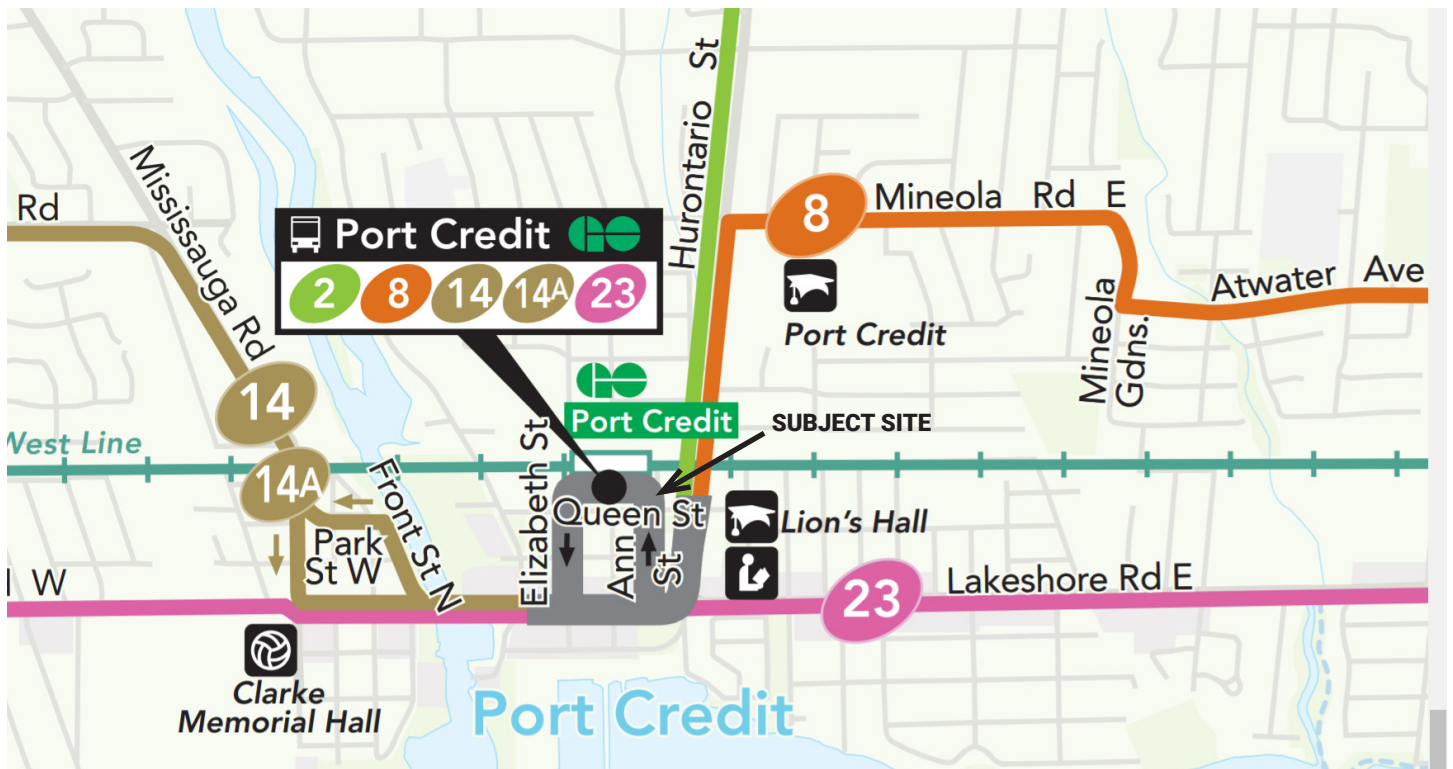


Figure 5 | Mississauga Transit Map

will introduce 15-minute or better service throughout the day between Toronto and Aldershot and add new hourly service to and from Hamilton 7 days a week. These improvements are expected to significantly increase ridership along the Lakeshore West line.

Light Rail Transit Services

The Port Credit GO Station will be the terminus for the Hurontario Light Rail Transit (“LRT”) line. The LRT Station will be immediately adjacent to the subject property, located between the east lot line and Hurontario Street. The LRT will run along Hurontario Street in Mississauga and Brampton and fully integrate with municipal and regional transit systems. The project, valued at \$4.6 billion, includes 18 kilometres of new dedicated rapid transit between Port Credit GO Station in Mississauga to the Gateway Terminal at Steeles Avenue in Brampton.

The LRT will feature 19 stops and connect to major transit systems, including GO Transit (Milton and Lakeshore West lines), the Mississauga Transitway, future Dundas BRT, Brampton Transit, ZUM, and MiWay. Construction of the Hurontario LRT is underway, expected to be completed in Fall 2024. The LRT project is the third project to include Metrolinx’s Community Benefits program to help contribute to neighborhood improvements.

Bus Services

The subject site’s proximity to the Port Credit GO Station offers a high level of transit accessibility via bus routes, including:

- GO Bus Route 18 from Port Credit GO Station Platform 7 at the corner of Park Street East and Elizabeth Street; and
- MiWay routes 2, 8, 14 and 23 from Port Credit GO Station Platform 7 at the corner of Park Street East and Elizabeth Street.

GO Bus Route 18 runs from St. Catharines to Toronto and stops in Lincoln, Grimsby, Hamilton, Burlington, Oakville, and Mississauga. The stop in Mississauga includes the Port Credit GO Station. This route runs every day.

2 Hurontario runs north-south on Hurontario Street and features 29 stops between Port Credit GO Station and City Centre Transit Terminal and provides all-day service, seven days a week.

8 Cawthra features 47 stops and runs north-south from the Port Credit GO Station along Cawthra Road to the City Centre Transit Terminal on weekdays.

14 Lorne Park has 58 stops and runs east-west from the Port Credit GO Station to the Clarkson GO Station on weekdays.

14A Lorne Park follows a similar route as 14 Lorne Park and services an area south of the Port Credit GO Station during weekday rush hour.

23 Lakeshore runs east-west, seven days a week from Clarkson GO Station to Long Branch GO Station. This route has 48 stops, including Port Credit GO Station and Ann Street at Park Street.



Figure 6 | Hurontario LRT Route

3.0

PROPOSAL

3.1 Development Overview

Edenshaw Queen Developments Limited proposes to redevelop the subject site with two mixed-use residential buildings, Tower A and Tower B, consisting of 40- and 42-storeys, respectively (Figure 9). A total GFA of 73,540 m² (791,580 ft²) is proposed, comprised of a residential GFA of 71,775 m² (772,580 ft²) and a non-residential GFA of 1,765 m² (19,000 ft²). Commercial space is located at grade, directed towards a mid-block connection between the LRT Station and Ann Street, and facing Ann Street. Some commercial space is also partially located on the second floor of Tower B. Five grade-related units are proposed as part of Tower A, with frontage on Park Street East.

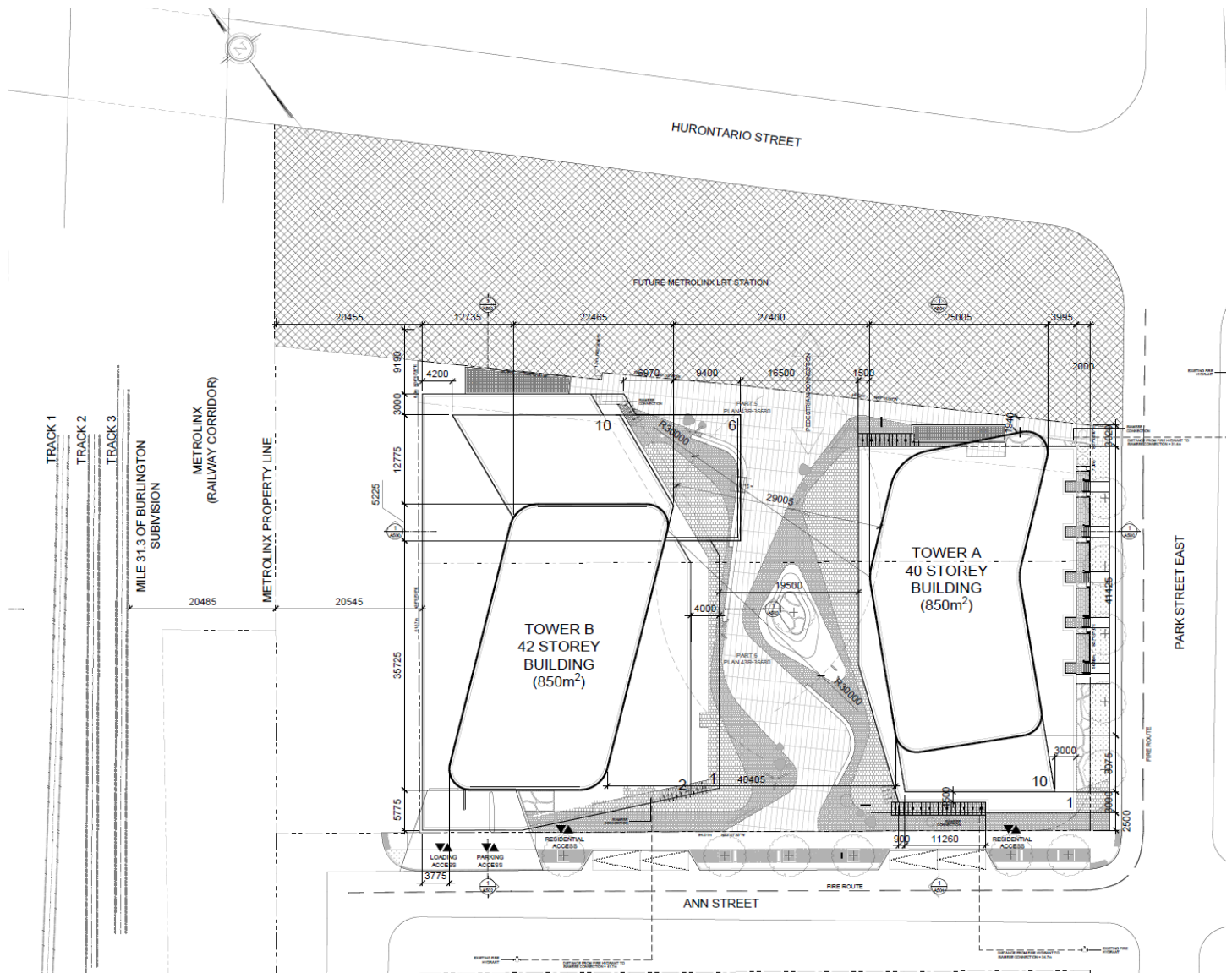
A total of 1,580 m² (17,006.98 ft²) of outdoor amenity

space and 1,925 m² (20,720.53 ft²) of indoor amenity space are proposed on the site; a total of 3,505 m² (37,727.51 ft²). The outdoor amenity includes 852 m² of POPS located between the two buildings. The POPS is intended to create a high quality public realm facilitating an attractive and natural connection between the LRT, GO Station and bus terminal.

Four levels of underground parking with 474 parking spaces are proposed, including 360 residential spaces and 114 shared visitor and retail spaces. The project is considering en percent of all parking spaces to be EV charger-ready spaces. A total of 740 bicycle spaces are proposed for residents, including 683 long-term parking spaces and 57 short-term spaces. Seven spaces will be provided for commercial uses. Table 2 provides a summary of the proposed site statistics.



Rendering of the POPS between Buildings A and B



Site Layout and Pedestrian Circulation

A driving force behind the site layout is its location between the GO and LRT Stations. The floor plate size is 850 m² that is consistent with developments of similar scale in urban intensification areas. The proposed development includes two buildings entirely separated above ground, at the north and south sides of the lot. The resulting open space between the buildings provides an attractive, functional, and accessible space for residents of the buildings, members of the broader Port Credit community, and transit users. People will be able to move easily and safely in a pedestrian-first space around the site and between the LRT and GO stations.

Main entrances to residential and retail areas are oriented along the street edges, with additional entrances to commercial units accessible from the mid-block connection. Enhancements to existing sidewalks are proposed along all public streets and the interface with the LRT station to create a pedestrian-friendly environment for residents, workers, community members and transit users.

Built Form

The proposed built form features two buildings at the north and south portions of the site. At the ground floor, commercial space is positioned to face the mid-block connection, Ann Street and towards the LRT station. The location of commercial uses encourages an animated public realm and a pedestrian-friendly environment. Grade-related units are located on the Park Street frontage, providing a connection with the primarily residential neighbourhood to the south. Servicing and loading areas are hidden at the rear of the property abutting the railway corridor. Visually interesting and appropriately scaled podiums provide additional commercial space, residential units, and indoor and outdoor amenity areas. The residential tower portions of the buildings begin at the 11th storey.

Appropriate setbacks and separation distances have been provided, and the buildings have been designed to mitigate the potential impacts of wind and shadows. Large openings between the buildings will allow morning, afternoon, and evening sunlight to illuminate the shared open spaces.

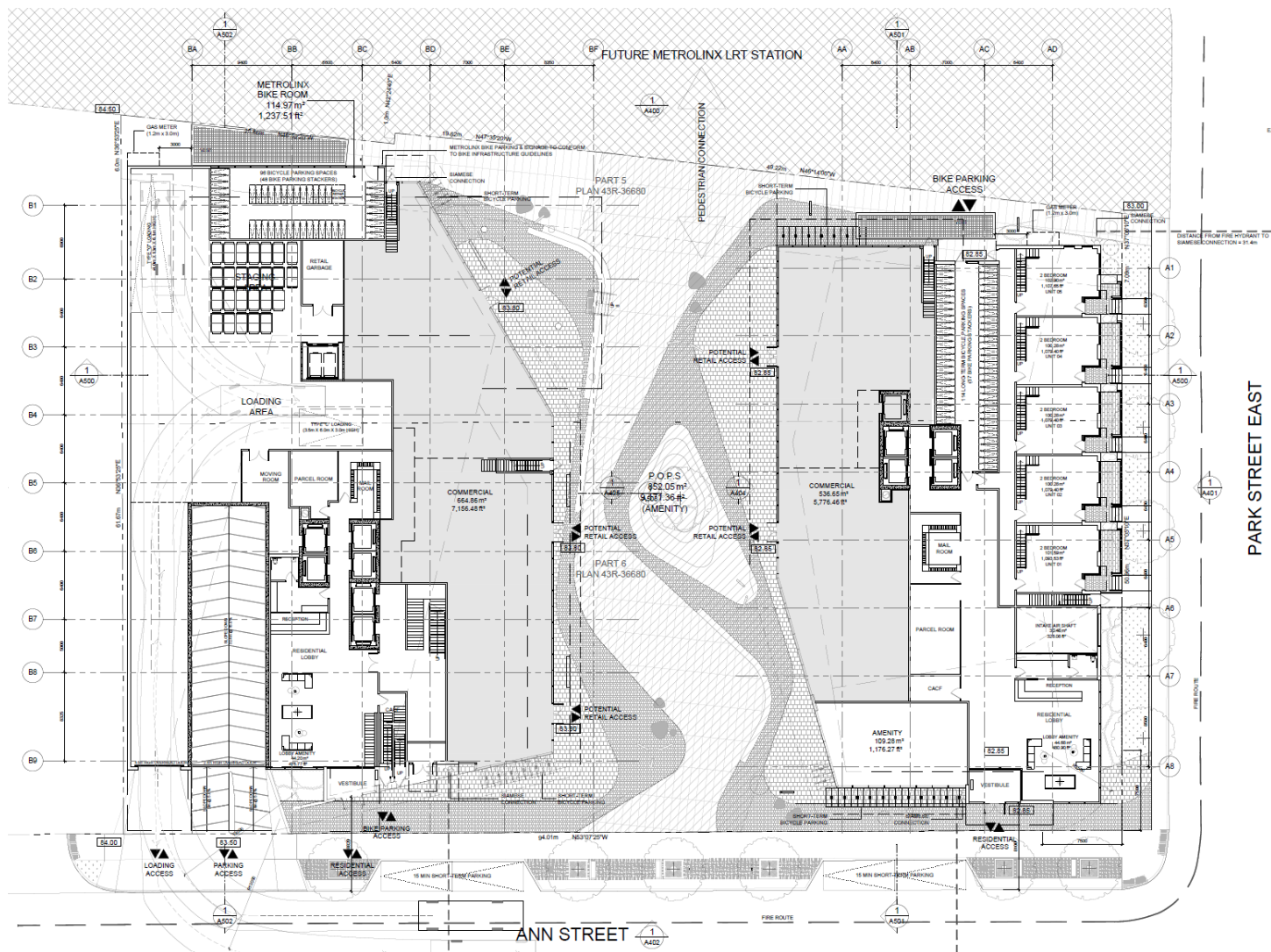


Figure 8 | Ground Floor Plan

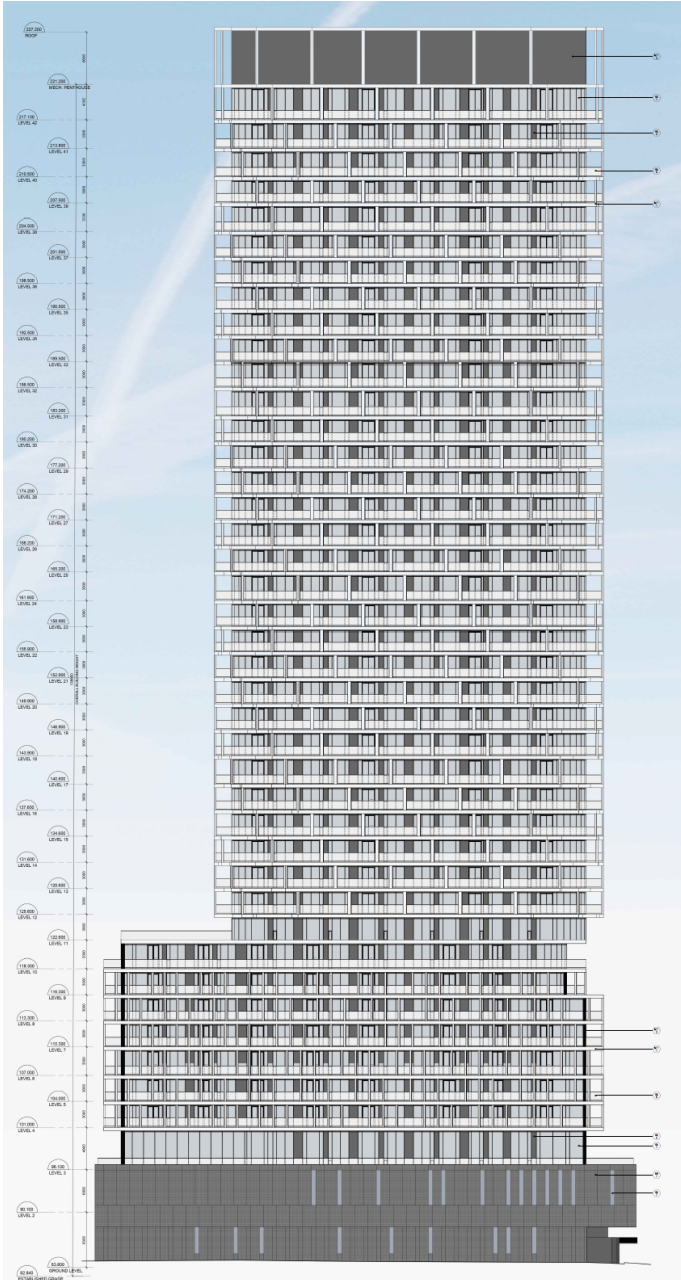


Figure 9 | Project West Elevation

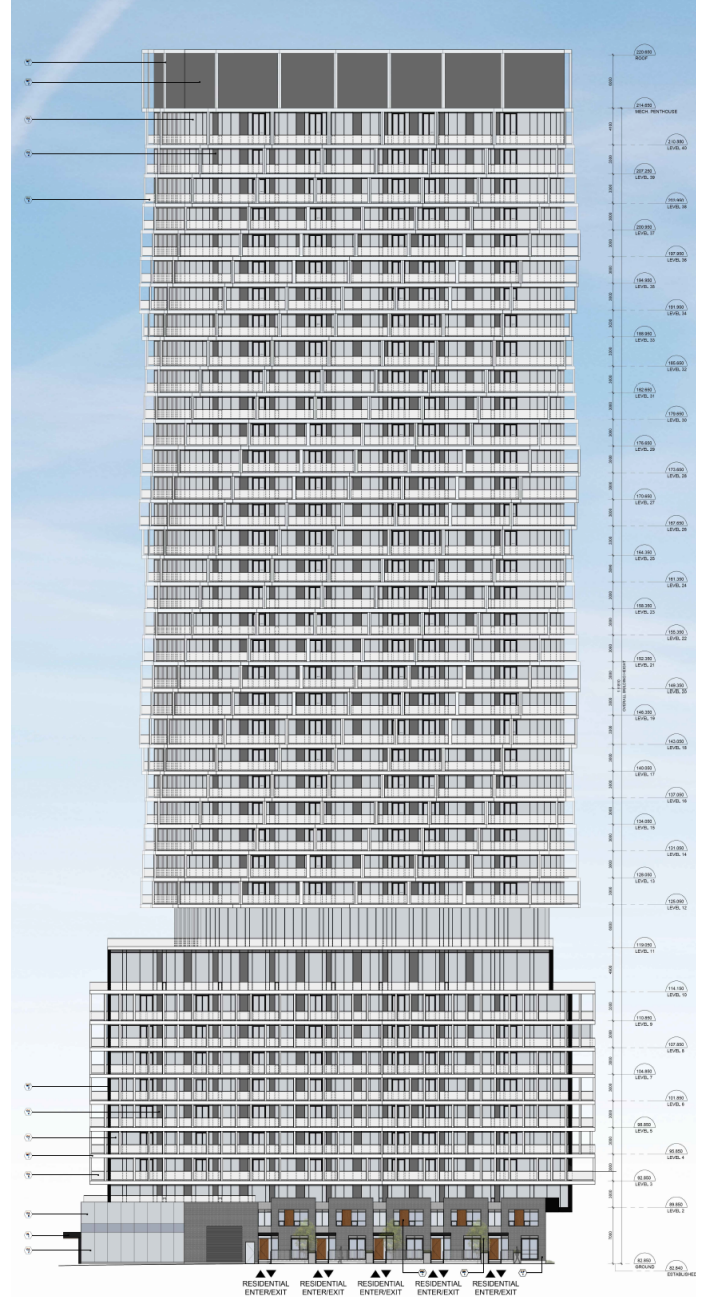


Figure 10 | Project East Elevation

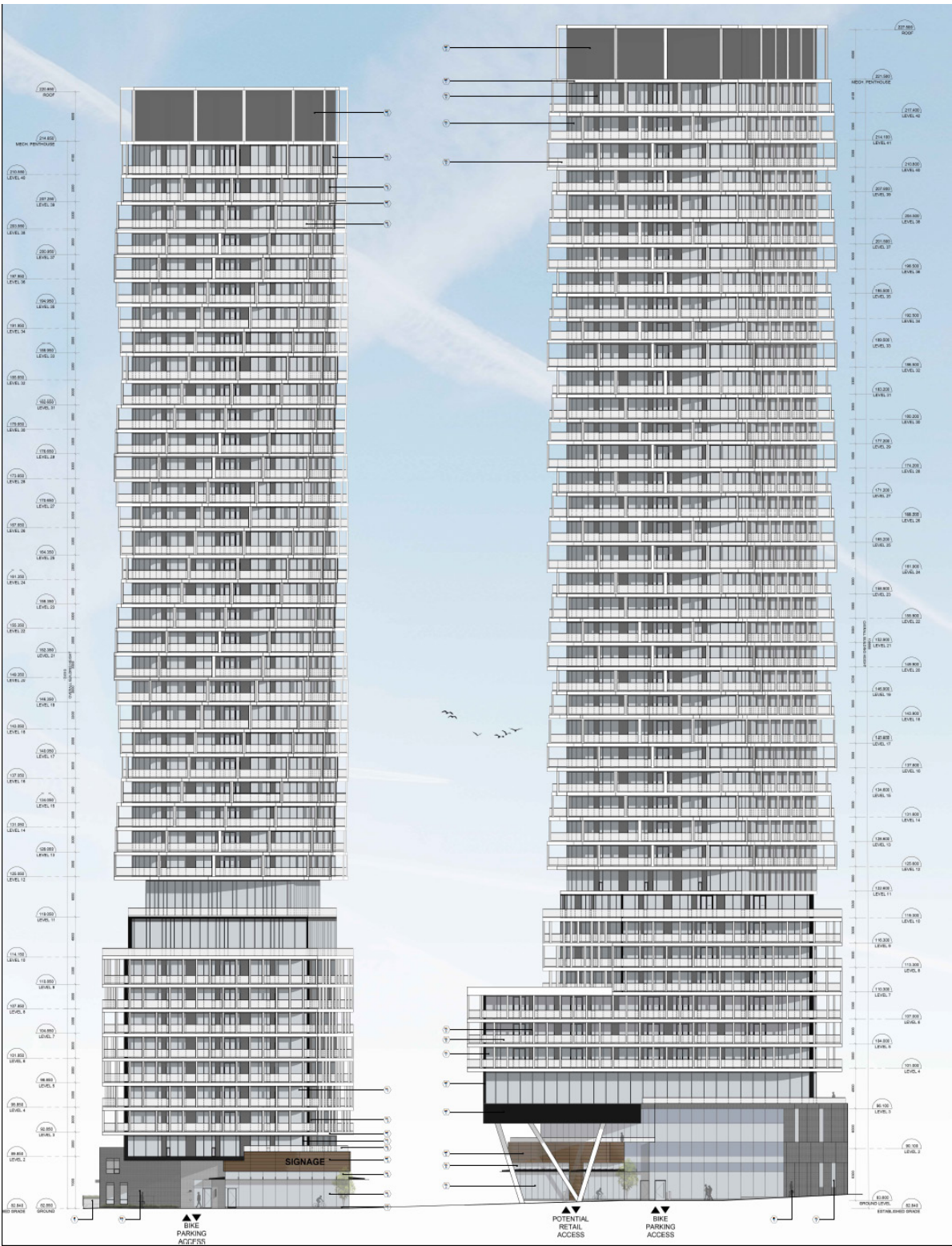


Figure 11 | Project North Elevation

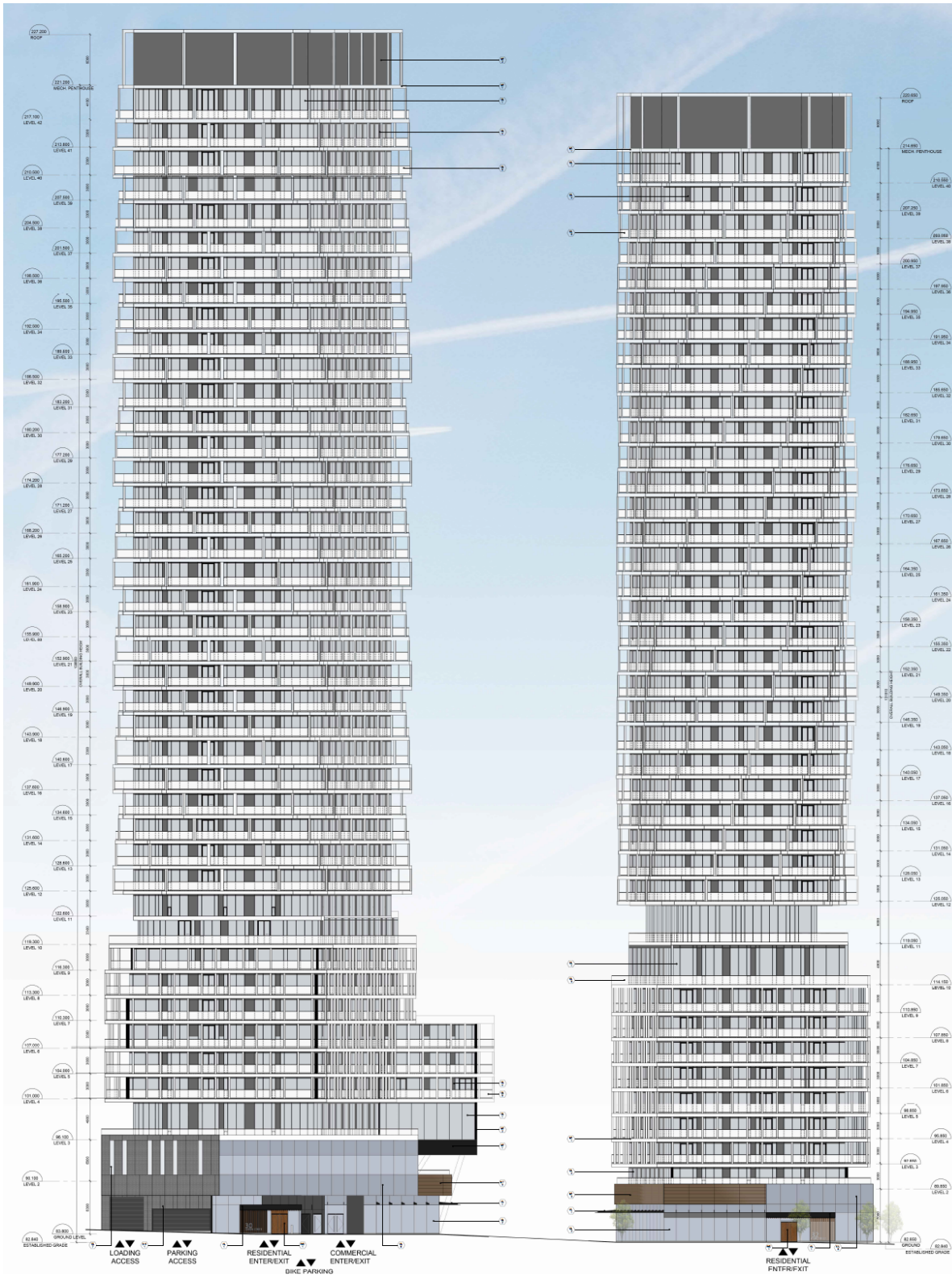


Figure 12 | Project South Elevation

Landscaping and Streetscaping Improvements

External

The public realm and streetscapes along Park Street, Ann Street, and the interface with the LRT station will be upgraded in accordance with City standards and consistent with existing and planned streetscapes in the neighbourhood.

Internal

Creating a mid-block connection and publicly accessible open space on-site provides opportunities for landscaped areas. The mid-block connection will

be designed to increase connectivity between the LRT and GO Station while providing a valuable community asset. Approximately 1,660 m² of landscaping will be provided through the proposed development. The wide publicly accessible thoroughfare will offer a bright, safe, and pleasant space for residents, members of the community, and transit users.

Open Space and Amenity Areas

Indoor and outdoor amenity areas have been provided in both buildings. Tower A includes 725 m² indoor and 815 m² outdoor amenity space and Tower B includes 1,200 m² indoor and 765 m² outdoor.

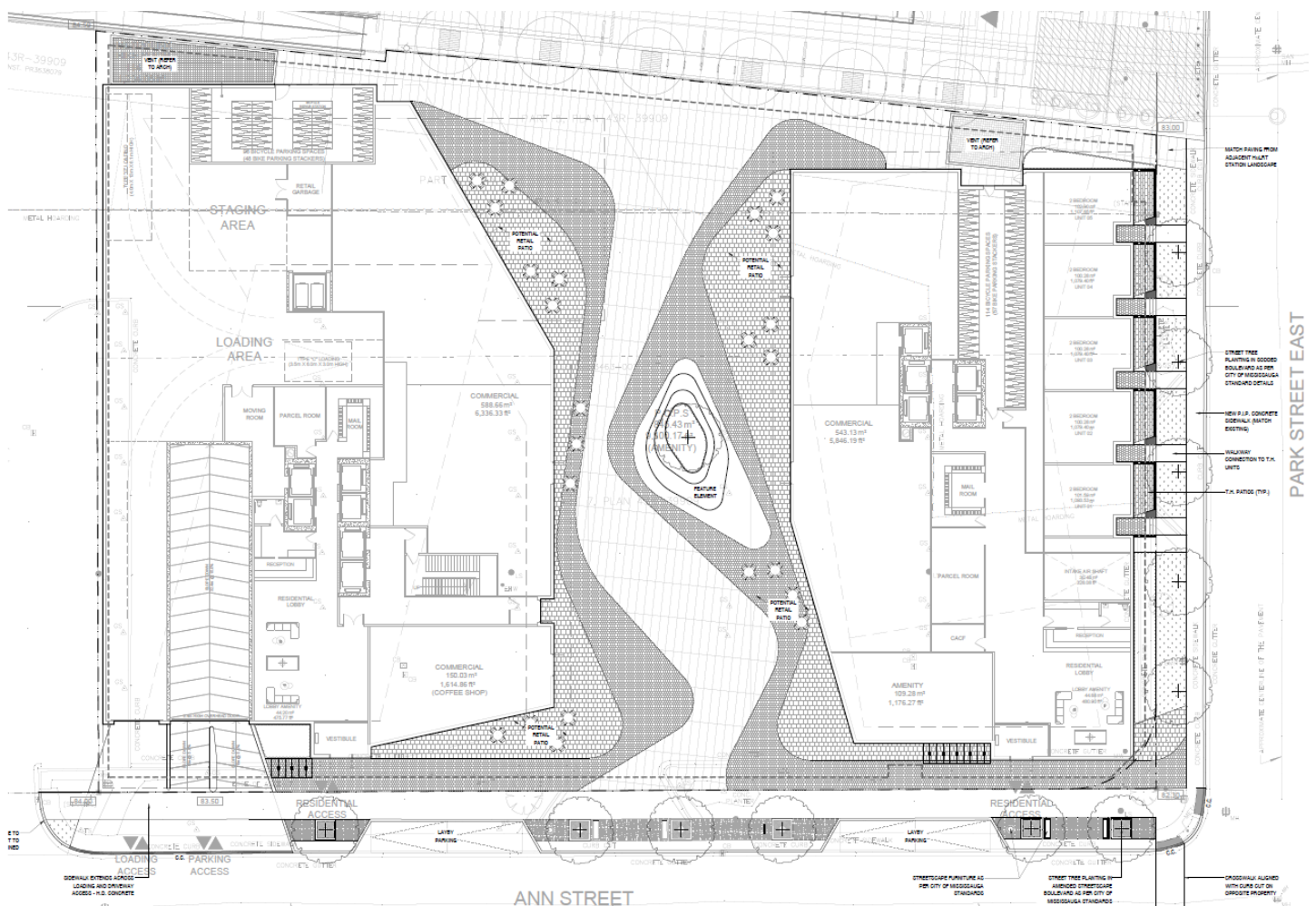


Figure 13 | Ground Floor Landscape Plan

Outdoor amenity area is split between terraces in both buildings and proposed POPS. The proposed POPS provides open space for residents, visitors and commuters and allows for a seamless connection between the GO Station and LRT Station.

Servicing and Vehicle Access

A single entry point from Ann Street is proposed to facilitate vehicular access to the building for parking and servicing needs. Providing one location for vehicular entry reduces potential points of conflict between pedestrians and vehicles and prioritizes a safe and pleasant pedestrian experience of the site

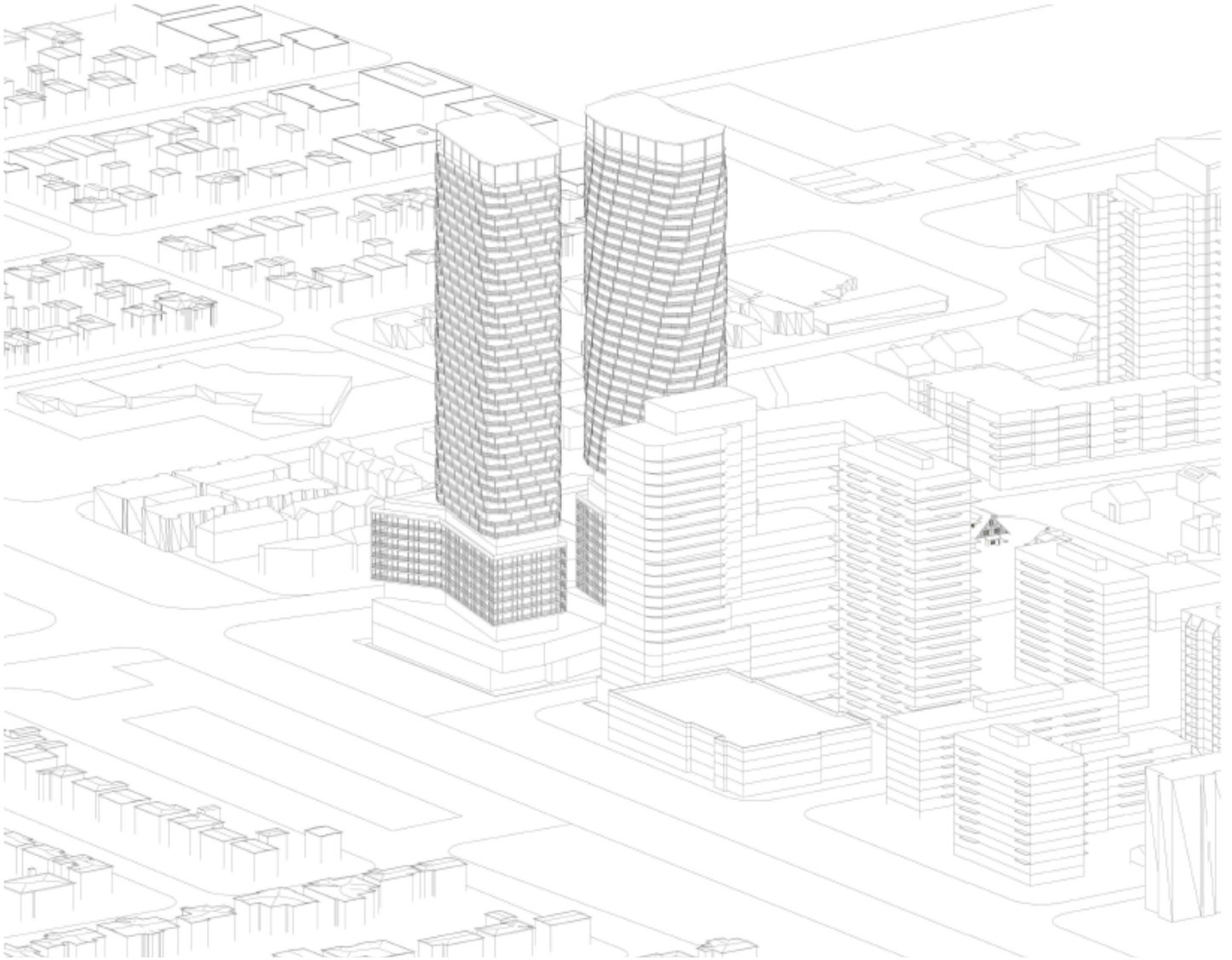
for residents and transit-users. Lay-by parking is planned in the municipal boulevard on Ann Street without compromising a pedestrian footpath along Ann Street.



Rendering of the POPS between Buildings A and B

Table 2 - Summary of Site Statistics

Site Area	0.59 hectares (1.47 acres)
Height (floors / m.)	
Tower A	40 storeys / 131.81 m
Tower B	42 storeys / 138.66 m
Gross Floor Area (GFA)	
Residential	
Tower A	33,690 m ² (362,640 ft ²)
Tower B	38,085 m ² (409,940 ft ²)
Total Residential	71,775 m ² (772,580 ft ²)
Non-Residential	1,765 m ² (19,000 ft ²)
Total GFA	73,540 m ² (791,580 ft ²)
Number of Residential Units	
One-Bedroom	463 (41%)
One-Bedroom + Den	350 (31%)
Two-Bedroom	199 (17%)
Two-Bedroom + Den	127 (11%)
Total	1,139
Amenity Space	
Outdoor	1,580 m ² (17,006.98 ft ²)
Indoor	1,925 m ² (20,720.53 ft ²)
Total Amenity Space	3,505 m ² (37,727.51 ft ²)
Amenity Space per unit	3 m ²
Floor Space Index (FSI)	12.36
Parking Spaces	
Residential	360 (0.316 per unit)
Visitor and Non-residential	114
Total Parking Spaces	474
Bicycle Parking Spaces	747



Massing view looking southeast



Massing view looking southwest



Massing view looking northwest



Massing view looking northeast

3.2 Required Approvals

The subject property is designated Mixed Use under the Mississauga Official Plan (“MOP”); it is within the Port Credit Community Node, an Intensification Corridor, and the Port Credit MTSA. The proposal complies with the relevant policies related to a Mixed-use development in an intensification area. The subject property is also located within the Port Credit Local Area Plan (“PCLAP”). Schedule 2B of the PCLAP limits height on the subject property to 22-storeys. Therefore, an Official Plan Amendment is required to permit a proposed height of greater than 22-storeys. The Official Plan Amendment will also amend specific performance standards including policies related to properties fronting Hurontario Street, required non-residential area requirements and tower floor plate areas.

City of Mississauga Zoning By-law 0225-2007 zones the property Development (D), which recognizes vacant lands that require rezoning to conform with the Mississauga Official Plan. A Zoning By-law Amendment (“ZBA”) is required to rezone the site to reflect the proposed development, as well as to permit the proposed performance standards including height, density and parking ratios (among others).

A Draft Plan of Subdivision application is also being submitted to delineate a corner rounding triangle that will be conveyed to the City of Mississauga, as per the City’s request, as well as to establish horizontal blocks of the post conveyance site area that will be partitioned by the future ground floor plane.

3.3 Public Consultation

The public consultation approach will follow regulations outlined in the Planning Act and City of Mississauga OPA and ZBA processes.

Stakeholders and the public will be engaged throughout the development process via written channels, statutory meetings, Ward meetings and informal meetings. These will be planned to take place either in-person or virtually depending on public health requirements.

All application materials will be made available both online and in-person, and an application notice sign will be posted on the subject site and updated throughout the development process. A pre-application community meeting was not required as per the DARC submission requirements dated January 19th, 2022. A community meeting will be held following the application submission.

4.0

POLICY AND
REGULATORY
CONTEXT

4.1 Overview

The following sub-sections provide an overview of Provincial, Regional, and Municipal planning policies that inform development on the subject site. This discussion outlines how the proposed development is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe and ROP, and is consistent with the direction and policy framework of the MOP.

4.2 Planning Act

The Planning Act R.S.O. 1990, c. P.13 ("Planning Act") is the legislation that establishes the ground rules for land use planning in Ontario. It enables municipalities to control land use and provides the mechanisms to exercise this control.

Section 2 of the Planning Act outlines matters of provincial interest that approval authorities must have regard to when carrying out responsibilities. Matters that apply to the proposed development include:

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services, and waste management services;
- (h) the orderly development of safe and healthy communities;
- (j) the adequate provision of a full range of housing, including affordable housing;
- (k) the adequate provision of employment opportunities;
- (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; and,

- (r) the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant.

Section 3(5) of the Planning Act states that planning decisions must be consistent with ministerial policy statements and conform or not conflict with provincial plans that are in effect on that date.

Summary

Proposed development of the subject lands are consistent with the Planning Act and have regard to matters of provincial interest.

4.3 Provincial Policy Statement

The Provincial Policy Statement (2020) ("PPS") was issued under Section 3 of the Planning Act and came into effect on May 1, 2020, replacing the PPS issued April 30, 2014. The PPS sets the foundation for regulating the development and use of land by providing policy direction on matters of provincial interest. All planning decisions in Ontario must be consistent with the PPS, per Section 3(5) of the Planning Act.

Section 1 of the PPS provides policies for building strong and healthy communities. Policy 1.1.1 encourages efficient development and land use patterns that prevent settlement area expansion, an appropriate range and mix of residential and employment uses, and cost-effective development patterns to minimize land consumption and servicing costs.

The subject site is located within a settlement area and built-up area according to Schedule D4 of the Region of Peel Official Plan. The PPS states that settlement areas should be the focus of growth and development (Policy 1.1.3.1). Land use patterns

within these areas should feature opportunities for intensification and have a density and mix of land uses that efficiently use land and resources, are appropriate for planned or available infrastructure, support active transportation, and are transit-supportive (Policy 1.1.3.2).

The proposed development implements a land use pattern that efficiently uses the land and surrounding resources. The proposed residential units and commercial uses support the existing and under-construction transit and active transportation network. With adequate water and sanitary servicing as outlined in the Functional Servicing Report (see Section 5.7), the proposed development will make efficient use of existing municipal services and infrastructure.

Section 1.3 focuses on promoting economic development and competitiveness through employment land uses. Policy 1.3.1 states that economic development and competitiveness will be promoted by providing a mix and range of employment uses and encouraging compact, mixed-use development that incorporates employment into liveable and resilient communities.

The proposal will incorporate a mixture of uses within the building. A combination of residential and non-residential (retail) space with high-quality publicly accessible open space will support a liveable and resilient community and promote economic development and competitiveness.

Section 1.4 provides a framework for housing by encouraging an appropriate range and mix of housing types and densities. Policy 1.4.3 states:

“Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by: ...

c) directing the development of new housing towards locations where appropriate levels

of infrastructure and public service facilities are or will be available to support current and projected needs;

d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;

e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and

f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.”

Infrastructure and public service facilities are outlined in Section 1.6 of the PPS, with transportation systems provided in Policy 1.6.7. The PPS promotes a land use pattern, density, and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (Policy 1.6.7.4).

The Functional Servicing Report outlines that the subject site is serviced by existing municipal services and infrastructure, including public transit. Hurontario Street is an arterial road and a higher-order transit corridor, with LRT construction underway. Hurontario Street will incorporate on-road cycling lanes to encourage alternative means of active modes of transportation. Lakeshore Road and the waterfront trail are close to the subject site and offer additional active transportation routes. The Port Credit GO Station is central to the Port Credit MTSA and is planned to have electrified and increased GO rail service to adjacent municipalities. Port Credit is a walkable community with a range of public and

private amenities within a walkable distance of the subject property. Therefore, the subject property is well-positioned to provide new housing at a density that supports the use of active transportation.

The Port Credit GO Station is central to the Port Credit MTSA and is planned to have electrified and increased GO rail service to adjacent municipalities. Port Credit is a walkable community with a range of public and private amenities within a walkable distance of the subject property. Therefore, the subject site is well-positioned to provide new housing at a density that supports the use of active transportation.

Section 1.7 provides a framework for supporting economic prosperity. Policy 1.7.1 states:

“Long-term economic prosperity should be supported by: ...

- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
- e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
- f) promoting the redevelopment of brownfield sites”

The proposal enhances an underutilized greyfield site along Hurontario Street by developing it into a compact, mixed-use, and transit-oriented site, adding a wide range of housing options and employment opportunities for the City. The proposal adds 1,139 residential units to the Port Credit neighbourhood and provides 1,765 m² (19,000 ft²) of commercial space.

Summary

Based on the above rationale, it is our opinion that the proposed development, Official Plan Amendment, and Zoning By-law Amendment are consistent with the PPS.

4.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) was issued under Section 7 of the Places to Grow Act and came into effect in May 2019. The Growth Plan builds on the PPS and provides a regional framework that supports the growth of stronger, more complete communities, a thriving economy, a clean and healthy environment, and social equity. According to Section 3(5) of the Planning Act, planning decisions must conform to or not conflict with the Growth Plan. Policies of the



Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

Section 1.2.1 outlines the guiding principles of the Growth Plan. The most pertinent to the proposal include to:

- Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime;
- Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;
- Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households;
- Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government; and,
- Provide for different approaches to manage growth that recognize the diversity of communities in the Greater Golden Horseshoe.

The Growth Plan directs growth to settlement areas that have a delineated built boundary, have existing municipal water and wastewater systems, and can support the achievement of complete communities (Policy 2.2.1(2)(a)). Within these areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit), and areas with existing or planned public service facilities (Policy 2.2.1(2)(c)).

Strategic growth areas are defined as:

"Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas" (Section 7 – Definitions).

Growth Plan policies encourage growth within settlement areas to be focused in locations with existing or planned transit, prioritizing higher order transit (Policy 2.2.1(2)).

Complete communities that feature a diverse mix of land uses, including residential and employment uses, provide a diverse range and mix of housing options, expand access to a range of transportation options including active transportation, and provide for a more compact built form are supported by Policies 2.2.1(3) and 2.2.1(4). Support for complete communities along transit and transportation corridors is emphasized.

Complete communities are defined as:

"Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-

friendly and may take different shapes and forms appropriate to their contexts” (Section 7 – Definitions).

The subject site is located within the settlement area, delineated built boundary, and provides an opportunity to redevelop and activate an underutilized greyfield site. Immediately south of the Port Credit GO Station it will offer access to an extensive regional and local transit network that is unparalleled in Mississauga. The site will be serviced by the Hurontario LRT line expected to start operating in Fall 2024. The proposed built form is compact, mixed-use, and transit-oriented and contributes to increased housing options, economic opportunities, and community amenities in the area. Therefore, the proposed development will contribute to achieving a complete community.

Policies in Section 2.2.2 provide direction for land use planning in delineated built-up areas. The Growth Plan states that by the time the next municipal comprehensive review is approved and for each year thereafter, a minimum of 50 percent of all residential development occurring annually within areas including the Peel Region will be within the delineated built-up area (Policy 2.2.2(1)(a)).

Section 2.2.4 of the Growth Plan focuses on Transit Corridors and Station Areas. MTSA on priority transit corridors that are served by light rail transit are to be planned for a minimum density target of 160 residents and jobs combined per hectare according to Policy 2.2.4(3). MTSA are to be designed as transit-supportive, offering multimodal access to stations, connections to and integration with local and regional transit services, and infrastructure to support active transportation (Policy 2.2.4(8) and 2.2.4(10)). Section 5.2.5 of the Growth Plan states that the minimum intensification and density targets in this Plan are minimum standards. Municipalities are encouraged to go beyond these minimum targets, where appropriate (Policy 5.2.5(1)). The Region of Peel is proposing a density target of 200 people and jobs per hectare for the Port Credit MTSA through its

municipal comprehensive review process.

Development should be supported by planning for a diverse mix of uses to support existing and planned transit service levels and providing alternative development standards, such as reduced parking standards (Policy 2.2.4(9)).

Ensuring the availability of sufficient land for a variety of employment is necessary to achieve economic development and competitiveness goals, according to Policy 2.2.5(1). The Growth Plan states that retail and office uses will be directed to locations that support active transportation or have existing or planned transit (Policy 2.2.5(3)), and that surface parking should be minimized in favor of active transportation networks and transit-supportive built form (Policy 2.2.5(4)). It directs that compact built form be used to support the retail sector (Policy 2.2.5(15)).

Section 2.2.6 outlines housing policies, including those related to achieving complete communities. These include achieving minimum intensification and density targets and diversifying the overall housing stock across the municipality (Policy 2.2.6(2)).

Retail uses proposed on the subject site ensure that jobs are located within an area supported by a well-connected transit network. The mix of uses proposed on the subject site will increase ridership for regional GO train and LRT service and local bus service, with transit stops located in the immediate vicinity. Existing surface parking will be replaced by a compact, high-density, mixed-use building that will activate the streetscape and public realm along Ann Street, Park Street East, and around the GO Transit and LRT Stations. The proposal will encourage modes of active transportation through the provision of bicycle parking facilities and reduced vehicle parking rates. Retail uses will front onto the interior courtyard (POPS), Ann Street, and the interface with the LRT station to ensure accessibility for residents, employees, community members, and commuters. The POPS will offer commuters a place to rest between

switching transit modes and will help to integrate the GO Transit and LRT networks seamlessly.

The proposal will also expand the existing housing supply and contribute to greyfield redevelopment and intensification and density targets for the City of Mississauga. A range and mix of unit sizes have been proposed, accommodating various household sizes reflective of Mississauga's demographics.

Transportation in the Greater Golden Horseshoe should provide connectivity among transportation nodes, offer a balance of transportation choices that reduce reliance upon automobile use and promote transit and active transportation modes, and offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities (Policy 3.2.2(2)).

The transit network servicing the subject site, including the GO Train, bus terminal and LRT networks support many of the policies outlined in Section 3.2.2 and 3.2.3 including reduced greenhouse gas emissions and upgraded linkages between transit stations and other municipalities (Policy 3.2.3(2)).

To achieve climate change goals outlined in Section 4.2.10, municipalities must support the achievement of complete communities and the minimum intensification and density targets outlined in the Growth Plan. They should also reduce dependence on the automobile and support existing and planned transit and active transportation (Policy 4.2.10(1)).

The proposed building is within the Port Credit Community Node, an intensification corridor, and Port Credit MTSA, a node with two higher order transportation routes. The site's access to a multi-modal transportation system minimizes the need for private automobiles and encourages environmentally friendly modes of transportation. Furthermore, the site layout prioritizes connectivity with and between the two higher order transit stations, creating an attractive and functional space for transit users. The Transportation Demand Management measures

outlined in GHD Limited's Transportation Impact Study promote the use of public transit and active transportation that will reduce vehicular traffic and create a pedestrian-friendly environment. Section 2.2.4 (5) allows upper- and single-tier municipalities to delineate boundaries and set minimum density targets for MTSA's. The proposed minimum density target for the Port Credit GO MTSA is 200 people and jobs per hectare, as outlined in Table 5 of the draft Peel 2051 Regional Official Plan. To meet the increased density target an additional 7,536 people and jobs are required within the MTSA area.

Summary

Based on the rationale provided above, it is our opinion that the proposed development, Official Plan Amendment, and Zoning By-law Amendment conform to the policies of the Growth Plan.

4.5 Region of Peel Official Plan

The Region of Peel Official Plan ("ROP") guides growth and development in the Region of Peel ("the Region"). The ROP was adopted by Regional Council on July 11, 1996 and received ministerial approval with modifications on October 22, 1996. The Province has delegated approval authority of Mississauga Official Plan and official plan amendments to the Region of Peel. The Region is completing a Municipal Comprehensive Review ("MCR") of its Official Plan, which is anticipated to be completed by July 1, 2022, based on Provincial requirements, including policy changes related to MTSA's, Intensification Targets, and Settlement Area Boundary Expansions, amongst others.

The ROP seeks to provide a long-term, holistic approach to planning that guides growth and development in Peel while protecting the environment, managing resources, and outlining a regional structure that manages growth effectively and efficiently.

Table 3 in Section 4.2 of ROP outlines population, households, and employment forecasts for Peel

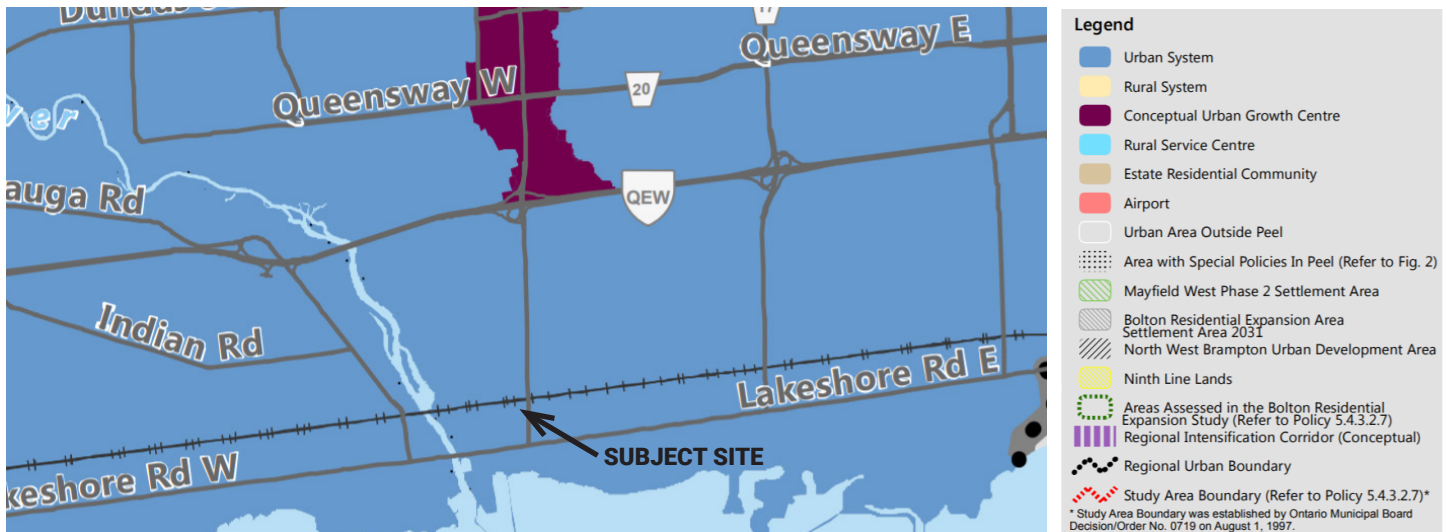


Figure 14 | Region of Peel Official Plan - Schedule D - Regional Structure

Region. 2031 forecasts for Mississauga anticipate a population of 805,000 people, 270,000 households, and 510,000 jobs. This represents an increase of 37,000 people and 10,000 jobs from 2021.

Chapter 5 of the ROP contains broad planning goals, objectives, and policies in response to growth pressures. The overarching goal is to provide a diversity of healthy, complete communities for those living and working in Peel Region. These communities will be connected by a multi-modal transportation system and provide efficient use of land, public services, and infrastructure (Section 5.1.2).

The subject site's location along Hurontario Street, a higher order transit corridor, and just adjacent to the Port Credit GO Station and future Hurontario LRT stop facilitate the development of a transit-oriented, complete community. The proposed mix of uses, including residential, office, and retail, and supporting exterior and interior amenities, benefits residents and workers at the proposed development and the surrounding community.

The subject site is located within the Urban System and Built-Up Area according to Schedule D and D4

of the ROP. Objectives for the Urban System include establishing healthy, complete urban communities that contain living, working, and recreational opportunities (5.3.1.3), achieving intensified and compact form and a mix of land uses (5.3.1.4), and achieving a pedestrian-friendly and transit-supportive urban structure, form, and density (5.3.1.5), among others. Policy 5.3.3.2.5 requires municipalities to support increased residential and employment densities within MTSAs and major intensification opportunities, including brownfield and greyfield redevelopment to ensure transit viability and a mix of uses.

The proposal directs development to the Urban System and Built-Up Area and will efficiently use existing services and infrastructure while encouraging a compact built form in accordance with Policy 5.3.2.3.

ROP Section 5.5 addresses how the Region will contribute to the achievement of complete communities as outlined in the Growth Plan. It directs municipalities to incorporate Official Plan policies that develop compact, well-designed, transit-oriented communities that offer transportation choices,

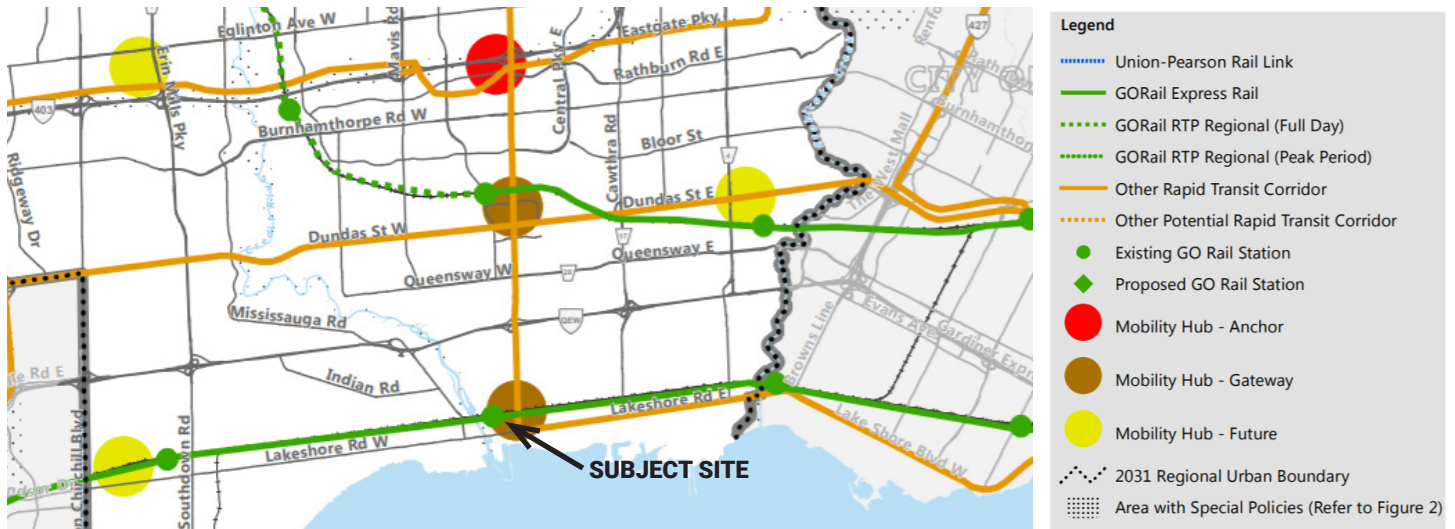


Figure 15 | Region of Peel Official Plan - Schedule G - Rapid Transit Corridors

include a diverse mix of land uses, and have an appropriate mix of housing, a good range of jobs, and easy access to retail and services (Policy 5.5.2.1). The ROP also directs a significant portion of new growth to built-up areas (Policy 5.2.2.2). The vision is implemented through intensification policies set out in Section 5.5.3.

Intensification will be promoted and facilitated by Regional Council (Policy 5.5.3.2.2); by 2031, the minimum amount of residential development allocated within Mississauga's built-up area will be 52,000 units (Policy 5.5.3.2.5). Policy 5.5.3.1.5 encourages the development of mixed-use, transit-supportive, and pedestrian-friendly urban environments that reduce automobile dependence.

The subject site represents a prime opportunity for redevelopment and intensification of an underutilized brownfield site due to its proximity to the Port Credit GO and LRT stations. The proposal uses existing infrastructure in the area and establishes a pedestrian-friendly environment through its compact, mixed-use, and transit-oriented design.

The proposal supports the achievement of a

complete community and directs growth to the built-up area. The proposed 1,139 residential units will be accommodated in one of the most desirable and accessible places to live in Mississauga, adjacent to major regional transit routes, and will contribute to the 2031 minimum density targets.

The Region is forecasted to accommodate 340,000 new jobs by 2031, compared to 2001. Section 5.6 of the ROP outlines goals and policies for employment and employment areas. Objectives include attracting and retaining a range of employment types in Peel (5.6.1.4).

The proposal supports employment policies by including substantial commercial floor space in a mixed-use building in an accessible location. The development will locate new jobs where employees and customers will benefit from strong transit connectivity and access to active modes of transportation.

Housing policy that furthers sustainable development patterns is detailed in Section 5.8. Objective 5.8.1.1 sets a goal of providing an appropriate range and mix of housing types, densities, sizes, and tenure to meet

projected requirements and housing needs.

Area municipalities are encouraged to support residential redevelopment in areas with sufficient existing or planned infrastructure (Policy 5.8.2.2) and encourage and support a range of densities and forms of housing affordable to all households (Policy 5.8.2.3).

A total of 1,139 residential units are proposed within the buildings. The project team will discuss the potential for the provision of affordable housing with City staff. The proposal provides opportunities for housing and employment in a location with access to a range of amenities and a well-connected local and regional transit network. With easy access to the Lake Ontario waterfront, Port Credit is a desirable neighbourhood for Mississauga's residents, and the proposal increases housing access for a mixed demographic in the city.

Section 5.9 sets out objectives and policies related to transportation in Peel. General objectives include:

- To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system (Policy 5.9.1.2);
- To support the provision of improved transportation mobility and choice to all residents, employees, and visitors (Policy 5.9.1.3);
- To promote and encourage the increased use of public transit and other sustainable modes of transportation (Policy 5.9.1.4);
- To optimize the use of the Region's transportation infrastructure and services (Policy 5.9.1.5);
- To maximize the capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles (Policy 5.9.1.6); and,

- To support the integration of transportation planning, transportation investment and land use planning (Policy 5.9.1.10).

In support of these objectives, municipalities are directed to optimize the use of existing and new Regional transportation infrastructure to support growth through efficient, compact form (Policy 5.9.2.5).

The proposed development and performance standards are supportive of a multi-modal transportation system and a pedestrian-friendly, urban environment. The building makes efficient use of an underutilized, greyfield site located along Hurontario Street, at the junction of major regional transportation routes. According to Schedule E, Hurontario Street is classified as a Major Road. The Major Road Network provides for inter- and intra-municipal travel within Peel according to Section 5.9.4 of the ROP.

Policy changes through Peel 2051 Regional Official Plan require that proposed developments within an MTSA are to be reviewed according to the following objectives until local municipalities establish MTSA policies in accordance with Section 16(16) of the Planning Act:

- a) Demonstrates how the development will contribute to transit supportive densities that recognizes the character and scale of the surrounding community;
- b) Supports a compact urban form that directs the highest intensity transit supportive uses close to the transit station or stop;
- c) Provides an interconnected and multi-modal street pattern that encourages walking, cycling or the use of transit and supports mixed use development;
- d) Provides an appropriate mix of land uses and amenities that foster vibrant, transit supportive

neighbourhoods;

e) Considers the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;

f) Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target; and

g) Supports high quality public realm improvements to enhance the Major Transit Station Area.

Draft policies have been released for Peel 2051 ROP. The minimum density target for the Port Credit GO MTSA is proposed to be increased to 200 people and jobs per hectare, as outlined in Table 5 of the draft Peel 2051 ROP.

The proposal meets the objectives and policies outlined in the draft Peel 2051 ROP. The proposed densities are transit-supportive and compact, incorporate a mix of uses, and are located steps from the Port Credit GO and LRT Stations. The development will help create a seamless connection between the two key regional transit modes through high quality POPS and provide a safe, attractive, and vibrant environment for pedestrians and commuters. The proposed development will ensure that the highest density in the community is adjacent to the two transit stations, creating an appropriate and attractive hierarchy in terms of height and density.

The minimum density target for the Port Credit GO MTSA, as proposed by the Region, is 200 people and jobs per hectare. Located just north of the Port Credit GO MTSA, the Mineola MTSA, has a proposed minimum density target of 50 people and jobs per hectare. Although the Growth Plan requires a minimum density target of 160 people and jobs per hectare for MTSAs served by light rail transit or bus rapid transit, exceptions can be made where land is severely restricted on a significant portion of the lands within the delineated area. The lower density

achievable within the Mineola MTSA highlights the need to increase density where there are appropriate opportunities. The subject site represents underutilized land at a transit node and therefore presents an excellent opportunity to provide a transit oriented community that will assist in meeting regional density targets.

Summary

The subject site is within the Urban System and Built-Up Area where the ROP directs future growth. A range of residential unit types and mix of uses are proposed, in line with the principles and objectives for complete communities in the region. The proposed built form is compact and mixed-use and reflects transit-oriented density. The proposal enhances the area by redeveloping an underutilized greyfield site. For the reasons outlined above, it is our opinion that the proposed development and Official Plan Amendment and Zoning By-law Amendment conform to the policies of the ROP.

4.6 City of Mississauga Official Plan

The City of Mississauga Official Plan ("MOP") was adopted by City Council on September 29, 2010, and partially approved by the Region of Peel on September 22, 2011. Numerous appeals were made to the Ontario Municipal Board (now the Ontario Land Tribunal); this Section refers to the April 8, 2021 office consolidation, including appeal decisions and Council-approved amendments.

The Planning Act requires that the Official Plans of lower-tier municipalities (i.e., City of Mississauga) must conform to the Official Plans of their respective upper-tier municipalities (i.e., Region of Peel). The MOP provides a policy framework to guide development to the year 2031 and direct growth to benefit the urban form, support a strong public transportation system, and address the city's long-term sustainability. The City is completing an Official Plan Review that will outline the next phase of growth

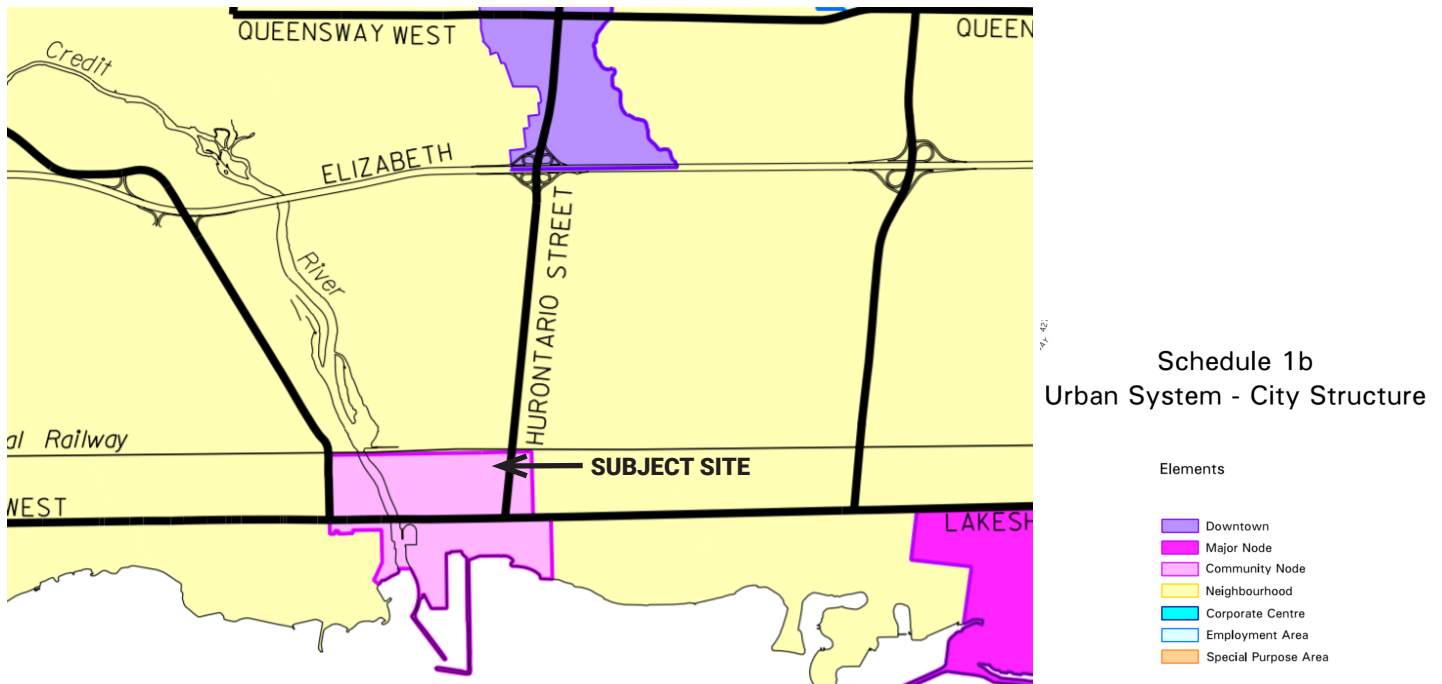


Figure 16 | Mississauga Official Plan - Schedule 1B - Urban System - City Structure

until 2051, incorporate new provincial legislation and regulations, policy initiatives, and plans, and consider new trends ideas and policy implications.

This Section outlines chapters of the MOP that contain relevant policies to help guide the development potential of the subject site.

Chapter 4 – Vision

The Port Credit area has been central to Mississauga's development since 1805. It became a town in 1961 before amalgamating with the Town of Mississauga in 1974. Mississauga is one of Canada's fastest growing and most economically successful cities. Over the past two centuries, Port Credit has experienced substantial growth and development while maintaining its unique character.

Chapter 4 sets the guiding principles for the MOP, which include providing a range of mobility options by connecting people with places through coordinated land use, planning for a wide range of housing, and

supporting the creation of distinct, vibrant, and complete communities (Section 4.4).

To achieve these objectives, the MOP seeks to direct growth to locations supported by planned and higher order transit, pedestrian-oriented development, and community infrastructure (Section 4.5). It aims to support complete communities by promoting urban form and development that supports public health and ensuring that communities provide access to a range of uses and services required to meet daily needs (Section 4.5). The MOP also states that new development will be directed to locations that support existing and planned transit and active transportation facilities to support the objective of creating a multi-modal city (Section 4.5). The MOP supports creating vibrant mixed-use communities and using placemaking initiatives to support active living (Section 4.5).

The subject site is immediately adjacent to the Port Credit GO Station and Hurontario LRT station.

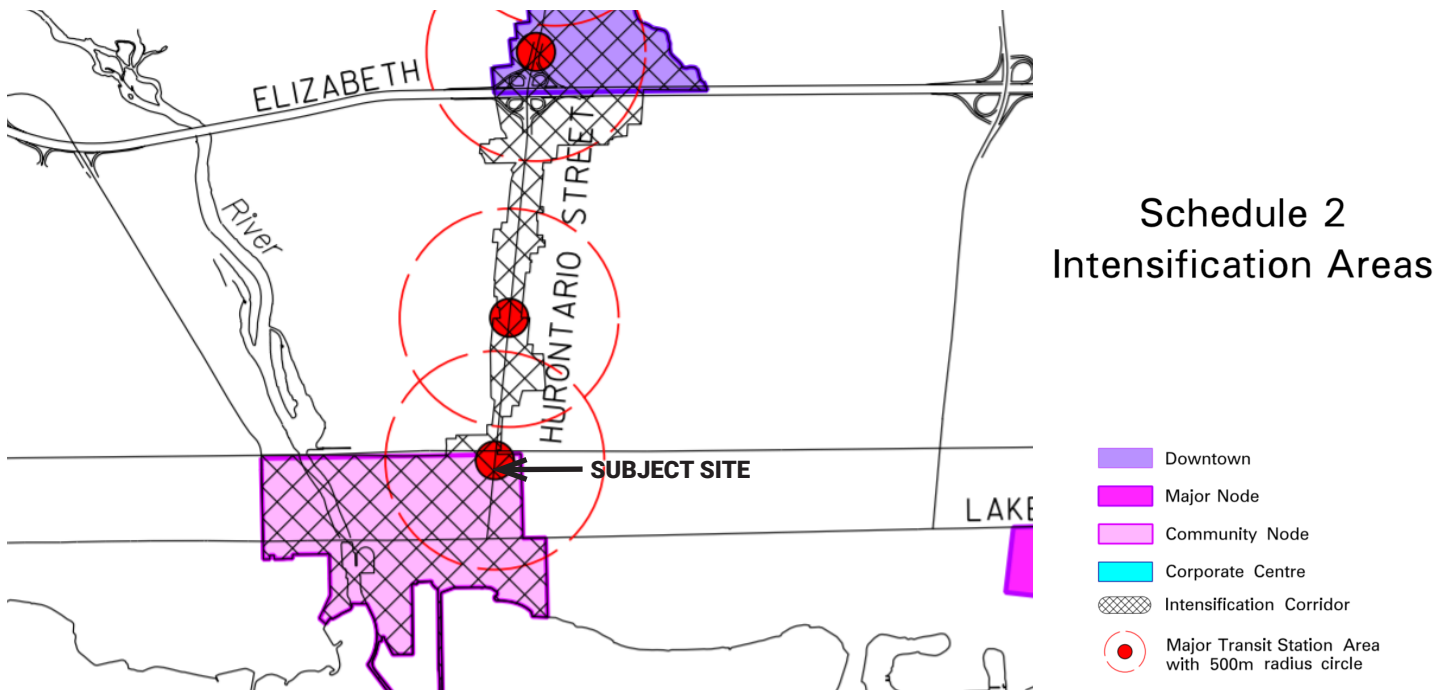


Figure 17 | Mississauga Official Plan - Schedule 2 - Intensification Areas

The proposal implements a complete community approach to planning as the site is exceptionally well serviced by existing and proposed public transit and is near a variety of commercial uses and community amenities, including the Lake Ontario waterfront, public parks, and schools. The proposal is transit-oriented and enhances the public realm, particularly creating a safe pedestrian environment for existing and future transit users using the GO Train, bus terminal and LRT service.

Chapter 5 – Direct Growth

Chapter 5 of the MOP directs growth within the City of Mississauga. The MOP encourages compact, mixed-use development that is transit-supportive and in appropriate locations to provide a range of local live/work opportunities (Policy 5.1.6).

Section 5.3 delineates the role of the City Structure in directing and accommodating growth. These areas are expected to provide a mix of population and

employment uses at lower densities and heights than Major Nodes (Section 5.3). Places like Port Credit already exhibit many of the desired characteristics of Community Nodes, such as compact, mixed-use development, pleasant, walkable streets, and a strong sense of place (Section 5.3.3). Community Nodes must accommodate between 100 and 200 residents and jobs combined per hectare (Policy 5.3.3.4) and achieve an average population to employment ratio between 2:1 and 1:2 (Policy 5.3.3.6). Development within Community Nodes will be in a form and density that complements existing character (Policy 5.3.3.11) and supports active transportation (Policy 5.3.3.13).

The subject site is identified as a Community Node (Port Credit) in Schedule 1B of the MOP (Figure 16). The existing land use designation on the site permits residential apartments and a variety of commercial uses.

The proposed development would require an increase

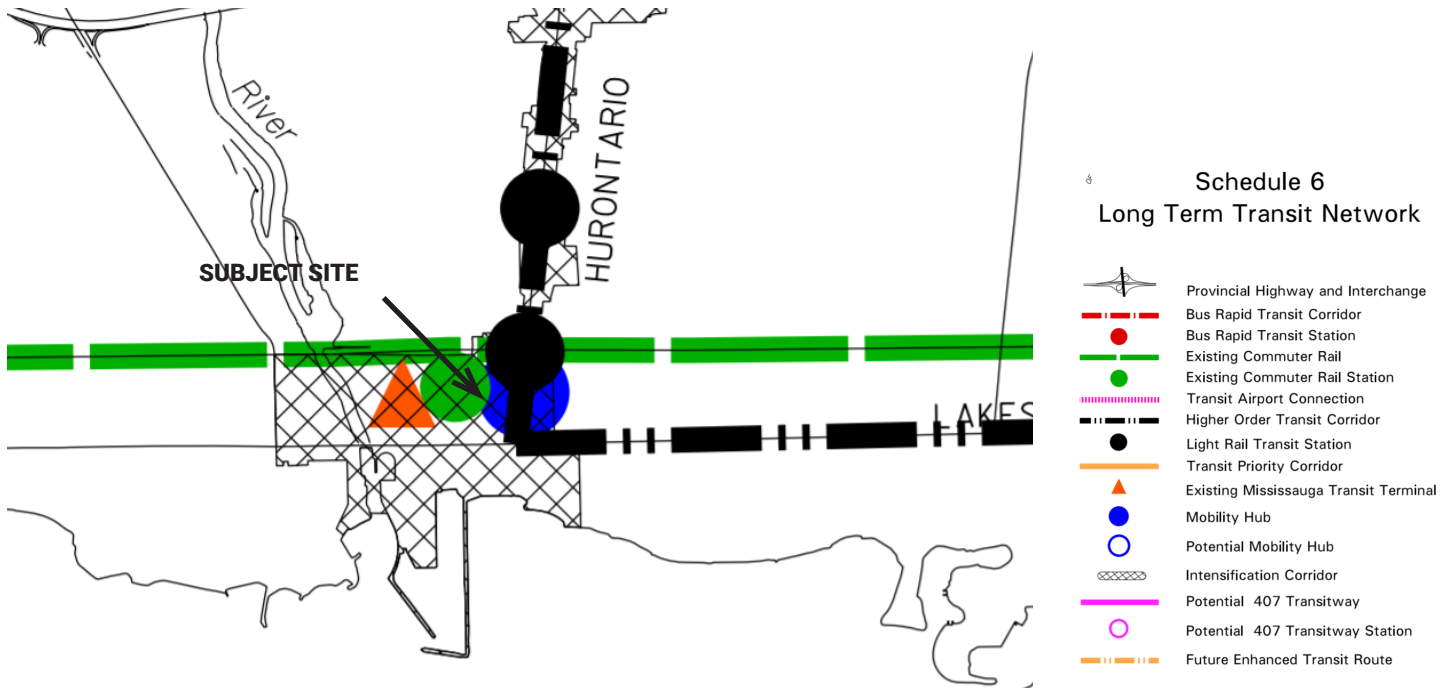


Figure 18 | Mississauga Official Plan - Schedule 6 - Long Term Transit Network

to permitted height and density from 22 storeys to 42 storeys on the west portion of the site and from 8 to 40 storeys on the southeast portion of the site.

Section 5.5 sets out policies for Intensification Areas, which include Community Nodes, Intensification Corridors, and MTSAs (Policy 5.5.1). According to Schedule 2 of the MOP, the subject site qualifies as all three. Intensification Areas are encouraged to have a mix of medium and high-density housing (Policy 5.5.7) to maximize existing and planned infrastructure (Policy 5.5.9). This means residential and employment density must be sufficiently high to support transit usage (Policy 5.5.8).

Schedule 2: Intensification Areas identifies the subject site as within an Intensification Corridor, defined as lands with the potential for higher density mixed use development consistent with planned transit service levels (Figure 17). In general, development in intensification areas should be compact, mixed-use, and transit-supportive (Policy 5.4.4); low-density

residential development is discouraged (Policy 5.4.13). The site is currently used as a parking lot to service the Port Credit GO Station, while the proposed development will result in a high-density, compact, community-oriented, and transit-supportive use consistent with the policies for Intensification Corridors.

The proposed development makes efficient use of land and resources, creating 1,139 residential units on the subject site to maximize and support the existing and planning infrastructure. In particular, a dense mixed-use development will capitalize on the recent investments, including upgrades to GO Transit services and the under-construction Hurontario LRT.

Chapter 6 – Value the Environment

The MOP seeks to promote sustainability through land use policies outlined in Chapter 6. These include building communities that are environmentally sustainable and encourage sustainable ways of living

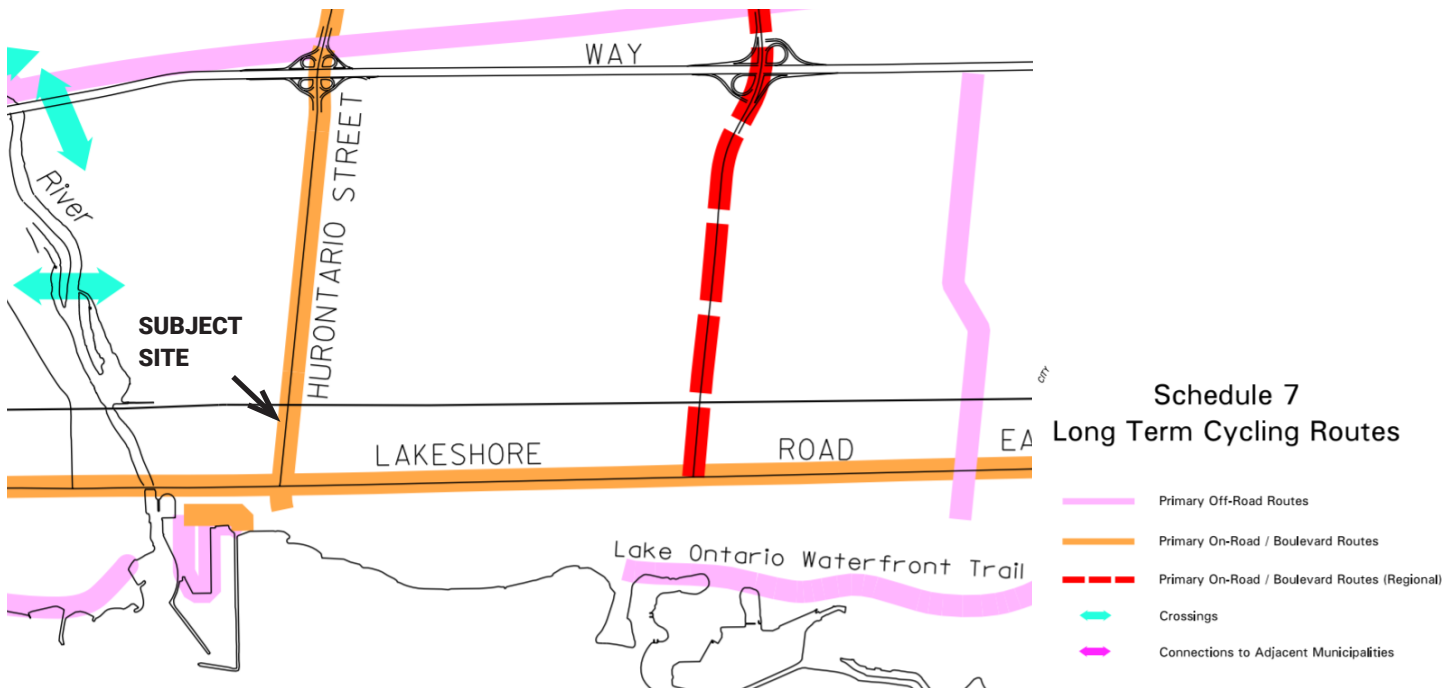


Figure 19 | Mississauga Official Plan - Schedule 6 - Long Term Transit Network

(Policy 6.2.2). It is also worth noting that the subject lands are located near a railway, so a detailed noise impact study is required to measure sound levels for the proposed development (Policy 6.10.4.1).

The proposed development will have no adverse impacts on the surrounding environment, as indicated in the noise report prepared by J.E. Coulter Associates Limited. The report recommends noise control measures similar to those required for residential development built nearby busy railways. The report found the proposed development is feasible from a noise and vibration perspective, and there are no major noise or vibration issues that would prove challenging to address at later stages of the design.

Chapter 7 – Complete Communities

Chapter 7 of the MOP outlines policies that build upon the Growth Plan's complete community goals. To create complete communities and develop a built environment supportive of public health, the City

encourages compact, mixed-use development that reduces travel needs by integrating land uses and promotes land use planning practices conducive to good public health (Policy 7.1.3). The proposed development represents compact built form and is very well serviced by existing and planned public facilities, reducing travel needs.

Housing is a significant facet of complete communities. The MOP states that housing must accommodate people with diverse housing preferences and socioeconomic characteristics and needs (Policy 7.1.6). To achieve this goal, Mississauga will provide opportunities for the development of a range of housing choices in terms of type, tenure, and price (Policy 7.2.2(a)). New housing must maximize the use of community infrastructure and engineering services (Policy 7.2.1), and housing that meets the needs of young adults, older adults, and families is encouraged in Community Nodes (Policy 7.2.9).

The proposed development has a variety of unit

sizes that can accommodate a range of household sizes and incomes. A total of 1,139 residential units are proposed, ranging from one bedroom to two bedrooms plus den in size, with 463 one-bedroom units; 350 one-bedroom plus den units; 199 two-bedroom units, and 127 two-bedroom plus den units. The proposed residential units can meet the needs of young adults, older adults, and families, creating more accessible housing opportunities in one of Mississauga's most desirable communities. Existing community services and infrastructure well service the surrounding area. The Functional Servicing Report by WSP Canada Inc. found that the site's existing sanitary sewage and storm sewage systems have adequate capacity for the proposed development.

The subject site is located close to the Lake Ontario waterfront. The MOP seeks to protect and enhance the character of areas with distinct identities, such as the Waterfront, through built form that provides for the creation of a sense of place (Policy 7.6.1.1 and 7.6.1.2). The proposed uses, built form, and design will be compatible with the surrounding area and protect the area's character. The proposed density allows for additional housing within Port Credit in a location that will cause minimal impact to the existing community. If developed at a lower density, additional new development would be required closer to the Lakeshore Mainstreet precinct and waterfront.

Chapter 8 – Create a Multi-Modal City

Mississauga is evolving from a vehicle-oriented built form to a more urban municipality. This transformation requires more opportunities for carpooling, transit, and active transportation choices. Chapter 8 of the MOP provides policies for creating a multi-modal transportation system that supports the creation of compact, complete communities. The MOP promotes active transportation and the development of Community Nodes that reduce the need to travel by car to fulfill daily needs (Section 8.2.3). The transit network will be supported by compact, pedestrian oriented, mixed use land development in nodes,

mobility hubs, and along Corridors (Section 8.2.3).

The subject site is already well-served by public transit and is expected to have increased transit and active transportation infrastructure in the coming years when LRT and cycling routes will be available along Hurontario Street. Schedule 6: Long Term Transit Network identifies the subject site as within a Mobility Hub, near an existing commuter rail station and rail line, along a higher order transit corridor and near an existing Mississauga transit terminal (Figure 18). Schedule 7: Long Term Cycling Routes identifies both Hurontario Street as future primary on-route/ boulevard route for cyclists (Figure 19). The proposed development will be in walking distance to a variety of public transit and active transportation options, which will promote healthier and environmentally-friendlier forms of transportation and reduce reliance on private automobiles.

The subject site is also within walking distance of a variety of office, service commercial and retail uses located along Hurontario Street and a variety of the public social and recreational amenities that service the Port Credit area. The surrounding area and transit accessibility would allow for residents to fulfill their daily needs without a vehicle.

The MOP also recognizes that parking can shape land use patterns and influence travel behaviors. As a result, Policy 8.4.3 states that reducing off-street parking requirements will be considered for developments based on access to transit, level of transit service, traffic generation, and impact on the surrounding area.

Within Intensification Corridors such as the subject site, the MOP also states that reduced minimum parking rates will be considered to reflect transit service levels (Policy 8.4.7). Primarily due to the site's exceptional connectivity to regional, rapid and local transit networks, a parking reduction has been proposed for the development at a rate of 0.31 spaces per unit for residential and 0.10 spaces per unit for

visitors for a total of 474 parking spaces in four levels of underground parking. The proposed parking is outlined in the Traffic Impact Study prepared by GHD Limited in support of the proposed development. The Study concludes that the reduced parking rates are sufficient to service the site due to the site's access to multiple transit networks and multimodal alternatives established through the proposed Transportation Demand Management measures to increase transit, walking and biking in the City and addressing the growing trend within the Greater Toronto Area ("GTA") to reduce auto dependency.

Chapter 9 – Build a Desirable Urban Form

Chapter 9 of the MOP focuses on achieving a sustainable urban form for Mississauga through high quality urban design and a strong sense of place. Growth is to be directed to Intensification Areas comprised of the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors, and MTSA's (Section 9.1).

The subject site is located within a Community Node, Intensification Corridor, and MTSA according to Schedule 2 of the MOP.

Development within Intensification Areas must promote a diverse mix of uses and support transit and active transportation (Policy 9.1.2), and development on Corridors must be consistent with existing character, seek opportunities to enhance the Corridor, and provide appropriate transitions to neighbouring uses (Policy 9.1.5). The urban form should support creating an efficient multi-modal transportation system that encourages greater transit use and active transportation (Policy 9.1.9). Site development must respect the urban hierarchy, utilize sustainable best practices, demonstrate context sensitivity, promote universal accessibility and employ design excellence (Policy 9.1.10).

The primary built form in the surrounding area consists of mid to high-rise development. Many of

the existing and recently approved buildings have heights above 20 storeys. The proposed towers have been positioned towards Ann Street and Park Street East to increase the separation distance from low rise developments to the north and east.

Section 9.2.1 expands on policies for new development in Intensification Areas such as that built form should create a sense of place (Policy 9.2.1.3). In Intensification Areas, small land parcels should be assembled to create efficient development parcels (Policy 9.2.1.5). Tall buildings are preferred to be located in proximity to existing or planned MTSA's (Policy 9.2.1.8), should be designed to enhance an area's skyline (Policy 9.2.1.11), should incorporate podiums to mitigate wind impacts (Policy 9.2.1.14) and consider pedestrians and adverse microclimatic impacts on the public realm (Policy 9.2.1.15 and 9.2.1.16). The MOP also outlines several other design considerations for development within Intensification Areas, such as that developments must face the street (Policy 9.2.1.24) and feature active facades (Policy 9.2.1.25).

The proposed development of an underutilized greyfield site promotes efficient use of the land and existing infrastructure, and locates tall buildings within an existing MTSA and Mobility Hub. The proposed towers' built form and orientation prevent adverse noise, wind, and shadow impacts on nearby developments and the public realm. Mitigation measures have been identified through supporting studies and will be incorporated during detailed design.

Section 9.4 focuses on how urban form supports transit and active transportation. The design of all new developments must improve connections and accessibility for transit users and promote active transportation modes (Policy 9.4.1.1). A transit and active transportation supportive urban form is required in Intensification Areas (Policy 9.4.1.2). Ways to achieve these goals include methods outlined in Policy 9.4.1.3:

- a. Locating buildings at the street edge, where appropriate;
- b. Requiring front doors that open to the public street;
- c. Ensuring active/animated building façades and high quality architecture;
- d. Ensuring buildings respect the scale of the street;
- e. Ensuring appropriate massing for the context;
- f. Providing pedestrian safety and comfort; and
- g. Providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.

The proposed buildings have been directed towards Ann Street and Park Street East and pedestrian spaces including the internal POPS and interface with the LRT station. Ground floors will be animated through a combination of commercial and residential uses. Open design and passive surveillance, will help facilitate that, all publicly accessible areas on and around the subject property will be safe and comfortable. The podium of both buildings creates an urban streetwall both internally for the mid-block connection and externally for surrounding streets. The residential tower portion begins at the 11th level; setbacks at these levels respect the scale and massing of the nearby area by limiting the impacts onto surrounding properties. The proposal encourages active and public transportation and creates an attractive and safe environment for cyclists and pedestrians.

New developments should also be compatible and provide an appropriate transition to existing and planned development by having regard to size and distribution of building mass and height, continuity and enhancement of streetscapes, street and block patterns, and more (Policy 9.5.1.2). Development

proposals must demonstrate compatibility and integration with surrounding land uses and the public realm by maintaining privacy, sunlight, and sky views and mitigating microclimatic conditions (Policy 9.5.1.9).

Siting and massing of new developments must also create a safe and comfortable environment for pedestrians (Policy 9.5.2.2). Site development must also incorporate stormwater management best practices, enhance the streetscape, provide landscaping that complements the public realm, and more (Policy 9.5.2.11).

Buildings must also create a sense of identity through site layout, massing, forms, orientation, scale, and more (Policy 9.5.3.1). Buildings must clearly address the street (Policy 9.5.3.2), be pedestrian oriented through design and orientation of facades (Policy 9.5.3.7) and facades should be articulated to include changes in materials or material treatments to provide visual interest (Policy 9.5.3.3). Tall buildings must minimize undue physical and visual negative impact related to microclimatic conditions, noise, view, skyview and cultural heritage resources (Policy 9.5.3.9). Parking must be located underground (Policy 9.5.5.1). Building design should also consider crime prevention best practices by promoting natural surveillance (Policy 9.5.6.1) and creating active building frontages that face public spaces (Policy 9.5.6.2).

The subject site is located at the northern edge of the central residential precinct and borders the railway corridor to the north, and LRT station and Hurontario right of way on the east. The subject site is in a unique position to provide additional height and density without adversely impacting the existing neighbourhood. Redevelopment on the blocks to the south and west includes built form between the heights existing in the neighbourhood and the height proposed on the subject property. Therefore, an appropriate transition is provided to the existing neighbourhood. The design of the proposed

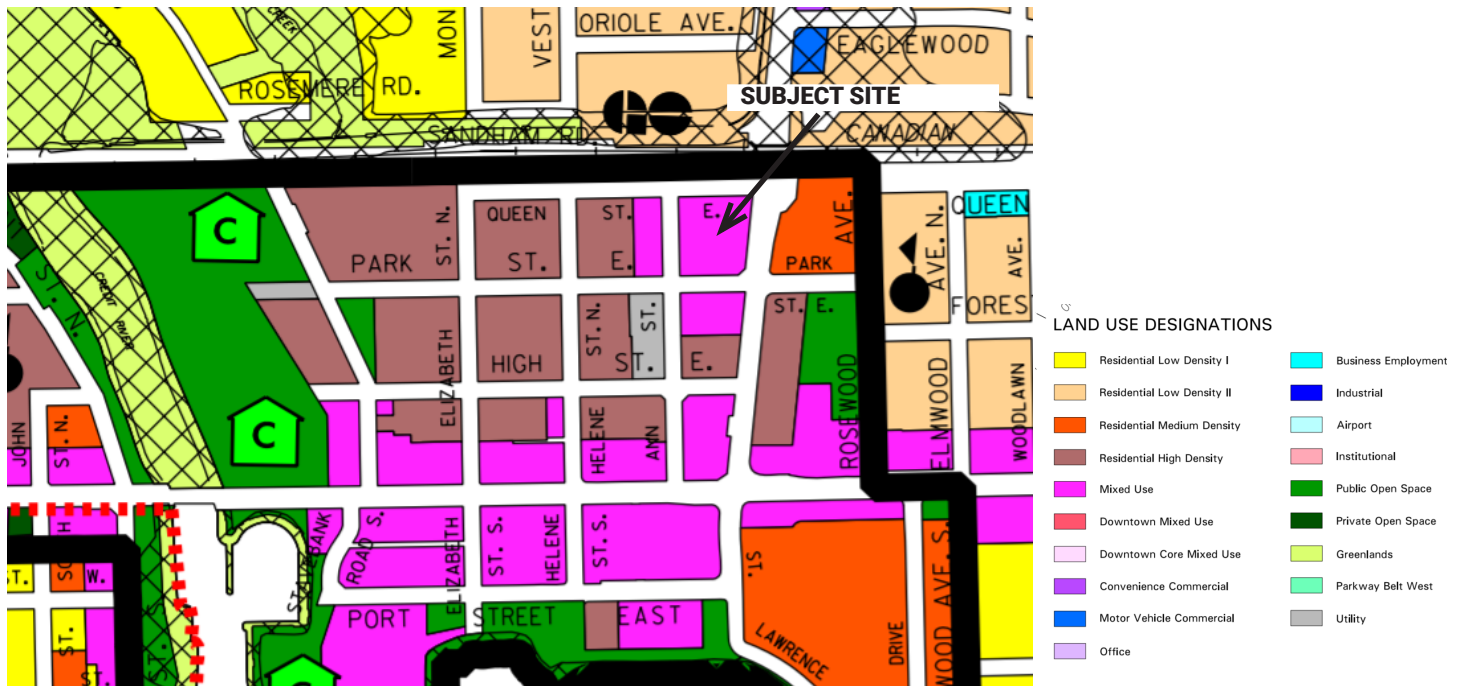


Figure 20 | Mississauga Official Plan - Schedule 10 - Land Use Designations

development considers the impacts of wind, noise, and shadows and their impact on creating a comfortable environment. Section 5 of this report includes a summary of supporting studies and reports that determine the appropriate conditions are met.

The proposed street frontages include active uses, which are pedestrian friendly and engaging. Parking has been proposed within four levels of underground parking accessed from a single entry point on Ann Street. The tower portion of the buildings has been directed away from the adjacent buildings and is stepped back from the GO Station to the north and LRT Station to the east to minimize any adverse impacts on surrounding development or the pedestrian realm.

Chapter 11 – General Land Use Designations

The subject site is designated Mixed Use and is within a Community Node (Port Credit) in Schedule 10 of the MOP (Figure 20). In addition to uses

permitted in all designations, policy 11.2.6 states that the Mixed Use designation permits residential land use in conjunction with other permitted uses, secondary office, retail stores, restaurants, and other commercial uses.

Development on Mixed Use designated lands is to incorporate a variety of uses to support surrounding residents and businesses (Policy 11.2.6.2). Developments that consist primarily of residential uses, with non-residential uses at grade only, are required to submit an Official Plan Amendment according to Policy 11.2.6.3. Dwelling units are not permitted on the ground floor in mixed-use developments that include residential (Policy 11.2.6.4).

The proposed development, having a mix of residential and retail uses, with 564.62 m² (6,077.50 ft²) of retail space above grade (Level 2 of Tower B), conforms to the permitted uses of the Mixed Use land use designation. A provision to allow residential

uses at grade on Park Street East is requested through the Draft Official Plan Amendment. The townhouses fronting Park Street East are considered to be consistent with the surrounding neighbourhood character and provide a connection with other nearby residential developments.

Chapter 14 – Community Nodes

The subject site is identified as within the Port Credit Community Node in Schedule 9 of the MOP and is subject to Port Credit Local Area Plan. General policies affecting Community Nodes include that development applications may be required to demonstrate how the proposed development contributes to the achievement of resident and job density targets (Policy 14.1.1.1).

The proposed development will add 1,139 residential units and 1,765 m² of commercial space to the Port Credit community that will contribute to the achievement of density targets.

Official Plan policies for lands within the Port Credit Community Node are outlined in the Port Credit Local Area Plan (“PCLAP”), discussed in detail later in this section.

Summary

The proposed development is supportive of the policies outlined in the MOP. The subject site is identified as within the Port Credit Community Node, Intensification Corridor, and Port Credit MTSA. The subject site is exceptionally well-served by public transportation routes, supporting a multi-modal transportation system and reducing reliance on private automobiles.

The surrounding area is comprised of a mix of land uses and building types. The proposed development will contribute to a range of housing options to support various household sizes and incomes in Mississauga.

Compact and transit-oriented building design and

performance standards have been proposed to support public transit and active transportation, create a pedestrian-friendly environment, and be compatible with the surrounding area. The subject site is uniquely well suited to accommodate growth and intensification. MOP policies, particularly those related to intensification areas and MTSA support a high density, transit oriented, mixed use development on the subject site.

Based on the rationale above, it is our opinion that the proposed development, Official Plan Amendment, and Zoning By-law Amendment conform to the policies of the MOP.

4.7 Port Credit Local Area Plan

The PCLAP was adopted by City Council in March 2014 and partially approved in November 2014 with two appeals which were later withdrawn. The PCLAP incorporates public input provided through stakeholder interviews, visioning sessions, place making workshops, youth outreach exercises and an open house. The results of the public consultation process helped form the PCLAP policies and are contained in the “Lakeview and Port Credit District Policies Review and Public Engagement Process Directions Report” (Directions Report), published in October 28, 2008.

The PCLAP provides a vision for directing growth, protecting the environment, creating complete communities, supporting a multi-modal city, building desirable urban form, and maintaining a strong economy in the Port Credit area. Guiding principles identified in the Plan include:

- 5.1.1 Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks;
- 5.1.2 Support Port Credit as a distinct waterfront community with public access to the shoreline,

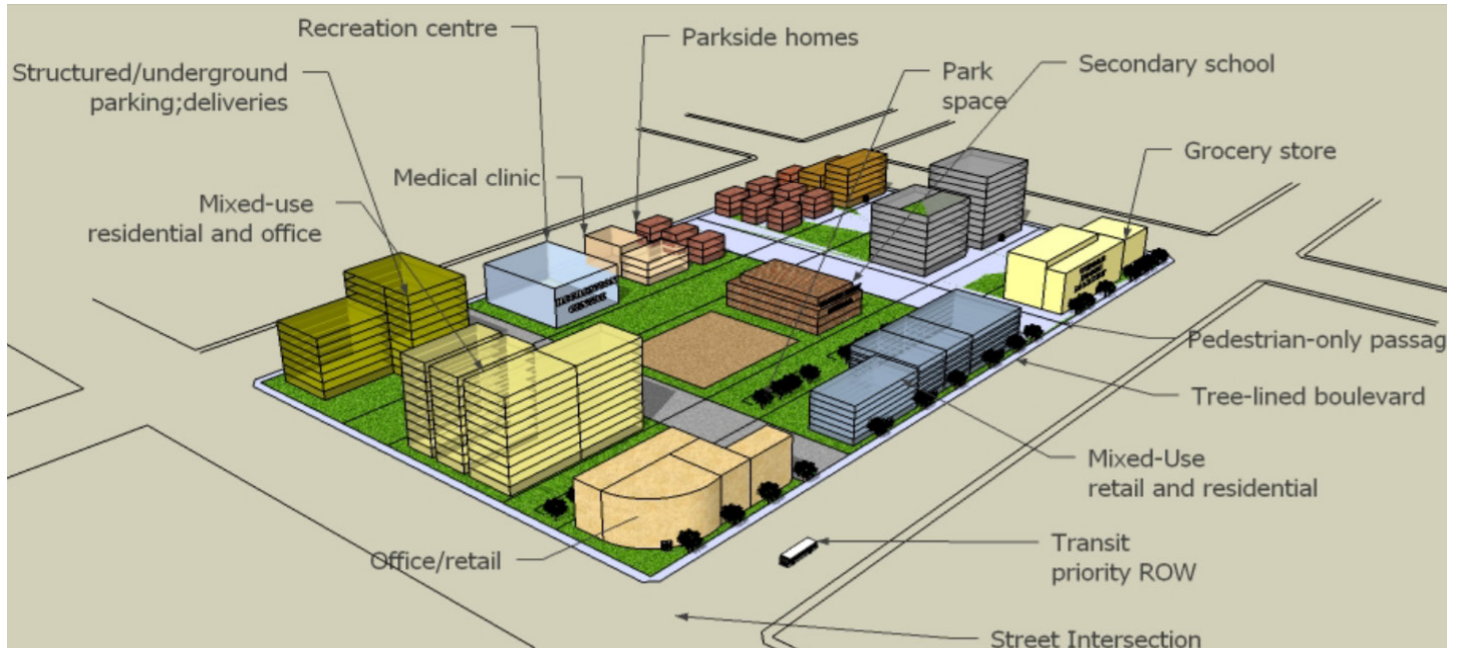


Figure 21 | Port Credit Local Area Plan - Community Node

protected views and vistas to Lake Ontario, the Credit River and active waterfront uses;

- 5.1.3 Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and balanced parks and open spaces and reinforcing high quality built form;
- 5.1.4 Support the preservation, restoration and enhancement of the natural environment;
- 5.1.5 Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision; and,
- 5.1.6 Promote a healthy and complete community by providing a range of opportunities to access transportation, housing, employment,

the environment, recreational, educational, community and cultural infrastructure that can assist in meeting the day-to-day needs of residents.

The subject site is within the Community Node described in Section 5.2.2 of the Local Area Plan. Community Nodes represent the focus for the surrounding neighbourhoods that exhibit a mixture of uses, compact urban form, appropriate density (Figure 21). Additional employment uses are encouraged in the Community Node to balance the concentration of residential uses. The safe and efficient movement of people between transit modes within the GO Station MTSA is a key consideration in the review of development applications (Section 5.2.2).

The proposed development is supportive of the vision of creating an evolving urban waterfront village that respects existing character while allowing additional height and density in the vicinity of the Port Credit GO and LRT Stations, as stated in Section 5.2.2.

The subject site not only located within MTSA and Gateway Mobility Hub but is immediately adjacent to the GO and LRT stations around which the MTSA's are established. The proposal includes 1,765 m² (19,000 ft²) of employment GFA that will support a mix of commercial retail uses.

Intensification and growth within the Port Credit Community Node are discussed in Section 6 of the Local Area Plan. The target density range for Community Nodes is between 100 and 200 residents and jobs per hectare, according to the PCLAP. At the time the PCLAP was released, the density of the Port Credit Community Node was 115 residents and jobs per hectare; with a population to employment ratio target of 2:1. Section 6.1 directs the City to monitor the gross density and population to employment ratio in the Community Node and assess its ability to accommodate further growth through the development approvals process. As per Policy 6.1.3 development applications are required to address the appropriate range, and amount of employment uses on sites such as the GO Station Parking Lot and vicinity (land at the four corners of Ann Street and Park Street East). Policy 6.1.6 requires proposed intensification to address matters such as:

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

The proposed development incorporates a mix of residential and commercial uses, both at grade and above grade. It contributes to a complete community by adding to the range and mix of housing options in the neighbourhood and providing employment opportunities. The subject site is uniquely positioned at the edge of the central residential precinct. The

railway corridor provides a buffer to the north and the LRT station and Hurontario provide a buffer to the east. The two blocks west and south of the subject site will include new development that falls between the existing heights in the neighbourhood and proposed heights on the subject property. Therefore, the proposal is appropriate for its location, with minimal impact on the existing neighbourhood. Providing greater height and density in this location prevents the need for further intensification closer to the Lakeshore mainstreet precinct or the waterfront. The proposed built form is compact and protects existing views and access to the Lake Ontario waterfront.

Section 8 of the Local Area Plan outlines policies for establishing a complete community within Port Credit. The Community Node is encouraged to provide a range of housing choices in terms of type, tenure, and price (Policy 8.1.1). This includes creating new affordable housing (Policy 8.1.2), particularly for young adults, older adults and families in the Community Node (Policy 8.1.4). The character of development must reflect the vision of an urban waterfront village (Policy 8.4.1) and improve the public realm through planning and design of the LRT along Hurontario Street and redevelopment of the GO Station parking lot (Policy 8.4.4).

The proposed development incorporates an increase of housing units provided in the Port Credit Community Node with a range of unit sizes to accommodate numerous household sizes and incomes. Affordable housing provisions will be considered once tenure of the proposed development is determined and discussions have occurred with the appropriate authority having jurisdictions. The potential for the provision of affordable housing is further addressed in the Housing Report prepared by Sajecki Planning Inc. The proposal will also enhance the character and identity of the Port Credit neighbourhood through redevelopment of the underutilized GO Station parking lot into a

mixed-use, transit-oriented and walkable site. The proposal focuses desired density at the GO Station, LRT Station and bus terminal, which is supportive of maintaining an urban waterfront village with lower heights and densities along Lakeshore Road and the waterfront.

As outlined in Section 9 - Multi-Modal Network, the transportation system is integral to Port Credit; policies in this section support the vision of creating a multi-modal network in Port Credit. The Port Credit GO Station (and now LRT station) and vicinity are a Gateway Mobility Hub and MTSA (Section 9.3).

Policy 9.1.14 requires development applications to be accompanied by transportation and traffic studies that address measures such as reduced parking standards, transportation demand management, transit-oriented design of the development, pedestrian/cycling connections, and access management plan. Policy 9.1.15 states that due to capacity constraints on Port Credit's vehicular transportation network, development applications requesting increases in density and height must demonstrate that the proposed development has included measures to limit additional vehicular demand. Building on these policies, Policy 9.2.1 states that reduced parking requirements and maximum parking standards may be considered within the Community Node, particularly near the GO Station and planned LRT. Additionally, there are opportunities for incorporating placemaking elements in developments near the proposed Hurontario LRT stop (Policy 9.1.3).

The proposed development supports the policies outlined in Section 9 by locating more residents near existing and planned transit, including a GO train line, Hurontario LRT service, and several bus routes, and within walking and cycling distance of many community facilities and open spaces. The proposal includes 474 vehicle parking spaces and 747 bicycle parking spaces. Its unique location between two higher order transit routes (GO

Transit and LRT Stations) creates an opportunity to incorporate transit-supportive design principles to reduce automobile use and increase ridership for Metrolinx and MiWay. Placemaking elements such as landscaping, signage and public art have been proposed to encourage active transportation use and enhance the pedestrian experience. The proposed POPS helps create a seamless transition between the Port Credit GO and LRT Stations.

The proposed development contributes to a successful mobility hub by increasing housing and commercial uses in the vicinity of two higher order transit stations as well as a significant bus terminal. A reduction in the provision of vehicle parking further supports active transportation and existing and future public transit systems.

Section 10 outlines desirable urban form policies for the Port Credit area. General policies include that development will be in accordance with the minimum and maximum height limits identified in the Local Area Plan. However, additional height may be considered through a site-specific Official Plan Amendment application (policy 10.1.1 and 10.1.2). This application must demonstrate:

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

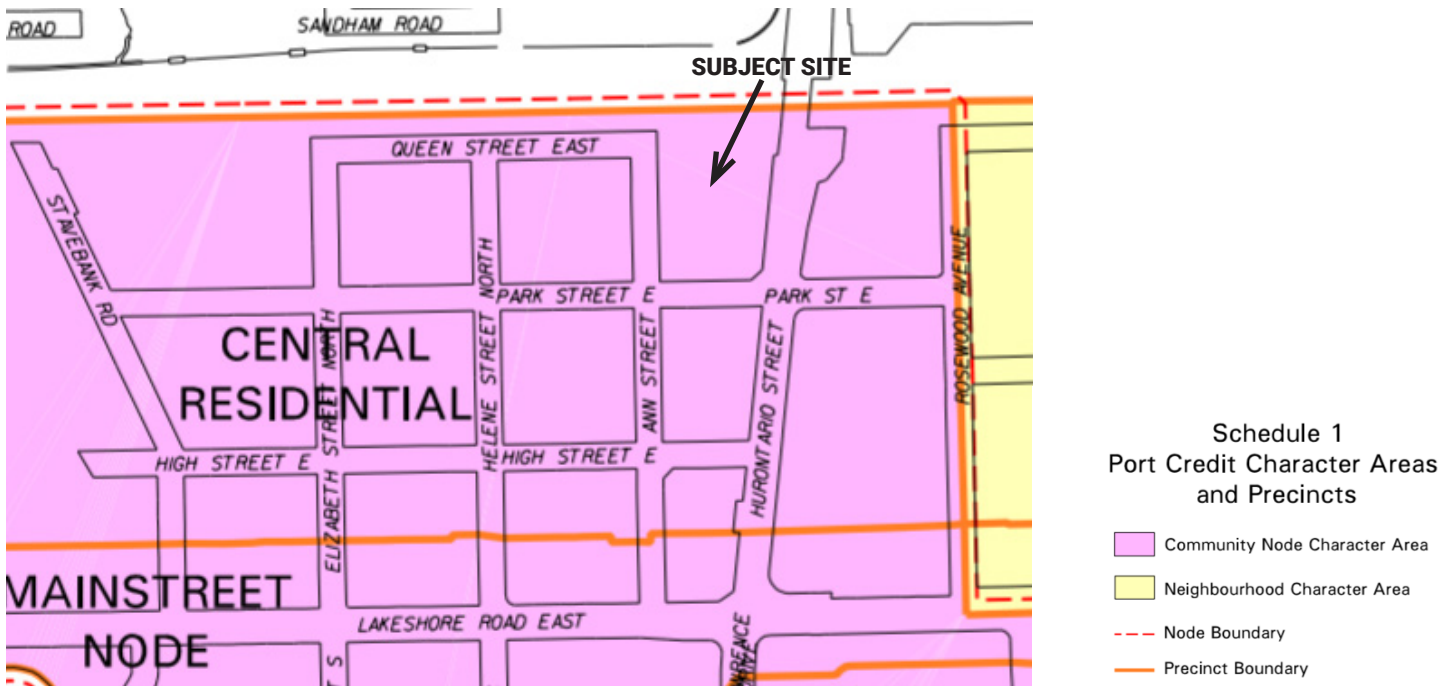


Figure 22 | Port Credit Local Area Plan - Schedule 1 - Port Credit Character Areas and Precincts

vehicular and traffic impacts on the Port Credit transportation network (Policy 10.1.2).

Schedule 1 identifies the subject site as within the Community Node Character Area and the Central Residential precinct. Development within the Community Node Character Area should be at a scale that reflects its role in the urban hierarchy (Policy 10.2.1.1), and floor plate size for buildings over 6 storeys should decrease as building height increases to address overall massing, visual impact, protected skyviews and limited shadow impacts (Policy 10.2.1.2).

Additionally, buildings over 6 storeys should maintain separation distances that address existing separations between buildings, overcrowding of skyviews, protection of view corridors, and occupants' privacy (Policy 10.2.1.3). New development in these areas should also provide landscaping that provides a buffer between uses, incorporates stormwater best management practices, enhances the area's aesthetic

quality, and enhances the tree canopy (Policy 10.2.1.4). Streetscapes must address setbacks and side yards to reflect the planned function, minimize vehicular access points and create an attractive public realm (Policy 10.2.1.5).

The proposed development, and accompanying Draft Official Plan and Zoning By-law Amendments incorporate appropriate separation distances from adjacent development while maintaining pedestrian connectivity between the GO Transit and LRT stations. The proposed buildings consist of 10-storey podiums, with residential towers beginning at the 11th level. The site is located immediately adjacent to the GO and LRT Stations that provide appropriate transitions to the north and east. A Shadow Study Analysis conducted by CORE Architects Inc. found that the proposed development meets the City's standards for sun and daylight access on neighbouring properties and in the public realm.

Urban form policies for the Central Residential

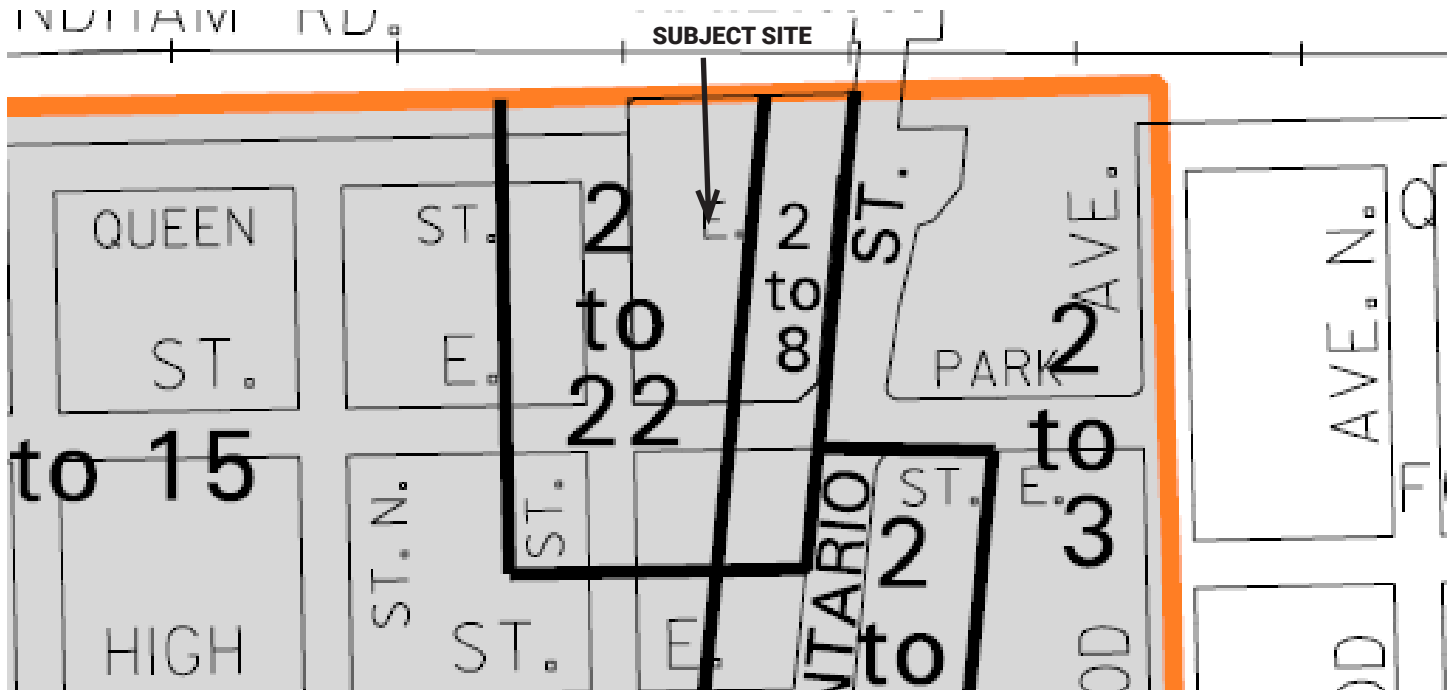


Figure 23 | Port Credit Local Area Plan - Schedule 2B - Port Credit Community Node Height Limits

Precinct are outlined in Section 10.2.2 of the Local Area Plan. The Plan states that the precinct has many apartment buildings with potential for intensification. The Plan identifies the area in the immediate vicinity of the GO Station as having the highest building heights in Port Credit (Section 10.2.2). It is assumed that the LRT station, not considered in this policy, further adds to the rationale of locating the tallest buildings in this location. Building heights will decrease towards the east and west of the precinct and demonstrate an appropriate transition if located near the Mainstreet Precinct (Policy 10.2.2.1 and 10.2.2.2). If lands near the GO station are designated Mixed Use or Utility, then detailed land use and urban design studies are required to verify appropriate heights, design, transition to adjacent lands, and mix of uses (Policy 10.2.2.3).

The site location and building design allow the proposed development to meet the intent, goals, and objectives of the PCLAP. The proposed buildings incorporate appropriate separation distances from

each other and from adjacent development. The Shadow Study Analysis found that the proposed development meets the City's standards for sun and daylight access on neighbouring properties and the public realm. The proposed orientation of the buildings, setbacks at different heights, public space and other placemaking elements work together to create a safe and comfortable pedestrian environment, especially for transit users. The POPS provides a seamless transition between the GO Transit and LRT Stations, making it easier for transit users to navigate between spaces.

Height limits for the subject site are between 2 and 22 storeys according to Schedule 2B. Additionally, the site is subject to Special Site policies that require studies to determine appropriate development, including building heights according to Schedule 2B. New development heights should support the vision of an urban waterfront village. However, the area in the vicinity of the GO Transit and LRT Stations is recognized as potentially accommodating additional

height and density (Section 5.2.2).

The building heights identified in Schedule 2B were outlined before funding and investment approval for the Metrolinx Regional Express Rail (“RER”) project and Hurontario LRT. Neither Schedule 2B nor the map in policy 13.12.1 includes the LRT station now under construction. The Metrolinx transit investments will bring significant transit improvements and allow for greater intensification adjacent to these stations.

The proposed development exceeds height limits for the subject site as identified in Schedule 2B. However, policy 5.2.2 states that additional height and density may be appropriate in the vicinity of the GO station and future LRT station. It is our opinion that in light of recent developments, including the construction of the LRT station, and increased density targets required by recent Provincial policy changes and proposed through the Draft Peel 2051 ROP, the proposed 40 and 42-storey heights are appropriate and consistent with higher level planning policy.

The subject site represents one of the few remaining development sites in Port Credit. It is imperative to make the most of this opportunity to ensure provincial and regional density targets are being met for the MTSA. Particularly in light of minimum density targets being increased to 200 people and jobs per hectare in the near future. The proposed building heights support residential and employment densities that can fulfill provincial and municipal planning policies. The PPS, Growth Plan, ROP, and MOP encourage intensification in MTSA’s and Mobility Hubs. The subject site is uniquely well suited for additional density, located in a walkable community with active transportation options and unparalleled access to transit in Mississauga.

Port Credit has a unique urban village character. Policies of the PCLAP are in place to protect that character. Our opinion is that the proposed heights and density do not adversely impact Port Credit’s existing character. The subject site, located on the

northern edge of the central residential precinct, is an opportunity to add residential and employment density without the need for significant redevelopment of the mainstreet node, waterfront areas, or lower density residential areas. The proposed development is an opportunity to implement provincial and municipal policy without jeopardizing the community’s unique character. By proposing intensification of the lands adjacent to the Port Credit GO Station as outlined in PCLAP objectives, the proposal protects established areas, maintaining an urban village character.

Appropriate transitions are provided between the subject site and established areas of the Community Node. The proposed development borders the GO station and rail corridor to the north and the Hurontario LRT station to the east. These corridors, along with the northern GO station parking lot, provide large buffers. The under-construction, 22-storey building at 28 Ann Street and future redevelopment of 91 Park Street provide adjacent high-density developments but with lower building heights and provide additional transition to lower density buildings in the Port Credit Community Node. Tower A consists of townhouse units along Park Street East, referencing a lower density building form found in the neighbourhood, and on the east side of Hurontario Street.

Schedule 2B requires lower building heights to act as a street wall along Hurontario Street. However, conditions along Hurontario have changed since the adoption of the PCLAP in 2014. The Hurontario LRT is referred to as “proposed” in the PCLAP. The Hurontario LRT has since been funded and planned, with construction beginning in 2020. As part of the planning, station locations were selected, and the required land was set aside for the purpose. The LRT station is not included in the mapping found in the PCLAP; however, the station area now occupies the land between the subject site and Hurontario Street. Therefore, the subject site does not have a frontage on Hurontario Street. On Schedule 2B, the LRT station now occupies the majority of land limited to 2-8

Table 3: Precedent developments over 40-storeys in MTSAs/Mobility Hubs

Site	Municipality	Mobility Hub / Station	Max Height (storeys)	Density (FSI)	Status
315 and 327 Royal York Road	Toronto	Mimico	29 and 44	9.32	Approved (OLT)
39 Newcastle Street	Toronto	Mimico	22 - 36	9.43	Approved (OLT)
23 Buckingham Street	Toronto	Mimico	12 - 39	6.48	Approved (OLT)
8 Newcastle Street	Toronto	Mimico	36	6.34	Approved (OLT)
25 Photography Drive	Toronto	Mt.Dennis Mobility Hub	49, 39, 38, 32, 28, 25, 20	6.38	Under review

storeys in height. The Draft Official Plan Amendment attached to this report updates the mapping under Policy 13.12.1 accordingly. The LRT station will function as a transition between the street and the proposed built form. The proposed buildings are significantly setback from Hurontario Street, with the LRT station functioning as a transition between the street and the subject property.

The interface between the LRT station and the subject property has been carefully considered. From the LRT station, the opening between the two buildings is over 30 metres and a minimum of 2-storeys in height, providing an inviting entrance into or through the subject property. Additional massing protrudes between levels 3 and 6 on Tower B, stepping back at level 7. The tower portions of the building take on a more curvilinear form and are inset from the 10-storey podiums. The building design, including heights at various levels, appropriately addresses the LRT station. The supporting studies and reports summarized in Section 5 of this report include assessments of the impact of height on wind, noise, shadows and the public realm. The site and buildings have been designed to enhance the pedestrian experience, mitigate potential impacts and create a

high-quality public realm.

The proposed development is consistent with regional trends related to development around MTSAs and mobility hubs. Similar heights to the subject proposal have been proposed and implemented in MTSAs and Mobility Hubs within the GTA. Examples from the Mimico and Mt.Dennis MTSAs are summarized in Table 3.

Related to the examples from Mimico in Table 3, it is worth noting the Mimico Judson Secondary Plan permits 30 storeys as-of-right for lands adjacent to the GO station. The OLT has subsequently approved buildings in the range of 36 to 44 storeys in height.

The Lakeview Village redevelopment, also located in Ward 1, includes a building that is 40-storeys in height. Similar to the central residential precinct, Lakeview Village will include a variety of building heights, with one block approved up to a maximum height of 40-storeys. The subject block will not have a limit on the density. Lakeview Village will be serviced by planned bus rapid transit, however, at the moment, there is no higher order transit available for the site. Two buildings of 40- and 42-storeys on the subject



315 and 327 Royal York Road



39 Newcastle Street



23 Buckingham Street



8 Newcastle Street



25 Photography Drive

site will form part of a transit-oriented community where such densities capitalize on recent transit investments.

Planning around MTSA's in other transit-oriented communities in the GTA is trending towards high-density built form in the immediate vicinity of higher order transit stations. One example is the recent planning for MTSA's along the Yonge North subway extension. The Richmond Hill Centre Secondary Plan, dated October 7, 2021, anticipates heights between 40- and 70-storeys in the inner transit core area and up to 35- and 40-storeys in areas that begin transitioning away from the station area. Although contextually different, examples of high density development

around transit nodes highlights the opportunity present on the subject site. The location at the intersection of two higher order transit corridors is an appropriate location for increased height, including 40- and 42-storey mixed use towers.

The proposed height aligns with transit investments and goals, past development approvals, developments within other MTSA's and Mobility Hubs, complete community and transit-oriented development planning outlined in provincial, regional and municipal policy documents, and urban form policies as expressed in the Port Credit Local Area Plan.

The subject site is identified as Special Site 12 in



Figure 24 | Port Credit Local Area Plan - Special Site 12

Section 13.1.12 (Figure 24). Site 12 also includes portions of parcels to the south and west of the subject site. The policies applicable to Site 12 establish that further study is required to determine the appropriate type of redevelopment on the identified lands and recognize their importance to the development of the Port Credit Mobility Hub.

Development proposed on lands identified as Site 12 must have regard for other City and Provincial plans, policies, and reports, including those related to the “future” Hurontario LRT and Port Credit Mobility Hub. Consideration must be given to access and linkages for pedestrians, cyclists, and commuters traveling between the GO Transit and LRT Stations; amenities that cater to transit users such as bicycle storage facilities, cafes and restaurants, daycares, and grocery stores, amongst others; and opportunities to accommodate employment uses.

Summary

The proposed development has appropriate regard for the policies outlined in the Port Credit Local Area

Plan. Based on Policy 10.1.2, a site-specific Official Plan Amendment is required to permit additional height and density on the subject site. The requested increase in height and density supports existing and planned transit, transitions to lower-density areas, and policies that permit greater height and density close to the GO Transit and LRT Stations. The proposal significantly improves the commuter experience by enhancing the public realm, providing convenient access to a mix of uses and amenities, and strengthening the link between the GO Transit and LRT Stations.

4.8 City of Mississauga Zoning By-law

City of Mississauga Zoning By-law 0225-2007 regulates the use of land, buildings and structures and implements policies in the MOP. The By-law was passed by Council on June 20, 2007 and approved by the Ontario Municipal Board with the exception of site-specific appeals on September 10, 2007.

The subject site is zoned “D” (Development) according to Index Map 08 (Figure 25). The D zone recognizes

area.

The Hurontario LRT and GO RER program are identified in Strategy 1 as an 'In Delivery' projects. The Waterfront West LRT, a proposed 22.3-kilometre light rail transit corridor linking downtown Toronto and Port Credit, is currently being developed.

Metrolinx identifies Port Credit Mobility Hub, places that serve a critical function in the regional transportation system and are intended to include transit-supportive densities.

The proposed development contributes to this goal by adding 1,139 residential units near existing and planned transit.

The subject property will benefit from and support the GO RER program, through which Metrolinx is electrifying train service and delivering 15-minute two-way all-day service to core areas, such as Port Credit. The GO Service at Port Credit Station connects Port Credit to Downtown Toronto, Oakville, Burlington, and Hamilton.

4.9.2 Port Credit GO Station Southeast Area Master Plan Study

The Port Credit GO Station Southeast Area Master Plan Study was completed by Metrolinx and IBI Group, in coordination with the City of Mississauga in October 2015. Through stakeholder and community input, the Study developed a long-term vision for the Port Credit GO Station Southeast Area that recognizes relevant policies and objectives for the area and respects the unique character of Port Credit. At the time of the Study, the subject site was owned by Metrolinx and the Study established a vision and redevelopment plans for the site according to Metrolinx' objectives. It recommends that the Study is to be read in conjunction with the provisions of the Mississauga Official Plan and Port Credit Local Area Plan, the Port Credit Built Form Guide and the Metrolinx Mobility Hub Guidelines. The general policies, objectives, guidelines and recommendations of the Study are discussed below.

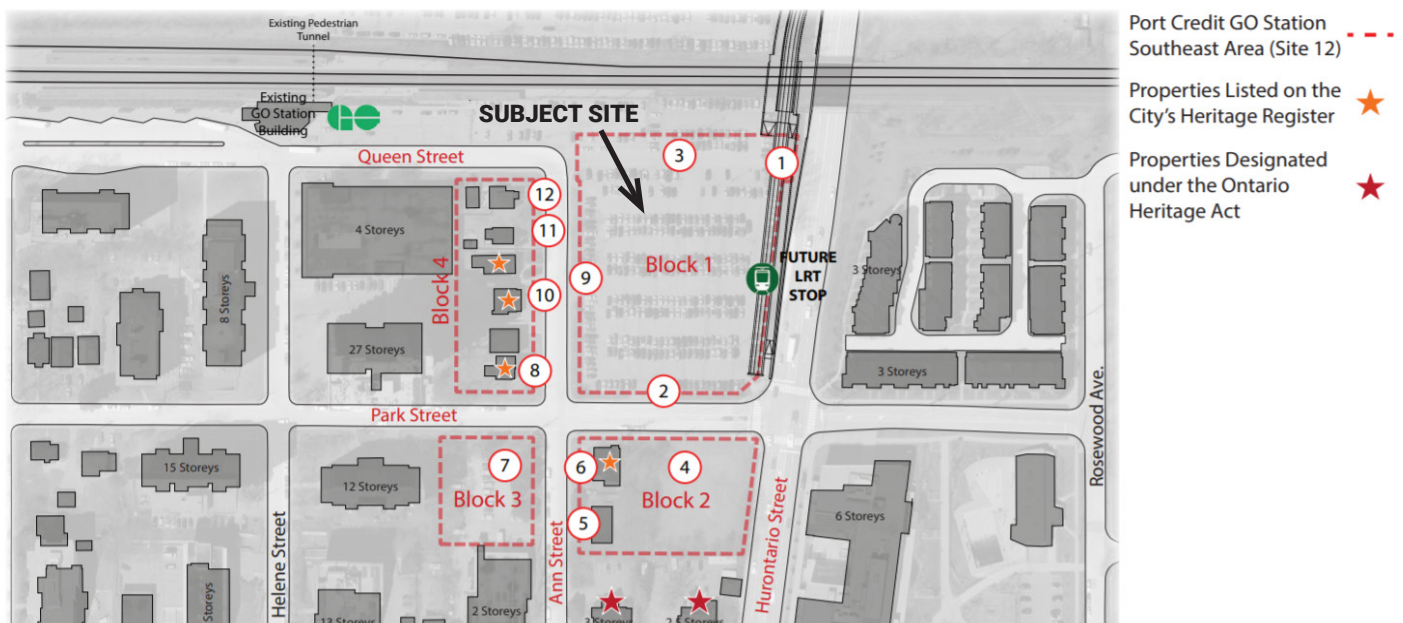


Figure 26 | Port Credit GO Station Southeast Area Master Plan Study - Block 1

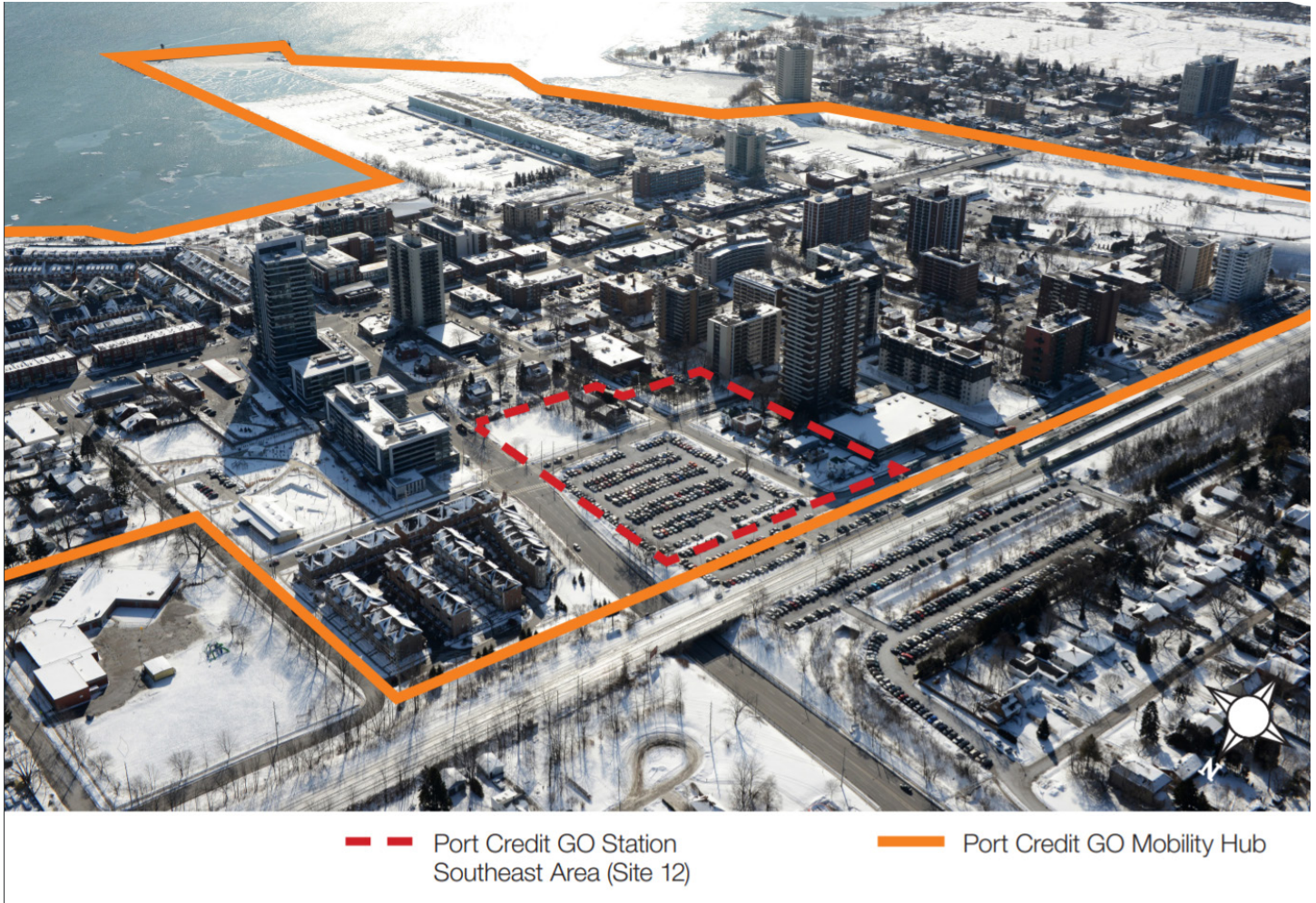


Figure 27 | Port Credit GO Station Southeast Area Master Plan Study - Site 12

The vision for the Port Credit GO Station Area 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.

Land use policies in Section 6.2.1 require all future developments over 1,000 m² (10,760 ft²) to provide an appropriate mix of non-residential, employment-generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space.

The minimum required GFA of employment-generating uses in Block 1 is 2,800 m² (30,140 ft²). Development is encouraged to identify and incorporate uses that are complementary to transit users and local land uses and activities.

Section 7.4 outlines six key built form principles,

including:

1. Multi-modal transportation connectivity with pedestrian priority.
2. The provision of an interesting and engaging public realm.
3. Massing and façade articulation at key view points and gateway locations.
4. Design of upper floors of buildings and roof tops that help minimize ecological footprints, protect views and provide outdoor amenity spaces.
5. Vertical elements and separation distances that contribute to the skyline of Port Credit.

The Study encourages reduced parking standards for transit-oriented development within the study area (Section 8). Development applications should demonstrate how travel demand management measures will be achieved.

The subject site is identified as Block 1 (Figure 26). The proposed development meets the general objectives and guidelines of the Study, is transit-supportive and provides a mix of uses and concentration of activities adjacent to the GO Transit and LRT Stations. The proposal prioritizes transit and pedestrian connections by linking ground floor retail uses to the POPS and Ann Street and forming a seamless connection between the GO Train and LRT Stations. The retail uses and POPS provide enhanced convenience for commuters and the proposal will increase ridership for local and regional transit. The proposed heights and massing have no adverse impacts on the view points or the public realm and protect the Port Credit skyline by focusing intensification at the appropriate location near the GO Transit and LRT Stations.

4.9.3 Metrolinx GO Rail Station Access Plan

The Metrolinx GO Rail Station Access Plan (2016) seeks to improve access to GO Stations via all modes of travel including walking, transit, cycling,

pick up/drop off, carpooling, and drive and park in response to the planned RER. The RER is expected to increase GO service and support the development of new stations throughout the GO rail network and is anticipated to result in substantial ridership growth. The 2031 daily forecast for GO Rail Riders shows that the Port Credit GO Station is expected to accommodate a high number of ridership as a home and destination station (Figures 28 and 29). Investment in sustainable modes of access to transit is required to accommodate and encourage this growth. The Plan sets targets to increase transit and active transportation access to stations.

The proposed development aligns with the guidelines for station development over time in section 4.3.2, in which integrating increased and transit-supportive densities at and around transit stations is emphasized while ensuring appropriate transition to the surrounding community. The proposed development is compact, mixed-use and transit-supportive and will create a critical mass of activity required for the GO Transit and LRT Stations to function successfully.

The proposed development aligns with the identified priority of supporting pedestrian access to GO stations as outlined in Section 4.4. Incorporating a mix of uses, including retail and other amenities into the station and surrounding area are encouraged to provide convenience for returning customers. The proposed development provides a safe and vibrant pedestrian environment by orienting retail uses towards the proposed POPS and providing wayfinding and signage for nearby transit routes.

4.9.4 Port Credit Built Form Guide

The Port Credit Built Form Guide ("Guide") is not considered part of the PCLAP, although it is used during the design and review of development applications. Selected content from the Built Form Guide was incorporated into Local Area Plan policies.

Building heights are addressed in Section 2.2. This section states that proposals for new buildings must

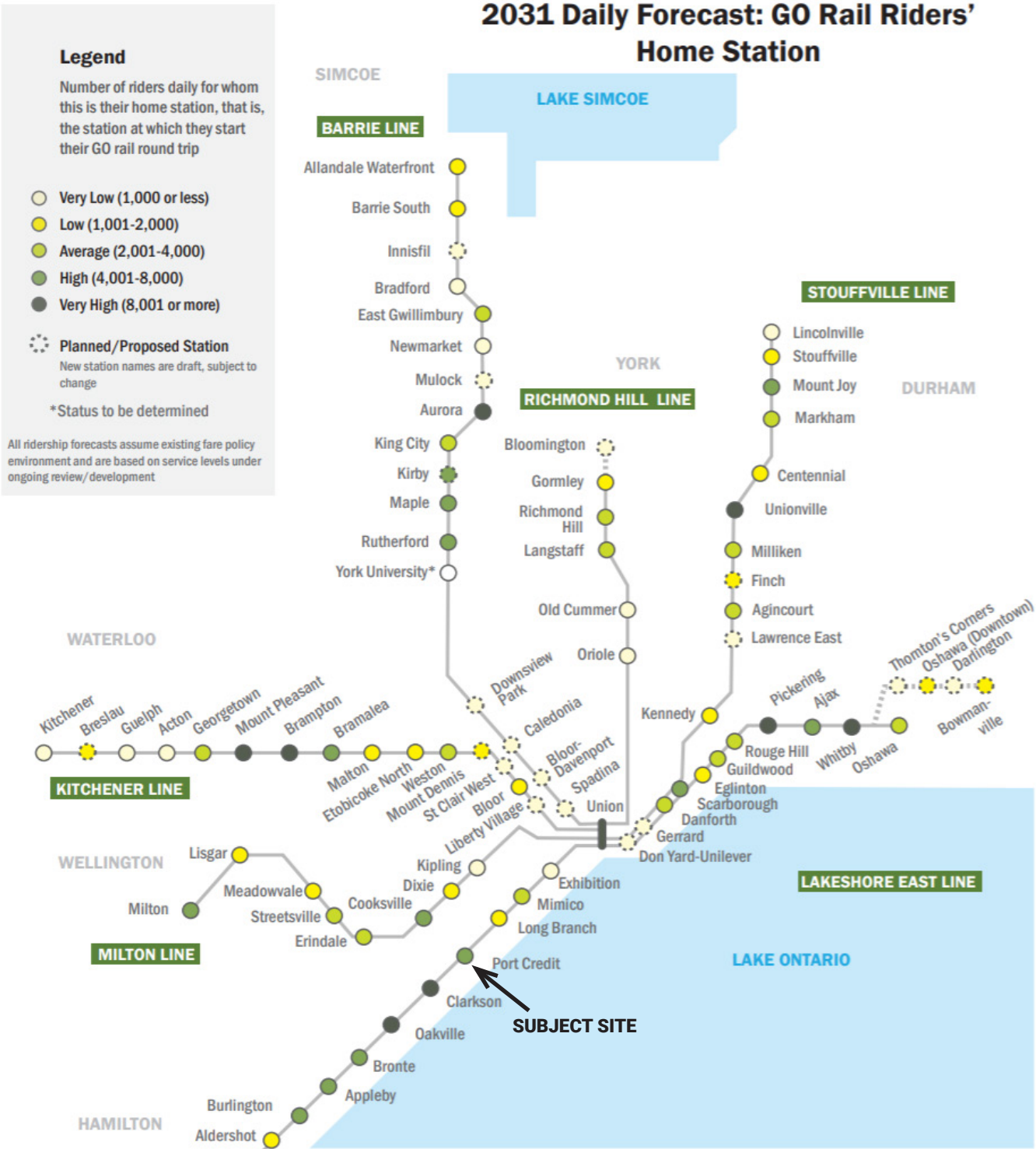


Figure 28 | Metrolinx GO Rail Station Access Plan - 2031 Daily Forecast: GO Rail Riders' Home Station

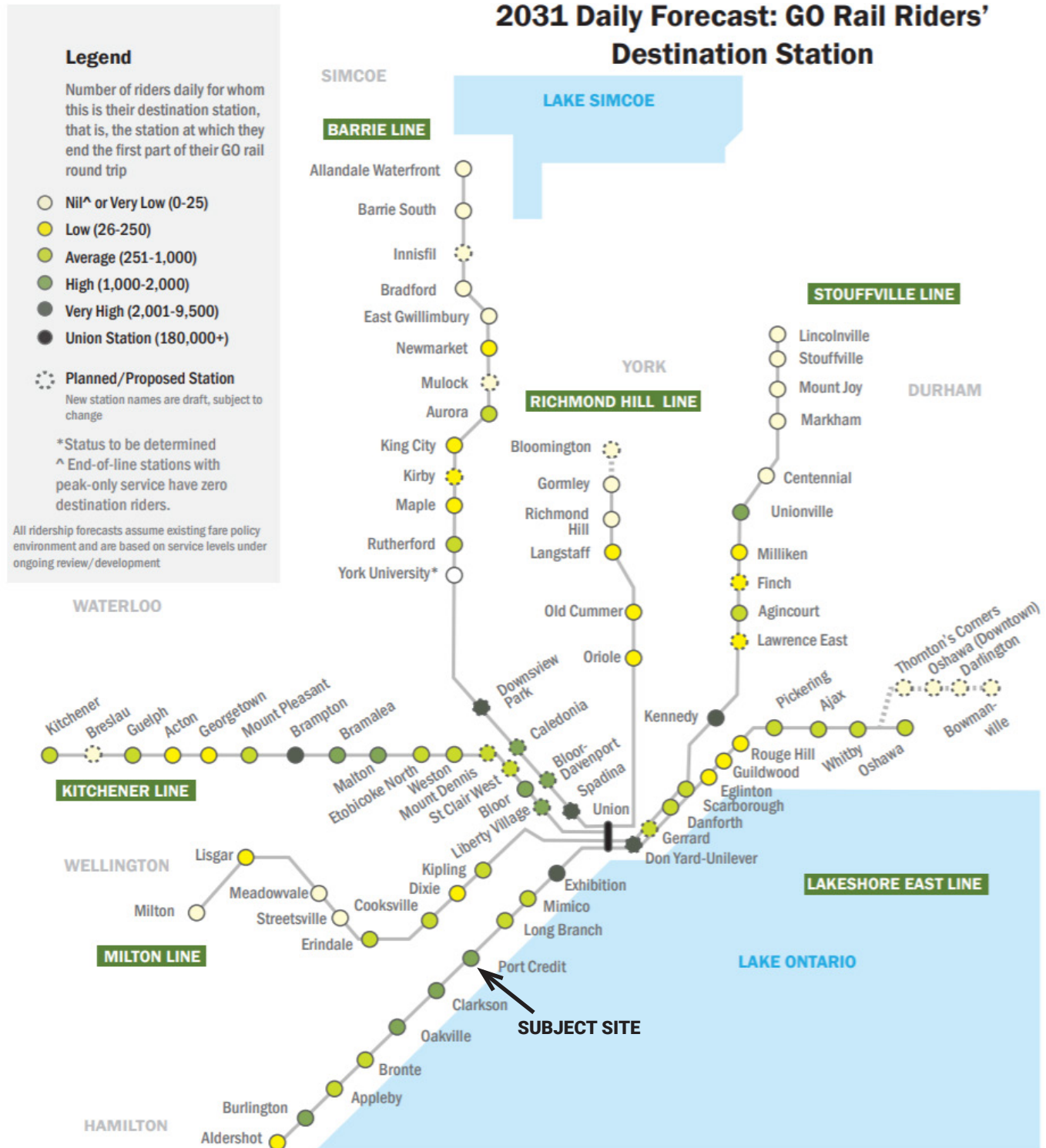


Figure 29 | Metrolinx GO Rail Station Access Plan - 2031 Daily Forecast: GO Rail Riders' Destination Station

refer to their surroundings through footprint, setback, street and building alignment (Section 2.2), and the greatest heights in the Port Credit Community Node should be located closest to the GO Transit Station and slope down to Lakeshore Road East (Section 2.2). The maximum height in the Port Credit Community Node should be 22 storeys due to its role within the urban hierarchy (Section 2.2).

The proposed height is representative of other developments adjacent to MTSA's and Mobility Hubs in the GTA, is transit-supportive and appropriate given the location adjacent to both the existing GO Station and planned LRT Station. The PCLAP and the Guide were developed before investment into the LRT and GO Expansion projects, and detailed design of the LRT station, including exact location.

The PCLAP also pre-dates recent higher level policy updates including the delineation of MTSA's and greater Provincial minimum density requirements. The proposal aligns with Provincial and Regional planning policy due to the site's location immediately adjacent to the LRT and GO Stations.

Urban design for the Central Residential Precinct is outlined in Section 2.3.2 of the Built Form Guide. This section states that this area will have the highest buildings in Port Credit and a more urban built form to provide a more conducive environment for pedestrians walking between the GO Transit and LRT Stations (Section 2.3.2). The subject site is identified as a placemaking opportunity within the Guide (Figure 30).

Built form guidelines are discussed in Section 2.4.1. Guidelines affecting the proposed development and subject lands include:

- Taller buildings must have a smaller floor plate size, except for at the lower level of the building in order to allow for greater design flexibility and a continuous street wall (Section 2.4.1);
- Buildings between 16 and 22 storeys should

have a maximum floor plate of 800 m² (Section 2.4.1);

- Taller buildings are required to be at least 40 metres away from other tall buildings (Section 2.4.2);
- New developments should maintain existing views to Lake Ontario and demonstrate how the building fits into the context through photographic imagery (Section 2.4.3);
- Tall buildings must be set back a minimum of 10 metres from side and rear property lines, and if those setbacks cannot be accommodated, then the site is considered too small to permit a tower (Section 2.4.4);
- Shadow and wind comfort studies are required for new developments (Section 2.4.5.1 and 2.4.5.2);
- Setbacks on residential streets should be 4.5 to 7.0 metres depending on the character of adjacent developments and the configuration of the proposed building (Section 2.4.7);
- A minimum of 30% landscape area is required for all sites within the Central Residential Precinct (Section 2.4.9);
- Developments on residential streets should have generous setbacks, upgraded tree planting and landscape treatment, and new development should ensure that existing trees are preserved, maintained and enhanced (Section 2.4.10);
- Service, loading and garbage storage areas should be screened from the public realm (Section 2.4.11);
- All mechanical penthouses should be designed and clad with materials to complement the building façade (Section 2.4.12);
- The portion of the roof not used as a mechanical

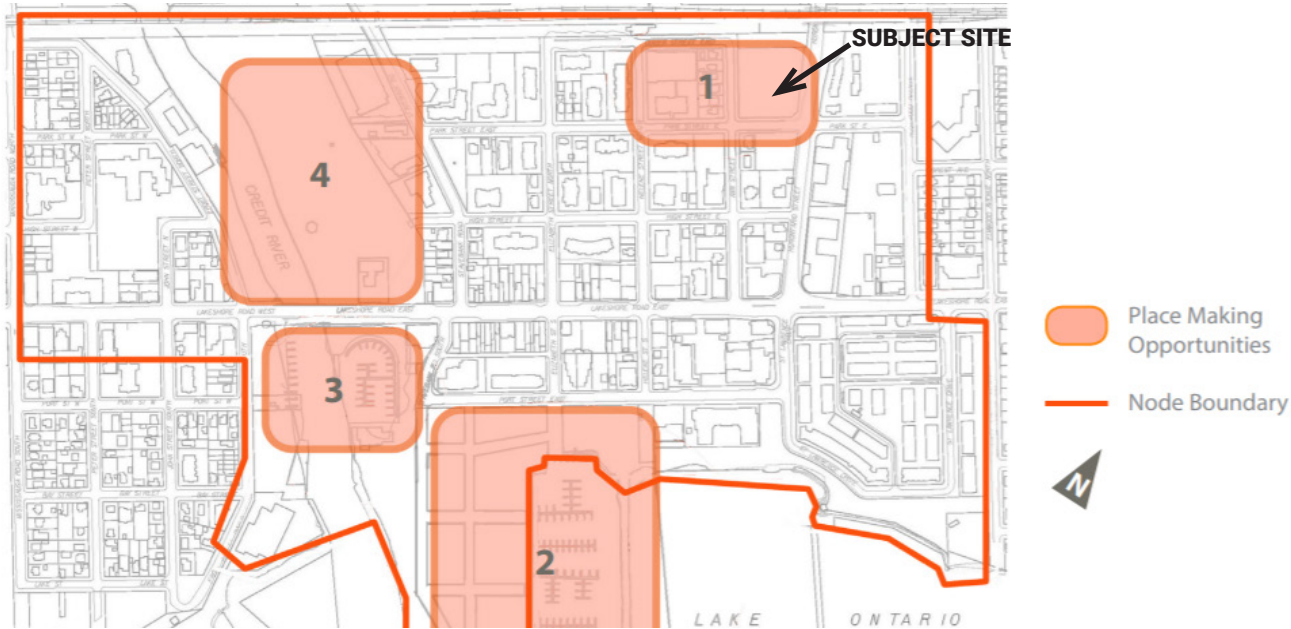


Figure 30 | Port Credit Built Form Guide - Placemaking Opportunities

penthouse should be developed as green roofs or usable outdoor amenity space (Section 2.4.12); and

- New developments should choose high-quality materials that reference their surroundings, most likely red tone brick (Section 2.4.13).

The proposed development fulfills the majority of these guidelines. The separation distance between the proposed buildings reaches 40 metres on the western side and narrowing towards the centre of the lot. The closest distance between the towers is 29 metres, which only occurs for a small portion of each building (Figure 31). Nearby developments have been approved at separation distances of around 30 metres, including the recently approved development at 28 Ann Street. The proposed development still achieves the intent of the tower separation guideline by avoiding overcrowding of views and the skyline, protecting view corridors and privacy of occupants. The proposed design creates an elegant addition to the skyline while achieving an eclectic mix of building styles and heights within the local area.

The floor plate size is 850 m², which is standard for developments in other intensification areas, such as Downtown Mississauga. Given the urban nature of the site, the floor plate size is appropriate.

The buildings do not meet the guideline of a 10 metre setback from the side and rear property lines. However, the GO railway corridor is located to the north of the site and provides for a buffer between the proposed development and low-rise developments to the north, beyond the Oriole Avenue GO parking lot. The proposed podiums provide commercial space, residential units, and indoor and outdoor amenity areas, with residential tower portions of the buildings beginning from the 11th level. The tower setbacks and orientation ensure no adverse noise or wind impacts on nearby developments or the pedestrian realm, especially with recommended strategies to mitigate wind in the winter months.

Additionally, according to the Shadow Study prepared by CORE Architects Inc, the proposed development does not result in adverse or prolonged shadow impacts on the surrounding developments, the GO

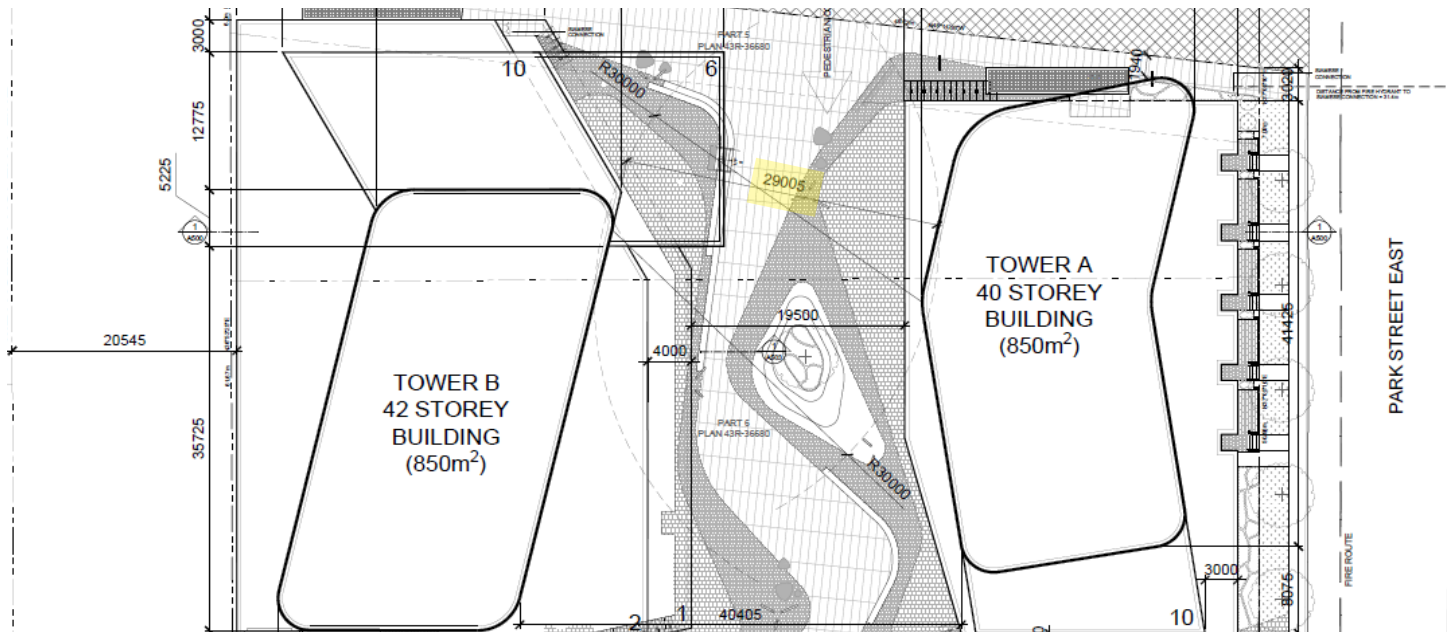


Figure 31 | Separation Distance Between Proposed Buildings

Transit and LRT Stations, or the pedestrian realm.

Service, loading, and garbage storage areas are enclosed within the building, with access from Ann Street toward the rear of the subject site abutting the railway corridor. The proposed landscaped area is approximately 28% of the site and is a minor reduction from the recommended 30% as per Section 2.4.9. The architecture and design of the buildings reflect other recent developments in the surrounding area.

Along Ann Street and Park Street East, and the interface with the LRT station, street frontages have been activated through commercial units, residential lobbies, and entrances to grade-related townhouse units. The site has further been activated through the retail uses fronting the proposed POPs.

4.9.5 Hurontario/Main Street Master Plan

The Hurontario/Main Street Corridor Master Plan, conducted by the Cities of Mississauga and Brampton between 2008 and 2010, outlines a vision to link Urban Growth Centres in the two cities. The Master Plan covers Hurontario and Main Street from

the Downtown Brampton Community to the Port Credit and Mineola Communities.

The Plan examines several options for transit connectivity on the corridor and ultimately recommends a new LRT line from Downtown Brampton to the Port Credit GO Station. A robust pedestrian and cyclist strategy would accompany the LRT route on the corridor.

Section 8.11 specifically identifies a vision for the Port Credit area within the corridor. The goal is to create a Gateway Mobility Hub centered around the GO Transit station that links GO trains with the Hurontario LRT system, local transit, and potential higher order transit system along Lakeshore Road (Section 8.11.1). Section 8.11.3 defines permitted uses at grade level. It requires commercial or Institutional uses along Hurontario Street to link Lakeshore Road to the GO Transit Station as well as along Park Street East and Ann Street (Figure 32). Development along Park Street East and Ann Street are required to have continuous street frontage (Figure 33). Along Hurontario Street, a continuous frontage of 95% is required (Section

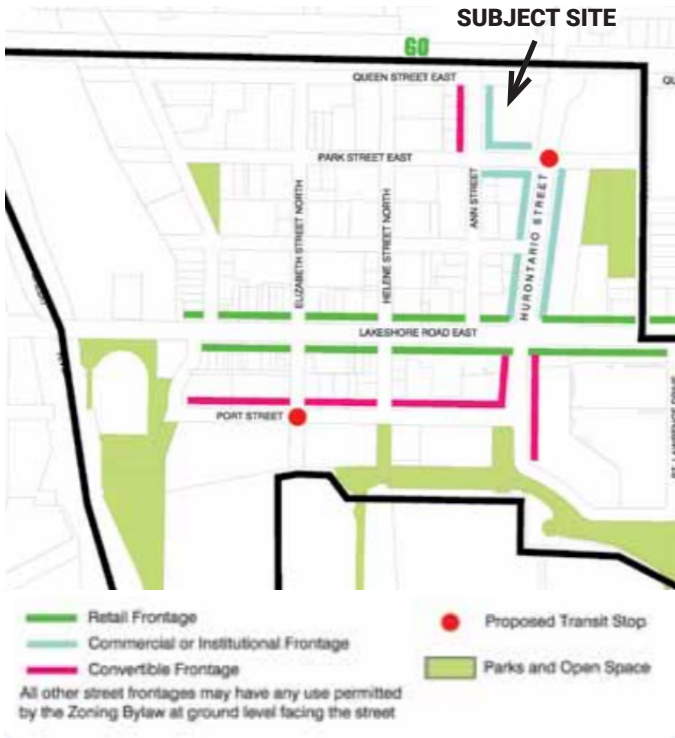


Figure 32 | Hurontario/Main Street Master Plan - Section 8.11.1 - Port Credit Permitted Use Map



Figure 34 | Hurontario/Main Street Master Plan - Section 8.11.4 - Port Credit Placemaking Map

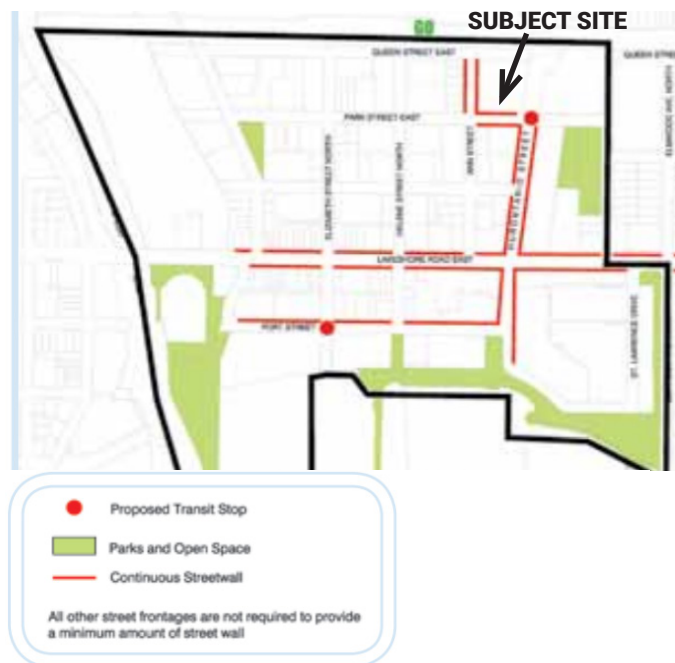


Figure 33 | Hurontario/Main Street Master Plan - Section 8.11.2 - Port Credit Continuous Street Frontage Map

8.11.6). The subject site is not affected by specific setbacks identified in the Master Plan.

The subject site is identified as a Primary Placemaking Opportunity in the Master Plan due to its location between the GO Transit and LRT Stations (Section 8.11.8). The success of the Port Credit Mobility Hub is largely dependent on the connection between the two stations and the convenience it offers for users to move between the two locations (Section 8.11.8). The subject site is located within the Port Credit Mobility Hub in the Metrolinx Regional Transportation Plan and will play a significant role in the planned development of Port Credit.

Development around the GO Station must be pedestrian-friendly, providing attractive public spaces and links between those spaces and surrounding areas. The placemaking locations identified in Section 8.11.8 (Figure 34) must give special consideration to urban design in accordance with Section 7.3.12 of

the Master Plan.

Section 7.3.12 provides placemaking policies and guidelines for the Hurontario Corridor with the aim of developing the corridor into a vibrant and active pedestrian-friendly urban environment. New development along the corridor should create unique and memorable places with a strong sense of identity and character. Relevant placemaking policies include:

- ii. Growth should be directed to key nodes of mobility and activity, to support transit, facilitate 'placemaking' and to revitalize the Corridor;
- iii. Growth should facilitate the creation of a sense of place through developing an identity, providing public art and cultural venues and spaces, such as parks, plazas and open spaces for community interactions;
- iv. Public art should animate civic spaces and reflect the culture and diversity of the local residents and community

The proposed development supports the Master Plan's goal to provide a safe and convenient pedestrian link between the GO and LRT stations and bus terminal by mid-block connection that prioritizes pedestrian movement (Section 8.11.8). The proposed POPS, lined with retail uses, further animates the public realm and provides transit users with a safe

and vibrant space to use between their commute and access to a variety of stores for their needs. The proposed development supports the Master Plan's policy of enhancing pedestrian access to the GO Station from Ann Street (Section 8.11.9). Proposed pedestrian improvements such as wayfinding and signage will further facilitate movement throughout the site and to the GO Transit and LRT Stations.

4.9.6 Parking Regulations Study (Ongoing)

The City of Mississauga is currently reviewing and updating off-street parking regulations in the City's Zoning By-law. The Parking Regulations Study is a key action from the City's recently approved Parking Master Plan and Implementing Strategy. The Study focuses on establishing the amount of privately-owned parking that is to be provided as part of a neighbourhood-specific "precinct" approach to assessing parking requirements for development applications and investigating current and anticipated parking demand and usage rates.

The Study will ensure that parking regulations align with land use and travel patterns, intensification policies, transportation strategies, and higher level policy directions. The revised standards will consequently decrease the number of requests by landowners for reducing parking through zoning By-law amendments and minor variance.

Draft Zoning By-law Amendments relating to required bicycle parking spaces are reflected in the Draft Zoning By-law Amendment Schedule attached to this report. Based on the subject sites' unparalleled access to transit and active transportation options, the proposed vehicle parking rates are lower than those considered in the Study. Reduced vehicle parking rates implement MOP and PCLAP policies that acknowledge lower rates are appropriate in close proximity to higher order transit stations. Justification for the proposed rates can be found in the Traffic Impact Study prepared by GHD.

5.0

SUPPORTING
STUDIES AND
REPORTS

5.1 Traffic Impact Study

GHD Limited prepared a Traffic Impact Study for the proposed development to determine site-related traffic and subsequent traffic-related impacts on the adjacent road network during the weekday a.m. and p.m. peak hours. These impacts are based on the projected future background traffic and road network conditions derived for a 2026 future planning horizon year.

Access to the proposed development is proposed via a full-move driveway located on Ann Street, north of Park Street East. The subject site is expected to generate 261 new two-way trips consisting of 109 inbound and 152 outbound trips during weekday a.m. peak hour and 336 new two-way trips consisting of 177 inbound and 159 outbound trips during the weekday p.m. peak hour.

The overall impact of the development-generated traffic is negligible to the operation of the study area intersections and traffic flow along Hurontario Street, Park Street East, and Ann Street, with no geometric improvements required to accommodate the proposed development.

Under future total traffic conditions, the signal timings for the intersection of Hurontario Street and Park Street East were optimized as needed to reduce v/c ratios and delays. An eastbound left-turn phase was also added during all future a.m. peak scenarios and only the p.m. future total scenario to reduced v/c ratios and delays for that approach.

Application of the current City of Mississauga Zoning By-law parking rates to the subject site results in a requirement of 1,795 parking spaces. The subject site provides a total of 474 spaces resulting in a deficit of 1,321 parking spaces.

The TIS highlights potential Transportation Demand Management ("TDM") opportunities that are summarized below.

Cycling Strategy

The City of Mississauga has outlined a recommended minimum bike parking requirement in their TDM Strategy and Implementation Plan based on land use. The TDM Plan recommends a bike parking rate of 0.8 long-term parking spaces per unit and a minimum of 6 spaces for visitors (short-term) for residential uses and 0.5 space and 1 space per 500 m² for long-term and short-term, respectively for retail land uses. It also mentions that the City may wish to consider offering incentives to developers who offer bicycle parking above and beyond this rate in lieu of conventional vehicle parking. Bicycle repair stations can also be provided in a secure area and can provide residents the necessary bicycle maintenance tools and supplies (i.e. bicycle pumps, wrenches, lubricant, wrenches, screwdrivers, etc.).

Transit Strategy

The proposed development will be within walking distance to the Hurontario LRT Station, which has an expected completion for Fall 2024. The LRT will travel 18 kilometers from the Port Credit LRT Station to the Brampton Gateway Terminal at Hurontario Street and Steeles Avenue. Transit screens can be placed in the building lobby to provide information on the next bus or train at the nearby transit stops and allow commuters to wait indoors until their preferred mode of transit is nearby. This strategy will allow residents and visitors to stay in the lobby when the weather is unfavorable. Transit maps and signage indicating where the local public transit stops are located can also be placed in the lobby to inform residents and visitors about the various public transit options available for shorter trips instead of using a car.

Parking Strategy

Unbundled parking can be used to separate the purchase of a property from a parking space to provide residents with the true cost of the parking space. Unbundled parking gives residents a choice

between paying for a parking space or using another mode of transportation, with the latter encouraging other modes of transportation. The proposal is considering 10% of parking spaces to be EV Charger-Ready Spaces.

Carshare/Bikeshare Strategy

Carshare programs allow members to have access to various vehicles provided by the company without the financial and maintenance responsibilities of car-ownership. These programs are seen as an alternative to car ownership or the need to purchase a second car and can benefit the residents of the building and the surrounding community.

Assigned carshare parking spaces would be provided in an accessible location for users who wish to use this service. Bikeshare programs offer a more sustainable mode of transportation to residents and the community by encouraging people to find an alternative to car-use for shorter trips.

Wayfinding and Travel Planning Strategy

Information packages can be given out to new residents, including GO Transit and MiWay maps and schedules along with cycling maps and other active transportation opportunities in the surrounding area. A map of the Hurontario LRT route can also be provided to new residents as an opportunity to promote this new mode of transportation in the surrounding area.

The site is within walking distance of the GO and LRT stations. By promoting multimodal alternatives through the proposed TDM measures to increase transit, walking, and biking in the City and addressing the growing trend within the GTA to reduce auto dependency, the reduced parking rates are adequate to service the site.

5.2 Pedestrian Wind Study

RWDI was retained to conduct a pedestrian wind

assessment for the proposed development. Based on the wind-tunnel testing for the proposed project under existing and proposed configurations and the local wind records, the potential wind comfort and safety conditions are as follows:

- The existing wind conditions on and around the site are generally comfortable for the intended pedestrian use throughout the year. High wind speeds and uncomfortable conditions occur at localized areas on the site and along the sidewalks of Ann Street and along Park Street East.
- With the proposed development in place, wind conditions are expected to be comfortable for the intended pedestrian use at most grade-level areas throughout the year. Due to the seasonally stronger winds, higher wind speeds and uncomfortable conditions are predicted in the winter at multiple areas on site. The wind conditions at these locations can be improved with the use of localized wind control features such as wind breaks (hard or softscape features).
- Wind speeds at most areas on the Level 2 outdoor amenity area of Tower B are predicted to be comfortable for passive patron use during the summer when outdoor spaces are most used. Wind speeds at most locations on the Level 11 amenity area of Tower A, are expected to be higher than desired throughout the year.
- Existing wind speeds meet the safety criterion at all locations assessed. With the addition of the proposed development, the wind safety criterion is expected to be exceeded at grade-level locations between the towers, the northwest corner of Tower A and the southwest corner of Tower B. This criterion will also be exceeded at all areas on the Level 11 amenity area of Tower A.

- Suitable wind conditions can be achieved throughout the site by implementing localized hard and/or softscape features. Additional wind tunnel testing will be conducted as the design progresses to develop appropriate wind mitigation measures and confirm their efficacy.

5.3 Noise and Vibration Feasibility Study

For the proposed development, J.E. Coulter Associates Limited conducted the Noise and Vibration Feasibility Study. The Study includes recommendations to address noise and vibration issues that illustrate that applicable Ministry of the Environment, Conservation and Parks ("MECP"), Metrolinx, Canadian National Railway ("CN"), and City of Mississauga noise guidelines can be met with modest noise control measures. The recommendations also take into consideration the sound from the surrounding transportation sources.

A review of the area indicates there are no sources of stationary noise that would potentially affect the occupants of the future building itself. As a result, stationary noise sources are not considered further within the Study. The Study focuses on the transportation noise and vibration impacts.

To meet the requirements of MECP, the City of Mississauga, Metrolinx, and CN, the following noise control measures are required:

1. All units will be supplied with central air conditioning. Warning Clause Type D will be inserted into the Agreements of Purchase and Sale or Lease for all units.
2. Terraces and private balconies greater than 4 metres in depth are currently not proposed. If included, such areas should be reviewed for noise control measures, where required. Given the significant ambient sound levels, such private terraces should be avoided.
3. All units within the development need to be supplied with Warning Clause Type B in their Agreements of Purchase and Sale or Lease.
4. General glazing and spandrel panel recommendations have been provided based on current suite layouts. An updated analysis should be completed if there are changes to the floor plans and window elevations that would affect the glazing requirements.
5. Tower B's 3rd floor amenity area should not be designated or planned for quiet use due to high sound levels. The south tower's 11th floor amenity area is predicted to meet the guidelines assuming a standard 1.1-metre tall noise barrier along the perimeter.
6. As the development is located within 300 metres of the railway corridor, all units should be provided with the standard CN and Metrolinx Warning Clauses in any case. The warning clauses are to be inserted into the Agreements of Purchase and Sale or Lease.
7. Vibration control is not required as the vibration levels were measured to be well below 0.14 mm/s RMS. The LRT vibration levels are similarly expected to be well below the limit.
8. Prior to the building permit application, or at such a time when the final design is completed, a review of the proposed development's mechanical and electrical equipment should be completed to ensure that applicable noise guidelines are met at the surrounding areas as well as at the future development itself.
9. The Hurontario LRT's Port Credit Station is located to the east of the site. The station is still being designed and final details on any equipment proposed have not been provided. Metrolinx will share more information regarding potential equipment from this station as it becomes available. An additional analysis will be completed once this information is received.

Significant noise sources are not expected and would not affect the feasibility of the development as there is still time to implement noise control measures at the station itself. The significant ambient noise present also mitigates any potential impact from the stationary sources.

5.4 Shadow Study

CORE Architects Inc prepared a Shadow Study for the proposed development. The Shadow Study shows the site's proposed, Official Plan permissions, and existing shadows. The proposed development generally achieves the criteria outlined in the City of Mississauga Standards for Shadow Studies (2014) as follows:

- There is no shadow impact for more than two consecutive hours within the space between the exterior wall of a dwelling and the 7.5-metre line of impact assessment for any residential private outdoor amenity spaces adjacent to the site.
- The proposed building casts a shadow onto the rear yards of single family dwellings to the northwest in the mornings. The shadow cast clears each yard in two hours or less.
- There is very minimal shadow impact on the Forest Avenue Public School yard. The proposed building shadows a small portion of the school and in the late afternoon on September and December 21. However, the shadow moves quickly across the school and clears within a couple of hours.
- Shadows from the proposed development shadow onto parts of Hurontario Street on September 21 between 12:12 pm and 2:12 pm.
- Shadows from the proposed development allow for a minimum of four hours of sunlight on Ann Street.
- No shadow from the proposal is cast on Ann

Street, including the full width of the sidewalk on September 21 from 10:12 am onwards.

5.5 Tree Inventory / Tree Preservation Plan and Arborist Report

Kuntz Forestry Consulting Inc. was retained to complete a Tree Inventory and Preservation Plan for the proposed development. A tree inventory was conducted and reviewed in the context of the proposed site plan. The findings of the study indicate a total of six trees on and within six metres of the subject site. The removal of all trees is required to accommodate the proposed development.

5.6 Functional Servicing Report

WSP Canada Inc. was retained to prepare a Functional Servicing Report to assess the servicing requirements relating to the proposed development. The Report provides the conceptual framework for water distribution, sanitary sewage, and storm drainage for the development of the site.

Water Servicing

The proposed water servicing for the site will include a 150 millimetre diameter domestic water connection branching off a 200 millimetre diameter fire water connection as well as a second 200 millimetre fire water connection.

The water service connections will be made to the existing 300 millimetre watermain on Park Street East. A hydrant flow test has been conducted to verify that the existing watermain has adequate capacity to support the domestic and fire protection water demands of the proposed development.

Sanitary Servicing

The proposed sanitary servicing for the site will include a 250 millimetre diameter sanitary service connecting to the existing 250 millimetre diameter sanitary sewer on Park Street East, including a control

manhole inside the property line and a new manhole on the municipal sewer. The estimated average sanitary flow generation from the site is 7.71 L/s and the estimated peak sanitary flow generation from the site is 27.40 L/s.

Stormwater Servicing

The proposed storm servicing for the site will include a 150 millimetre diameter storm service connecting to the existing 300 millimetre diameter storm sewer on Park Street East. On-site, there is a proposed stormwater cistern which will provide quantity control and a proposed OGS unit to provide quality control. The proposed development will capture and control all storm runoff from the site (up to the 100-year storm event) and control the runoff to the 2-year pre-development flow rate. By implementing these stormwater management controls, the development of the site will ensure that all storm events greater than the 2-year storm event will reduce the storm flows from the site to the existing municipal sewer system.

5.7 Stormwater Management Report

The Stormwater Management ("SWM") Report was prepared by WSP Canada Inc. The key points are summarized below:

- **Erosion Control:** The site area for this application is 0.77 hectares, which is well below the 2.0 hectare guideline, and the 5 millimetre water balance requirement has been addressed. Therefore, additional measures for erosion control are not recommended.
- **Water Balance:** A minimum water reuse volume of 31 m³ will be provided in a sump volume below the invert of the outlet of the stormwater tank to store the required water balance volume for reuse.
- **Water Quantity:** Site-generated runoff will be directed to a 300 m³ stormwater tank. Post-

development flows have been controlled to below 64.3 L/s in accordance with the target release rate by a mechanical pump.

- **Water Quality:** Stormwater runoff from the site will satisfy the intent of the City of Mississauga's Development Requirements (2016) water quality requirements without specific treatment measures being installed.

The report demonstrates that the proposed SWM strategy will address stormwater management-related impacts from this project and meet the intent of the City of Mississauga's Development Requirements (2016) and the Credit Valley Conservation SWM Criteria (2012).

5.8 Geotechnical Investigation Report

The Geotechnical Investigation Report was completed by Englobe Corp. The purpose of this investigation was to determine the subsoil/rock conditions in order to provide recommendations for the design of the foundation for the proposed development. Recommendations include:

- The exterior area of the proposed parking areas are to be provided with flexible pavement surfacing.
- After stripping the topsoil or other obviously objectionable materials from the pavement area, the subgrade should be graded and provided with a continuous cross fall of 3 to 4 percent.
- The subgrade should be proof rolled using a heavily-loaded truck to identify any soft areas exhibiting excessive deflections.
- Any such area should be sub-excavated and adequately replaced with approved granular material.
- It should be noted that the grain size analysis testing of the pavement subgrade material

indicated that the subgrade is considered to be highly frost susceptible in some locations. Consideration could be given to taking supplemental frost protection measures for this facility.

- Proper surface drainage (surface water directed to catch basins) and pavement surface maintenance (regular crack sealing, for instance) is considered critical for this facility in order to ensure that the pavement achieves its design service life.
- All pavement construction work should only be completed during periods of favorable weather.
- Subdrain and/or ditches should be installed as far in advance of the construction work as possible to permit proper drainage of the subgrade, particularly in cut areas.
- The subgrade should be properly prepared, shaped, and graded to provide uniform, continuous cross-fall toward properly designed and constructed subdrains and/or ditches.
- The prepared subgrade should be carefully proof rolled in the presence of a qualified representative of a geotechnical engineering firm, and any soft or wet spots or other obviously objectionable materials sub-excavated and properly replaced with suitable, approved material.

5.9 Phase One Environmental Site Assessment

The Phase One Environmental Site Assessment ("ESA") was completed by Englobe Corp. in accordance with Ontario Regulation 153/04 (O. Reg. 153/04), as a requirement for the potential filing of a Record of Site Condition ("RSC") with MECP.

Based on the information obtained and reviewed as part of this assessment, six Areas of Potential

Environmental Concerns ("APECs") were identified on the site due to current and historical Potentially Contaminating Activities ("PCAs") identified both on the site and on surrounding properties. A Phase Two ESA was recommended to assess the environmental quality of the soil and groundwater on the site.

5.10 Phase Two Environmental Site Assessment

The Phase Two ESA was completed by Englobe Corp. in accordance with Ontario Regulation 153/04 (O. Reg. 153/04), as amended.

According to the groundwater analytical results, the concentration of sodium was detected at a concentration greater than the MECP Table 7 Standard in the groundwater sample collected from MW-02-20 and its duplicate. It is suspected that the elevated concentration of sodium is likely attributed to parking lot de-icing activities (salting).

The Phase Two ESA states that elevated EC/SAR values in the soil and sodium concentrations in the groundwater are expected to be due solely to the application of road salt for the safety of vehicular or pedestrian traffic under snow or ice conditions or both. As per Part IX, Subsection 49.1 of O.Reg.153/04, the applicable site condition standard (i.e., MECP Table 7 Standards) is deemed not to be exceeded at the site. Based on the findings of the Phase Two ESA, the subject site currently meets the requirements for the filing a Record of Site Condition under O.Reg.153/04.

5.11 Stage 1 Archeological Study

The Archaeologists Inc. was retained to conduct a Stage 1 Archeological Background Study for the subject site to evaluate and document the site's archaeological potential and recommend appropriate strategies for the Stage 2 survey.

The Stage 1 Archeological Background Study and site inspection indicate that the existing railway line

has resulted in deep land alterations and severely damaged any archaeological resources' integrity. The Study concludes that the subject site does not retain any archaeological potential, and it is recommended that no further archaeological assessment is required.

5.12 Housing Report

Sajecki Planning Inc prepared a Housing Report for the proposed development. The purpose of the report is to provide a planning rationale based on provincial, regional and municipal housing policies and objectives and to provide an analysis concerning how the proposed development addresses housing targets and reflects good planning.

The Report identifies ways in which the proposed development addresses housing policies, including:

- It will provide new housing supply through the redevelopment of an underutilized, greyfield site by replacing a surface parking lot with a compact, mixed-use, and transit-oriented development;
- It will add 1,139 residential units to the housing supply and will contribute to the range of housing options in the City of Mississauga and the Port Credit Community Node and neighbourhood;
- The new housing supply will be appropriately serviced by existing infrastructure, including existing and planned public and active transit routes;
- The proposed development will contribute to a complete community that is supportive of public health and safety;
- The residential units will be supported through proposed exterior and interior amenity spaces as well as existing community infrastructure; and
- The project team will discuss the potential for provision of affordable housing with City staff.

5.13 Low Impact Design Features

CORE Architects Inc. prepared a list of Low-Impact Design Features. Proposed features will be analyzed by the applicant through the design review process. These include:

Landscape Features

- The project is proposing the enhancement of streets with landscape treatment, continuous sidewalk, and landscape treatments;
- More than half of the plant species will be native or selections of native species;
- No invasive plant species will be proposed;
- All exterior lighting shall be shielded and dark-sky friendly;
- The project is considering using green roofs on lower roof levels;
- The project is considering irrigation systems that can be fed from a cistern to reuse stormwater on-site; and
- The project is considering a high-efficiency (drip) irrigation system to be specified instead of sprinklers.

Building Design

- No at-grade surface parking is proposed on-site. All parking spaces are located in enclosed below-grade parking garage;
- The parking rate reduction is being requested to encourage alternative forms of transportation;
- The project is considering 10 percent of parking spaces be EV charger ready;
- Residential long-term bicycle parking spaces will be located within the building;
- Canopies have been provided at the retail and

residential entrances to provide covered waiting areas for pedestrian comfort and protection from inclement weather;

- The project will comply with the Ontario Building Code for Energy modeling requirements;
- The project will have a bi-sorter to deal with waste and recycling. All sorted waste arrives at a central collection area in the P1 level. The project will also provide an area for bulk garbage storage;
- The project is considering incorporating intake and exhaust vents from below grade garage into building façade and landscape treatments; and
- Full height glazing is proposed for ground-floor retail and amenity space located along the interior courtyard (POPS) and Ann Street to activate the public realm.

5.14 Rail Safety

The Rail Safety Report, prepared by Entuitive reviews the site-specific safety risks for the development associated with the nearby rail corridor along with mitigating measures.

The Report concludes that the following measures reasonably mitigate the risks associated with the rail corridor:

- Combined vertical and horizontal setback is 31.5 metres to the Metrolinx property, approximately 41 metres to the rail corridor and approximately 53 metres to the closest track;
- Crash wall with a minimum height of 2.1 metres above grade and a minimum thickness of 450 millimetres per the FCM/RAC and AECOM requirements. The structural design of the crash wall and details will be completed for the detailed submission;

- The crash wall shall extend along the full length of the loading bay on the north face of the development, with a 6 metres return on the east end;
- While the crash wall is integrated with the loading bay's foundation wall and relies on propping from the loading bay's floor slab, the podium's structure is not structurally dependent on the wall. The podium's structural adequacy remains uncompromised if the crash wall is removed or destroyed;
- Crash wall to be built entirely on the development site; and
- Anti-trespassing measures: a crash wall extending a minimum of 2.43 metres from the finished grade on the north side of the site property line or a fence meeting the anti-cut and anti-climb requirements from Metrolinx with a minimum height of 2.43 metres. The fence will also extend along the northern property line which is not occupied by the crash wall.

5.15 Urban Design Study

The Urban Design Study, prepared by Sajecki Planning Inc. concludes that the proposed development delivers a sound design that demonstrates good practice in urban design. The proposal represents an appropriate development in terms of its fit within the City's urban structure, its height and scale within its local context, and its architectural treatment with respect to Hurontario Street and Port Credit GO Station. Complementing municipal and provincial infrastructure investments, the vision for the subject site is to create a vibrant destination that connects people and transit, enhances local identity through collaboration and partnerships, and provides a variety of housing options in a mixed-use development within a MTSA.

The proposed development makes for an improved use of an underutilized greyfield site to respond to

the growing demands for transit-oriented housing communities in the Greater Toronto Area. The design provides streetscape improvements along its frontages along the future Hurontario LRT stop, Park Street, and Ann Street.

The buildings have been massed to emphasize a seamless connectivity at the privately operated public space between the future Hurontario LRT station and the existing GO station. Active retail uses are proposed along the central POPS to ensure both day and night animation on the ground plane. The siting and shape of the buildings ensure adequate privacy, sunlight and sky views are maintained.

Access to vehicular parking and the loading space has been directed away from the public roads to maximize pedestrian and cyclist safety and minimize the visual prominence of these features from the public realm. The design move also provides a

continuous streetscape along Hurontario Street.

In building up instead of out, supporting transit use, reducing vehicle parking spaces in favour of bicycle parking spaces, and using eco-friendly building practices and materials, 30 Queen Street East will minimize its impact on the environment, reduce sprawl, traffic, resource consumption, save energy, and encourage a shift in mobility towards more active modes, which in turn will contribute to the development of a thriving, healthy community. 30 Queen Street East will create an iconic destination and enhance the pedestrian experience for Port Credit residents, visitors and transit users. The mixed-use landmark, which proposes ample amenity and commercial space, will reshape the site's relationship with their surroundings providing generous pedestrian-oriented spaces at the ground level and places to live, work, and gather.

6.0

PLANNING ANALYSIS

As outlined in Section 4.0 of this Report, the proposed development, Official Plan Amendment, and Zoning By-law Amendment are consistent with and conform to planning policy at the Provincial, Regional and Municipal levels. The following sub-sections highlight key planning components of the proposal and outline how the proposed development reflects good planning.

6.1 Complete Community

The proposed development will support the development of a complete community within Port Credit and in the City more broadly. The proposal incorporates residential and retail uses at the nexus of two major transit systems in Mississauga. It will provide new pedestrian-oriented open space that will improve the link between the GO and LRT Stations. The proposed mixed-use development will accommodate the daily needs of residents, employees, commuters, and community members. The proposal will add 1,139 residential units to Mississauga's housing supply, contributing to the mix and range of housing available in Port Credit and the City more broadly. Dwelling units are proposed to range from one bedroom to two bedrooms plus den, accommodating a range of household sizes, ages, and needs. The proposed development may include affordable housing units based on further discussions with the appropriate authority having jurisdictions.

Through the mix of uses and adjacent transit connections, the proposal helps to minimize vehicle trips within Mississauga by providing opportunities to live, work and shop in one place. The development is serviced by various local and regional public transit routes, including the GO train and Hurontario LRT. Furthermore, Hurontario Street is anticipated to have primary on-road cycling routes as part of Mississauga's long-term active transportation plan. Redevelopment of the subject site will encourage active transportation and public transit and enhance

the pedestrian realm, ultimately supporting the creation of a multi-modal transportation system in Mississauga.

6.2 Compatible and Attractive Built Form and Design

The proposed built form and design are compatible with surrounding developments and reflect the intent and goals of provincial, regional and municipal planning policies.

The proposed development is compact, avoids overcrowding of the skyline, and protects view corridors. The tower portion of the buildings begins at the 11th level. The towers are appropriately located in relation to the GO Transit Station and LRT Station and appropriate transitions are provided to lower density areas of the neighbourhood. The under-construction development at 28 Ann Street and planned development of 91 Park Street East also provide appropriate transitions between the proposal and the existing neighbourhood.

There are no adverse or prolonged wind, noise, or shadow impacts on the surrounding developments or public realm. Grade-related commercial space, landscaping and the proposed POPS help to activate the public realm within the subject site and around the GO Transit and LRT Stations, creating a safe and vibrant pedestrian experience. Wayfinding and signage will further pedestrian comfort and convenience.

6.3 Appropriate Height and Density

The subject site is located within the Port Credit Community Node, an Intensification Corridor, and Port Credit MTSA. A challenge for the Port Credit Community Node is balancing growth with maintaining Port Credit's existing urban village character. These competing goals can be best achieved by directing intensification to underutilized lands near the GO Station in the north of the central

residential precinct. The subject site is one of the last remaining opportunities for growth and intensification within the Port Credit MTSA. Adjacent to two key regional public transit networks, the site's unique location makes it ideal for high-density, mixed-use development. The proposed heights and density are appropriate for the subject site's location, reflect other development trends in MTSA's and Mobility Hubs in the GTA, and align with provincial, regional, and municipal planning goals and objectives.

The minimum density target for the Port Credit GO MTSA, as proposed by the Region, is 200 people and jobs per hectare, which requires an additional 7,536 people and jobs within the MTSA area. The subject site, which represents underutilized greyfields land at the heart of a transit node, can accommodate additional density that cannot be achieved in other nearby locations, such as the Mineola MTSA (proposed to achieve a density of only 50 people and jobs per hectare). Additionally, the proposed heights and density will enable the MTSA to meet density targets while reducing the need for intensification in the established neighbourhood closer to the mainstreet precinct and waterfront.

The proposed development can be supported by existing servicing and infrastructure. Supporting studies demonstrate that the proposal will not create any adverse wind, noise, or shadow impacts on nearby buildings or lands.

6.4 Transit-Supportive Development

The proposed development furthers provincial, regional, and municipal goals to support greater densities at transit nodes that encourage the use of transit and active transportation while minimizing vehicle trips. The subject site is steps from the Port Credit GO Station, Hurontario LRT Station and MiWay bus terminal. Significant transit investments, including the GO Rail Network Electrification and GO Transit Regional Express Rail, will improve transit access for the subject site. Due to the excellent

existing and planned transit service, the proposal includes a reduced parking rate to encourage a multi-modal transportation system in Port Credit and Mississauga.

The subject site is also within walking distance to Lakeshore Road, which features a mix of commercial, retail, and office uses and the open space network and recreational amenities at the Lake Ontario waterfront. Community amenities, including the Port Credit Library, Memorial Arena, Memorial Park, and other facilities, are also within close walking or biking distance from the proposed development.

Overall, the proposal supports planning policy to promote transit-oriented, transit-supportive, healthy, and complete communities that offer a range of opportunities to access transportation, housing, employment, the environment, recreation, and more.

7.0

CONCLUSION

Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports and studies, we believe that the proposed development and associated Official Plan and Zoning By-law Amendments represent an appropriate redevelopment of the subject site. The proposal represents good planning due to the subject site's urban location, access to existing and planned transportation and transit infrastructure, including the GO Expansion and Hurontario LRT, and access to a mix of uses and public amenities. We conclude the following:

- The proposed development and associated Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement (2020);
- The proposed development and associated Official Plan and Zoning By-law Amendments conform to the Growth Plan (2020 office consolidation);
- The proposed development and associated Official Plan and Zoning By-law Amendments conform to the Region of Peel Official Plan (2021 office consolidation);
- The proposed development and associated Official Plan and Zoning-Bylaw Amendments are consistent with the direction and policy framework of the Mississauga Official Plan (2021 office consolidation);
- The proposal implements a complete community approach to planning, creating additional housing options for a diverse demographic and strengthening connections to public amenities and community infrastructure in Port Credit;
- The proposal supports transit-oriented and transit-supportive policies at the Provincial, Regional and Municipal levels and is reflective of other recent developments within MTSAs and Mobility Hubs in the GTA;
- The proposal makes use of an underutilized parking lot and animates the streetscape along Ann Street, Park Street and interface with the LRT station;
- The proposal enhances the public realm and creates a pedestrian-friendly environment supportive of active transportation adjacent to the Port Credit GO Station. The mid-block connection facilitates connectivity between the LRT station and the GO Station, as well as the existing neighbourhood to the west;
- The proposal increases housing access for a mixed demographic in the city in one of the most desirable neighbourhoods to live in Mississauga, providing more residents with access to valuable amenities such as Lake Ontario;
- The proposed development will not create adverse impacts on the surrounding area; and
- The proposed development can be appropriately serviced by existing and planned infrastructure.

It is our professional land use planning opinion that the proposed mixed-use development is appropriate, desirable and will support the creation of complete communities and transit-oriented development in Mississauga. As such, the Official Plan and Zoning By-law Amendments should be approved to implement the proposed development at 30 Queen Street East in Mississauga.

APPENDICES

Appendix A - Submission Requirements Checklist

Submission Requirements Checklist**Type of Application:**

- ☒ Official Plan Amendment (OPA) ☐ Removal of H (H-OZ)
☒ Rezoning (OZ) ☒ Plan of Subdivision (T)

Planning and Building
 Department
 Development and Design Division
 300 City Centre Drive
 Mississauga, ON L5B 3C1
 Tel: 905-896-5511
www.mississauga.ca
plans.devdes@mississauga.ca



General Information		
Address / Legal Description of Site 92 Park Street East	Ward No. 1	Meeting Date Jan. 19, 2022
Description of Proposal Two mixed use buildings, 40 and 42 storeys (1138 units, 1785m2 commercial)		
Applicant Name Dylan Dewsbury, Sajecki Planning	Planner Name David Ferro	Pre-Application Meeting No. DARC 22-9

General Requirements	Required Reports / Studies (7 copies each, unless noted below)
<input checked="" type="checkbox"/> Official Plan Amendment and/or Rezoning Application Form , including ALL Schedules	<input checked="" type="checkbox"/> Planning Justification Report
<input type="checkbox"/> Plan of Subdivision Application Form	<input checked="" type="checkbox"/> Parking Utilization Study
<input checked="" type="checkbox"/> City Application Fees / Deposits	<input checked="" type="checkbox"/> Urban Design Study (contact UD for TOR)
<input checked="" type="checkbox"/> Commenting Agency Fee Collection Form	<input checked="" type="checkbox"/> Sun/Shadow Study
<input checked="" type="checkbox"/> Region of Peel Commenting Fee	<input checked="" type="checkbox"/> Wind Study
<input type="checkbox"/> Conservation Authority Review Fee	<input type="checkbox"/> Digital 3D Building Mass Model (SketchUp)
<input checked="" type="checkbox"/> Cover Letter	<input checked="" type="checkbox"/> Acoustical Feasibility Study
<input checked="" type="checkbox"/> Context Plan / Map	<input checked="" type="checkbox"/> Arborist Report
<input checked="" type="checkbox"/> Concept / Site Plan including amenity area calculations	<input checked="" type="checkbox"/> Tree Inventory / Tree Preservation Plan
<input checked="" type="checkbox"/> Grading / Site Servicing Plan / Cross Sections	<input checked="" type="checkbox"/> Easements / Restrictions on Title
<input checked="" type="checkbox"/> Recent Survey Plan	<input checked="" type="checkbox"/> Streetscape Feasibility Study (includes an existing utility plan that meets the Terms of Reference)
<input checked="" type="checkbox"/> Draft Plan of Subdivision	<input checked="" type="checkbox"/> Traffic Impact Study
<input checked="" type="checkbox"/> Building Elevations	<input checked="" type="checkbox"/> Transportation Demand Management Strategy
<input checked="" type="checkbox"/> Official Plan - Table/List of requested Site-Specific Exemptions	<input type="checkbox"/> Operations and Safety Assessment
<input checked="" type="checkbox"/> Zoning By-law - Table/List of requested Site-Specific Exemptions)	<input type="checkbox"/> Slope Stability Study / Top of Bank Survey
<input checked="" type="checkbox"/> Draft Notice Sign Mock-up	<input checked="" type="checkbox"/> Stormwater Management Report
<input checked="" type="checkbox"/> List of Low Impact Design Features for Site and Building	<input checked="" type="checkbox"/> Functional Servicing Report (FSR)
<input type="checkbox"/> Urban Design Advisory Panel	<input type="checkbox"/> Geotechnical Report
<input type="checkbox"/> Pre-Submission Community Engagement Meeting (contact Ward Councillor's office to confirm if required)	<input type="checkbox"/> Environmental Impact Statement - Type (i.e. minor or major) to be determined following site visit prior to application submission
Other Requirements / Notes	<input checked="" type="checkbox"/> Phase 1 Environmental Site Assessment
<input checked="" type="checkbox"/> Hydrogeological Report	<input type="checkbox"/> Phase 2 Environmental Site Assessment
<input checked="" type="checkbox"/> Drainage Proposal	<input type="checkbox"/> Heritage Impact Assessment
<input checked="" type="checkbox"/> Environmental Site Screening Questionnaire and Declaration	<input type="checkbox"/> Archaeological Assessment
<input checked="" type="checkbox"/> Landscape plan(s)	<input checked="" type="checkbox"/> Housing Report
<input checked="" type="checkbox"/> Underground Parking Plans	
<input checked="" type="checkbox"/> Phasing Plan	
<input checked="" type="checkbox"/> Waste Management Plan	
<input checked="" type="checkbox"/>	

Appendix B - Draft Official Plan Amendment

Draft Official Plan Amendment- February 2022

The Corporation of the City of Mississauga

By-law Number _____

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

WHEREAS in accordance with the provisions of section 17 or 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, Council may adopt an Official Plan or an amendment thereto;

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

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

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

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

1. The following explanatory text attached hereto, constituting Amendment No. XX to Mississauga Official Plan, specifically the Port Credit Community Node within the Port Credit Local Area Plan, of the City of Mississauga Planning Area, are hereby adopted.

ENACTED and PASSED this ____ day of _____, 202X.

Signed _____
MAYOR

Signed _____
CLERK

Draft Official Plan Amendment- February 2022

**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 between Hurontario Street, Park Street East and Ann Street, in the City of Mississauga. The lands are legally described as Part of Lot 1 and all of Lot 2 Registered Plan PC-2, (East of Credit River), and are municipally known as 92 Park Street East.

The purpose of the Official Plan Amendment is to amend subsections of policy 13.1.12 relating to Block 1 and the height limit applying to the subject lands as contained in Schedule 2B of the Port Credit Local Area Plan. This Official Plan Amendment proposes to amend Special Site 12 within Section 13.1.12 of the in-force Port Credit Local Area Plan in order to permit mixed-use buildings with a height of up to 42-storeys and site-specific performance standards.

Amendment No. XX**To****Mississauga Official Plan**

The following text and schedules attached constitute Official Plan Amendment No. XX.

PURPOSE

The purpose of this Amendment is to amend subsections of policy 13.1.12 and the height limit applying to the subject lands located at the north-eastern corner of Park Street East and Ann Street as contained in Schedule 2B of the Port Credit Local Area Plan.

The Amendment will permit the proposed development of two mixed-use buildings, 40- and 42-storeys in height, containing commercial and office area at the ground and second levels and five grade-related townhouses and on the subject lands.

LOCATION

The subject lands affected by this Amendment are located at 92 Park Street East, located at the north-eastern corner of the Park Street East and Ann Street intersection. The subject lands are located within a Community Node Character Area in the Port Credit Local Area Plan of the Mississauga Official Plan.

BASIS

The subject lands are located within the Port Credit Community Node in the Port Credit Local Area Plan. The subject lands are designated *Mixed Use* and located within an area identified as part of the Central Residential Precinct. This area is identified in the Port Credit Local Area Plan as a place to accommodate the greatest level of intensification within Port Credit and a more urban and transit-supportive built form. Permitted building heights for the subject lands range from 2 to 22-storeys.

The proposed development for the subject lands consists of two mixed-use buildings, 40- and 42-storeys in height, including a 10-storey podium, six grade-related townhouses with frontage on Park Street East and commercial floor area at grade and on the second level of one building. The proposed development includes private indoor and outdoor amenity spaces, publicly accessible private open space (POPS), at-grade landscaping, 474 underground vehicle parking spaces and 747 bicycle spaces.

Schedule 2B of the Port Credit Local Area Plan prescribes a height limit of 2 to 22-storeys on the subject lands. The Official Plan Amendment will seek to allow 40- and 42-storey buildings on the subject site and additional performance standards including a maximum floor plate of 850m² above the 15th floor and a provision of 1765m² of commercial GFA.

This Amendment will vary the performance standards outlined in Policy 13.1.12 of the Port Credit Local Area Plan to permit the proposed 40- and 42-storey mixed-use buildings. The proposed Official Plan Amendment to permit additional height and density on the subject lands is appropriate from a planning standpoint and should be approved for the following reasons:

1. This Amendment is supportive of the policy framework expressed in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan all of which promote a range and mix of housing as well as redevelopment of underutilized lands within built up areas that are well served by transit and existing infrastructure.
2. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes to the range of housing types, sizes and tenure; it is

Draft Official Plan Amendment- February 2022

compatible from a density, scale and massing perspective; and it efficiently and effectively utilizes existing community infrastructure and facilities.

3. The proposed development represents a compact land use pattern that makes more efficient use of land and existing infrastructure resources, including nearby transit services. The subject lands are located within the Primary Study Area for the Port Credit Mobility Hub Study and within a designated Major Transit Station Area, which is recognized in the provincial Growth Plan and in the Mississauga Official Plan as a focus area for higher density transit-oriented development.
4. The greatest densities within the Port Credit Community Node are to be located within the Central Residential Precinct, particularly within proximity of the Port Credit GO Transit Station and LRT Station. The proposed development responds to the built form and scale of the surrounding Port Credit context, in particular the existing and evolving context of the Central Residential Precinct.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. The Port Credit Local Area Plan Special Site Policies are hereby amended by replacing the key map and text to of Section 13.1.12 as follows:

13.1.12 Site 12



13.1.12.2.a Minimum and maximum building heights are shown in Schedule 2B and described below:

- Maximum building heights of 22 storeys are permitted throughout the special site area where the tower component of a building is primarily residential, with the exception of lands fronting Hurontario Street. Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and have greater floor to ceiling heights;

Draft Official Plan Amendment- February 2022

- Notwithstanding Schedule 2B and the above dot point, building heights up to 42 storeys are permitted on Block 1;
 - Residential and non-residential buildings fronting Hurontario Street shall have building heights not exceeding eight storeys, with a setback consistent with a 45 degree angular plane generally required after six storeys. The maximum permitted height of buildings fronting Hurontario Street may be exceeded by one storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a maximum of two storeys. The ability to achieve up to ten storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City. Block 1, as identified on the key map, is not considered to have frontage on Hurontario Street and therefore the angular plane requirements shall not be applicable to the lands; and
 - All buildings shall be a minimum of two storeys.
- c. A minimum of 30 metres shall be provided between any portion of a building that is eight storeys or higher to another building that is eight storeys or higher. On Block 1, a minimum of 27.4 metres shall be provided between any two buildings, for any portion of a building that is eight storeys or higher to another building that is eight storeys or higher;
- d. The maximum size of residential floor plates beyond the 15th storey shall generally be 800 square metres or less. Floor plates of up to 850m² gross floor area (GFA) shall be permitted beyond the 15th storey on Block 1;
- f. Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the streetscape and help animate the area, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. The majority of a building envelope that faces a public street, mid-block connection, POPS or gateway entry point will have street level animation. The intent is to achieve visual animation, interest and streetscape improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along two thirds of a building envelope;
- h. The following minimum gross floor areas (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:
- Block 1: 1,765 square metres
 - Block 2: 1,400 square metres
 - Block 4: 250 square metres
- x. Notwithstanding Policy 11.2.6.4 of the Mississauga Official Plan, residential dwelling units shall be permitted on the ground floor fronting onto Park Street East.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the Mississauga Official Plan and 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.

Draft Official Plan Amendment- February 2022

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.

This Amendment supplements the intent and policies of the Local Area Plan.

Upon approval of this Amendment, Section 13.0 of the Port Credit Local Area Plan will be amended in accordance with the intent of this Amendment.

Appendix C - Draft Zoning By-law Amendment

Draft Zoning By-law Amendment

92 Park Street East

Zone Regulations		RA5 Zone Requirement	RA5-XX Zone Proposed
2.0	Permitted Uses	Residential Uses: Apartment Long-Term Care Building Retirement Building	Residential Uses: Apartment and Street Townhouse Additional Uses: Uses permitted in a C4 zone as contained in Table 6.2.1 of this By-law
3.0	Minimum Lot Frontage	30.0 m	--
4.0	Minimum Floor Space Index- Apartment Zone	1.9	--
5.0	Maximum Floor Space Index- Apartment Zone	2.9	12.36
6.0	Maximum Gross Floor Area- Apartment Zone Per Storey For Each Storey Above 12 Storeys	1,000 m ²	--
7.0	Maximum Height	77.0 m and 25 Storeys	139 m and 42 Storeys
8.0	Minimum Front and Exterior Side Yards		
8.1	For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m	0.0 m front yard setback 0.0 m exterior side yard setback
8.2	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	8.5 m	5.0 m front yard setback 0.0 m exterior side yard setback
8.3	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	9.5 m	5.0 m front yard setback 5.0 m exterior side yard setback
8.4	For that portion of the dwelling with a height greater than 26.0 m	10.5 m	5.0 m front yard setback 5.0 m exterior side yard setback
9.0	Minimum Interior Side Yard		
9.1	For that portion of the dwelling with a height less than or equal to 13.0 m	4.5 m	0.0 m
9.2	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	6.0 m	0.0 m
9.3	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	7.5 m	0.0 m
9.4	For that portion of the dwelling with a height greater than 26.0 m	9.0 m	0.0 m

9.5	Where an interior side lot line , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	--
9.6	Where an interior lot line , or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m plus 1.0 m for each additional 1.0 m of dwelling height , or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	--
10.0	Minimum Rear Yard		
10.1	For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m	0.0 m
10.2	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	10.0 m	0.0 m
10.3	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	12.5 m	3.0 m
10.4	For that portion of the dwelling with a height greater than 26.0 m	15.0 m	3.0 m
10.5	Where a rear lot line , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	3.0 m
10.6	Where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m plus 1.0 m for each additional 1.0 m of dwelling height , or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	--
11.0	Encroachments and Projections		
11.1	Maximum encroachment of a balcony located above the first storey , sunroom, window, chimney , pilaster, cornice, balustrade or roof eaves into a required yard	1.0 m	2.0 m
11.2	Maximum encroachment into a required yard of a porch, balcony located on the first storey , staircase, landing or awning,	1.8 m	4.0 m

	provided that each shall have a maximum width of 6.0 m		
11.3	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 m	4.0 m
11.x	Maximum projection of a balcony (terrace) located on the second storey measured from the outermost face or faces of the building from which the balcony projects	--	12.8 m
11.x	Maximum projection of a balcony (terrace) located on the second storey measured from the outermost face or faces of the building from which the balcony projects	--	16.4 m
11.x	Maximum projection of a balcony (terrace) located on the tenth storey measured from the outermost face or faces of the building from which the balcony projects	--	12.8 m
12.0	Minimum Above Grade Separation Between Buildings		
12.1	For that portion of dwelling with a height less than or equal to 13.0 m	3.0 m	--
12.2	For that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	9.0 m	--
12.3	For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	12.0 m	--
12.4	For that portion of dwelling with a height greater than 26.0 m	15.0 m	--
13.0	Parking, Loading, Servicing Area and Parking Structures		
13.1	Minimum parking spaces	Condominium Apartment 1.00 resident space per studio unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit	0.31 resident spaces per unit (360 spaces total) 0.1 visitor spaces per unit (114 spaces total)

		0.20 visitor spaces per unit Retail Store 5.4 spaces per 100 m2 GFA - non-residential	
13.2	Minimum setback from surface parking spaces or aisles to a street line	4.5 m	--
13.3	Minimum setback from surface parking spaces or aisles to any other lot line	3.0 m	--
13.4	Minimum setback from a parking structure above or partially above finished grade to any lot line	7.5 m	--
13.5	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m	0.0 m
13.6	Minimum setback from a waste enclosure/loading area to a street line	10.0 m	--
13.7	Minimum setback from a waste enclosure/loading area to a zone permitting detached and/or semi-detached	10.0 m	--
13.x	Minimum driveway width providing access to a loading area	--	5.0 m
13.x	Minimum required number of electric vehicle ready parking spaces (condominium and rental apartment resident and visitor parking)	--	10% (47 spaces)
13.x	Maximum encroachment into required parking space to provide electric vehicle charging and servicing	--	0.5 m
13.x	Notwithstanding Section 3.1.1.4.3 and 3.1.1.4.4 of this By-law, the minimum width of a parking space shall be 2.6 m.	--	2.6 m
13.x	Required number of bicycle parking spaces for residential uses not in CC1, CC2, CC3, CC4 and CC) zones (Apartment, Class A)	--	0.6 spaces per unit (683 spaces)
13.x	Required number of bicycle parking spaces for residential uses	--	0.05 spaces per unit (57 spaces)

	not in CC1, CC2, CC3, CC4 and CC) zones (Apartment, Class B)		
13.x	Required number of bicycle parking spaces for non-residential uses not in CC1, CC2, CC3, CC4 and CC) zones (All non-residential uses, Class A)	--	0.15 spaces per 100m ² commercial floor area (3 spaces)
13.x	Required number of bicycle parking spaces for non-residential uses not in CC1, CC2, CC3, CC4 and CC) zones (All non-residential uses, Class A)	--	0.2 spaces per 100m ² commercial floor area (4 spaces)
14.0	Condominium Roads and Aisles		
14.1	Condominium roads and aisles are permitted to be shared with abutting lands zoned to permit back to back and stacked townhouses, townhouses or apartments , or any combination thereof	✓	--
15.0	Minimum Landscaped Area, Landscape Buffer and Amenity Area		
15.1	Minimum landscaped area	40% of the lot area	25% of the lot area
15.2	Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m	--
15.3	Minimum depth of a landscaped buffer along any other lot line	3.0 m	0.0 m
15.4	Minimum amenity area	The greater of 5.6 m ² per dwelling unit or 10% of the site area	3.0 m ² per dwelling unit
15.5	Minimum percentage of total required amenity area to be provided in one contiguous area	50%	20%
15.6	Minimum amenity area to be provided outside at grade	55.0 m ²	--
15.x	Amenity area shall include a Privately Owned Public Space	--	--
16.0	Accessory buildings and structures	✓	--
17.x	Minimum separating distance for a Restaurant or Take-out Restaurant	60.0 m	50.0 m

S|P

2022