

42 PORT STREET 91-93, 99 LAKESHORE ROAD

Planning Rationale

November 2022

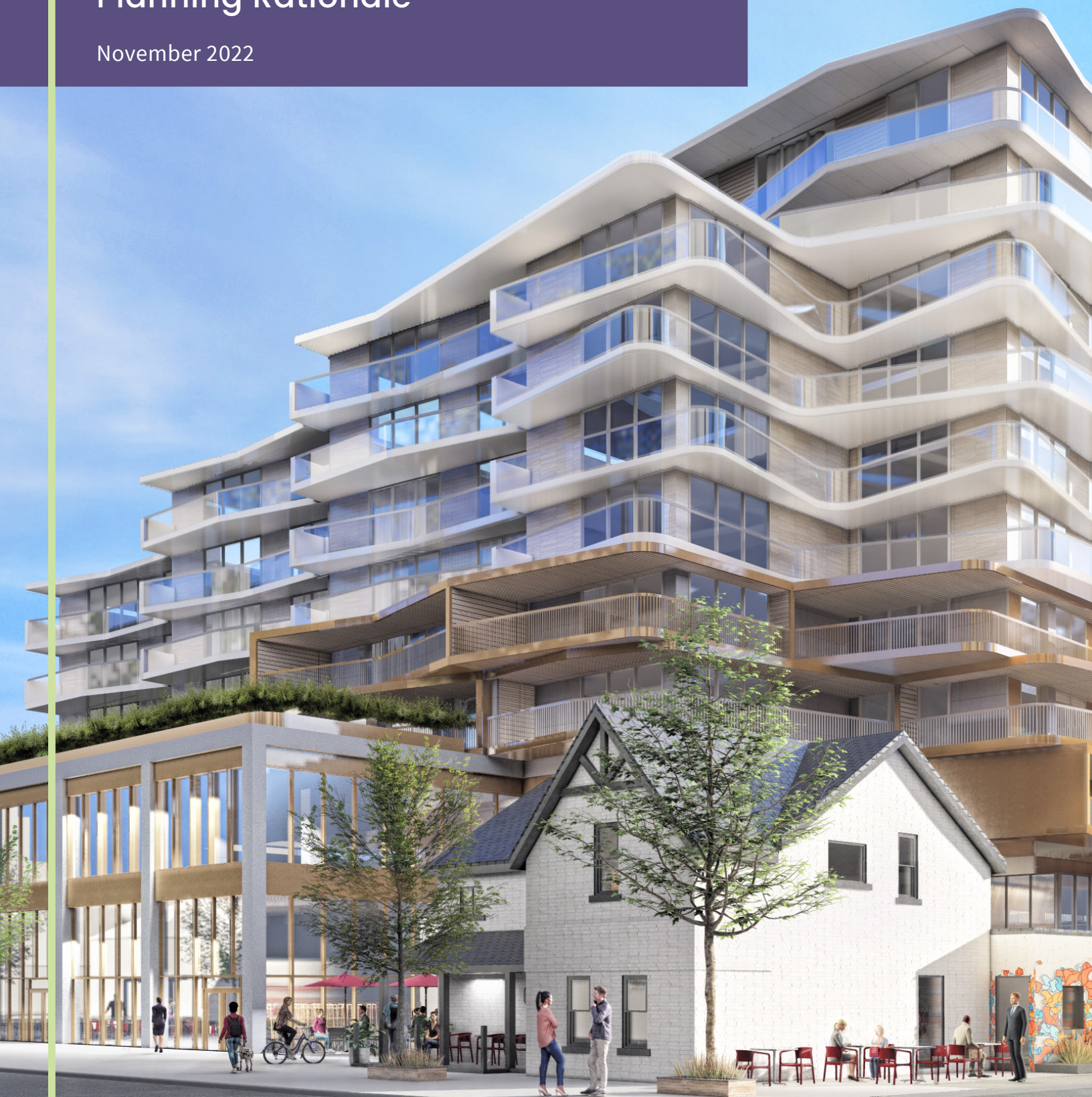




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This Planning Rationale Report has been prepared by Urban Strategies on behalf of FRAM + Slokker, Kilmer Group and Centre City Capital Limited (“the Owners”) in support of an Official Plan Amendment and Rezoning application. The application seeks to permit the redevelopment of the property known municipally as 42 Port Street and 91-93 and 99 Lakeshore Road East (the “Site” or “Subject Site”). The Site is located approximately 450 metres from the Port Credit GO Station within the Port Credit community in the City of Mississauga.

The Proposed Development would introduce an 11-storey mixed-use building onto the Site, consisting of 221 residential units and 1,719 square metres of new commercial space oriented along Lakeshore Road. Enhancements to the public realm are also proposed, including the creation of a new POPS plaza along Lakeshore Road, as well as streetscape enhancements along Elizabeth Street South and Port Street East. Approximately 249 vehicle spaces are proposed within 2.5 levels of below-grade parking. The existing heritage listed at the corner of Elizabeth Street and Lakeshore Road is proposed to be retained in its original location as part of the redevelopment.

This Planning Justification Report provides the following:

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

This report concludes that the Proposed Development supports the aims and objectives of the prevailing planning policy framework. The Proposed Development is consistent with the Provincial Policy Statement, conforms with the Growth Plan for the Greater Golden Horseshoe, and conforms with the policy intentions of the Region of Peel Official Plan, the City of Mississauga Official Plan, and the Port Credit Local Area Plan. These policies seek to deliver complete communities through growth and intensification within strategic growth areas, helping to promote the efficient use of land, infrastructure and transit services.

The proposed amendments to the Local Area Plan and the Mississauga Zoning By-law are required to facilitate refinements to the development scheme which was approved in 2016. The amendments will allow for a one-storey increase in height, the provision of additional residential units, and refinements to the building massing and design to accommodate the current development vision for the Subject Site.

Overall, this report finds that the Proposed Development and associated Official Plan and Zoning Bylaw Amendments achieve the provincial and municipal planning policy framework, are compatible with the surrounding context, meet the general intent of the Port Credit Local Area Plan, and represent good planning.

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

1.1. City-Building Objectives

The redevelopment of the Subject Site is an opportunity to revitalize a vacant retail site along the Lakeshore corridor, within the Port Credit neighbourhood and near the City's Waterfront. The project's key city-building benefits are outlined below.

Increased Housing and Employment Near Transit

The Proposed Development will establish a cluster of residential housing and commercial uses on a designated Mixed use site within the Port Credit Community Node. The provision of 221 residential units and over 1,700 square metres of new commercial space helps to strengthen Port Credit as a complete, dynamic community that offers housing choice as well as access to local amenities and services.

Heritage Preservation and Enhancement

The existing heritage listed building on the Site – the Montgomery House – will be retained as part of the redevelopment. Situated at the corner of Lakeshore Road and Elizabeth Street, the retained building will reflect Port Credit's historic character and serve as a visual landmark along the Lakeshore corridor. The creation of a new publicly accessible plaza next to the heritage listed building will further enhance the quality of place.

Public Realm Enhancements

A series of public realm improvements and placemaking strategies will be delivered through the redevelopment. A new plaza is proposed along Lakeshore Road, which will create opportunities for seating and spill-out activities. Along Elizabeth Street and Port Street, landscaped setbacks, enhanced boulevards and additional tree planting will enhance the quality of the public realm and facilitate pedestrian access to the Waterfront.

Design and Architectural Excellence

The building incorporates a thoughtful architectural design which contributes to the Port Credit waterfront character. The façade design and material palette take into consideration datum lines from the surrounding urban fabric, and draws inspiration from waterfront activities and lifestyle. Balcony articulation and undulation provides variation in the façade, to capture views to Lake Ontario and to create a wavelike design which reflects the waterfront context.

1.2. Application History

The property was previously subject to a Rezoning and Official Plan Amendment process (File NO. OZ 08/009 W1). In 2008, an application was filed by Centre City Capital Limited to redevelop the Site. The OPA and ZBA were approved in 2016, permitting the development of a mid-rise building containing up to 56 units and having a height of up to 10 storeys, with lower heights required along the Lakeshore mainstreet frontage.

The approved building featured taller floor-to-floor ceiling heights, resulting in a building height of 37.75 metres (excluding the mechanical penthouse). The building proposed by the current landowners contains 11 storeys (including a mezzanine level, which is considered a storey as per the city's zoning bylaw), and a height of 35.7 metres (excluding the mechanical penthouse), which is shorter than the previously approved proposal. As such, while the Proposed Development includes one additional storey, no increase in overall building height is being requested.

The application proposes to amend the site-specific Official Plan policies and Zoning By-law to facilitate the implementation of a renewed development vision for the Subject Site. The key amendments required include:

- a one-storey increase in building height (without increasing the overall height in metres);
- the provision of additional residential units, beyond the 56 units previously contemplated; and,
- other modifications to the building design, massing and related development parameters.

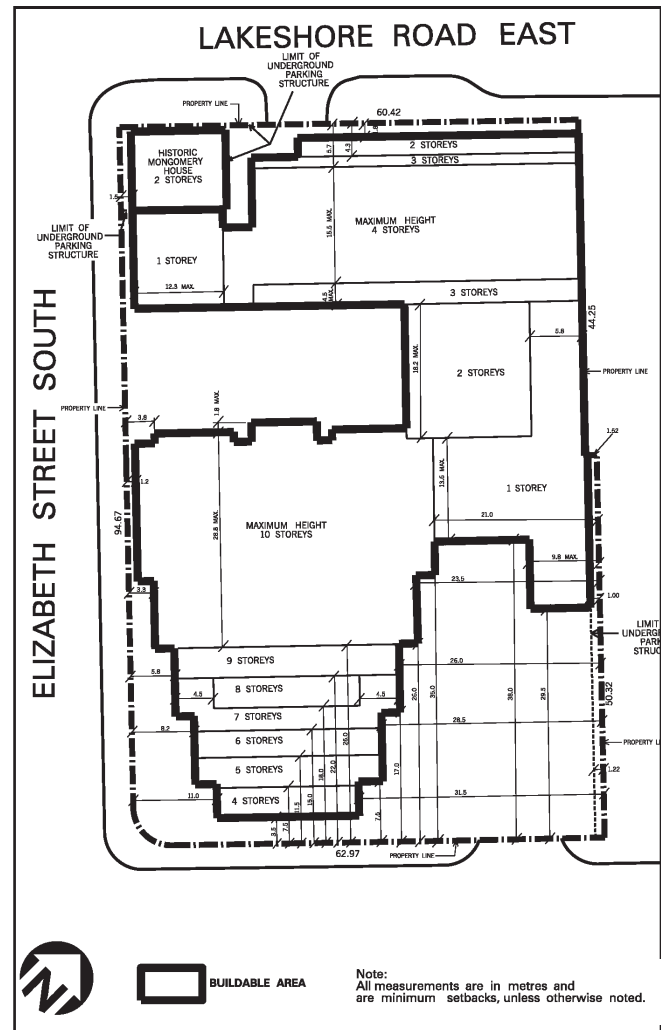


Figure 1. The existing site-specific zoning bylaw permits heights up to 10 storeys, as shown in the above zoning map

2.1. The Subject Site

The Site is located in the heart of Port Credit in the City of Mississauga. It is situated along the Lakeshore Road corridor, approximately 100 metres to the Waterfront and 450 metres from the Port Credit GO Station.

The Subject Site is 5,799 square meters in size and encompasses several properties on the block, including 42 Port Street East, 91-93 Lakeshore Road East, and 99 Lakeshore Road East. The Site is bounded by Lakeshore Road to the north, Port Street East to the south, Elizabeth Street to the west and a shared property line to the east.

Currently, there are 3 existing buildings on the Site. At the northwest corner is a two-storey commercial building (91 Lakeshore Road), which is a listed heritage property (the Montgomery House) and is currently used as a coffee shop and real estate office. At the northeast corner, fronting onto Lakeshore Road, is a vacant single-storey retail building that was formerly a No Frills grocery store. At the southeast corner of the property is a vacant two-storey building that was previously used as commercial business.

The remainder of the Site consists of a large surface parking lot which extends from Lakeshore Road to Port Street. The Proposed Development would replace the existing surface parking lot and vacant commercial buildings, while retaining the existing heritage listed building on the property.



Figure 2. Aerial map showing the Subject Site's location within Port Credit



Figure 3. View of the Subject Site from Lakeshore Road, showing the vacant No Frills building and the existing heritage listed building



Figure 4. View looking north from Port Street, illustrating how a large portion of the Subject Site is occupied by a surface parking lot



Figure 5. View from Port Street, showing the rear of the No Frills building and the vacant building at southeast corner of the property

2.2. Area Context

The surrounding context features a range of building forms and a diverse mix of uses, reflecting the dynamic character of the Port Credit community. There are several mid-rise and high-rise residential buildings located within the area, in addition to mixed-use and commercial buildings primarily oriented along the Lakeshore Road mainstreet.

The Subject Site's immediate surrounding context consists of the following:

North - The Site is bounded to the north by Lakeshore Road East, an important corridor through Port Credit. The street is characterized primarily by lower-rise mixed-use buildings with an emphasis on commercial uses at grade. The area north of Lakeshore Road is the central residential precinct within Port Credit, comprised of predominantly high-rise residential buildings. Heights within this area range up to approximately 22 storeys, with the greatest heights oriented around the Port Credit GO station.

East - Immediately east on the remainder of the block, are additional low to mid-rise buildings which front onto Lakeshore Road or Port Street. The one-storey commercial building directly east of the Subject Site is used as a veterinary clinic. A 5-storey residential apartment building is located at the northwest corner of Port Street and Helene Street. Further east along Port Street are a number of low to mid-rise residential and commercial buildings.

South - South of Port Street is the Port Credit marina lands, which are subject to a comprehensive master plan. Today, these lands are used for marina uses and they include large areas of surface parking. In the longer-term, these lands are planned to be redeveloped to accommodate a mix of marina uses and mixed-use development, with building heights ranging from 3 to 10 storeys along the south side of Port Street. Beyond the marina lands is Lake Ontario and associated parks and open space.

West - To the west are a mix of low-rise and mid-rise buildings, with a commercial character along Lakeshore Road and a more residential character along Port Street. There is a 7 storey apartment building directly west of the Subject Site, beyond which is a 14-storey hotel known as the Waterside Inn.

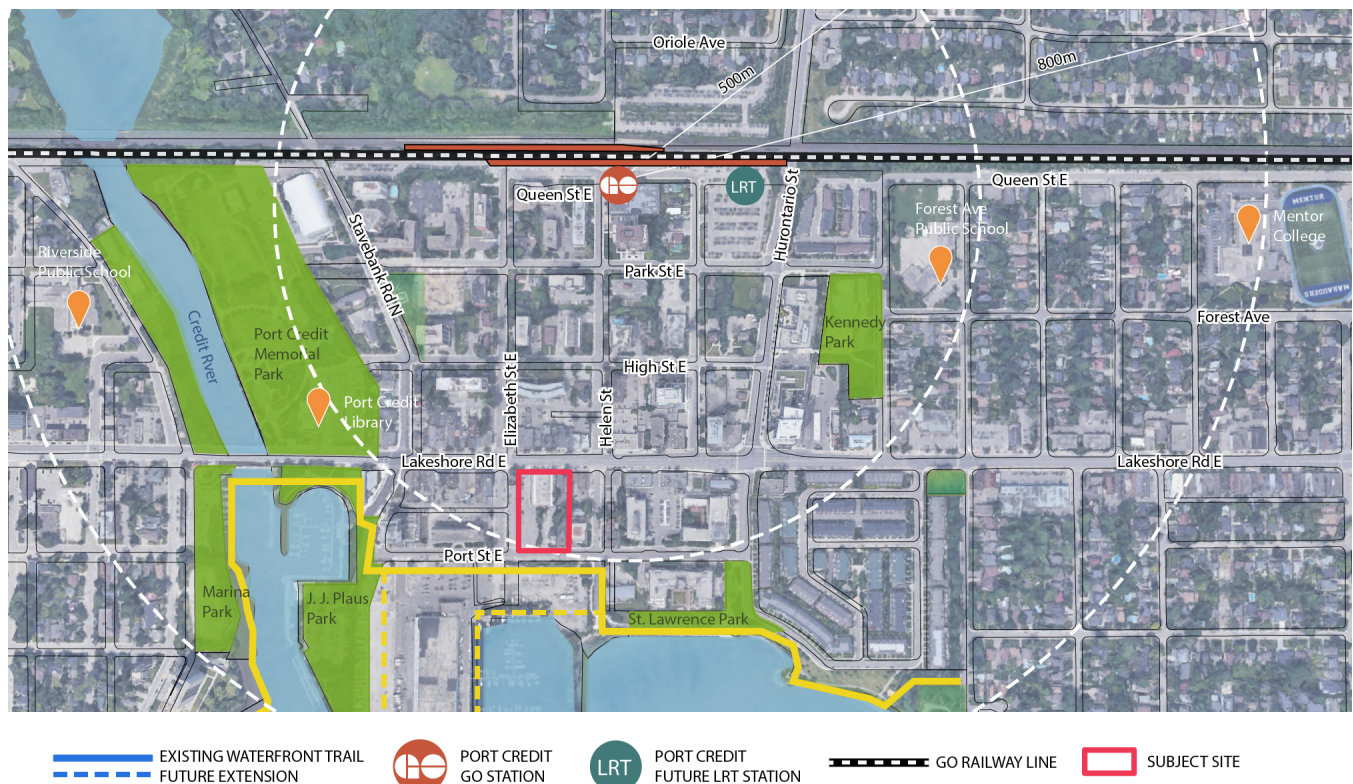


Figure 6. Area Context Map

TRANSIT AND MOBILITY CONTEXT

GO Transit

The Subject Site is located approximately 450 metres from Port Credit GO Station, along the Metrolinx Lakeshore West GO Line. Higher-order transit connections are available at the GO Station, allowing local residents to commute to employment areas throughout the Region and to Downtown Toronto. In addition, an LRT station is currently under construction at the corner of Hurontario Street and Park Street East, which will further enhance transit access within the area.

Miway Bus Routes

The Site is well-served by Mississauga Transit (MiWay). Route #23, located approximately 180m from the Site, brings passengers along Lakeshore Road between Clarkson and Long Branch GO stations. Approximately 600 metres west of the Site is the closest station for Route #14, which takes commuters northwest to Snowdown Road. In addition, Routes #2 and #8 also depart from the Port Credit GO station. Route #2 connects north to the Square One Shopping Centre while Route #8 connects northeast, ultimately linking to Square One as well.

Cycling Network

The Subject Site has access to several cycling routes. The nearby Waterfront trail, just south of Port Street, provides walking and cycling opportunities. The Waterfront trail

runs along Lake Ontario, connecting east towards Toronto and west towards Oakville. There is also a signed bike route along Elizabeth Street that extends north to the Port Credit GO station.

Street Network

The Subject Site fronts onto three public streets, including Lakeshore Road (a designated arterial roadway) and Port Street (a minor collector). The Site is approximately 300 metres from Hurontario Street which, is a designated intensification corridor and the location of a future LRT stop. The Subject Site is approximately a 5 to 10-minute drive to the on-ramps onto Queen Elizabeth Way, which is a key city expressway.

PARKS AND OPEN SPACE NETWORK

The Subject Site is well-located within the city's parks and open space network and in proximity to the City's Waterfront, offering many options for recreational activity. Saint Lawrence Park is located within a 4-minute walk south of the Subject Site and is linked by the Waterfront trail to other parks, including Tall Oak Park. Within a short walk southwest is J.J Plaus Park which is also connected to the Port Credit Memorial Park. All the parks are readily accessible from the Subject Site by walking or cycling.



Figure 7. The Subject Site is in proximity to a range of transit services, including local MiWay bus service, regional GO Rail transit, and a future LRT along Hurontario Street



Figure 8. The Waterfront trail system connects through Port Credit and links to other cycling and trail connections within the area

2.3. Development Context

The local area is evolving rapidly to accommodate new development and growth. There are several recently constructed, approved or proposed developments within Port Credit area, which are contributing to the evolution and growth of the neighborhood.

North of Lakeshore Road is a high-density residential node, featuring a range of taller buildings that are oriented around the Port Credit GO Station. Existing and approved buildings near the GO Station range up to 22 storeys in height. Immediately next to the GO Station is a proposal which seeks to develop two buildings with heights of up to 42 storeys.

The area transitions down in scale from the GO Station towards the Waterfront. South of Lakeshore Road, the area takes on a more modest scale, with predominantly mid-rise buildings ranging in height up to 14 storeys.

Lakeshore Road itself is the commercial spine of Port Credit, defined by a cluster of pedestrian-oriented commercial and retail buildings fronting onto the street. Buildings fronting onto Lakeshore Road are generally 2 to 3 storeys in scale to help retain the pedestrian-oriented character of the street.

The area south of Port Street is used primarily for marina uses and other Waterfront activities. This area was subject a recent Master Planning process which envisions the redevelopment of these lands, with buildings ranging in height up to 10 storeys or greater.

Below and on the following page is a summary of the key developments within the area.



Figure 9. Rendering of the approved 10 storey building at 55 Port Street



Figure 10. Photo of the constructed 15 storey building at 8 Ann Street



#	Address	Application Type	Status	Land Use	Height (Storeys)	GFA (sq.m)	Units	Density (FSI)
1	8 Ann Street (NOLA)	ZBA	Built	Residential	15	8,726	71	4.3
2	28 Ann Street / 78 Park Street East (Edenshaw)	ZBA	Under Construction	Residential	22	23,538	361	9.2
3	42-46 Park Street East (Edenshaw)	ZBA	Withheld	Mixed-use	22	n/a	258	9
4	55 Port Street East	OPA / ZBA	Under Construction	Residential	10	6,395	35	2.8
5	21-29 Park Street East (Edenshaw)	OPA/ZBA	Approved	Residential	15	19,216	202	6.35
6	170 Lakeshore Road East	ZBA	Approved	Residential	22	25,334	350	7.64
7	128 Lakeshore Road East	OPA/ZBA	Under Review	Mixed-Use	11	53,345	42	5.7
8	17 and 19 Ann Street and 84 & 90 High Street (10 West)	OPA/ZBA	Under Review	Mixed-Use	23	24,732	363	7.55
9	88 Park Street East & 0 Park Street East	ZBA	Withheld	Mixed-Use	42	73, 540	1,139	12.36
10	Subject Site	OPA/ZBA	Under Review	Mixed-Use	11	21,315	221	3.68

The Proposed Development would introduce a new mid-rise building onto the Subject Site, while retaining the existing heritage listed building on the lot. The project will deliver a mix of uses to the area, including new residential housing, as well as commercial space along Lakeshore Road. High-quality architecture and new landscaping will contribute to the character of the Port Credit community.

The proposed mixed-use building will provide for 221 residential units, consisting of a mix of studios, one-bedroom and two-bedroom suites, as well as two-storey live/work units and two-storey townhouses at grade and within the mezzanine levels.

New retail and commercial space is proposed along the Lakeshore Road frontage, contained within the first two storeys of the building. Approximately 2,019 square metres of commercial space will be provided on the property, consisting of 1,719 square metres of new commercial space and 300 square metres of existing commercial space within the retained heritage listed building.

249 parking spaces will be provided within 2.5 levels of below-grade parking. The project includes approximately 892 square metres of combined indoor and outdoor amenity space for residents. New landscaping and streetscaping is proposed along Elizabeth Street and Port Street East to enhance the quality of the public realm.

The building has been designed and massed to fit appropriately within the local context. The building varies in height from 2 to 11 storeys (including a mezzanine level). The variation in scale has been achieved through a series of stepbacks incorporated at various levels to reduce the building mass as it rises. Further articulation is achieved through a wave-like pattern of balconies and variation in color, which creates a visually interesting exterior façade that responds to the local waterfront context.

The ground floor accommodates the main lobby space, grade-related townhouse units, commercial/retail space and indoor amenity space for residents. The proposed retail space fronting Lakeshore Road is a valuable addition to the mainstreet as it offers pedestrian-oriented retail opportunities and supports local economic activity.

KEY STATISTICS

Land Use	Mixed Use
Building Height	11 storeys (including the mezzanine) 35.7 metres (excluding the MPH)
Floor Space Index	3.68
Total Gross Floor Area	21,514 m ²
Residential GFA	19,495 m ²
Non-Residential GFA	2,019 m ²
Total Residential Units	221
Total Vehicle Parking Spaces	249
Resident Parking	177
Visitor/Non-Residential Parking (Shared)	57
Off-Site Parking for the Waterside Inn	9 to 15*
Bicycle Parking Spaces	178 (164 for residents and 14 for visitors)

*Number of parking spaces for the Waterside Inn is an estimate only and may be refined



Figure 11. Rendering of the Proposed Development, looking northeast from the corner of Port Street and Elizabeth Street

3.1. Description of the Proposal

PUBLIC REALM AND LANDSCAPING

A comprehensive public realm strategy is proposed to be implemented through the redevelopment, with treatment planned along all four interfaces of the Site.

Along Lakeshore Road, a new POPS plaza is proposed between the existing heritage listed building and the proposed commercial space, which will provide amenity for visitors, employees and residents. The Lakeshore Road streetscape is planned to be maintained largely in its current condition, with existing deciduous trees planned to be retained to maintain the existing landscape character along the main street.

Along Elizabeth Street, new plantings are proposed to frame and enhance the public realm at the rear of the heritage listed building. A paved boulevard would connect to the POPS plaza and would continue south to link to Port Street. Large raised planters with trees and seat walls are located along the boulevard between the public sidewalk and the live/work units at grade. Along the south half of Elizabeth Street, an additional POPS area is proposed, featuring precast concrete seaters and the potential for public art. The Port Street public realm is also proposed to be enhanced through the provision of a widened sidewalk and new landscaping.

The proposed development will also look to potentially incorporate a series of green roofs at levels 3, 4, 6 and 8 which will be finalized at the later stages of design process.

PEDESTRIAN ACCESS

The ground floor of the building has been planned and designed to accommodate the mix of uses proposed. The retail and commercial pedestrian access is located along several entry points along the Lakeshore Road, to support its mainstreet commercial character. A commercial lobby is recessed off of Lakeshore Road, with access via a new POPS plaza along the north edge of the property.

The primary entrance to the residential apartment building is located along Elizabeth Street. The lobby entrance is oriented within the courtyard area, and can be accessed from both Elizabeth Street or via the proposed POPS along Lakeshore Road. In addition, the grade-related live/work units along Elizabeth Street will have individual entrances along the street. A secondary

entrance to the building is proposed along the east side of the building, which connects directly to the grade-related townhouse units and the main lobby.

Sidewalk and boulevard enhancements along all three street edges will improve the pedestrian experience.

AMENITY AREAS

The Proposed Development offers a variety of indoor and outdoor amenity spaces distributed across the Site and within the new building. Indoor amenity space is proposed at the ground level and on the third floor. A total of 355 square metres of indoor amenity space is proposed.

A total of 537 square metres of outdoor amenity space is proposed, which will be provided at grade and at Level 3. Proposed indoor amenity spaces are paired with outdoor amenity space. On the ground floor, both spaces are located along the eastern edge of the building. On Level 3, the indoor amenity space opens up to a large outdoor rooftop terrace area that allows for a range of programming. Detailed design for the private amenity areas will be advanced through the rezoning and site plan review process.

VEHICULAR ACCESS AND SERVICING

Vehicular access to the underground parking garage and loading area is proposed off of Elizabeth Street. Parking and loading activities have been effectively internalized onto the Site to minimize impacts on the public realm. A driveway courtyard is proposed along Elizabeth Street to support pick-up and drop-off activities.

PARKING

Approximately 249 vehicular parking spaces will be provided within 2.5 levels of underground parking. Of the 249 spaces, 177 are for residents, while 57 parking spaces will be shared by visitors and commercial uses. In addition, between 9 and 15 parking spaces are allocated for off-site parking at The Waterside Inn, located at 15 Stavebank Rd.

The proposal provides for 164 long-term bicycle parking spaces for residential, office and retail uses, which are proposed to be located within the ground floor bike room. In addition, 14 short term parking spaces will be provided for all visitors and will be located at grade.

Figure 12. Site Plan

3.2. Required Amendments

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

OFFICIAL PLAN AMENDMENT

An amendment to the Port Credit Local Area Plan is requested to facilitate the redevelopment. No amendments to the parent Mississauga Official Plan are required, as the underlying Mixed Use designation allows for the delivery of residential and commercial uses on the lands.

The specific amendments to the Local Area Plan include:

- Refinements to the height map to allow for building heights up to 11 storeys on the Subject Site. The requested height increase results from the inclusion of a mezzanine level, which is considered a storey under the Mississauga Zoning By-law. It should be noted that the overall height in metres is not increasing, despite the increase in the number of storeys. In addition, the amendment would allow for the massing to be re-arranged on the Site.
- Increase the number of residential units permitted, from 56 units to 221 units. The Proposed Development has the potential to accommodate additional housing given the increase in gross floor area and given the average unit sizes which are proposed.

The Proposed Development conforms with all other aspects of the Mississauga Official Plan and the Port Credit Local Area Plan. The proposed Official Plan Amendment would facilitate an appropriate redevelopment of the Site, the long-term protection of the existing heritage listed building, and would support the creation of a new POPS plaza and an enhanced public realm.

The Draft Official Plan Amendment is attached in Appendix A.

ZONING BY-LAW AMENDMENT

A Zoning By-law Amendment is being requested to facilitate the Proposed Development. The amendment would replace the existing site-specific zoning by-law provisions which were introduced in 2016 (By-law No. 0125-2016).

The proposed amendments would address a range of development parameters, including building heights; number of residential units; total gross floor area for the residential and non-residential uses; residential and non-residential/shared parking requirements; building setbacks and stepbacks; and others matters as required. An updated height map has also been prepared, reflecting the proposed massing.

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

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

4.0 PLANNING POLICY REVIEW

4.1. Planning Act

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

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

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

PLANNING ACT SUMMARY OPINION

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

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

4.2. Provincial Policy Statement, 2020

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

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

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

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

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

Section 1.1.2 states that “sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years,” and that within settlement areas, this land shall be made available through intensification and redevelopment. The PPS defines intensification as the development of a site at a higher density than currently exists through the redevelopment of existing, vacant or underutilized lots, or through infill development and building expansion.

Section 1.1.3 relates to settlement areas. It focuses on the type of land use patterns that should emerge within settlement areas, and how planning authorities should identify and promote opportunities for intensification and redevelopment. Settlement areas are to be based on densities and a mix of land uses which make efficient use of land and resources; are appropriate for, and effectively use, available and planned infrastructure facilities; support active transportation; and are transit-supportive. Specifically, Section 1.1.3.4 requires appropriate development standards to promote intensification, while maintaining appropriate levels of public health and safety.

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

SECTION 1.4 - HOUSING

Section 1.4 of the PPS promotes the development of new housing types and densities to meet the projected requirements of current and future residents through residential intensification and redevelopment (1.4.1). The PPS encourages the development of new housing in areas where appropriate levels of infrastructure and public service facilities are or will be available for current and future needs.

Section 1.4.3 encourages compact residential development which minimizes the cost of housing and makes efficient use of available land resources, as proposed in this instance.

The Proposed Development will deliver 221 new residential units which will increase the supply of housing in an area which benefits from good levels of infrastructure and public service facilities. The Proposed Development will provide a diverse mix of units, including condominium apartment units and ground-oriented units, with housing specifically planned and designed to meet current market demand. The Subject Site is also located approximately 450 metres from the Port Credit GO Station and a future LRT stop, and it is therefore an appropriate location for residential intensification.

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

Section 1.5 of the PPS promotes healthy, active communities by planning public streets and spaces so that they are safe, meet the needs of pedestrians, foster social interaction, and facilitate active transportation and community connectivity. Policy 1.5.1c) also promotes opportunities to enhance public access to the shorelines.

The Proposed Development enhances the quality of the public realm, with improved streetscaping along all three street frontages to will create a more comfortable and safe experience for pedestrians. The proposal provides for a landscaped setback along Elizabeth Street, which allows for enhanced landscaping and tree planting, and also supports north-south pedestrian linkage to the Waterfront.

SECTION 1.6 - INFRASTRUCTURE AND PUBLIC SERVICE FACILITIES

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

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

SECTION 1.7 - LONG-TERM ECONOMIC PROSPERITY

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

The Proposed Development is consistent with a number of policy objectives identified in Section 1.7 of the PPS. In particular, it will deliver a range of housing which responds to market-based needs; contribute to a sense of place through well-designed built form and

heritage protection; and will optimize the long-term use of land, resources and infrastructure.

SECTION 1.8 - ENERGY CONSERVATION, AIR QUALITY AND CLIMATE CHANGE

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

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

PPS SUMMARY OPINION

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

4.3. Growth Plan for the Greater Golden Horseshoe

Provincial plans, such as The Growth Plan for the Greater Golden Horseshoe, build upon the policy foundation provided by the Provincial Policy Statement. They provide additional land use planning policies to address issues facing specific areas in Ontario.

The Growth Plan for the Greater Golden Horseshoe (2020) establishes a framework that seeks to create more compact, complete communities that are transit supportive and well-served by infrastructure and public service facilities. The Growth Plan is a provincial plan that defines how and where long-term growth and development should take place in the Greater Golden Horseshoe, which includes the City of Mississauga.

The Government of Ontario released the Growth Plan in 2006 under the terms of the Provincial Places to Growth Act, 2005. Taking into consideration the municipalities around Lake Ontario as one region working together, the Growth Plan establishes a vision for regional growth that is intended to be sustainable. It includes policies addressing transportation, infrastructure, land use planning, urban form, housing, and natural heritage protection on a regional scale. The Places to Grow Act (2005) stipulates that all decisions made by municipalities under the Planning Act shall conform to the Growth Plan. The Proposed Development implements a number of policies in the Growth Plan, as discussed further below.

SECTION 1.2.1 - GUIDING PRINCIPLES

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

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

SECTION 2.2.1 – MANAGING GROWTH

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

The Proposed Development conforms with these growth management policies, as it facilitates growth within a built-up area through intensification and redevelopment. The Proposal reduces automobile dependency, leveraging the proximity to local and regional transit infrastructure and a pedestrian-orientated urban environment. The Proposed Development supports access to the local transit network, publicly accessible open space and local businesses, and supports development within an existing settlement area that is serviced by municipal water and wastewater systems. The proposed mix of residential, retail and office space helps contribute towards a complete community.

SECTION 2.2.2 DELINEATED BUILT-UP AREAS

Section 2.2.2 outlines the policies related to intensification. Policy 2.2.2.3 requires municipalities to develop a strategy to achieve minimum intensification targets and intensification throughout built-up areas, which will: a) Identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development; b) Identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas; c) Encourage intensification generally throughout the delineated built-up area; and, d) Ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.

The Subject Site is located within a strategic growth area and within a delineated built-up area. The Proposed Development supports an appropriate type and scale of intensification within a Major Transit Station Area and designated intensification area. Amendments to the site-specific Official Plan policies and Zoning By-law are required to facilitate an appropriate level of intensification for a designated intensification area, and to support the achievement of a complete community.

SECTION 2.2.4 TRANSIT CORRIDORS AND STATION AREAS

Schedule 5 of the Growth Plan identifies priority transit corridors which are to be reflected in municipal Official Plans. Policy 2.2.4.1 requires that planning be prioritized for Major Transit Station Areas on priority transit corridors, including zoning that implements the policies of the Growth Plan. Policy 2.2.4.3 requires that Major Transit Station Areas on priority transit corridors or subway lines be planned to achieve the following minimum density targets: a) 200 residents and jobs combined per hectare for those that are serviced by subways; b) 160 residents and jobs combined per hectare for those that are serviced by light rail transit or bus rapid transit; or c) 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. Policy 2.2.4.9 provides land use and built form guidance for development within Major Transit Station Areas, and requires that development

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

The Subject Site is strategically located within a Major Transit Station Area, approximately 450 metres from the Port Credit GO Station and the future Hurontario LRT stop. The Proposed Development increases densities near transit, with the addition of 221 new residential units and additional retail and office space accommodated within a compact building form. The redevelopment supports the achievement of minimum density targets of 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

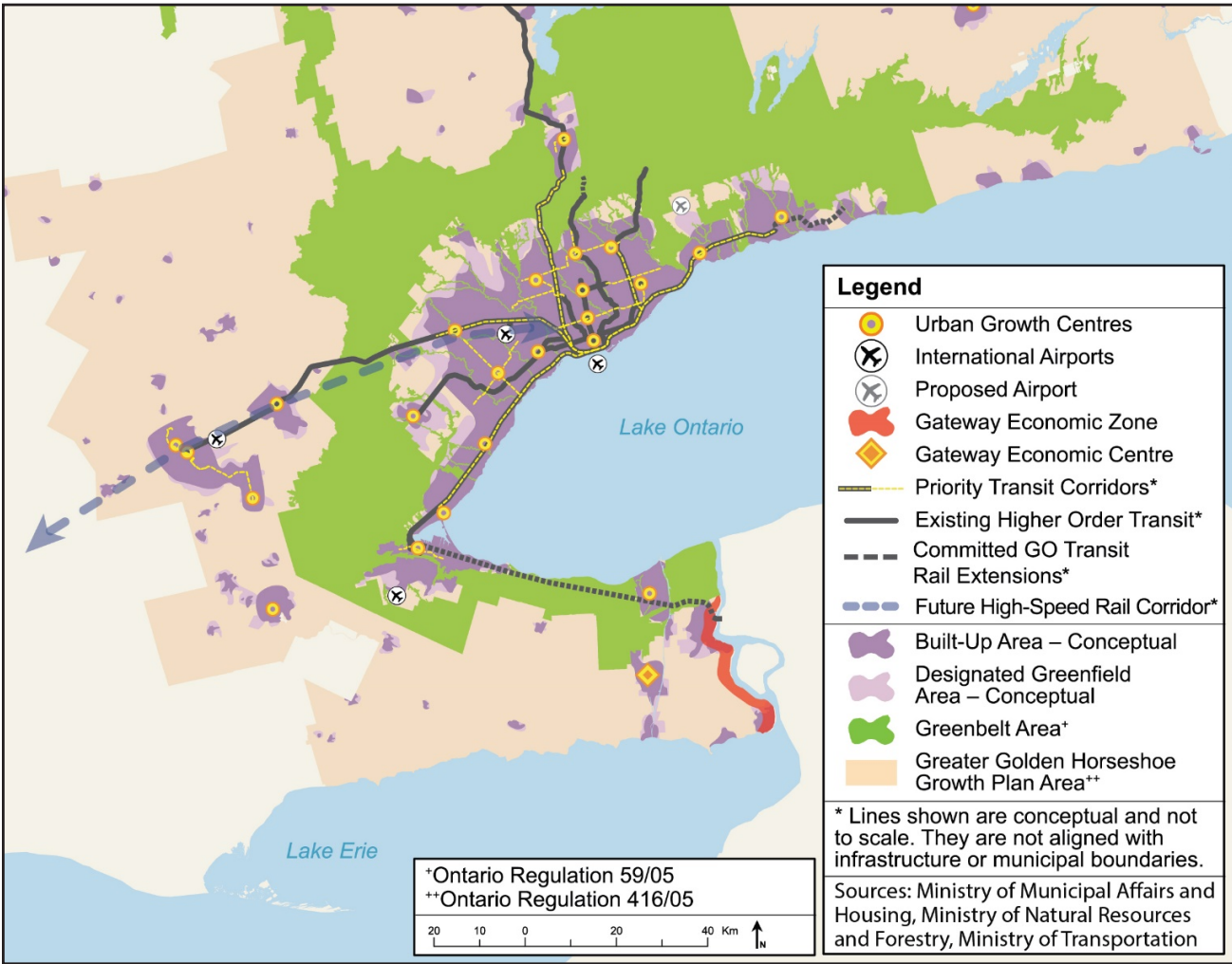


Figure 13. Growth Plan Schedule 5: Moving People - Transit

SECTION 2.2.6 - HOUSING

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

The Proposed Development will introduce 221 new residential units onto the Site, including a mix of studios, one-bedroom units and two-bedroom units of varying sizes and configurations. The Proposal also includes a number of two-storey townhouses as well as live/work units at grade and within the mezzanine level. The proposed intensification of the Subject Site will facilitate the achievement of the City's growth targets and allow the City to accommodate forecasted residential growth to 2051.

SECTION 3.2 - INFRASTRUCTURE TO SUPPORT GROWTH

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

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

GROWTH PLAN SUMMARY OPINION

The Proposed Development conforms with the Growth Plan, as it supports intensification and the creation of new housing within a strategic growth area and where extensive regional and municipal transit service is available and proposed.

The Subject Site is strategically situated approximately 450 metres from the Port Credit GO Station. The Site is within a Major Transit Station Area and within the Port Credit Community Node, where intensification is targeted. The redevelopment will optimize the use of the lands and nearby infrastructure, and support access to the local transit network, parks, publicly accessible open space and local businesses.

The Proposed Development also delivers a mix of residential, retail and office space accommodated within a compact building form, which contributes to the creation of a complete community. The Proposal also supports the achievement of minimum density targets, as it delivers 221 new residential units as well as additional jobs to the area.

4.4. Peel Region Official Plan

The Region of Peel Official Plan is a long-term plan which assists in providing further guidance for planning and development in the City of Mississauga and the broader Region of Peel.

On November 4, 2022, Ontario's Minister of Municipal Affairs and Housing issued a decision to approve the new Regional Official Plan (ROP) with 44 modifications. The new Official Plan outlines a comprehensive land use policy framework to guide growth and development within the Region to the extended planning horizon of 2051, including policies and schedules that address housing and growth management; long-term planning for employment and infrastructure; protection of water resources, natural heritage, and rural/agricultural systems; and plan for climate change.

CHAPTER 3 - RESOURCES

Chapter 3 of the Regional Official Plan outlines policies to protect its natural and cultural resources. The policies in Section 3.6.2 speak to the protection of cultural heritage resources within the Region, and directs municipalities to only permit development on lands adjacent to heritage properties where it has been demonstrated that the heritage attributes of the property will be conserved.

The proposed retention of the heritage listed building on site will support the achievement of the Region's heritage protection policies. The Proposed Development supports mixed-use intensification and compact, transit-oriented development, which will enhance the quality of the public realm and fits well within the surrounding context.

CHAPTER 5: REGIONAL STRUCTURE

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

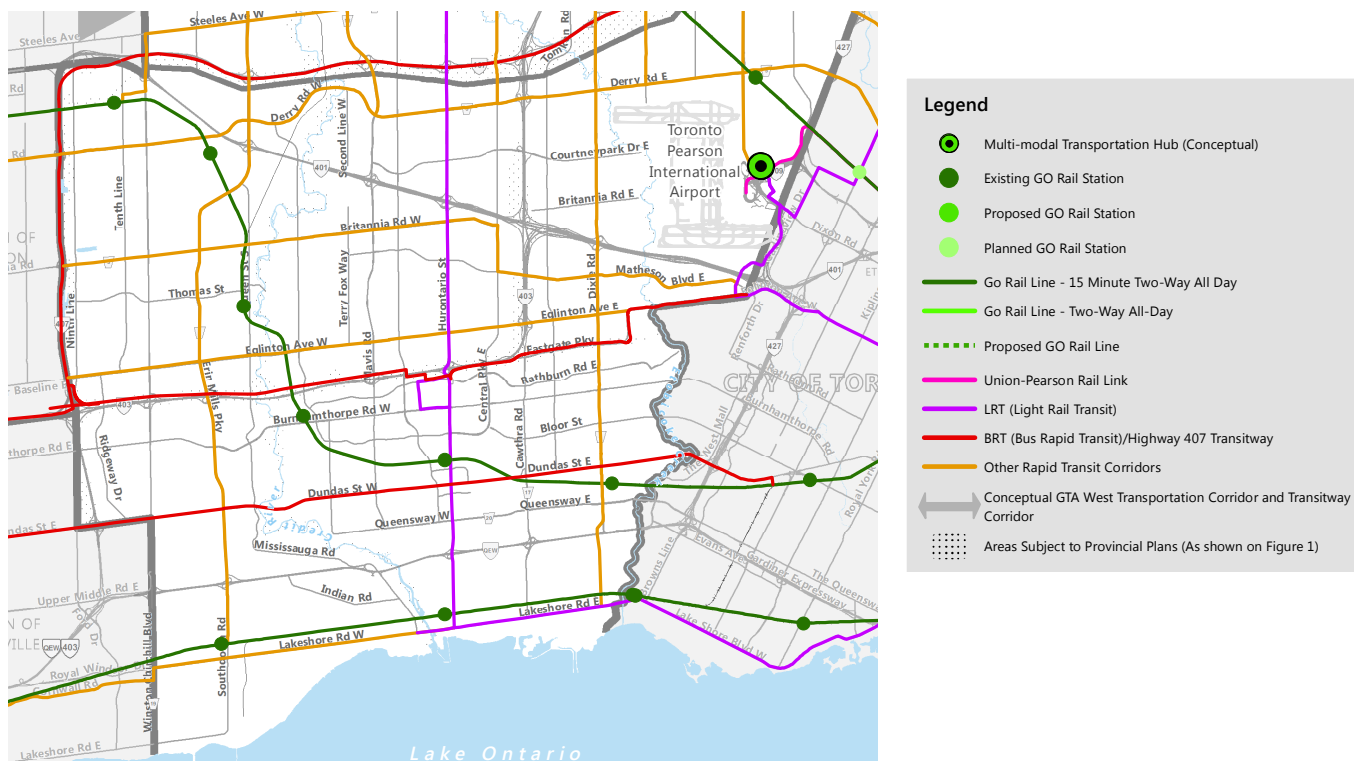


Figure 14. Schedule F-1 of the Regional Official Plan, showing rapid transit corridors and major transit stations. The Subject Site is located near an existing GO Transit station and a future LRT stop along Hurontario Street

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

- Redeveloping an underutilized site within the existing Urban System and near major transit (5.3.2.2 and 5.5.1.1);
- Supporting intensification and compact built form within an existing built-up area, to optimize the use existing and available infrastructure and services (5.3.1.4; 5.5.2.2 and 5.5.3.2.2);
- Contributing to a complete community that is compact, mixed-use and strategically situated around higher order transit, and provides access to a host of different living and recreational opportunities (5.3.1.3; 5.5.2.1 and 5.8.1.1);
- By achieving intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services (5.3.1.4);
- By achieving a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighborhoods (5.5.3.1.8).

Additionally, the 2051 ROP directs local municipalities to establish an official plan policy framework to implement inclusionary zoning where deemed appropriate by the local municipality through zoning by-laws in primary MTSAs (5.9.39). Within MTSAs, the aim is to secure a percentage of affordable units in every new building through inclusionary zoning. Moreover, the aim is to maximize gross floor area or an equivalent percentage of units to be secured as affordable housing through inclusionary zoning where market conditions demonstrate financial viability.

In July 2022, the City of Mississauga adopted a set of inclusionary zoning policies. These policies remain under review by the Region and are not yet in force. Further information on the City of Mississauga's draft inclusionary zoning policies can be found in Section 4.5 of this report.

5.4 - Growth Management

The ROP encourages efficient and compact built forms that intensify development of underutilized lands (5.4.18.1; 5.4.18.4). In addition, the 2051 ROP encourages healthy communities which are described as having Density, Service Proximity, Land Use Mix, Street Connectivity, Streetscape Characteristics and Efficient Parking (7.5).

Among facilitating the redevelopment of a vacant retail site and surface parking lot, the Proposed Development also aligns with these goals by delivering a mix of residential, retail and office uses, and improving the streetscape along three frontages to support pedestrian linkages to the Waterfront.

5.6 - Urban System

The 2051 ROP represents Regional Council's latest policy direction for growth within the Region. Schedules E-2 and E-5 identify the Subject Site as being within a Primary Major Transit Station Area (MTSA) and Strategic Growth Area associated with Port Credit GO Station and the LRT stop. MTSA's are identified as one of the Strategic Growth Areas, where the ROP encourages increased residential and employment growth to ensure the viability and a mix of residential, office, institutional, and commercial development (5.6.17.4).

Within MTSA's, a mix of transit-supportive uses are encouraged, to be defined by local municipalities, such as retail, offices, open space, and public uses that support the needs of employees and residents in a walkable environment (5.6.19.2). Primary MTSA's are considered protected under the Planning Act, whereby policies that identify minimum density, authorized land uses and buildings must be adopted by the local municipality.

REGION OF PEEL SUMMARY OPINION

The Proposed Development conforms to the Regional Official Plan, and the most recent amendments pertaining to the 2051 planning horizon and the Healthy Development Framework. The Proposed Development supports intensification and compact growth within a strategic growth area and major transit station area. The Subject Site is well-served by nearby transit and available infrastructure, and the redevelopment of the property supports the Region's growth management and healthy community building objectives, as it delivers new housing near transit, promotes non-automobile travel, and supports mixed-use development.

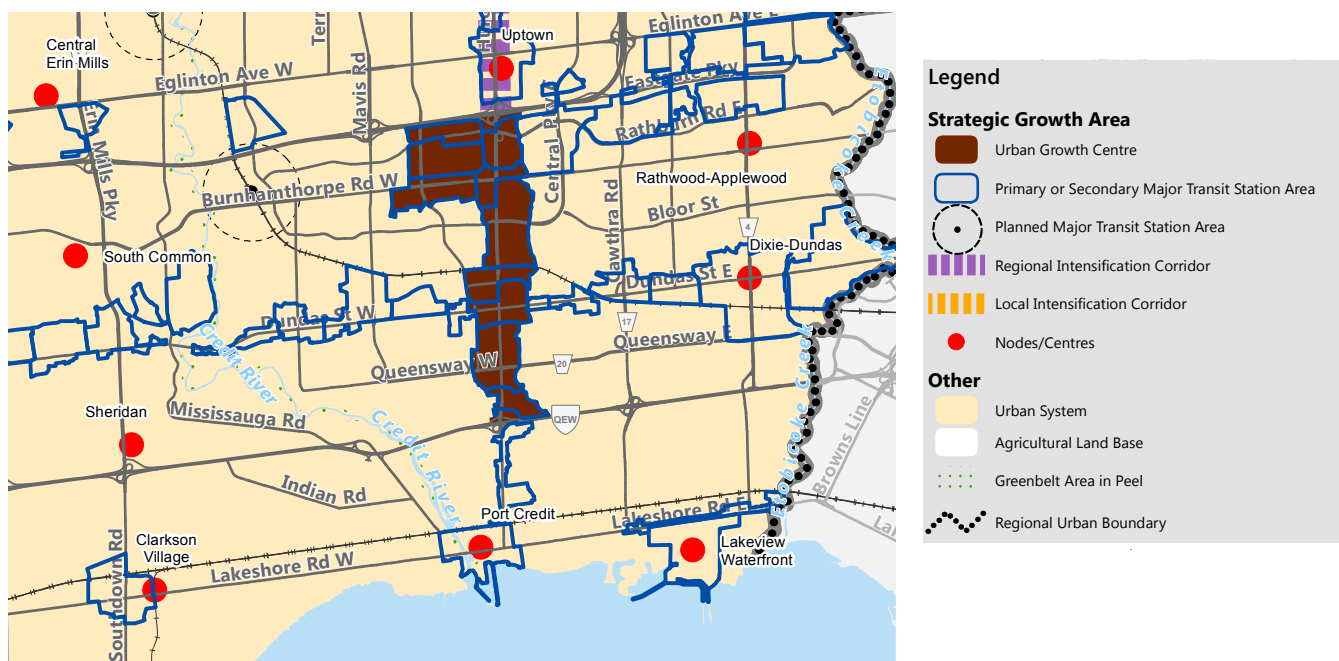


Figure 15. Schedule E-2 of the Regional Official Plan identifies Port Credit as a strategic growth area

4.5. Mississauga Official Plan

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

Detailed policies for lands within Port Credit are contained in the Port Credit Local Area Plan. The Proposed Development supports a range of overarching Official Plan policies, as outlined below.

The City of Mississauga is currently updating its Official Plan. The new Official Plan is expected to be finalized in 2023.

CHAPTER 4: VISION

The overall vision of the Mississauga Official Plan provides a general framework as well as objectives to guide future development in the city. The Official Plan strives to ensure a range of mobility and housing options are available, with the goal of creating complete communities (4.1), including preserving the character and cultural heritage (4.3). In order to create complete communities, new development should be in areas that have higher densities, are pedestrian oriented, contain a variety of community services, and are in close proximity to higher order transit (4.5). In addition to identifying the locations for growth, the Official Plan also discusses the importance of ensuring that new developments have a compact and efficiently built form and are of a high architectural standard (4.4, 4.5).

The Proposed Development aligns with this vision, as it supports higher-density infill near existing and planned higher order transit. The Proposed Development achieves a compact building form which supports the creation of vibrant, complete and walkable communities, facilitating access to a range of services, commercial uses and recreational destinations along the Waterfront. The retention of the existing heritage listed building also contributes to the identity of the Port Credit community.

CHAPTER 5: DIRECT GROWTH

Mississauga's urban system is comprised of three layers: Green System, City Structure, and Corridors. The Official Plan directs forecasted growth to particular areas to ensure that resources and assets are managed in a sustainable manner (5.1.3). Generally, growth should maintain the City's natural, environmental, and

cultural resources, and facilitate compact, mixed-use development that is transit supportive (5.1.5 and 5.1.6). The Proposed Development is located in the Port Credit neighborhood and is designated as a Community Node and Intensification Corridor on Schedule 1 of the Official Plan.

Section 5.5 of the Official Plan describes how intensification areas are intended to be attractive mixed-use areas, and developed at densities that are sufficiently high to access to transit, services and amenities. Development in Intensification Areas is required to promote the qualities of complete communities (5.5.5), as well as to deliver a mix of medium and high-density housing, community and high-density housing, employment and commercial uses, including mixed use buildings (5.5.7).

Section 5.3.3 of the Official Plan describes Community Nodes as intensification areas with compact, mixed-use development, walkable streets with access to local shops and restaurants, culture, heritage and a strong sense of place and community identity. Community Nodes are anticipated to achieve a gross density of between 100 and 200 residents and jobs combined per hectare. Development within the Community Node is required to be in form and density that achieves a high-quality urban environment (5.3.3.1.1). In achieving a high-quality urban environment, Community Nodes will also be served by higher order transit facilities (5.3.3.12) and be developed to support and encourage active transportation (5.3.3.13).

The Proposed Development aligns with the growth and intensification policies of the Official Plan, as it supports growth within a designated intensification area and Community Node. The redevelopment of an underutilized site that is located near rapid transit, existing community services and infrastructure will contribute towards the creation of a complete community. The Proposed Development will support the achievement of minimum density targets for the Port Credit Community Node, while providing an enhanced public realm, heritage retention, and high-quality architecture.

CHAPTER 7: COMPLETE COMMUNITIES

The Official Plan encourages complete communities through the policies of Chapter 7. Policy 7.1.3 encourages compact, mixed-use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses. To this end, the Proposed Mixed-Use Development will deliver new housing as well as new retail and commercial

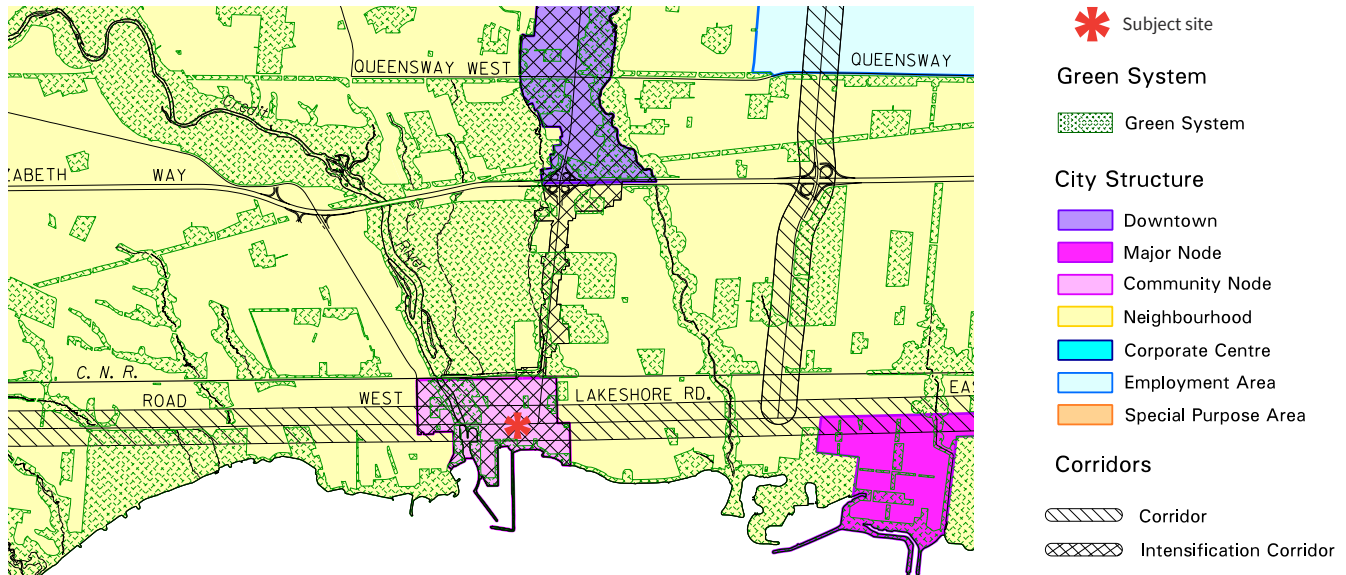


Figure 16. Schedule 1 of the Official Plan identifies the Subject Site as being within a Community Node and within a Corridor

space. The provision of retail and commercial uses along Lakeshore Road will also support animation and economic activity along this important commercial mainstreet.

Policies 7.2.1 to 7.2.12 relate to housing, with a focus on providing new and well-designed housing that meets the needs of the community. The Proposal will conform to these policies by providing a range of residential units, including grade-related townhouses units, live/work units, and one and two-bedroom apartment units. The addition of new housing will contribute to the range of housing choice in Mississauga and accommodate the housing needs of people of all ages and abilities.

Chapter 7 provides policies relating to heritage planning. Mississauga's cultural heritage resources reflect the social, cultural and ethnic heritage of the city and are imperative to conserve and protect. Therefore, development is required to maintain locations and settings for cultural heritage resources that are compatible with and enhance the character of the cultural heritage (7.4.1.3). The Proposed Development aligns with the heritage planning policies by preserving and enhancing the existing heritage listed building, which will contribute to the sense of identity and character of the area.

CHAPTER 8: CREATE A MULTI-MODAL CITY

The Official Plan recognizes the importance of developing a multi-modal transportation system to reduce auto

dependence and promote active mobility (8.1.1). The redevelopment of the Site will result in the revitalization of the streetscape along all three street frontages. The Proposal supports the policies of Chapter 8 in that it will provide a more appropriate density and housing within a highly urban area with access to a range of active transportation infrastructure, amenities and transit. The Site is located approximately 450 metres from the Port Credit GO Station, and within walking distance of the future Hurontario LRT stop and several local bus routes. The redevelopment will create opportunities for future residents to access a range of higher-order and local transit services and local cycling routes and trails, which in turn reduces auto dependence.

CHAPTER 9: BUILD A DESIRABLE URBAN FORM

Chapter 9 of the Official Plan seeks to guide the establishment of a sustainable urban form with high-quality design and a strong sense of place. Development should enhance Corridors while providing appropriate transitions to neighboring uses (9.1.5). In addition, the built form should provide for the creation of a sense of place through the protection and recognition of cultural heritage (9.1.7 and 9.2.1.3). Moreover, development should be compact and high-quality, to reduce the need for parking and enhance pedestrian circulation (9.2.1.4), and to encourage transit usage and active transportation (9.1.2).

The Proposed Development achieves a desirable urban form which fits appropriately within its urban context. Moreover, the Proposed Development is also consistent with recent approvals within the area in terms of height and density. The Proposal also represents thoughtful, compact intensification and architectural design that will contribute to the quality and character of the area, while conserving the existing heritage listed building and views of the waterfront.

CHAPTER 11: GENERAL LAND USE DESIGNATIONS

Chapter 11 of the Official Plan seeks to guide land use and the development of land to reflect all components of the urban system. The Subject Site is designated as Mixed Use. Mixed Use areas are intended to provide a variety of retail, residential, services and other uses to support the surrounding residents and businesses (11.2.6.2).

The Proposed Development conforms with and helps to implement the policies for Mixed Use areas, as it will provide both residential and non-residential uses within a mixed-use building. The provision of commercial uses along Lakeshore road will support this important retail mainstreet and contribute towards the dynamic character of Port Credit. No amendments to the land use designation are proposed or required to facilitate the development.

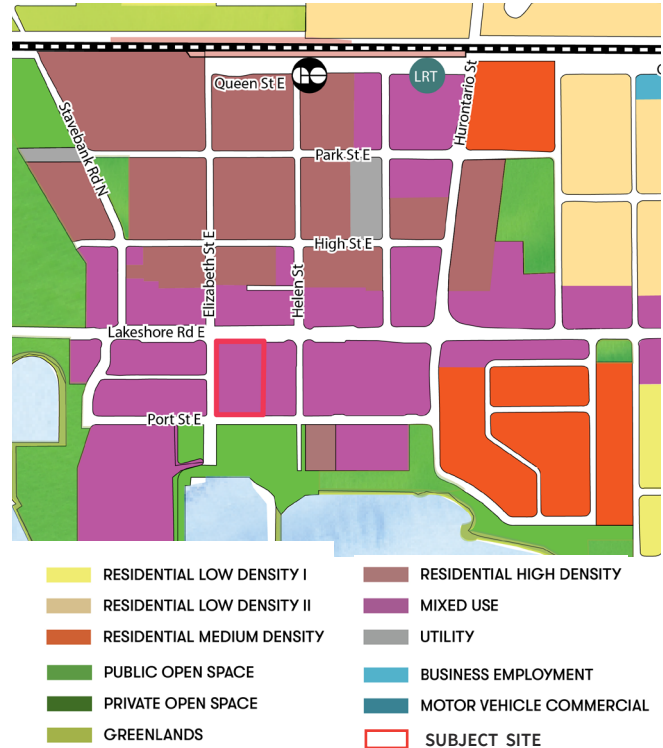


Figure 17. The Site is designated as Mixed Use in the Official Plan

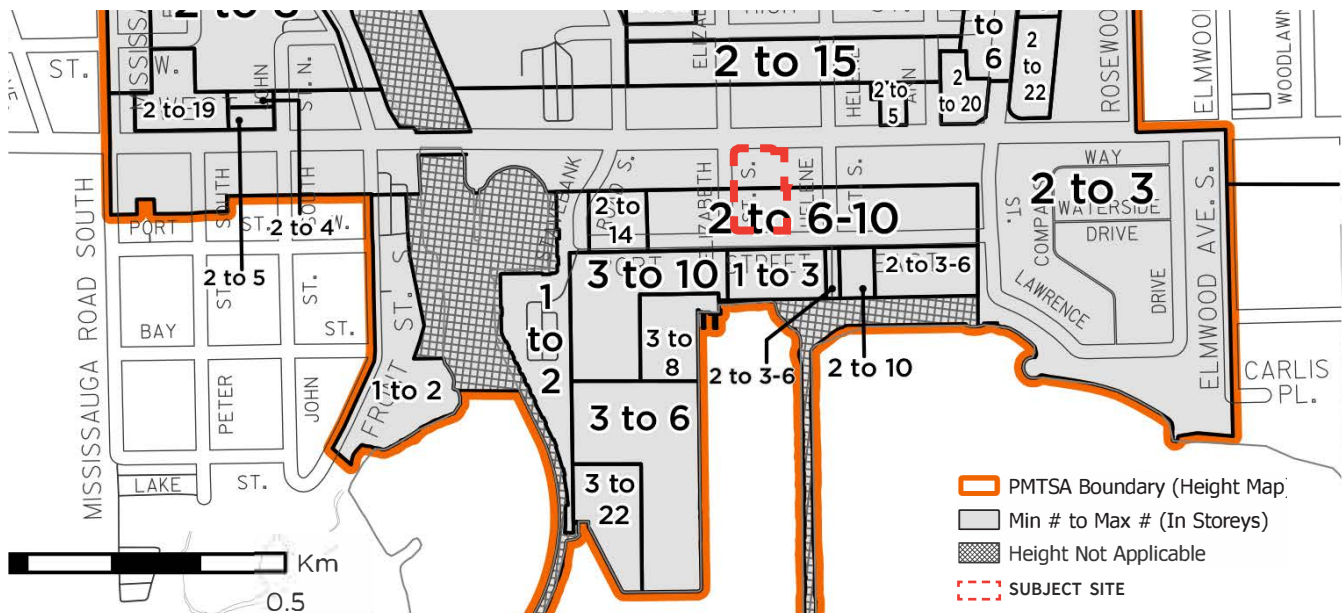


Figure 18. Port Credit draft PMTSA Mapping

OPA 143 AND 144 (NOT IN FORCE)

The City of Mississauga recently adopted two new Official Plan Amendments (OPA 143 and OPA 144) that contain policies and schedules related to MTSA. The OPAs set out a new policy framework to guide transit-supportive development within MTSA as identified in the new Peel 2051 Region of Peel Official Plan. The proposed policies will apply to 54 MTSA and 9 planned MTSA.

OPA 143 and 144 introduce general policies related to land uses, building heights, compatibility, urban design, connectivity, community infrastructure, parks and open spaces. The policies also establish permitted land uses and building heights within Protected Major Transit Station Areas (PMTSA).

The Subject Site is located within the Port Credit PMTSA, as identified on Map C-15 of MOPA 144. The Port Credit PMTSA targets 200 people and jobs per hectare as per Table 5-2 in MOPA 144. The identification of PMTSA allows for inclusionary zoning to be applied. Inclusionary zoning requirements will come into effect the later of January 1, 2023, or the date the applicable PMTSA identified in the ROP is approved by the Minister of Municipal Affairs and Housing.

OPA 143 and 144 are under review by the Region and not yet in force. As such, the MTSA policies and associated inclusionary zoning policies do not apply to the Proposed Development.

MISSISSAUGA OFFICIAL PLAN SUMMARY OPINION

The Proposed Development aligns with the vision, growth and intensification policies of the Official Plan, as it supports growth within a designated intensification area and Community Node. The redevelopment of an underutilized site that is located near rapid transit, existing community services and infrastructure will contribute towards the creation of a complete community. The Proposed Development will support the achievement of minimum density targets for the Port Credit Community Node, while providing an enhanced public realm, heritage retention, and high-quality architecture.

Additionally, the provision of commercial uses along Lakeshore Road will support this important retail mainstreet and contribute towards the dynamic character of Port Credit. The Proposed Development is also consistent with recent approvals within the area in terms of height and density and represents thoughtful, compact intensification and architectural design that will contribute to the quality and character of the area, while conserving the existing heritage listed building and views of the waterfront.

4.6. PORT CREDIT LOCAL AREA PLAN

The Port Credit Local Area Plan (LAP) provides specific policies for the Port Credit area. The LAP recognizes that various areas of the community perform different functions and feature varying characteristics.

The Subject Site is located within the Community Node Character Area, which is a focal point for intensification, a mix of uses, and compact urban form. The Community Node includes the GO Station, which is identified as a Major Transit Station Area.

The LAP highlights that Community Nodes are intended to provide a focus for a mix of uses which offer the services and facilities required for daily living, including local shops and restaurants, community facilities, cultural activities, entertainment uses, schools, parks, open space as well as a diverse housing stock (5.2). Community Nodes should be compact, with pleasant walkable streets and a strong sense of place and identity (8.0). The Proposal meets the policy objectives for the Port Credit Community Node as it provides a mix of residential, commercial and open space uses in close proximity to existing and proposed high-order transit and various community amenities and infrastructure.

Section 5 of the LAP also identifies the Subject Site as being along the Lakeshore Corridor. The north half of the Site is also located within the Mainstreet Node Precinct. The LAP policies that within Corridors, the public realm is one of the most important aspects, with a large portion of the corridor planned to accommodate a mainstreet commercial character (5.1.1). The LAP outlines the desire

to create a community where residents can live and work. To that end, the LAP targets a population to employment ratio for the Port Credit Community Node of 2:1.

The proposed mixed-use development accommodates non-residential uses within the development block, including two levels of retail and commercial uses along Lakeshore Road East, while also retaining the existing heritage listed building and commercial uses at 91 Lakeshore Road East.

The south half of the Subject Site is situated within the Harbour Mixed Use Precinct. The LAP describes how this area has potential for intensification and a mix of uses and densities, with buildings stepping down towards the lake. Development is required to maintain existing view corridors to the Lake.

The proposed building form and massing achieves the objectives for the Harbour Mixed Use Precinct. The building scales down in height along the Port Street edge, consistent with the policy direction. In addition, the tallest building elements are oriented in a north-south direction along Elizabeth Street, helping to frame the view corridor to Lake Ontario.

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

- **Height:** The proposed building ranges in height from 2 to 11 storeys (including a mezzanine level which can be accommodated within the taller floor-to-floor

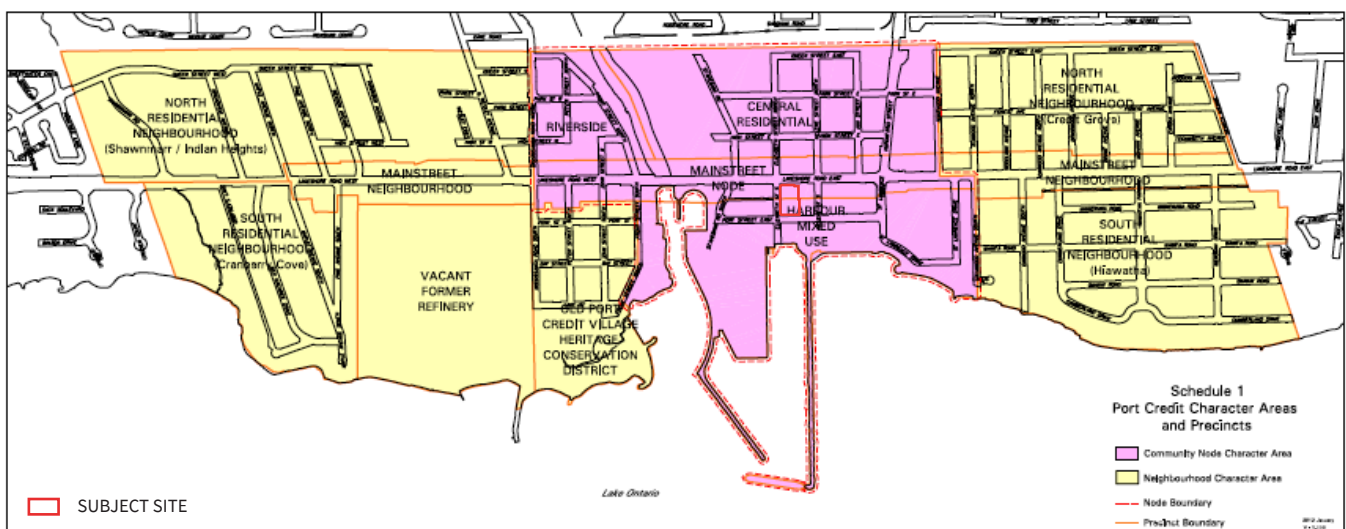


Figure 19. The Subject Site is located within the Port Credit Community Node

height of the first storey). The proposed heights are generally consistent with the height limits identified in Schedule 2B, which range from 2-3 storeys along Lakeshore Road up to 10 storeys along Port Street, helping to achieve an appropriate transition in scale.

- **Floor Plate Size:** The floor plate decreases in size as the building rises, with stepbacks beginning at Level 3 above the 2 storey commercial base building
- **Landscaping:** Provision of new landscaping and tree planting at grade, with more generous landscaped setbacks provided along Port Street and Elizabeth Street
- **Streetscapes:** Enhancements to the streetscape and pedestrian realm along all three public street frontages to improve the quality of the public realm

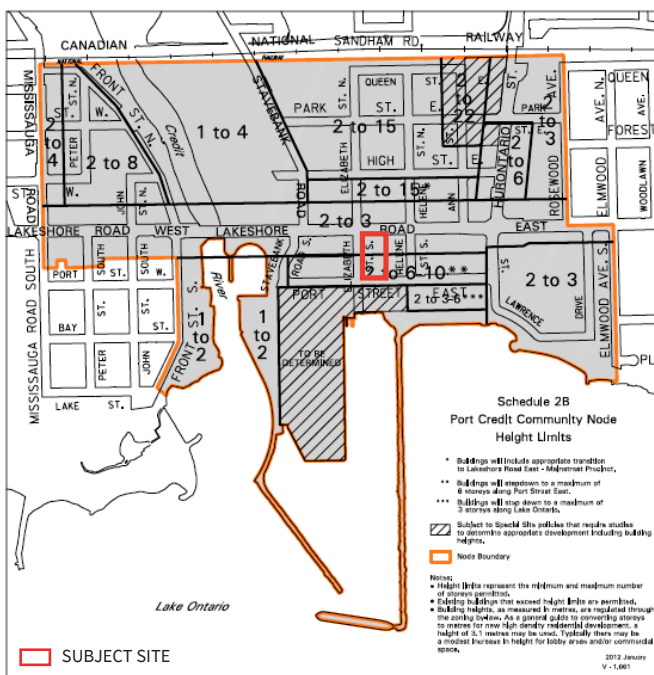


Figure 20. Buildings up to 10 storeys are permitted on the Subject Site. The Proposed Development is 11 storeys tall (including a mezzanine level), and therefore an amendment to the height map is required.

PORT CREDIT LOCAL AREA PLAN SUMMARY OPINION

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

The Proposed Development is generally consistent with the height limits identified in the Plan, which range from 2-3 storeys along Lakeshore Road up to 10 storeys along Port Street, helping to achieve an appropriate transition in scale. A minor amendment to the height permissions is required to permit the proposed 11 storey building.

The Proposal also provides for public realm enhancements to the streetscape and pedestrian realm along all three public street frontages to improve the quality of the public realm within the Lakeshore Corridor.

4.7. SITE-SPECIFIC POLICIES - OPA 50

Section 13.1.15 (Site 15) of the LAP provides site-specific policies. The site-specific policies applicable to the Subject Site were implemented through the previous development approvals process, which concluded in 2016 and resulted in Council approval of OPA 50.

The north half of the Site is identified as “Area A”, with the policies specifying a maximum height of 4 storeys, with building stepbacks required from Lakeshore Road. The south half the Site is identified as “Area B” with the policies specifying a maximum height of four storeys fronting Port Street East and 10 storeys towards the north. The policies also allow for a maximum of 56 residential units on the property.

The Proposed Development requires an amendment to site-specific Official Plan policies to permit an increase in units and a refined massing approach, including a one-storey increase in the number of storeys permitted.

OPA 50 SUMMARY OPINION

An amendment is required to the site-specific Official Plan policies to permit the proposed development scheme. In particular, an increase in residential units is being requested, as well as a one-storey increase in the height permissions. A draft Official Plan Amendment is included in Appendix A of this report.



Figure 21. Site-specific policies which apply to the Subject Site are found in Section 13.1.15 of the Port Credit Local Area Plan (Site 15)

4.8. PORT CREDIT BUILT FORM GUIDE

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

The Guide identifies the Subject Site as being situated within two precincts within the Port Credit Community Node. The north half of the Site is part of the Mainstreet Node precinct, with design guidelines that promote the creation of an active streetwall and pedestrian-oriented heights of 2 to 3 storeys along Lakeshore Road. The Proposed Development provides a 2 storey base building with active uses within the first two levels, which will contribute to the retail character of the street.

The south half of the Site is within the Harbour Mixed Use precinct, where building heights of up to 10 storeys are permitted. The Proposed Development is generally in keeping with this mid-rise height range, and the building massing incorporates stepbacks along the Port Street edge to facilitate a transition in scale down towards the lake.

Section 2.4.1 of the Guide identifies maximum floor plates for buildings over 6 storeys. The recommended floor plate sizes range from 1,200 square metres for levels 6 to 10 to 1,000 square metres for levels 11 to 15. The proposed mid-rise building incorporates various stepbacks which reduce the floor plate sizes as the building rises, with the top level of the building having a floor plate of approximately 1,200 square metres. The incorporation of various stepbacks, sculpting and balcony variation helps to enhance visual interest and mitigate the impacts of the larger building footprint.

Section 2.4.6 of the Guide identifies locations where active at-grade commercial, or retail uses are required or encouraged. The Proposal will deliver new retail and commercial uses along the Lakeshore Road corridor, helping to contribute to the commercial character and façade of this street.

The Official Plan, Local Area Plan and Built Form Guide all emphasize the importance of maintaining cultural heritage within the Port Credit area. Specifically, Section 2.8 of the Guide notes that properties listed on the Heritage Register will be preserved, retained and enhanced in their existing location. The Proposed Development successfully achieves these objectives by retaining the listed James Building at 91 Lakeshore Road.

PORT CREDIT BUILT FORM GUIDE SUMMARY OPINION

The Proposed Development is generally in keeping with the mid-rise height range outlined in the Harbour Mixed Use precinct, and the building massing incorporates stepbacks along the Port Street edge to facilitate a transition in scale down towards the lake.

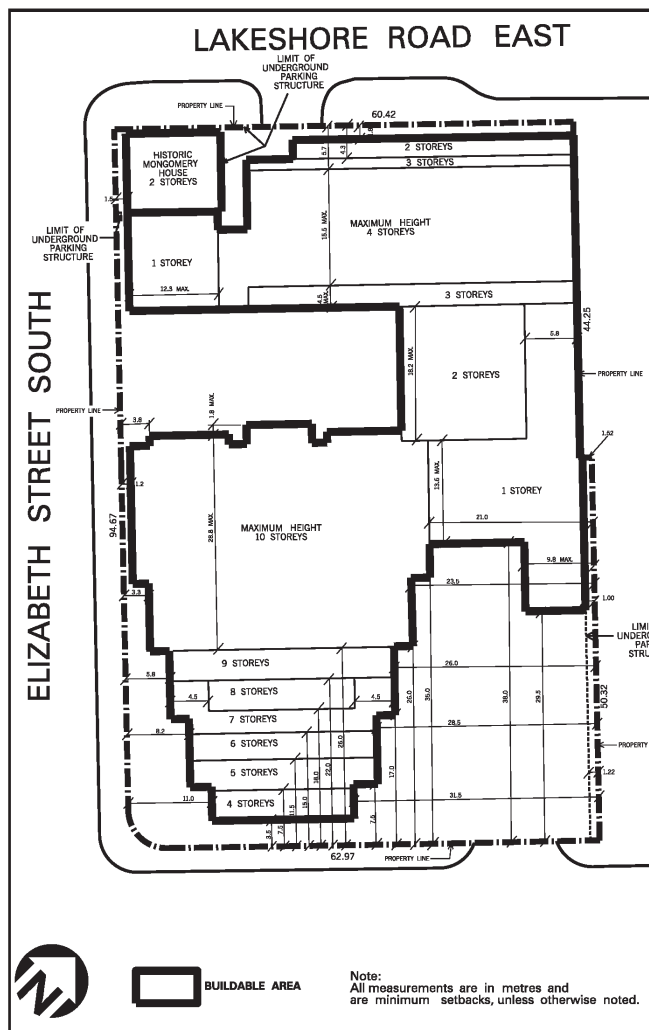
The proposed mid-rise building incorporates various stepbacks which reduce the floor plate sizes as the building rises. The incorporation of various stepbacks, sculpting and balcony variation helps to enhance visual interest and mitigate the impacts of the larger building footprint.

The Proposal will deliver new retail and commercial uses along the Lakeshore Road corridor, helping to contribute to the commercial character and façade of this street aligning with section 2.4.6 of the Guide

The Proposed Development successfully achieves these objectives of the Guide which emphasize the importance of maintaining cultural heritage within the Port Credit, by retaining the listed James Building at 91 Lakeshore Road.

4.9. Mississauga Zoning By-law 0225-2007

The Subject Site is zoned C4-60 (Mainstreet Commercial - Exception 60), and is subject to a variety of zoning parameters and development standards. The C4 zone permits a range of land uses, including retail, commercial, residential apartments, restaurants, and a range of other amenities and services. The C4-60 exception provisions establish site-specific zoning parameters for the Subject Site, as well as height and built form permissions. The current zoning reflects the previously approved development proposal, and will need to be amended in order to implement the current development vision for the Site.



4.10. Other Plans and Studies

1 PORT STREET EAST MASTER PLAN

1 Port Street East has been identified as a key waterfront site presenting a significant opportunity as a place for people to access and enjoy. The Site is immediately southwest of the Subject Site, oriented along the Waterfront. As part of the long-term planning for the Port Credit Area, a comprehensive Master Plan for 1 Port Street East has been developed with the goal of providing a high quality, complete and healthy waterfront community.

VISION/OBJECTIVES

The vision for 1 Port Street East follows 6 key goals. First, the site will be seamlessly woven into the fabric of both Port Credit as well as the City of Mississauga. The site will support the general vision for the evolving waterfront village of Port Credit. The unique urban waterfront context will be celebrated and reflected within the site. The site will promote development that is both financially viable and economically sustainable. 1 Port Street East will link cultural and marine histories of the site. Finally, the vision for the site is one that draws people to the water's edge to live, work, play, make, shop and learn.

It is the intention of the Masterplan to connect design-related and previous policy recommendations to this new planning framework. The Master plan provides a strategy for the marina basin and pier redevelopment that guides built form, pedestrian realm, street network and land-use contexts. This plan offers an approach to incremental implementation and ensures the continuation of collaborative and inclusive consultation. These intentions and goals seek to translate into a set of statutory planning policies that will support city-building objectives and offer guidance for the redevelopment over time. It is important to note that the Port Credit Local Area Plan under Policy 13.1.8 requires the preparation of a comprehensive master plan for the site.

PRINCIPLES / KEY ELEMENTS OF THE MASTER PLAN

The Masterplan is guided by a variety of principles translating into 9 development blocks providing views throughout, a connected pedestrian realm network that maximizes public access through and around the site towards the water's edge, space for gathering, connections to surrounding parks, trails, and open spaces, and an interconnected network for cyclists and pedestrians. In offering itself as a complete and healthy neighbourhood the site contains a mix of uses, is both pedestrian friendly and transit supportive, provides a mix of commercial, residential, cultural, maker, institutional and community spaces, and accommodates up to 1,540 new dwelling

units. A commitment to the protection and enhancement of the natural and cultural heritage of the site is a priority while also representing world class design quality. With no prescribed architectural design approaches or solutions, the built form is intended to be eclectic and varied to avoid monotony. Building height pattern is a key principle used to guide the Masterplan and follows a transition from tall along Port Street East (the existing hotel serving as the peak at 38 metres) to low at the edge of the water. Across the east-west extension of Elizabeth Street, building heights of up to 34 metres will be permitted adjacent to JJ Plaus Park. Building heights of 26 metres adjacent to the Marina Basin will be permitted. Moving south and extending across to the water's edge, building heights of up to 20 metres will be permitted. The marina's repair building may require a 3 storey massing to accommodate boats and masts. A Landmark building may also be permitted at the southern tip of the site to serve as a unique, iconic, stand-alone marker.

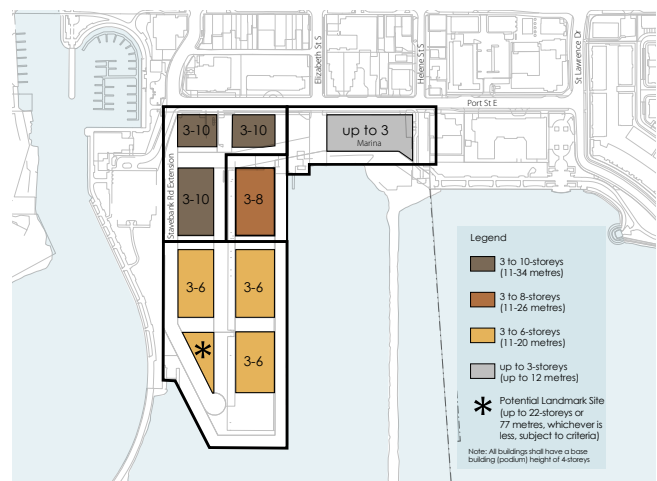


Diagram 10A: 3D Model of Demonstration Plan (Looking West)

Figure 24. The One Port Street Master Plan anticipates buildings up to 10 storeys along the south side of Port Street

5.1. Fit and Transition

The proposed massing has been designed with consideration for the existing and planned context, while also working with the general development parameters previously established for the Subject Site.

The building fits appropriately within its context. Along Lakeshore Road, lower heights are planned. The proposed 2-storey commercial base building responds to the scale of the existing heritage listed building and is generally consistent with the 2 to 3 storey height permissions in the Local Area Plan, helping to maintain a pedestrian-oriented scale along this commercial mainstreet.

Taller building elements up to 11 storeys (including the mezzanine) are concentrated along the west and south edges of the Site along Elizabeth Street and Port Street. These taller heights are generally in keeping with the

intent of the Local Area Plan height map, which anticipates taller mid-rise buildings along Port Street, as it transitions down in scale towards the lake. The massing also steps down along Port Street from 11 to 9 storeys, to facilitate a transition towards the east and towards the lake. At 11 storeys, the building achieves a transition in scale from the 14-storey hotel building at the western terminus of Port Street (the Waterside Inn).

It should be noted that the 2016 OPA and ZBA approval permits the development of a mid-rise building reaching 37.75 metres (excluding the mechanical penthouse). The proposed design falls below this threshold, reaching a height of 35.7 metres (excluding the mechanical penthouse). As such, the building fits well within its context, with the overall building height being largely consistent with the original approval.



Figure 25. The proposed development is consistent with the existing and emerging context within Port Credit

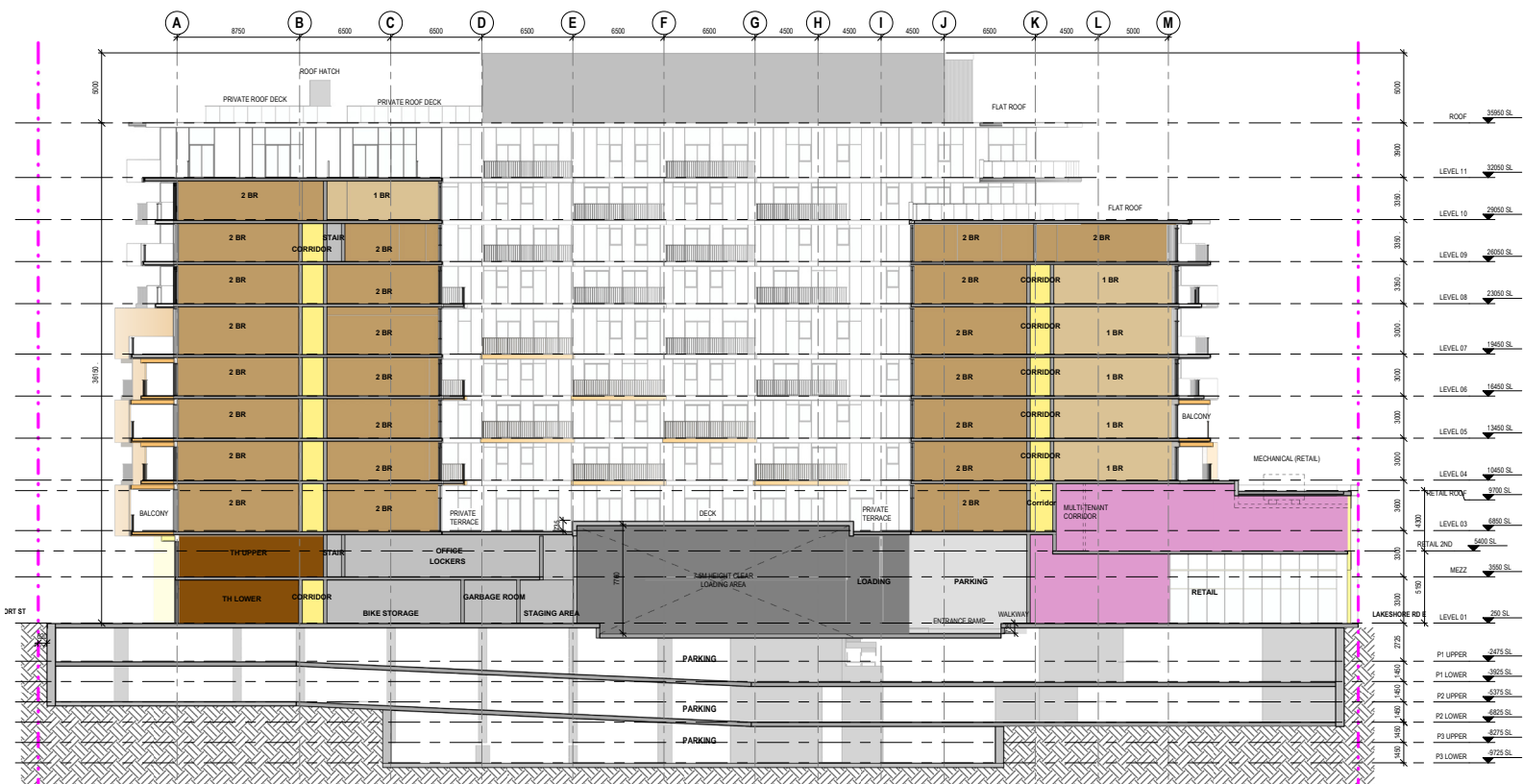


Figure 26. North-south section diagram illustrating the transition in height from Lakeshore Road.



Figure 27. Rendering showing the pedestrian-oriented scale along Lakeshore Road, with the building stepping up towards the south

5.2. Building Design and Form

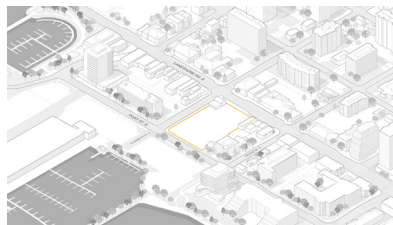
The Proposed Development is designed to support the future built form envisioned along Lakeshore Road and along the Port Credit Waterfront. The bulk of the height and massing is set back from Lakeshore Road to allow for a human scale condition. Rising behind the commercial space along Lakeshore Road is a 9 storey building element which is set back approximately 12.5 metres from the base building (excluding balconies).

The proposed building takes on a U-shaped form, with taller massing volumes oriented around the outer edges of the Site, creating a central outdoor terrace above the podium at Level 3. The stepping down of heights along the Port Street edge allow for improved sunlight access onto the internal courtyard, which will serve as an outdoor amenity space for residents.

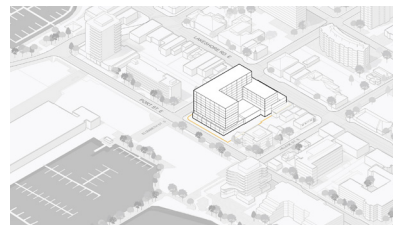
The massing is also divided into distinct stacked volumes. The base building establishes a pedestrian scale and

includes grade-related townhouses, live/work units along Elizabeth Street, a residential lobby, and commercial spaces along Lakeshore Road. Additional height is placed over the base of the building, with the greatest height oriented along the Elizabeth Street spine, which reinforces the view corridor to Lake Ontario. Varying setbacks are incorporated throughout the massing to reduce its scale and facilitate a transition to the surrounding context.

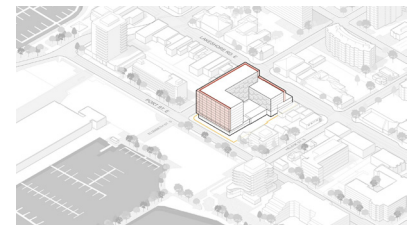
The use of colour, materiality and architectural elements help to break up the building façade. Articulation of the balconies helps to further contribute to a dynamic wave-like design, with wrap-around balconies along exterior edges and cantilevered or Juliette balconies along interior edges. Varying depths and angles create a stepped-back massing and provide differing views, while the stepped back balcony language connects well with the existing urban context.



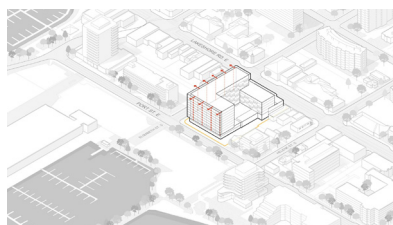
1/ EXISTING CONDITION - 91 LAKESHORE ROAD E HERITAGE BUILDING TO BE RETAINED



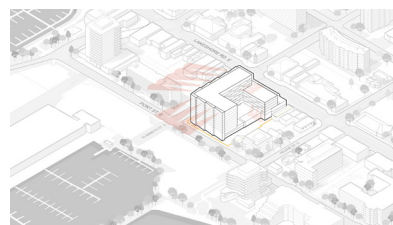
2/ PROPOSED MASSING



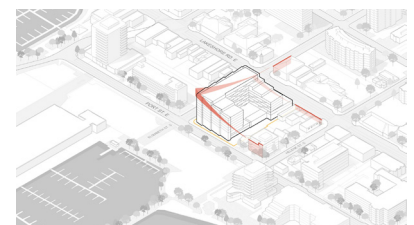
3/ WRAPPED AROUND BALCONIES ALONG EXTERIOR EDGES. CANTILEVERED BALCONIES AND JULIETTE BALCONIES ALONG INTERIOR EDGES



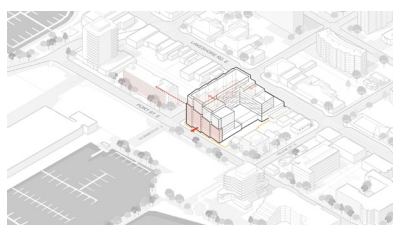
4/ BREAK UP CONTINUOUS FACADE WITH 6.5M MODULE



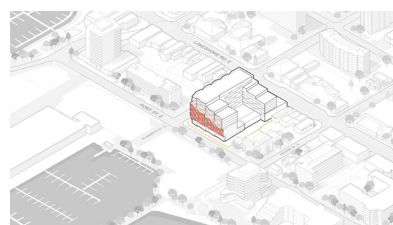
5/ DIVIDE AND ANGLE BALCONIES FOR VIEWS



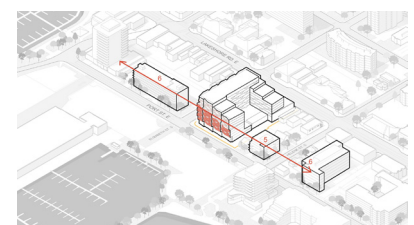
6/ CREATE STEPPED BALCONY LANGUAGE THAT CONNECTS TO URBAN CONTEXT



7/ VARYING BALCONIES DEPTH TO CREATE STEP-BACK MASSING



8/ INTRODUCE WAVE-LIKE BALCONY PROFILES



9/ MASSING STEPPED DOWN TO INTEGRATE WITH NEIGHBOURING BUILT FORMS

Figure 28. Illustrative diagrams showing how the building has been designed and articulated to respond to the block context



Figure 29. Rendering of proposal, view from Port Street and Elizabeth Street South



Figure 30. Rendering of proposal, view from Lakeshore Road East and Elizabeth Street South

5.3. Public Realm Design

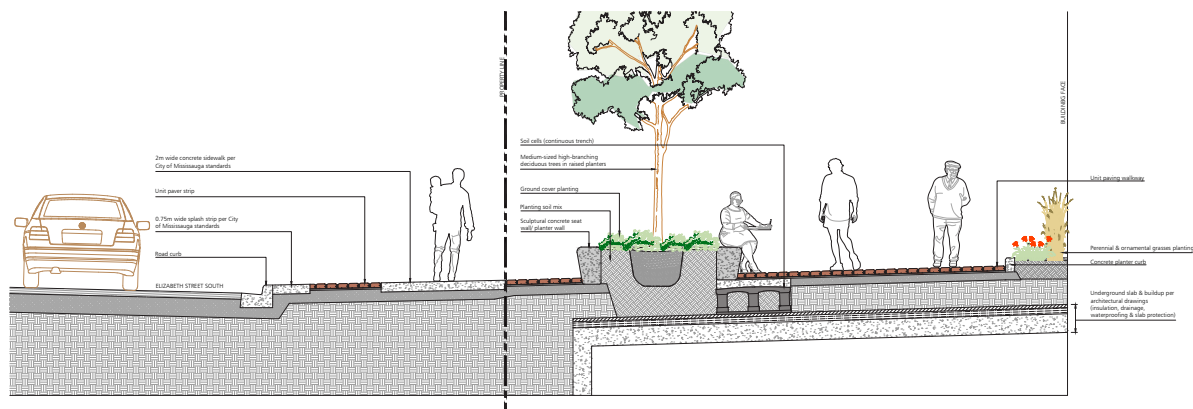
A comprehensive landscape scheme has been developed in order to deliver a high-quality public realm and achieve the placemaking objectives envisioned for the Site. The landscape and public realm plan aims to create engaging and active frontages along Lakeshore Road, Elizabeth Street and Port Street.

Along Lakeshore Road, the existing deciduous trees are retained to maintain the existing landscape character along this commercial mainstreet. The proposed POPS plaza, directly adjacent to the heritage listed building, creates a destination and gathering place along Lakeshore Road, and also allows for commercial spill-out activity. The proposed plaza will have patio seating and will connect to Elizabeth Street through a paved internal pathway.

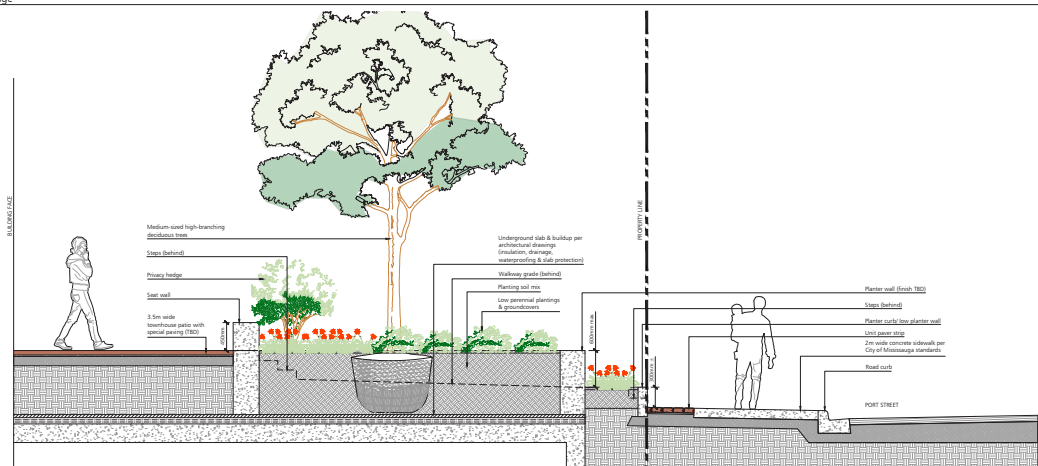
Bollards, columns and structural planters create

separation between the paved vehicular entrance and walkways along Elizabeth Street. The generous landscaped boulevard along Elizabeth Street incorporates large sculptural planters with seat walls, which help to frame and animate the space between the public sidewalk and live/work units. Further south at the intersection of Elizabeth Street and Port Street, precast concrete seating, sculptural planters, and a public art feature are proposed.

Along Port Street, a generous boulevard area is also provided. The addition of trees, low perennial plantings, and a planter wall help to facilitate a separation between the public realm and the private townhouses at grade. Similar designs are used for the eastern edge of the property where a concrete walkway, townhouse patios and residential amenity spaces are located. Decorative fencing, privacy screens, low planter walls, shrubs and small trees are used to enhance visual interest.

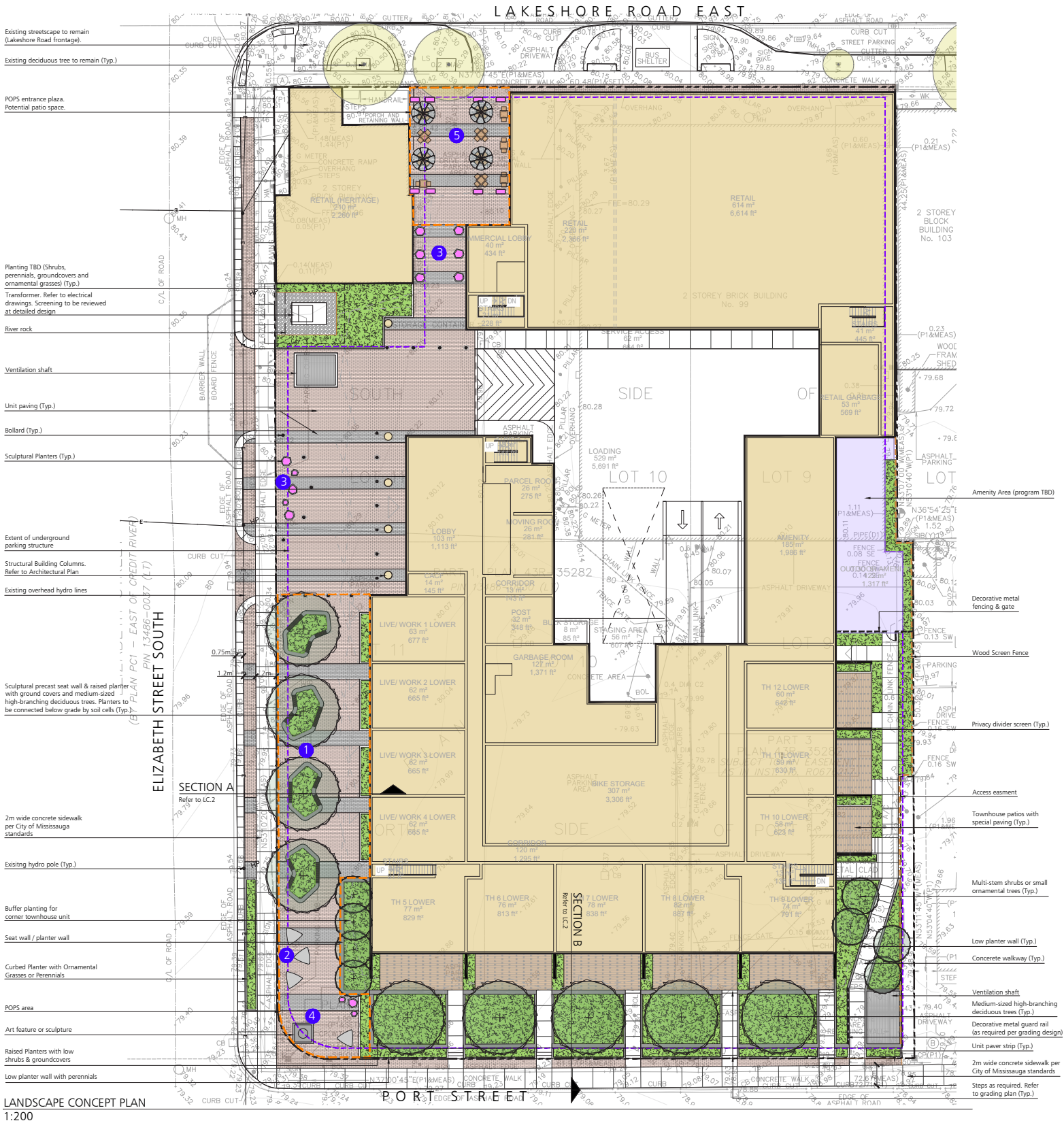


Section A: Elizabeth Street Frontage



Section B: Port Street Frontage

Figure 31. Landscape section drawings showing the generous public realm and sidewalk areas proposed along Elizabeth and Port Streets



5.4. Heritage

Located on the Subject Site, 91 Lakeshore Road East is listed on the City's Heritage Register. Named the *James Building*, the property was built sometime between 1892 and 1909. The vernacular late Victorian one-and-a-half storey residential structure that was converted to commercial uses by the early 20th century and is currently being used as a retail cafe, the *Archtop Coffee Bar & Market*, and a commercial retail office.

The Proposed Development will retain and enhance the heritage listed building. Landscaping around the existing heritage listed building is proposed to enhance the setting

and to provide a buffer between this building and the new residential building.

Directly to the east of the heritage listed building, a new POPS plaza is proposed. This space will enhance the character of the Site and will introduce a new gathering space for tenants.

A Heritage Impact Assessment has been prepared by ERA Architects and is included under separate cover. The heritage assessment concludes that the proposed development has no adverse impacts on any cultural

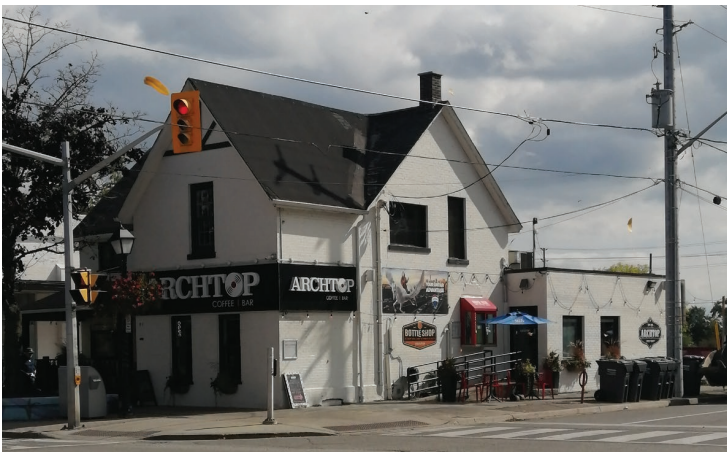


Figure 33. Looking northeast from Lakeshore Road East and Elizabeth Street South at the Site (ERA, 2022).



Figure 34. Southeast elevation of 91 Lakeshore Rd E (ERA, 2022).



Figure 35. Southwest elevation of 91 Lakeshore Rd E (ERA, 2022).



Figure 36. Northeast elevation of 91 Lakeshore Rd E (ERA, 2022).



Figure 37. Rendering of proposal looking from Lakeshore Road East showing the retained heritage listed building at 91 Lakeshore Road East to the

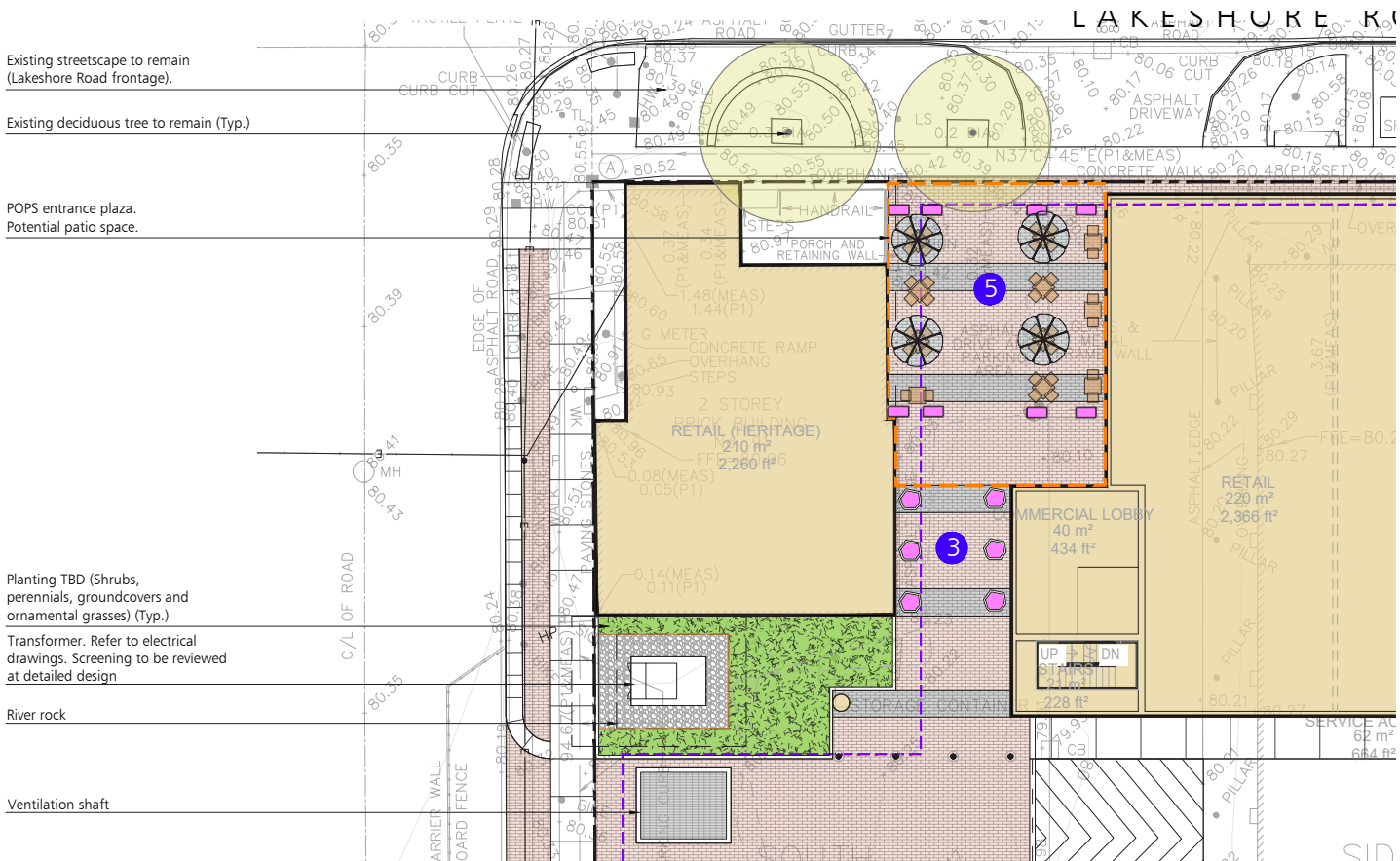


Figure 38. Landscape Plan showing the vision for the retained heritage listed building and new open space around it

5.5. Sunlight and Shadow Considerations

A Shadow Study has been prepared in support of this application. The Shadow Study adheres to the City of Mississauga's Terms of Reference for shadow studies. The complete Shadow Study is available under separate cover.

In summary, the analysis finds that the net new shadows introduced by the Proposed Development are acceptable. The shadows are relatively modest given the mid-rise building form and the integration of building stepbacks and varied massing, which help to limit the impacts on surrounding properties and open spaces.

The Proposed Development does not cast any shadows on nearby public parks or plazas. The shadows which fall on the public boulevards along Lakeshore Road, Elizabeth Street and Port Street are also limited and brief in duration, allowing for generous sun access throughout much of the day.

The primary shadow impacts relate to the private outdoor amenity areas which are proposed as part of the development. However, it is important to note that these are private amenity spaces that are accessible only to residents of the building, with a large portion of the outdoor amenity area being located on the roof of the podium. Privately owned spaces are not part of the public realm, as noted in Section 9.3 of the Mississauga Official Plan, and as such are lower priority in terms of sunlight access.

PLANNING RATIONALE AND SUPPORTING STUDIES

6.1. Supporting Studies

FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

Urbantech was retained as consulting engineers to complete a Functional Servicing Report in support of a Official Plan Amendment and Zoning Bylaw Approval for the proposed 0.58 ha development located at 91-93, 99 Lakeshore Road East and 42 Port Street East.

Based on the findings highlighted in the report, the proposed site will be graded to match existing elevations at all property lines. Building Storm drains will be designed by the project mechanical engineer at the building permit stage. Water quality will be provided through the use of an OGS devices upstream of the stormwater tank. Storm water quantity control estimated to be 92 m³ and will be required to control flows from the post development 100-year storm to the predevelopment 10-year as per the City of Mississauga DARC comments.

Storage will be provided within a tank integrated into the parking garage in the south-west corner of the Site. The site will utilize an existing storm sewer connections to the existing MH1. Water balance objectives will be met by retaining the first 5 mm of rain events onsite within the proposed landscaped areas as well as in the storage tank. Retained water from the storage tank will be re-used. Wastewater servicing to the Site will be provided by new 250 mm diameter connections to the sewer on Elizabeth Street South. Water servicing to the site will be provided by the existing 200 mm watermain on Elizabeth Street South and 300 mm watermain on Port Street East. Erosion and sediment control and groundwater control measures will be implemented during construction in accordance with City and Provincial requirements.

URBAN TRANSPORTATION CONSIDERATIONS REPORT

BA Group was retained to complete the Urban Transportation Considerations report in support of the Official Plan Amendment and Rezoning application

Parking

The following reduced minimum parking standards are proposed for the site:

RESIDENTIAL	0.8 spaces / unit (by-law rate)
RESIDENTIAL VISITORS	0.15 spaces / unit
RETAIL AND RESTAURANTS	3.0 spaces / 100 m ² (by-law rate)
OFFICE	2.0 spaces / 100 m ² (by-law rate)
ANCILLARY USES	none

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

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

Bicycle Parking

The current concept plan for the proposed development illustrates the provision of 178 bicycle parking spaces including 164 long-term (resident) spaces and 14 short-term (visitor) spaces, located in secure and weather-protected facilities within the underground parking garage levels. This proposed bicycle parking supply meets and exceeds the zoning by-law requirement.

Loading

The prevailing Zoning By-law 0225-2007 requires the provision of two (2) loading spaces for the 42 Port Street East development. No dedicated loading area is required for the existing 91-93 Lakeshore Road East Street building. One (1) loading space is proposed within a central, consolidated loading facility for the 42 Port Street East development with vehicular access provided off of Elizabeth Street South.

Transportation Demand Management

A Transportation Demand Management (TDM) Plan has been prepared which will aim to reduce the overall reliance on single-occupant vehicles while promoting the use of more active and sustainable modes of transportation.

Sightline Analysis

Detailed sightline analysis is provided within the full report. Further to the sight line analysis there is currently on-street parking located on the east side of Elizabeth Street in the vicinity of the proposed new vehicular driveways. To ensure appropriate sight lines are maintained, it is recommended that on-street parking north of the site driveway (between Lakeshore Road and the driveway) be eliminated. South of the proposed driveway, it is recommended that on-street parking be restricted within 10 metres of the driveway edge.

Background Traffic Growth

For the future year of 2027, traffic growth allowances have been made for six (6) developments within the area. This includes 2,361 residential units and 2,474 m² of retail GFA space.

Site Traffic

The proposed development is forecast to generate 85 and 100 total net-new vehicle trips in the weekday morning and afternoon peak hours, respectively, in the 2027 horizon year. This also includes an increase of transit mode share of 15% to reflect the future impact of the Hurontario LRT.

Traffic Operations Analysis

Under existing conditions, the study area intersections operate within capacity, notwithstanding the parameter calibration of the Lakeshore Road East / Hurontario Street – St. Lawrence Drive intersection. For the future background and future total scenarios, all movements and intersections operate within capacity. Site impacts on the area road intersections are considered to be negligible.

HERITAGE IMPACT ASSESSMENT

A Heritage Impact Assessment has been prepared by ERA Architects Inc. for the proposed redevelopment of the properties known municipally as 91-93 and 99 Lakeshore Road East and 42 Port Street East. The proposed development involves the rehabilitation of 91-93 Lakeshore Road East in-situ, along with the construction of a new 11-storey residential building with at-grade commercial uses.

The HIA report finds that the proposed development has no adverse impacts on any cultural heritage value of on-site and adjacent heritage resources. The proposal is consistent with the policies outlined in the report and contributes a building that responds to the evolving context of the area.

WIND STUDY

A Pedestrian Level Wind Study was carried out by Gradient Wind. Based on wind tunnel test results, meteorological data analysis, and experience with similar developments in Mississauga, the report concludes that the future wind conditions over all grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for the intended uses on a seasonal basis.

Additionally, the Level 3 outdoor amenity spaces will be comfortable for sitting or more sedentary activities throughout each seasonal period, without the need for mitigation. Within the context of typical weather patterns, which exclude anomalous localized storm events such as tornadoes and downbursts, no areas over the study site were found to experience conditions that could be considered unsafe.

TRAFFIC NOISE FEASIBILITY ASSESSMENT

A Traffic Noise Feasibility Assessment was carried out by Gradient Wind. The report found that noise levels predicted due to roadway traffic exceed the criteria listed in NPC-300 for building components. Therefore, upgraded building components with a higher Sound Transmission Class (STC) rating will be required.

However, due to the limited information available at the time of the study, detailed STC calculations could not be performed at this time. A detailed review of the window and wall assemblies should be performed by a qualified engineer with expertise in acoustics during the detailed design stage of the building. Results of the calculations also indicate that the development will require central air conditioning, or a similar ventilation system, due to roadway traffic noise. This will allow occupants to keep windows closed and maintain a comfortable living environment. Warning Clauses will also be required on all Lease, Purchase and Sale Agreements. The results indicate that noise levels for terraces/outdoor amenity areas (Receptors 5-8) are expected to be under criteria listed in the NPC-300 for OLAs, as discussed in Section 4.2. Therefore, acoustic mitigation for these areas is not required.

STAGE 1 ARCHAEOLOGICAL ASSESSMENT

A. M. Archaeological Associates was retained to conduct a Stage 1 archaeological assessment of the development property known as 42 Port at 91-93 & 99 Lakeshore Road East and 42 Port Street East. The study area was assessed through background research without discovering any archaeological remains. The study and report outline that the site does not have the potential for archaeological remains due to intensive and extensive disturbances and does not require further archaeological assessment.

6.2. Planning Rationale Summary

The Proposed Development is an opportunity to revitalize a transit-supported site along the city's Waterfront to deliver new housing, commercial space, and an improved public realm, while also retaining the existing heritage listed building on the property. As summarized below, the Proposed Development is consistent with the Provincial Policy Statement, conforms to the Growth Plan, and achieves a range of policy objectives contained in the Regional Official Plan, Mississauga Official Plan, and the Port Credit Local Area Plan.

DELIVERS A MIX OF LAND USES TO SUPPORT A COMPLETE COMMUNITY

The Proposed Development delivers a mix of residential, retail and office uses on a site that is designated as Mixed Use in the Mississauga Official Plan and which is located within the Port Credit Community Node. The provision of both residential and non-residential uses helps to strengthen Port Credit as a complete, dynamic community. Proposed retail and commercial uses are integrated at-grade and at the second storey along Lakeshore Road, helping to animate this important commercial mainstreet, support pedestrian activity, and provide services and amenities for local residents and employees. In addition, the Proposal incorporates live/work units at grade along Elizabeth Street, which will support small-scale commercial uses and enhance streetscape animation along this street edge.

SUPPORTS TRANSIT-ORIENTED DEVELOPMENT AND INTENSIFICATION OF A VACANT RETAIL SITE

The Subject Site is strategically located within a Major Transit Station Area, approximately 450 metres from the Port Credit GO Transit Station and the future Hurontario LRT stop. The Proposed Development supports Provincial and Municipal planning objectives for Major Transit Station Areas, as it facilitates the redevelopment of a vacant retail site and surface parking lot and delivers 221 new residential units and new commercial space. The Proposal supports the achievement of minimum density targets of 150 residents and jobs per hectare required by the Growth Plan, and 200 residents and jobs

per hectare as stipulated in the draft Mississauga MTSA policies, for areas that are served by the regional GO Transit. The proposed intensification achieves a compact, transit-supportive urban form which optimizes the use of available transit and municipal infrastructure.

INCREASES THE HOUSING SUPPLY

The Proposed Development will increase the housing supply within the City and Region by creating 221 new residential units. A diverse mix of unit types and sizes will be provided for, including studios, one-bedroom and two-bedroom apartment units ranging in size from 407 to 1,596 square feet. In addition, the Proposed Development will introduce 4 live/work units and 8 townhouse units at grade and within the mezzanine level, which will support ground-floor animation and further enhance the range of housing.

The proposed amendments to the site-specific Official Plan policies and Zoning By-law would allow for an increase in the number of units above the 56 units which are currently permitted. The additional housing that is proposed is desirable, and it aligns with provincial and municipal policies which strive to support compact development and intensification within designated growth areas and near transit. The additional housing proposed on the Subject Site will also facilitate the achievement of the City's density targets for MTSA's and allow the City to accommodate forecasted residential growth to 2051. Moreover, the additional density proposed can be supported by available infrastructure and servicing capacity, as detailed in the Functional Servicing and Stormwater Management Report, available under separate cover.

PROTECTS EXISTING HERITAGE ASSETS TO ENHANCE THE CHARACTER OF THE AREA

The existing heritage listed building on the Site – the James Building at 91 Lakeshore Road – will be retained as part of the redevelopment, allowing the building to continue contributing to the historic character of Port Credit. The listed heritage listed building is located at a prominent corner along Lakeshore Road and Elizabeth Street, acting as a visual landmark within Port Credit and along the Lakeshore mainstreet corridor. The character of the heritage listed building will be further enhanced through the creation of a publicly accessible plaza immediately adjacent to the building, which will transform the existing surface parking lot into an outdoor

gathering space and seating area. The preservation and enhancement of heritage assets achieves key heritage policy objectives within the Mississauga Official Plan and Port Credit Local Area Plan.

IMPROVES THE PUBLIC REALM AND SUPPORTS ACCESS TO THE WATERFRONT

The redevelopment of the Site would facilitate enhancements to the public realm and streetscaping improvements along the abutting public street edges. The new POPS plaza proposed along Lakeshore Road would create opportunities for seating areas or spill-out activities that will support the viability of the commercial uses on the block. Along Elizabeth Street and Port Street, the building has been setback to allow for tree planting and a continuous 2 metre wide sidewalk, which would improve the character of the street and support pedestrian linkages to the Waterfront.

PROVIDES A MID-RISE BUILDING FORM WHICH FITS WELL WITHIN ITS CONTEXT

The proposed building has been massed and designed to fit appropriately within the existing and planned context. The 2-storey base building along Lakeshore Road supports a pedestrian scale along this important commercial corridor, in keeping with the established height vision of 2 to 3 storeys along the street. The remainder of the building varies in height up to 11 storeys (including a mezzanine level). The tallest building elements are oriented in a north-south direction along Elizabeth Street, which reinforces the view corridor to Lake Ontario. The building scales down to 9 storeys along the Port Street frontage as it transitions down in scale towards the south side of Port Street where buildings up to 10 storeys are planned for.

Overall, the mid-rise building height fits well within the immediate context, achieving a transition from the 14 storey height peak at the west end of Port Street towards the 2 storey height area at the east end of Port Street. In addition, the proposed 11-storey (35.70 metre) building is less than the 10-storey (37.75 metre) building which was previously approved for the Subject Site.

DELIVERS DISTINCT, HIGH-QUALITY ARCHITECTURE

The Proposed Development incorporates a thoughtful and responsive architectural design which contributes to the

character of the Port Credit waterfront community. The façade design and material palette take into consideration the datum lines from the contextual urban fabric and draw inspiration from the waterfront activities and lifestyle of the area. Balcony articulation and undulation provides variation in the façade, with varying balcony depths and angles helping to break up the building mass. The articulation of the balconies also helps to create a wave-like design which reflects the waterfront context.

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

The requested amendment to the site-specific Official Plan policies and Zoning By-law is regarded as desirable and appropriate. The amendments build upon the 2016 approvals, allowing for the implementation of a refined development scheme. The Proposed Development achieves a range of planning policy objectives, as it delivers additional housing on a designated Mixed Use site and within a designated intensification area; protects and enhances the existing heritage listed building, and supports the creation of a new POPS plaza and enhanced public realm.

The additional one storey which is being requested results from the introduction of a mezzanine level into the building. The additional storey does not result in an increase in actual building height in metres. As such, the proposed Official Plan Amendment is consistent with the intent of the existing 10 storey height permissions established in the Local Area Plan and Zoning By-law.

Overall, the proposed amendments are consistent with and conform to the broader provincial and municipal policy framework, which seeks to support growth and intensification within designated growth areas and near transit.

SUMMARY OPINION

Overall, the Proposal is consistent with the PPS, conforms to the Growth Plan, and conforms with the policy intent of the Regional Official Plan, Mississauga Official Plan, the Port Credit Local Area Plan, and the Port Credit Built Form Guide. The Proposed Development is in the public interest and represents good planning.

APPENDICES

APPENDIX A:

DRAFT OFFICIAL PLAN AMENDMENT

42 PORT STREET - DRAFT OFFICIAL PLAN AMENDMENT

Amendment No. XX
to
Mississauga Official Plan

City of Mississauga File No. _____

PURPOSE

The purpose of the Official Plan Amendment is to amend the policies of the Port Credit Local Area Plan to facilitate the redevelopment of the subject site. The proposed amendment would update certain development and built form permissions applicable to the subject lands to allow for a mixed-use development containing 221 residential units and approximately 2,000 square metres of commercial space.

LOCATION

The lands affected by this Amendment are located on the block bounded by Elizabeth Street to the west, Lakeshore Road East to the north and Port Street East to the south, as shown on Schedule "A" attached. The lands are known municipally as 42 Port Street East, and 91-99 Lakeshore Road East, and are located within the Port Credit Community Node in the City of Mississauga.

BASIS

The subject lands are designated Mixed Use in the Mississauga Official Plan, which allows for a range of residential and non-residential uses. The Official Plan also identifies the subject lands as being within the Port Credit Community Node and within an Intensification Corridor, where growth and development is directed to occur. No amendments to the parent Mississauga Official Plan are required to facilitate the proposed development.

The subject lands are located subject to the Port Credit Local Area Plan and associate site-specific policies. The Local Area Plan provides specific policies and land use development permissions for the Port Credit area. Schedule 2B of the Local Area Plan identifies permitted building heights within Port Credit. The subject lands feature split height permissions. Buildings up to 3 storeys are permitted along the north half of the subject lands and along the Lakeshore Road corridor, while along the south half of the lands buildings up to 10 storeys are permitted.

Section 13.1.15 provides additional site-specific provisions for the subject lands (referred to as Site 15). These site-specific provisions were introduced in 2016 through Official Plan Amendment 50. The policies within Section 13.1.15 permit buildings up to 10 storeys in height, with lower heights required along the Lakeshore Road frontage. A total of 56 residential units are permitted.

An amendment to the Official Plan is required to implement the current development vision for the lands. The proposed amendments would allow for a one-storey increase in building height to permit an 11-storey mixed-use building. The amendments would also refine the overall built form permissions and permit an increase in the total number of residential units, from 56 to 221 units.

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

1. The subject lands are located within the Port Credit Community Node and within an identified Intensification Area near the Port Credit GO Station. Provincial and municipal planning policies promote growth and redevelopment within Port Credit and on the subject lands. The mixed-use development of on largely vacant retail site will contribute to the creation of a complete community and support the provision of new housing within a transit-oriented urban area.
2. The additional storey being requested results from the addition of a mezzanine level, which is considered a storey under the Mississauga Zoning By-law. The mezzanine level can be accommodated within a taller ground level floor-to-ceiling heights, and does not contribute to the overall building height in a substantive way. The proposed 11 storey building is in keeping with the general intent of the Port Credit Local Area Plan height permissions, as the proposed 11 storey building is comparable to the height of a typical 10 storey building in terms of height.
3. The proposed increase in the number of residential units is desirable, as it contributes to the supply of housing. The additional units can be accommodated through modest refinements to the building envelope, and through adjustments to the average unit sizes in comparison to the previous development proposal for the lands. The additional units will contribute to the achievement of minimum density targets within Port Credit, and contribute towards the dynamism of the Port Credit community.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 13.1.15, Special Site 15, Port Credit Local Area Plan, is hereby amended by deleting the map and replacing it with Schedule A attached.
2. Section 13.1.15, Special Site 15, Port Credit Local Area Plan, is hereby amended by deleted subsection 13.1.15.2 and replacing it with the following:
 - 13.1.15.2 Notwithstanding the policies of this Plan, the following additional policies will apply:
 - a. A maximum of 221 residential units are permitted.
 - b. Area A
 - A maximum height of 3 storeys is permitted
 - Building step backs from Lakeshore Road East shall be introduced to the facade
 - c. Area B
 - A maximum height of 11 storeys is permitted.
3. Schedule 2B, Port Credit Community Node Height Limits, Port Credit Local Area Plan, is hereby amended by as per Schedule B attached.

IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan October 21, 2021.

INTERPRETATION

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

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

SCHEDULE A – SITE 15 MAPPING AMENDMENTS

13.1.15 – Site 15



The map shows a grid of streets in Port Hope. The main streets running horizontally are Lakeshore Road East and Lawrence St. The main streets running vertically are Hurontario Street and Elizabeth St. Other streets include Park St. N., Queen St., High St., Helene St., Ann St., and Rosewood Ave. Lot numbers are indicated throughout the map, with some areas highlighted in grey. A specific lot is labeled 'ST. B' and '2 to 11'. Arrows point to specific locations on the map.

APPENDIX B:

DRAFT ZONING BY-LAW AMENDMENT

Draft Zoning By-law Amendment

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER _____

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

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

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

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

6.2.5.60	Exception: C4-60	Map # 08	By-law:
In a C4-60 zone the permitted uses and applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
Additional Permitted Uses			
6.2.5.60.1	(1) Outdoor patio accessory to a restaurant or take-out restaurant (2) Live/work unit (3) Office accessory to a live/work unit (4) Personal service establishment accessory to a live/work unit		
Regulations			
6.2.5.60.2	The provisions contained in Subsection 2.1.14 of this By-law shall not apply		
6.2.5.60.3	For the purposes of this By-law, all lands zoned C4-60 shall be considered one lot		
6.2.5.60.4	A unit on the first storey abutting Lakeshore Road East shall only contain non-residential uses		
6.2.5.60.5	Maximum number of dwelling units	221	
6.2.5.60.6	Maximum total gross floor area – apartment zone and gross floor area – non-residential	21,515 m ²	
6.2.5.60.7	Maximum gross floor area – apartment zone of all buildings and structures used for apartments	19,500 m ²	
6.2.5.60.8	Maximum gross floor area - non-residential of all buildings and structures used for non-residential uses	2,020 m ²	
6.2.5.60.9	Minimum internal height of a first storey of a building or structure , measured between the top of the floor and the top of the floor next above it and excluding a mezzanine level, of a unit abutting Lakeshore Road East, except for the historic James Building identified on Schedule C4-60 of this Exception	5.0 m	
6.2.5.60.10	Minimum setback from a parking structure completely below finished grade inclusive of external above grade access stairwells, to any lot line, unless otherwise identified on Schedule C4-60 of this Exception	0.0 m	
6.2.5.60.11	An underground parking structure shall not be located beneath the historic James Building identified on Schedule C4-60 of this Exception		

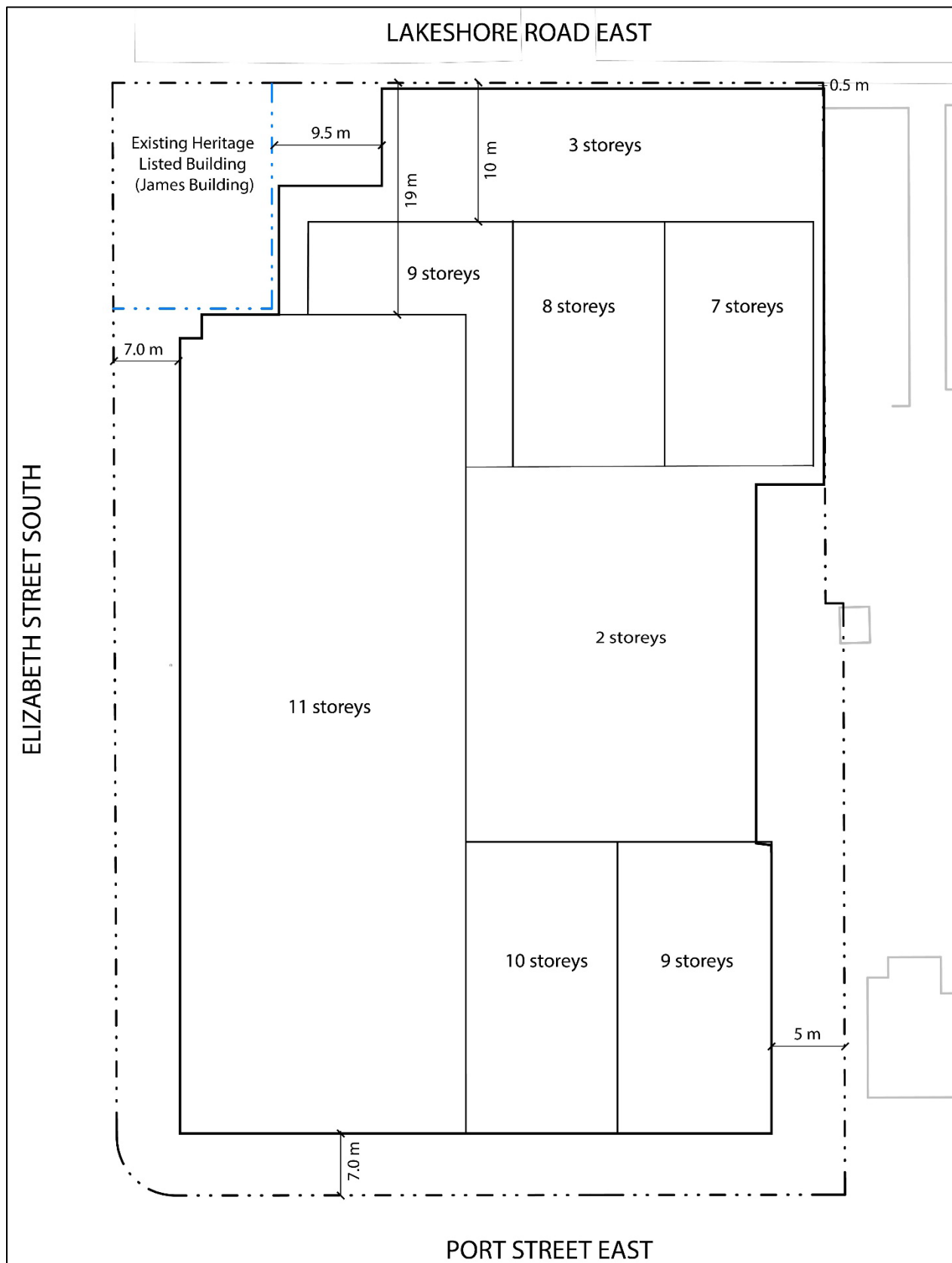
6.2.5.60.12	Notwithstanding 3.1.2.1 of the By-law, off-street parking spaces shall be provided as follows: a) 0.8 resident spaces per unit for residential uses b) 0.15 spaces per unit for residential visitors c) 3.0 spaces per 100 m ² of GFA for retail uses d) 2.0 spaces per 100 m ² of GFA for office uses e) 3.0 spaces per 100 m ² of GFA for restaurant uses																									
6.2.5.60.13	A shared parking formula may be used for the calculation of required parking for non-residential uses and visitor parking for the residential uses based on the following table: <table><tr><th>Land Use</th><th>Morning</th><th>Noon</th><th>Afternoon</th><th>Evening</th></tr><tr><td>Residential – Visitor</td><td>20%</td><td>20%</td><td>60%</td><td>100%</td></tr><tr><td>Retail</td><td>100%</td><td>90%</td><td>95%</td><td>10%</td></tr><tr><td>Office</td><td>80%</td><td>90%</td><td>90%</td><td>90%</td></tr><tr><td>Restaurant</td><td>20%</td><td>100%</td><td>30%</td><td>100%</td></tr></table>	Land Use	Morning	Noon	Afternoon	Evening	Residential – Visitor	20%	20%	60%	100%	Retail	100%	90%	95%	10%	Office	80%	90%	90%	90%	Restaurant	20%	100%	30%	100%
Land Use	Morning	Noon	Afternoon	Evening																						
Residential – Visitor	20%	20%	60%	100%																						
Retail	100%	90%	95%	10%																						
Office	80%	90%	90%	90%																						
Restaurant	20%	100%	30%	100%																						
6.2.5.60.14	All site development plans shall comply with Schedule C4-60 of this Exception																									
6.2.5.60.15	Notwithstanding Regulation 6.2.5.60.14 of this By-law, a balcony is permitted to project up to 2.5 metres beyond the building envelopes identified in Schedule C4-60 up to the property line.																									
6.2.5.60.16	Stairwells and vestibules providing direct access to a roof top terrace may project beyond the heights indicated on Schedule C4-60 up to 3.0 metres and shall not be included in the number of storeys.																									

ENACTED and PASSED this _____ day of _____ 2023.

MAYOR

CLERK

SCHEDULE C4-60



APPENDIX "A" TO BY-LAW NUMBER _____

Explanation of the Purpose and Effect of the By-law

The purpose of this By-law is to permit an 11 storey mixed use development containing 221 residential units and approximately 2,000 square metres of commercial/retail space.

This By-law amends Schedule C-40 of this Exception to allow for the proposed development, including building height, setbacks and built form.

Location of Lands Affected

The subject lands are located in Port Credit in the City of Mississauga, along the east side of Elizabeth Street between Lakeshore Road East and Port Street East, as shown on the attached Schedule C4-40.

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

