

PLANNING  
JUSTIFICATION  
REPORT

70 PARK STREET EAST | JANUARY 2023





Sajecki Planning Inc.

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1.0

INTRODUCTION

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This Planning Justification Report has been prepared in support of applications by MPCT DIF 70 Park Street East LP, on behalf of the property owner 70 Park Street East Inc., to amend the City of Mississauga Official Plan and Zoning By-law No. 0225-2007 with respect to the lands municipally known as 23, 25, 27, 29 and 31 Helene Street North, 53 Queen Street East, and 70 Park Street East (the subject site or site). The subject site is in Ward 1, located between Ann Street to the east, Helene Street North to the west, Queen Street East to the north, and Park Street East to the south. The Port Credit GO Station and MiWay bus terminal are located immediately adjacent to the subject site on the north side of Queen Street East. The subject site is also within a short walking distance (approximately 150 metres) of the southern terminus of the Hazel McCallion Light Rail Transit (LRT) Line. The subject site has a total area of 6,276 m<sup>2</sup>, which includes the existing building. The proposed development area is 4,527 m<sup>2</sup>, currently occupied by an above-ground parking structure with ground-floor retail stores, while the existing/retained area is 1,749 m<sup>2</sup>, currently occupied by a 27-storey residential apartment building.

Located within the Port Credit Community Node, Intensification Corridor, and Protected Major Transit Station Area (PMTSA), the subject site is designated “Residential High Density” in the City of Mississauga Official Plan (2022 office consolidation). It is zoned RA5-27 (Residential Apartment) in the City of Mississauga Zoning By-law 0225-2007.

This Planning Justification Report supports applications to amend the City of Mississauga Official Plan (MOP) and Zoning By-law to permit a 38-storey residential building, including 530 residential units, retail uses at grade, and a daycare. The proposal also includes a Privately-Owned Publicly-Accessible Space (POPS) based on the concept of an “urban grove”, located along Helene Street North.

The purpose of this Planning Justification Report is to provide:

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

A Development Application Review Committee (DARC) meeting was held on October 12th, 2022, to establish submission requirements for Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) applications. DARC 22-396 provides a submission requirements checklist for the applications. Summaries of technical reports and studies completed to support the OPA and ZBA applications are provided in Section 5.0 of this report.

2.0

SITE AND  
SURROUNDINGS

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## 2.1 Subject Site

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

The legal description for the site is Lots 4 and 5, East of Credit River, Park Street to Queen Street, Registered Plan PC-2, City of Mississauga, Regional Municipality of Peel.

The site is rectangular in shape, with approximately 67 metres of frontage on Queen Street East and Park Street East, and 93 metres along Helene Street North. The subject site has a total lot area of approximately 0.63 hectares (6,289.21 m<sup>2</sup>), with the south area containing the existing building and the north area containing the proposed development. The owner may seek severance in the future to facilitate debt financing for the existing building and proposed redevelopment.

70 Park Street East is currently occupied by a 27-storey residential apartment located on the south side of the lot, fronting Park Street East. An associated above-ground parking garage with commercial units at grade is situated on the north side of the lot, with retail access on Helene Street North and vehicle access on Queen Street East. The subject site is not listed on the heritage register and is not a designated heritage site.

## 2.2 Planning History

The existing 27-storey residential apartment was constructed in the late 1960s (HCC 67 305586 and HCC 69 305587). There are no previously approved Official Plan or Zoning By-law amendments pertaining to the subject site.

## 2.3 Surrounding Land Uses

### 2.3.1 Immediate Surroundings

The subject site is located in the north of Port Credit, a transit-oriented and mixed-use community consisting primarily of residential buildings at various scales. For the purposes of this report, “north” refers to project north, which is generally north-west, as shown on the context map.

**North of subject site:** The Port Credit GO Station, MiWay bus terminal, and railway corridor are located immediately north of Queen Street East. Directly north of the railway corridor is a surface parking lot servicing the GO Station.

**East of subject site:** Immediately adjacent to the subject site is a 22-storey mixed-use building currently under construction. East of Ann Street, between Park Street East, Queen Street East, and Hurontario Street, an existing surface parking lot is currently the subject of OPA and ZBA applications to permit two mixed-use towers. An LRT Station is currently under construction along the west side of Hurontario, north of Park Street East. Community facilities located east of Hurontario Street within 500 metres of the subject site include Forest Avenue Public School, Lions Club of Credit Valley Outdoor Pool and Harold E. Kennedy Park.

**South of subject site:** The block immediately to the south includes a parking lot, two-storey Bell Canada facility, and two residential buildings. The residential buildings are designated Residential High Density in the MOP and 12- and 13-storeys, respectively. Building heights to the south generally transition down towards Lakeshore Road East.

**West of subject site:** Mid- to high-rise residential apartment buildings are located to the west of the subject site. The block immediately adjacent to the subject site, west of Helene Street North, includes residential buildings ranging from 2-storey detached dwellings to 6-, 8- and 11-storey apartment buildings.

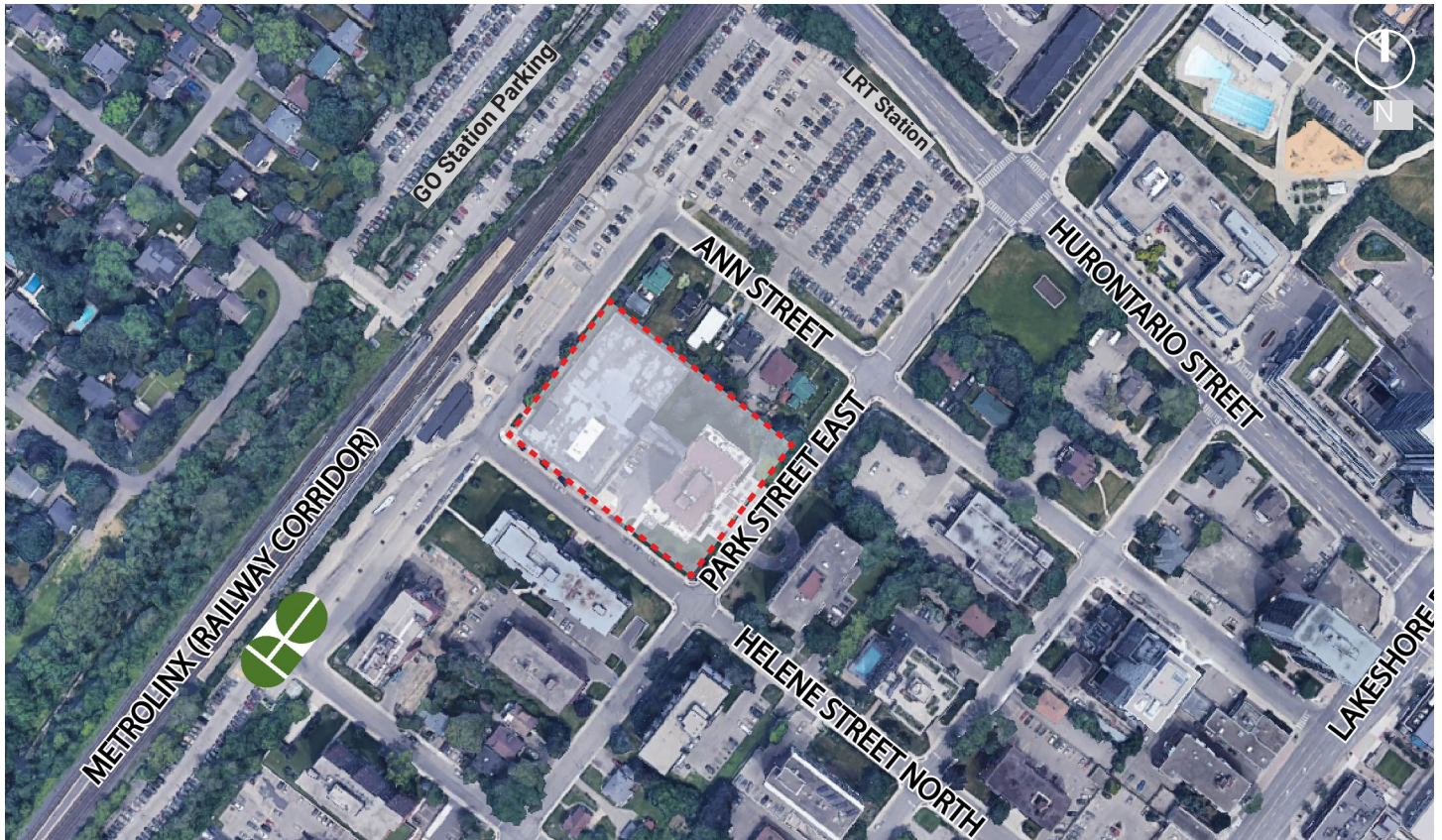


Figure 1 | Context Map



### 2.3.2 General Surroundings

#### North of Subject Site

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

#### South of Subject Site

Mid to high-rise residential apartments and low-rise commercial and mixed-use buildings are located south of the subject site, west of Hurontario Street. There are several rental apartment buildings to the south and west, such as Park Heights (12-storeys), 28 Helene Street North Apartments (eight-storeys), and Harbourview Apartments (20-storeys). Vimy Park and Port Credit Memorial Park are located southwest of the subject site, bordering the Credit Valley River to the west.

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

#### Port Credit

Port Credit includes a variety of community amenities, such as parks, trails, and recreational facilities. These include St. Lawrence Park, Tall Oaks Park, the Port Credit Harbour Marina and Credit Village Marina, and the 19-kilometre stretch of Mississauga's Waterfront



View of subject site from Park Street East



View of the subject site from Helene Street North, facing Southeast



View of the subject site Queen Street East, facing Southwest

Table 1 - Surrounding Development Applications

Address	Approximate Distance from Subject Property	City File No.	Description	Status
88 Park Street East	100 metres	OZ/OPA 22/10	42 and 40 storey mixed use buildings (1,139 units)	Withheld
17 and 19 Ann Street, 84 and 90 High Street, 91 Park Street East	150 metres	OZ/OPA 22-3	22-storey residential building (359 units)	Withheld
42-46 Park Street East and 23 Elizabeth Street North	200 metres	OZ/OPA 20 6	22-storey residential building (258 units)	Ontario Land Tribunal Appeal
28 Ann Street (formerly 78 Park Street East and 22-28 Ann Street)	15 metres	SP 20 51	22-storey mixed use building (359 units) with at-grade commercial uses	Approved
50 Hurontario Street	150 metres	SP 21 120	Construction of Port Credit LRT Station	Withheld
128 Lakeshore	300 metres	OZ/OPA 21 16	15-storey residential building with at-grade commercial uses	Ontario Land Tribunal Appeal
1130, 1136 and 1138 Mona Road	300 metres	SP 20 92	17 three-storey townhouses and one three-storey detached dwelling facing Mona Road	Withheld

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

## 2.4 Surrounding Development Applications

Port Credit is an established community, largely built out with limited remaining opportunities for significant intensification. Along with recent infrastructure investments, intensification of the remaining redevelopment sites in Port Credit is now being realized. Within 300 metres of the subject site are three applications for residential condominium buildings with heights between 15 and 42-storeys.

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

### 2.4.1 Recently Approved Development Applications in Ward 1

#### Port Credit West Village (Brightwater)

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

The permitted total gross floor area (GFA) is 417,500 m<sup>2</sup> (4,493,932.6 ft<sup>2</sup>) with a residential GFA of 380,600



View of 28 Ann Street, Westport (under construction), looking West from the intersection of Ann Street and Park Street East



Rendering of 28 Ann Street (Westport).



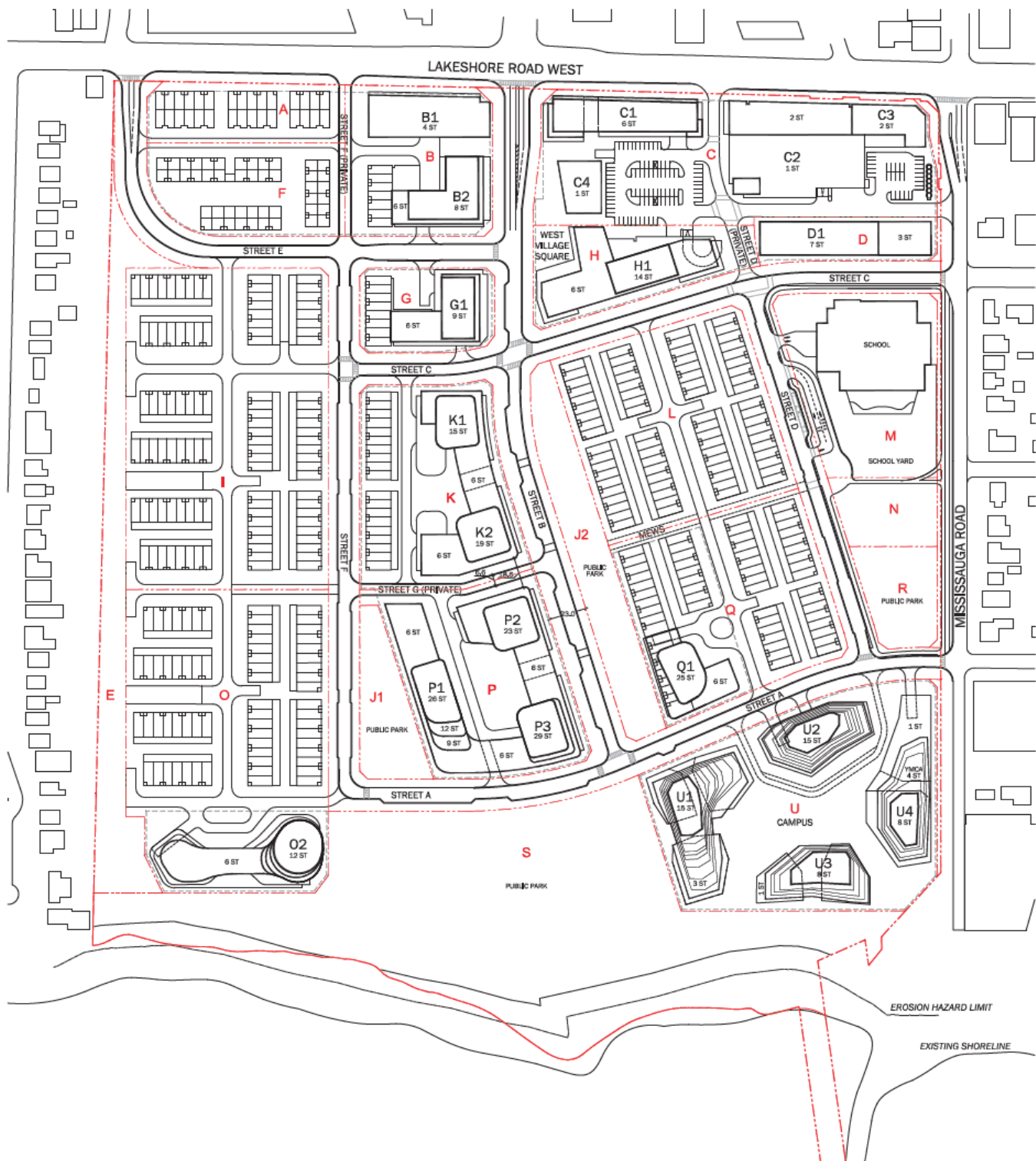


Figure 2 | Brightwater Building Heights



m<sup>2</sup> (4,096,744.3 ft<sup>2</sup>) and a non-residential GFA of approximately 36,900 m<sup>2</sup> (397,188.29 ft<sup>2</sup>). The projected population for the Port Credit West Village is 6,440 people. The Master Plan indicates residential apartments between 6- and 29-storeys (Figure 2). The taller towers are concentrated at the center of the site, with some towers in close proximity to the lake and proposed public parks. The development is serviced by bus routes; the closest higher order transit station is the Port Credit GO Station, approximately a 1.2-kilometre walk from the eastern boundary of the site.

The master plan for the proposal was approved in June of 2019 and the city's recommendation report was unanimously endorsed by Mississauga Council on July 31, 2019. Some issues were settled at the Local Planning Appeal Tribunal (LPAT) and the proposal received official planning and zoning

approval status by order of the tribunal on November 15, 2019. Brightwater is presently under construction.

### Lakeview Village

Located at the former Lakeview Power Generating Station lands, the Lakeview Village development will consist of 8,050 residential units, including over 400 affordable units; 180,000 ft<sup>2</sup> of commercial space; 27 acres of parkland; up to 1.5 million ft<sup>2</sup> of projected employment space; and over 5.5 kilometres of new bike lanes including a new waterfront trail connection. The tallest nine buildings exceed 20 storeys, including one 40-storey development (Figure 3). Similar to the Central Residential Precinct, Lakeview Village will include a variety of building heights.

The tallest towers are concentrated at the center of the site and towards the lake. The development is in close proximity to two planned bus rapid transit hubs.



Figure 3 | Lakeview Village Building Heights

The Long Branch GO Station is located 1.6 kilometres from the site and the Port Credit GO Station is located 4 kilometres west of the site. The staff report supporting the draft Plan of Subdivision, Official Plan Amendment and Zoning By-law Amendment applications was endorsed by Council in November 2021. Potential first occupancies for the project are expected in 2025 or 2026.

## 2.5 Transportation Network

The subject site is located within the Port Credit Community Node, along an Intensification Corridor, and within a Major Transit Station Area (MTSA) as identified on Schedule 2: Intensification Areas of the MOP. Following approval of the ROP, the Port Credit MTSA is now a Protected MTSA (PMTSA). The following subsections outline the transportation network that connects the subject site to other parts of Mississauga and the wider region.

### 2.5.1 Road Network

**Helene Street North** is a local road that runs north-south. It is a two-lane road that runs from the Port Credit GO Station to Waterfront Trail. Intersections have stop signs to control traffic.

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

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

**Queen Street East** is also identified in the MOP as a Minor Collector (MOP Schedule 5: Long Term Road Network). It is a one-way street that runs west from Ann Street to Elizabeth Street North. It is used by vehicles dropping off passengers or accessing

parking lots as well as buses servicing the Port Credit GO Station.

**Hurontario Street** runs north-south and is identified in the MOP as an Arterial Road (Schedule 5: Long Term Road Network). It has a right-of-way of 30 metres (MOP Schedule 8: Designated Right-of-Way). It is not adjacent to the site but is the closest Arterial Road.

**Hurontario Street** is undergoing significant changes, with the construction of the Hazel McCallion LRT line and future primary on-road/boulevard cycling routes (MOP Schedule 7: Long-Term Cycling Routes). As part of the road network, Hurontario Street will continue to play an important and expanding role, providing connections to downtown Mississauga and east-west routes such as Lakeshore Road and the QEW Expressway.

### 2.5.2 Transit Network

#### GO Train Service

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

Metrolinx's Port Credit GO Station Southeast Area Master Plan Study outlined two major service improvements that will affect ridership at the Port Credit GO Station. First, in April 2015, the provincial government committed funding for a future Hazel McCallion Line between the Port Credit GO Station and the Downtown Brampton GO Station. By 2031, the Port Credit GO Station is expected to accommodate 118,000 passengers each weekday. Second, the Metrolinx Regional Express Rail project will introduce 15-minute or better service throughout the day

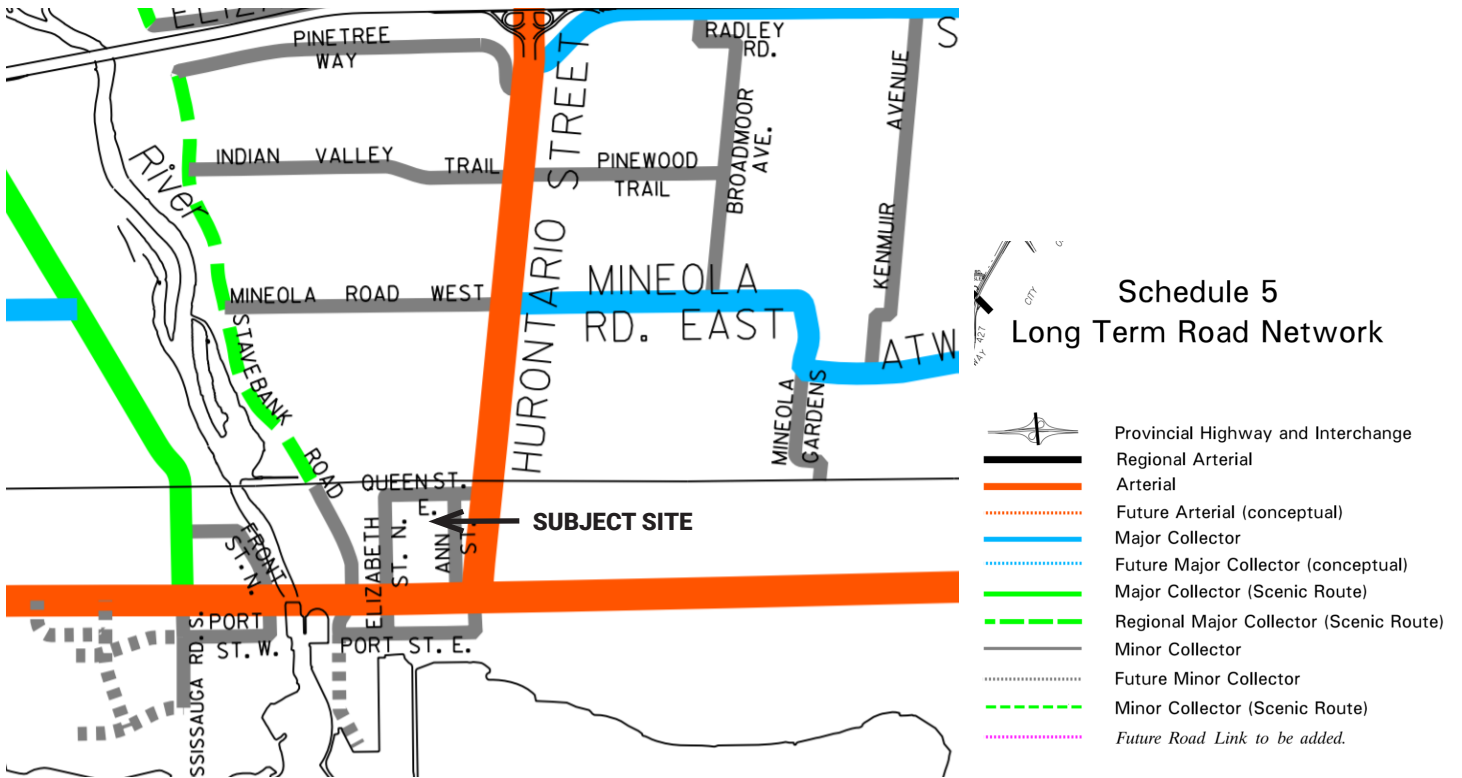


Figure 4 | Mississauga Official Plan - Schedule 5 - Long Term Road Network

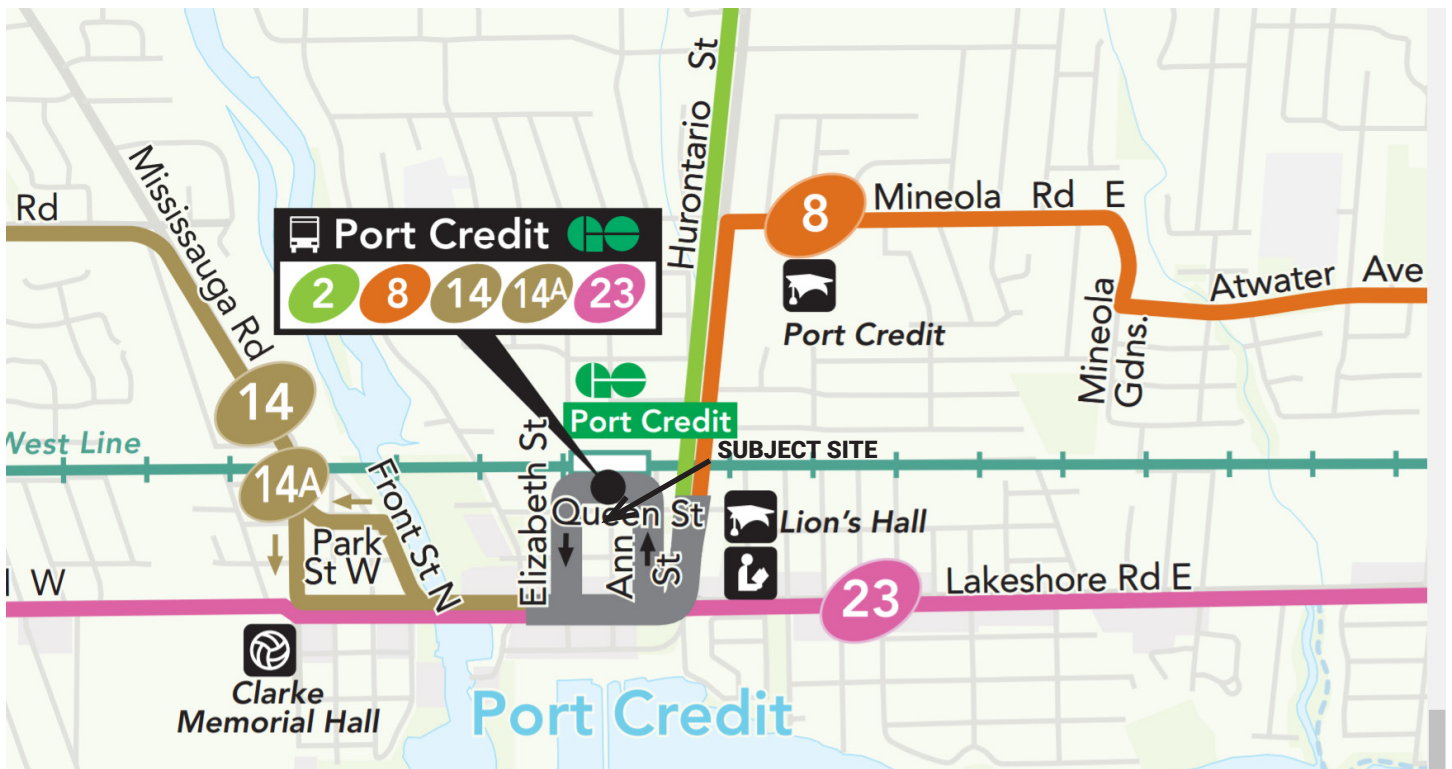


Figure 5 | Mississauga Transit Map



between Toronto and Aldershot and add new hourly service to and from Hamilton 7 days a week. These improvements are expected to significantly increase ridership along the Lakeshore West line.

### Light Rail Transit Services

The Port Credit GO Station will be the terminus for the Hazel McCallion Line. The under-construction LRT Station is approximately 150 metres from the subject site, located on the west side of Hurontario Street, north of Park Street East. The LRT will run along Hurontario Street in Mississauga and Brampton and fully integrate with existing and planned municipal and regional transit systems. The project, valued at \$4.6 billion, includes 18 kilometres of new dedicated rapid transit between Port Credit GO Station in Mississauga to the Gateway Terminal at Steeles Avenue in Brampton.

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

### Bus Services

Port Credit GO Station is also the location of a MiWay bus terminal, offering high level of transit accessibility via bus routes, including:

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

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

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

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

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

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

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





Figure 6 | Hazel McCallion Line Route

3.0

PROPOSAL

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### 3.1 Development Overview

70 Park Street East is currently occupied by a 27-storey residential apartment building and an associated above-ground parking structure with ground-floor retail stores. 70 Park Street East Inc. proposes to intensify the subject site with a mixed-use residential building consisting of 38-storeys (Figure 9), while maintaining the existing rental apartment building.. A total GFA of approximately 35,474 m<sup>2</sup> (381,838.96 ft<sup>2</sup>) is proposed, comprised of a residential GFA of 34,610 m<sup>2</sup> (372,538.94 ft<sup>2</sup>) and a non-residential GFA of approximately 864 m<sup>2</sup> (9,300 ft<sup>2</sup>). Commercial space is located at grade, with frontage on Helene Street North and Queen Street East, with an outdoor retail area located at the intersection of these two streets. A daycare is proposed at-grade with the

potential to serve existing and future residents of the subject site, residents of the broader area and commuters using the GO Station. The site contains an existing 27-storey apartment with a GFA of 23,807 m<sup>2</sup> (256,256.42 ft<sup>2</sup>), resulting in a total GFA of 59,281 m<sup>2</sup> (638,095.37 ft<sup>2</sup>) for the site.

A total of 1,410 m<sup>2</sup> (15,177.11 ft<sup>2</sup>) of outdoor and 1,411 m<sup>2</sup> (15,187.88 ft<sup>2</sup>) of indoor amenity space is proposed on the site, with 259 m<sup>2</sup> (2787.85 ft<sup>2</sup>) of retained indoor and outdoor amenity space; for a total of 3,079.8 m<sup>2</sup> (33,150.69 ft<sup>2</sup>). The outdoor amenity area includes a rooftop terrace on the ninth floor of the proposed building and a new outdoor amenity space for the existing building, located along the west side of the building at grade. In addition to the dedicated outdoor amenity spaces, a POPS will



Rendering of the proposed development looking northwest





be located along Helene Street North between the proposed development and the existing residential apartment. The POPS is based on the concept of an “urban grove” and is intended to be used by residents of both the existing and proposed building, as well as the broader Port Credit Community.

Eight levels of underground parking with 610 parking spaces are proposed. This includes 495 residential spaces, 111 visitor and residential spaces. Ten percent of all parking spaces will be electric vehicle charger-ready spaces. A total of 350 bicycle spaces are proposed for residents, including 320 long-term parking spaces and 30 short-term spaces. 320 long-term bicycle spaces provided in the mezzanine, as well as 30 short-term spaces.

Table 2 provides a summary of the proposed site statistics.

The following sub-sections outline the proposed built form, landscaping and streetscaping improvements, amenity areas, access points, and internal circulation.

### **Site Layout and Pedestrian Circulation**

The key drivers behind the proposed site layout are improving the public realm and connectivity to the GO Station. The proposed development contributes to an attractive and welcoming pedestrian realm adjacent to the GO Station. Retail uses at the corner of Queen Street East and Helene Street North facilitate activity and create an animated and safe environment.

The proposal also seeks to improve the ground floor condition for residents of the existing building by providing additional amenities in the space between the two buildings, including a day care with dedicated outdoor space and a POPS for residents and

community members. The proposal is well-integrated with adjacent buildings and uses by creating open space that are accessible and functional for residents and the broader community.

Connectivity to and from the GO Station is aided by a mid-block connection in the form of a laneway running along the east property boundary. The proposed podium is set back 4.5 metres from the east lot line to accommodate a pedestrian footpath, providing unimpeded pedestrian access from Park Street East to Queen Street East, and landscape buffer. The existing two vehicular access points are consolidated to a single point of access off Park Street East, improving the pedestrian realm along Queen Street East and Helene Street North by minimizing pedestrian-vehicle conflict points.

The landscape buffer is adjacent to the under-construction development at 28 Ann Street and the single-detached dwelling located at the corner of Queen Street East and Ann Street. This buffer will contribute to the greenery of the site and provide visual screening between properties. The laneway also provides access to the proposed day care, as well as an additional residential access point.

The proposed development is set back 0 metres from Queen Street East at-grade and 2.3 metres from Helene Street North. Wide public thoroughfares and streetscape improvements in these areas will contribute to a pleasant pedestrian experience. The main entrances to the residential and retail components will be highly visible, located on Helene Street North, and the intersection of Helene Street North and Queen Street East, respectively.

Queen Street East is directly opposite the Port Credit GO Station and is a highly trafficked pedestrian route; however, the current condition is unfriendly to pedestrians and does not contribute to an attractive or safe public realm. The proposed development represents an opportunity to improve the current condition and provide a welcoming entry point to Port Credit.

Queen Street East is identified as a Transitional Street in the Port Credit Built Form Guide. Transitional

Streets are intended to take on commercial, retail, or employment uses as Port Credit evolves into a more compact urban village; commercial retail buildings should be setback between 0.0 m to 3.0 m. Mississauga Official Plan and Port Credit Local Area Plan policies describe a desirable urban form that prioritizes an attractive, pedestrian-friendly public realm. Developments should face the street and incorporate active uses to improve the interface between developments and the public realm.



Figure 8 | Second and ninth level landscape concept and green roof plan

Table 2 - Summary of Site Statistics

<b>Site Area</b>	Total Site Area: 6,276 m <sup>2</sup> Development Area: 4,527 m <sup>2</sup> Existing/Retained Area: 1,749 m <sup>2</sup>
<b>Height (floors / m.)</b>	38 storeys / 125.40 metres
<b>Gross Floor Area (GFA)</b>	
Residential	34,610 m <sup>2</sup> (372,538.94 ft <sup>2</sup> )
Retail	463 m <sup>2</sup> (4,983.69 ft <sup>2</sup> )
Daycare	401 m <sup>2</sup> (4,316.33 ft <sup>2</sup> )
Total Proposed GFA	35,474 m <sup>2</sup> (381,838.96 ft <sup>2</sup> )
Retained GFA (Residential)	23,807 m <sup>2</sup> (256,256.42 ft <sup>2</sup> )
Total GFA (Proposed and Retained)	59,281 m <sup>2</sup> (638,095.37 ft <sup>2</sup> )
<b>Number of Residential Units</b>	
Studio	86 (16%)
One-Bedroom	230 (43%)
Two-Bedroom	114 (22%)
Two-Bedroom + Den	100 (19%)
Total	530
<b>Amenity Space</b>	
Outdoor (Proposed)	1,410 m <sup>2</sup> (15,177.11 ft <sup>2</sup> )
Indoor (Proposed)	1,411 m <sup>2</sup> (15,187.88 ft <sup>2</sup> )
Outdoor and Indoor (Retained)	259 m <sup>2</sup> (2787.85 ft <sup>2</sup> )
Total Amenity Space (Proposed and Retained)	3,079.8 m <sup>2</sup> (33,150.69 ft <sup>2</sup> )
<b>Amenity Space per unit (Combined Indoor and Outdoor)</b>	4 m <sup>2</sup>
<b>Floor Space Index (FSI)</b>	7.8 (excluding existing tower)
	9.44 (including existing tower)
<b>Parking Spaces</b>	
Residential	495 (0.65 per unit)
Visitor and Non-residential	111 (0.15 per unit)
Total Parking Spaces	610
Bicycle Parking Spaces	350





Figure 9 | Ground and upper level landscape concept

Given the City's urban design goals, a crash wall that permits an active use facing the street is the desirable alternative to a berm. As demonstrated in the Rail Safety Report by Entuitive, a crash wall can be integrated into the façade of the building. The proposed crash wall allows the retail component of the building to be brought up to the street edge, and the crash wall design allows for permeability in the interface between the development and the public realm. The proposed crash wall is integrated into the articulation of the podium façade. The sawtooth pattern, carried through the building design, will add to the attractiveness of the building as viewed from the Port Credit GO Station and Queen Street East. Strategically placed openings in the sawtooth design of the crash wall enable an active frontage that increases visual interest and safety by allowing views between the retail use and the public realm.

### **Built Form**

The proposed built form features a 30-storey tower above an 8-storey podium on the north side of the subject site. Retail uses at grade are positioned to face Helene Street North and Queen Street East, across from the Port Credit GO Station. The location of retail uses, including the outdoor retail space at the intersection of Queen Street East and Helene Street North encourages an animated public realm and a pedestrian-friendly environment. Servicing and loading areas are located away from public view, accessible from an internal driveway from Park Street East.

Appropriate setbacks and separation distances have been provided; the proposed building has a setback of 0 metres from Queen Street East at grade and 2.3 metres from Helene Street North. The tower is situated to provide significant separation distances of over 30 metres from the existing building south of the site and the under-construction 22-storey tower located at Ann Street. Additionally, the buildings have been designed to mitigate the potential impacts of wind and shadows.

Featuring a linear shape, the tower is visually interesting and is stepped back from the podium along Queen Street East and Helene Street North, to maintain a human-scale at street level. The building features balconies located at the east, west and south sides of the building. The proposed building design is sensitive to its context through its use of building materials. The podium uses red coloured bricks, a dominant material in Port Credit, with a tower juxtaposed through glazing to mitigate against potential adverse visual impacts. The design acknowledges the existing, recognizable architecture of Port Credit as well as referencing elements of more recent development in the neighbourhood and Port Credit's evolving character.

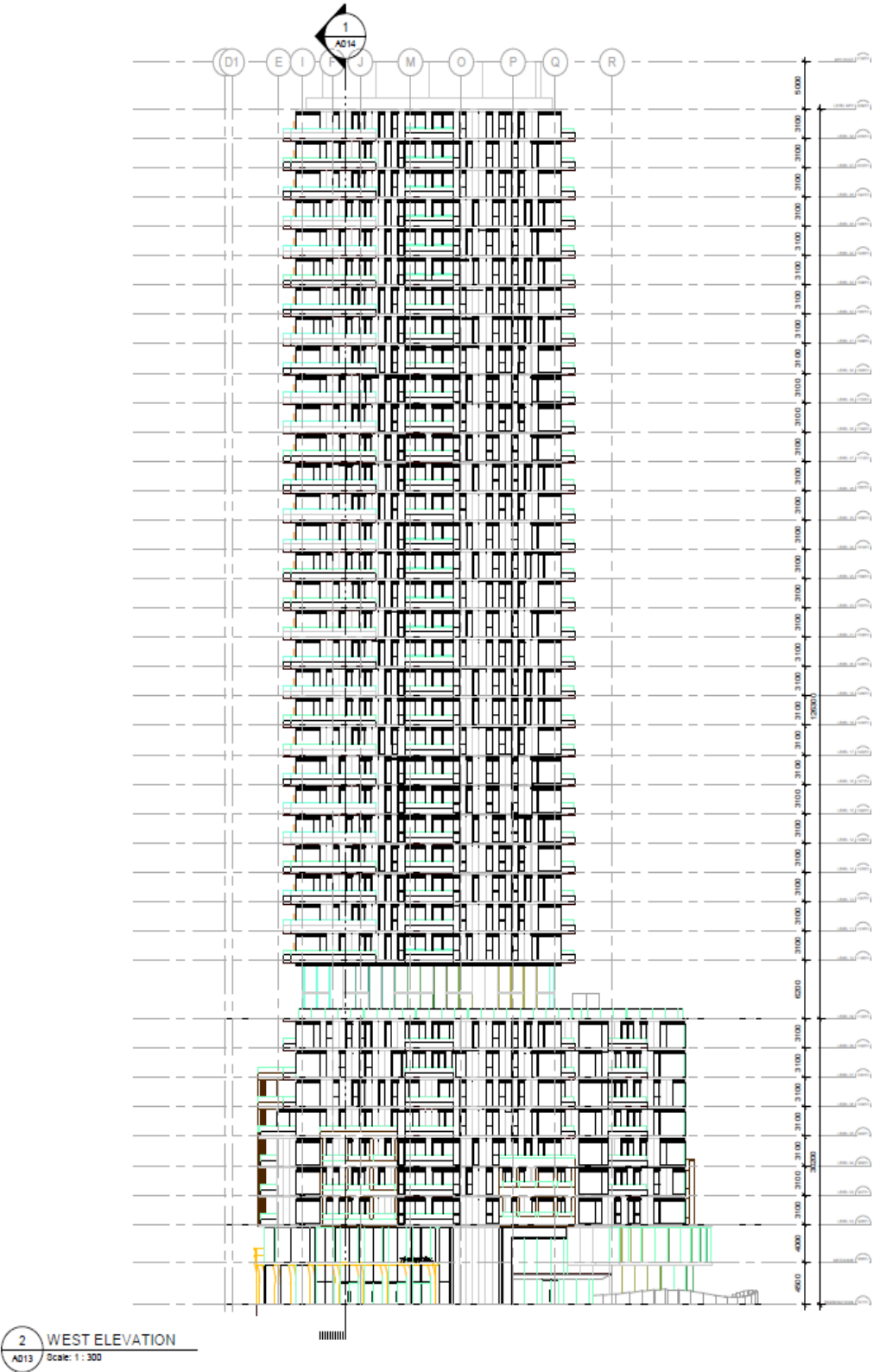


Figure 10 | Project West Elevation

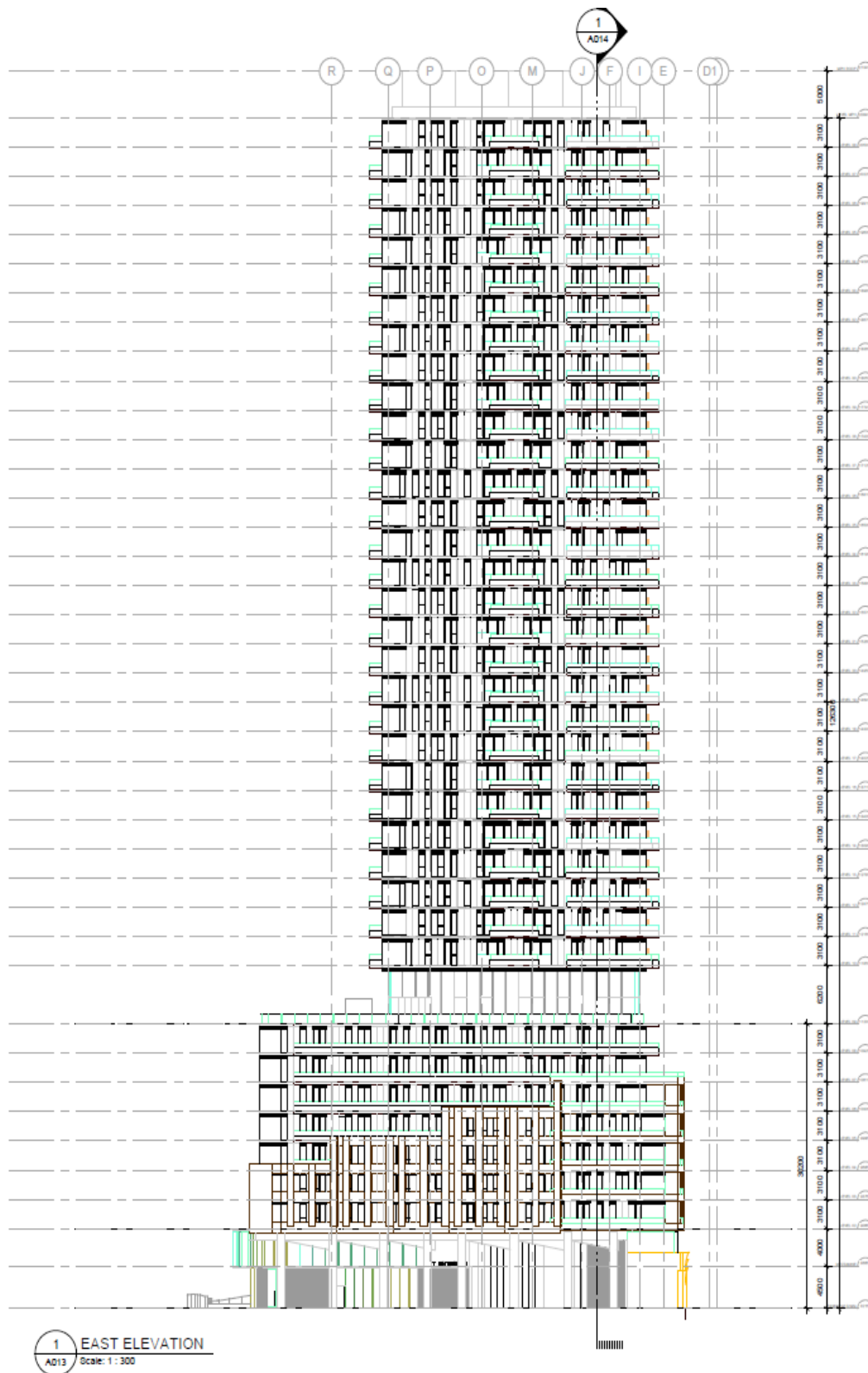


Figure 11 | Project East Elevation



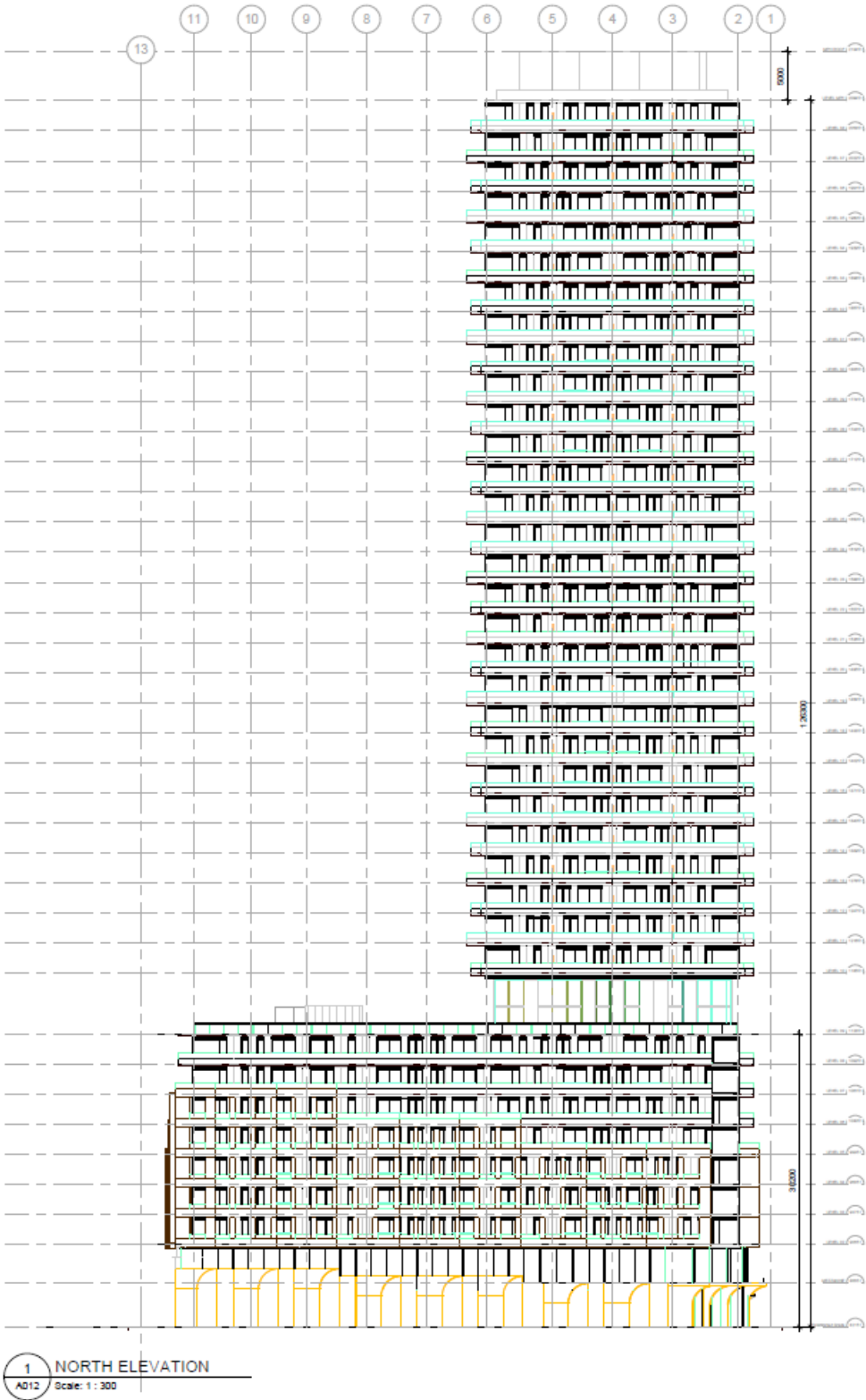


Figure 12 | Project North Elevation



Figure 13 | Project South Elevation



View of proposed building looking east from Queen Street East





View of proposed building looking south from Helene Street North





View of proposed building and POPs looking northeast

## Landscaping and Streetscaping Improvements

The public realm and streetscapes along Queen Street East and Helene Street North will be upgraded in accordance with City standards and consistent with existing and planned streetscapes in the neighbourhood. Landscaping features will include tree planting along Queen Street East, Helene Street North and the midblock connection to the east.

Easily accessible and highly visible from the street, the POPS along Helene Street North will further enhance the pedestrian experience. The POPS, based on the concept of an “urban grove”, improves the pedestrian realm near the GO Station and provides a space for gathering and activities. The POPS and proposed retail will work together to activate the area around the Port Credit GO Station and create a welcoming environment for pedestrians and transit users.

Approximately 2,004 m<sup>2</sup> of landscaping will be provided through the proposed development located along the midblock connection, within the POPS and at the ninth storey. The proposal includes a pedestrian footpath lined with trees along the east lot line, along the daycare entrance and exit, and east of the existing building.

The sidewalk and landscaping along the east lot line create a midblock connection from Park Street East to Queen Street East, increasing pedestrian connectivity to the Port Credit GO Station.

Landscaping for the POPS includes deciduous trees, shrub planting and mixed planting beds.

## Open Space and Amenity Areas

The proposal includes 1,230 m<sup>2</sup> (13,239.61 ft<sup>2</sup>) of indoor amenity and 1,391 m<sup>2</sup> (14,972.6 ft<sup>2</sup>) of outdoor amenity space, as well as a POPS located along Helene Street North. The outdoor amenity area, located to the west of the existing building, will include a BBQ and lounge area, gaming and seating areas. The outdoor amenity area also includes an outdoor terrace at the

ninth floor of the proposed building and new outdoor amenity area for the existing building, located to the west of the building at grade. The addition of these amenity spaces will benefit both residents of the existing and proposed buildings. The amenities will improve access to recreational and social activities for the residents by locating activities on the subject site and contribute to a vibrant community.

## Servicing and Vehicle Access

A single entry point from Park Street East is proposed to facilitate vehicular access to the building for parking and servicing needs. Providing one location for vehicular entry reduces potential points of conflict between pedestrians and vehicles. The vehicular driveway is located along the east property line and connects to four short-term parking spaces / pick-up and drop-off area for the daycare, loading area, and underground parking garage. Vehicle access to the subject site is removed from Queen Street and directed to Park Street East to decrease the chance of conflict between buses, private vehicles accessing the development, and pedestrians and vehicles using the GO Station. This prioritizes a safe and pleasant pedestrian experience for both residents and transit-users traveling to and from the GO Station along Queen Street East.

### 3.2 Required Approvals

The subject site is designated Residential High Density as per Schedule 10 of the MOP; it is within the Port Credit Community Node, an Intensification Corridor, and the Port Credit MTSA. The proposal represents mixed-use development in an intensification area. Limited commercial uses are permitted as-of-right in the Residential High Density designation; however, the proposed day care will need to be added as a permitted use through the proposed OPA. The subject site is subject to the Port Credit Local Area Plan (PCLAP) and is within the Port Credit Community Node Character Area and Central Residential Precinct. Schedule 2B of the PCLAP limits height on the subject site to 15 storeys. Therefore, an OPA is also required to permit a proposed height of 38-storeys.

The subject site is zoned RA5-27 (Residential Apartments) under the City of Mississauga Zoning By-law 0225-2007, which permits a maximum height of 28 storeys. Commercial uses and day cares are not presently permitted as-of-right under the Zoning By-law. Day cares are only permitted on streets identified on Schedule 2.1.9.2(2) of the Zoning By-law. Schedule 2.1.9.2(2) of the Zoning By-law permits day cares on Queen Street East, however, a day care accessed via Park Street East may require amendment to the Zoning By-law. The proposed ZBA permits the proposed height, density and other performance standards as well as the day care use and other commercial uses.

### 3.3 Public Consultation

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

Key stakeholders and members of the public will be engaged throughout the development approvals process via written channels, statutory meetings, and community meetings. Meetings with key stakeholders and a broader community meeting will be held in early 2023.

All application materials will be made available online via the City of Mississauga's development portal and in-person, and an application notice sign will be posted on the subject site and updated throughout the development process.

4.0

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POLICY AND  
REGULATORY  
CONTEXT



## 4.1 Overview

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

## 4.2 Planning Act

The Planning Act R.S.O. 1990, c. P.13 (Planning Act) is the legislation that establishes the ground rules for land use planning in Ontario. It enables municipalities to control land use and provides the mechanisms to exercise this control. Section 2 of the Planning Act outlines matters of provincial interest that approval authorities must have regard to when carrying out responsibilities. Matters that apply to the proposed development include:

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

designed to be sustainable, to support public transit and to be oriented to pedestrians; and,

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

The Planning Act permits municipalities to delineate PMTSAs. PMTSAs must include:

- official plan policies that set the minimum number of people and jobs per hectare;
- permitted land uses in the MTSA and of buildings or structures on lands in the area; and,
- minimum densities with respect to buildings and structures on lands in the area.

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

## Summary

Proposed development of the subject site is consistent with the Planning Act and has regard to matters of provincial interest.

## 4.3 Provincial Policy Statement

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

Section 1 of the PPS provides policies for building strong and healthy communities. Policy 1.1.1 encourages efficient development and land use

patterns that prevent settlement area expansion, an appropriate range and mix of residential and employment uses, and cost-effective development patterns to minimize land consumption and servicing costs.

The subject site is located within a settlement area and the built-up area according to Schedule E3 of the ROP. The PPS states that settlement areas should be the focus of growth and development (Policy 1.1.3.1). Land use patterns within these areas should feature opportunities for intensification and have a density and mix of land uses that efficiently use land and resources, are appropriate for planned or available infrastructure, support active transportation, and are transit-supportive (Policy 1.1.3.2).

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

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

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

Section 1.4 provides a framework for housing by

encouraging an appropriate range and mix of housing types and densities. Policy 1.4.3 states:

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

- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety."

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

The Functional Servicing Report and Traffic Impact Study outline that the subject site is serviced by existing municipal services and infrastructure, including higher-order rapid transit and frequent surface transit. The subject site is just south of

the Port Credit GO Station and a block away from Hurontario Street, an arterial road and a higher-order transit corridor, with LRT construction underway. Hurontario Street will incorporate on-road cycling lanes to encourage alternative means of active modes of transportation. Lakeshore Road and the waterfront trail are close to the subject site and offer additional active transportation routes. The Port Credit GO Station is central to the Port Credit PMTSA and is planned to have electrified and increased all-day, two-way, 15-minute frequency GO rail service to adjacent municipalities. Port Credit is a walkable community with a range of public and private amenities within a walkable distance of the subject site. Therefore, the subject site is well-positioned to provide new housing at a density that supports the use of transit and active transportation.

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

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

*b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;*

*c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;*

*e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;*

*f) promoting the redevelopment of brownfield sites”*

The proposal enhances an underutilized site immediately adjacent to the Port Credit GO Station by adding 530 residential units, 463 m<sup>2</sup> (4,983.69 ft<sup>2</sup>)

of retail space and a 401 m<sup>2</sup> (4,316.33 ft<sup>2</sup>) daycare in a compact built form. Redevelopment of the subject site will make more efficient use of the underutilized site.

### Summary

Based on the above rationale, it is our opinion that the proposed development, OPA and ZBA are consistent with the PPS.

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

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan) was issued under Section 7 of the Places to Grow Act and came into effect in August 2020. The Growth Plan builds on the PPS and provides a regional framework that supports the growth of stronger, more complete communities, a thriving economy, a clean and healthy environment, and social equity. According to Section 3(5) of the



Planning Act, planning decisions must conform to or not conflict with the Growth Plan. Policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

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

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

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

Strategic growth areas are defined as:

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

Growth Plan policies encourage growth within settlement areas to be focused in locations with existing or planned transit, prioritizing higher order transit (Policy 2.2.1(2)). Complete communities that feature a diverse mix of land uses, including residential and employment uses, provide a diverse range and mix of housing options, expand access to a range of transportation options including active transportation, and provide for a more compact built form are supported by Policies 2.2.1(3) and 2.2.1(4). Support for complete communities along transit and transportation corridors is emphasized.

Complete communities are defined as:

*"Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts" (Section 7 – Definitions).*

The subject site is located within the settlement area, delineated built-up boundary, and provides an



opportunity to redevelop and activate an underutilized site. Located immediately south of the Port Credit GO Station, it will offer access to an extensive regional and local transit network unparalleled in Mississauga. The site will be serviced by the Hazel McCallion Line expected to start operating in Fall 2024. The proposed built form is compact, mixed-use, and transit-oriented and contributes to increased housing options, economic opportunities, and community amenities in the area. Therefore, the proposed development will contribute to achieving a complete community.

Section 2.2.4 of the Growth Plan focuses on Transit Corridors and Station Areas. MTSA's on priority transit corridors that are served by LRT are to be planned for a minimum density target of 160 residents and jobs combined per hectare and 150 residents and jobs combined per hectare for those served by the GO Transit rail network according to Policy 2.2.4(3). The subject site is at the confluence of two priority transit corridors given its location in proximity to the Port Credit GO Station and under-construction LRT Station.

MTSA's are to be designed as transit-supportive, offering multimodal access to stations, connections to and integration with local and regional transit services, and infrastructure to support active transportation (Policy 2.2.4(8) and 2.2.4(10)). Section 5.2.5 states that the minimum intensification and density targets in the Growth Plan are minimum standards. Municipalities are encouraged to go beyond these minimum targets, where appropriate (Policy 5.2.5(1)). The Region of Peel is proposing a density target of 200 people and jobs per hectare for the Port Credit PMTSA through its municipal comprehensive review process.

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

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

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

The proposed non-residential uses on the subject site ensure that jobs are located within an area supported by a well-connected transit network. The mix of uses proposed on the subject site will increase ridership for regional GO Train, LRT and local bus service, with transit stops located in the immediate vicinity. An underutilized building dominated by above-ground parking will be replaced by a compact, mixed-use building that will activate the streetscape and public realm along Queen Street East, Helene Street North, and around the GO Station. The proposal will encourage modes of active transportation by providing bicycle parking facilities and reduced vehicle parking rates. Retail uses will front onto Queen Street East, and a midblock connection from Park Street East to Queen Street East will improve walkability for residents, employees, community members, and commuters.

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

has not yet been determined, the project team is exploring the potential for the proposed development to be a purpose-built rental building. Additionally, the proposed development retains the 27-storey purpose-built rental building with 210 units that currently exists on the site.

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

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

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

The proposed development is within the Port Credit Community Node, an Intensification Corridor, and Port Credit PMTSA, a node with two higher-order transportation routes. The site's access to a multi-modal transportation system minimizes the need for private automobiles and encourages environmentally-friendly modes of transportation. Furthermore, the site layout prioritizes pedestrian connectivity and access to the GO Station, creating an attractive and functional space for transit users. The Transportation Demand Management measures outlined in BA Group's Transportation Impact Study promote the use of public transit and active transportation that will reduce vehicular traffic and create a pedestrian-

friendly environment. Section 2.2.4 (5) allows upper- and single-tier municipalities to delineate boundaries and set minimum density targets for PMTSAs. The minimum density target for the Port Credit GO PMTSA is 200 people and jobs per hectare, as outlined in Table 5 of the Peel 2051 Regional Official Plan. To meet the increased density target, an additional 7,536 people and jobs are required within the PMTSA.

### Summary

Based on the rationale provided above, it is our opinion that the proposed development, OPA and ZBA conform to the policies of the Growth Plan.

## 4.5 Region of Peel Official Plan

The ROP guides growth and development in the Region of Peel (the Region). The ROP was adopted by Regional Council on April 28, 2022 and received ministerial approval with modifications on November 4, 2022. The Province has delegated approval authority of MOP and official plan amendments to the Region of Peel.

The ROP seeks to provide a long-term, holistic approach to planning that guides growth and development in Peel while protecting the environment, managing resources, and outlining a regional structure that manages growth effectively and efficiently to 2051.

Table 3 in Section 4.3 of the ROP outlines population, households, and employment forecasts for Peel Region. The 2051 forecasts for Mississauga anticipate a population of 995,000 people, 345,000 households and 590,000 jobs. This represents an increase of 75,000 people and 25,000 jobs from 2041.

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

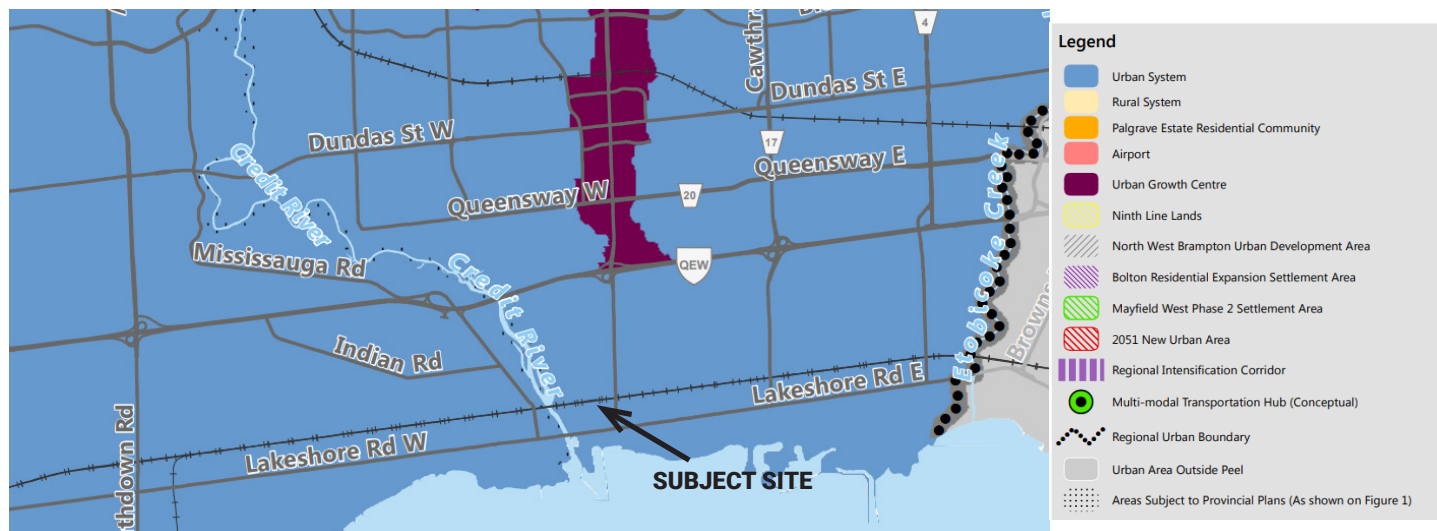


Figure 14 | Region of Peel Official Plan - Schedule E-1 - Regional Structure

system and provide efficient use of land, public services, finances, and infrastructure while respecting the natural environment and existing communities in the region (Section 5.2).

The subject site's location adjacent to the Port Credit GO Station and a walking distance from the Hazel McCallion Line facilitate the development of a transit-oriented, complete community. The proposed mix of uses, including residential and non-residential (retail and daycare) and supporting exterior and interior amenities, benefits residents and workers of the proposed development and the surrounding community.

ROP Section 5.4 addresses growth management and encourages the development of complete communities. Complete communities should be well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, and have an appropriate mix of housing, a good range of jobs, and easy access to retail and services (Policy 5.4.10). The ROP also directs a significant portion of new growth to Delineated Built-Up Areas (Policy 5.4.11), anticipated to accommodate a minimum 96% of Mississauga's

residential development. Policy 5.4.18.5 encourages the development of mixed-use, transit-supportive, and pedestrian-friendly urban environments that reduce automobile dependence.

The subject site represents a prime opportunity for redevelopment and intensification of an underutilized site due to its proximity to the Port Credit GO and LRT stations. The proposal uses existing infrastructure and establishes a pedestrian-friendly environment through its compact, mixed-use, and transit-oriented design, including a mid-block connection. The site layout and design ensures that the existing building on the site and the under-construction development at 28 Ann Street to the east are well integrated and promote walkability within and around the site. Further, a reduced parking standard, 350 bicycle parking spaces, and the adjacency to multiple forms of regional and local public transit contribute to reducing automobile dependency and encouraging other modes of transportation. The proposed 530 residential units will be accommodated in one of the most desirable and accessible places to live in Mississauga, adjacent to major regional transit routes, and will contribute to the 2051 minimum density targets.

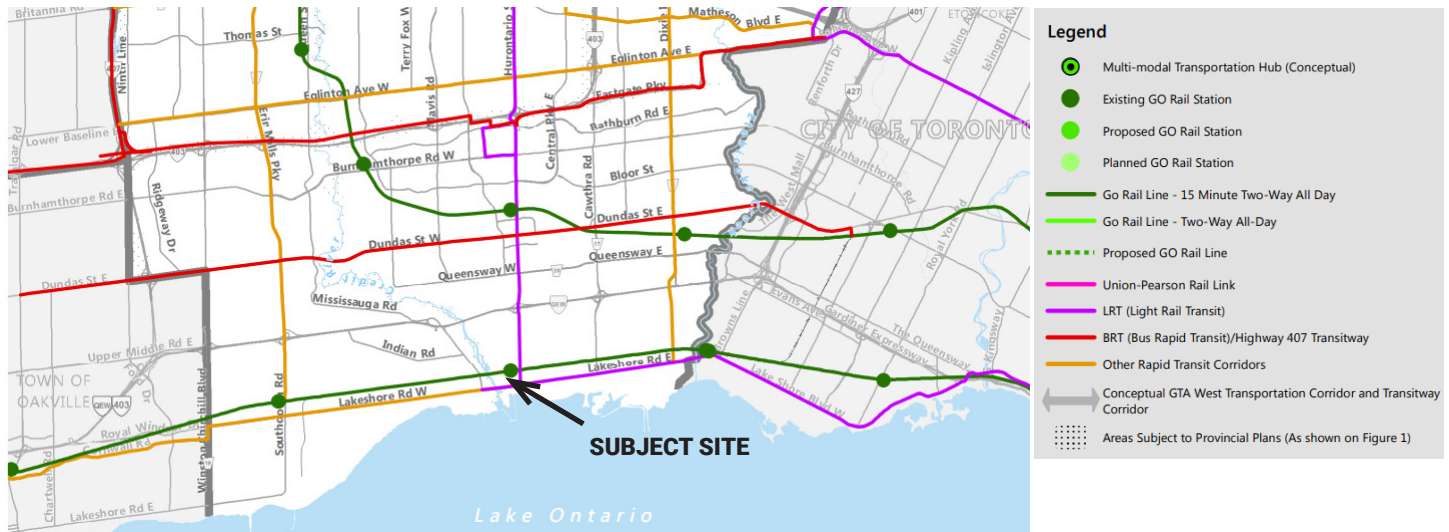


Figure 15 | Region of Peel Official Plan - Schedule F-1 - Rapid Transit Corridors

The subject site is located within the Built-Up Area according to Schedule E3, the Urban System and a Node/Centre and a PMTSA according to Schedule E2 ROP. PMTSAs are protected in accordance with subsection 16(16) of the Planning Act. Objectives for the Urban System include establishing complete, healthy communities that contain living, working, and recreational opportunities (5.6.2), intensifying through compact built forms with a mix of land uses (5.6.3), and achieving a pedestrian-friendly and transit-supportive urban structure, form, and density (5.6.4). Objectives for the PMTSA include planning for transit-supportive densities and increased ridership (5.6.19.1), encouraging a balanced mix of transit-supportive uses (5.6.19.2), developing and enhancing active transportation connections and infrastructure (5.6.19.4) and supporting a mix of housing (5.6.19.5).

The proposal directs development to the Built-Up Area and Urban System. It will efficiently use existing services and infrastructure while encouraging a compact built form in accordance with policies in section 5.6 of the ROP. The proposal features transit-oriented density and form with a mix of land uses and housing units adjacent to the Port Credit GO Station and in close proximity to the under-construction LRT

Station. The development will include 86 studio units, 230 one-bedroom units, 114 two-bedroom units and 100 two-bedroom plus den units. Although the tenure of these units has not yet been determined, the project team is exploring the potential for the proposed development to be a purpose-built rental building. Additionally, the proposed development retains the 27-storey, 210-unit purpose-built rental building that currently exists on the site.

Section 5.8 of the ROP outlines goals and policies for employment and employment areas. Objectives include attracting and retaining a range of employment types in Peel (5.8.5).

The proposal supports employment policies by including retail floor space in a mixed-use building in an accessible location. The proposal will also support the significant and important main street retail along Lakeshore Road East. Further, the proposal includes a daycare that will support employment and provide a community amenity. The development will locate new jobs where employees and customers will benefit from strong transit connectivity and access to active modes of transportation.



Housing policies that strive to integrate sustainability, resiliency, and reduction of greenhouse gas emissions are outlined in Section 5.9. Policy 5.9.2 encourages an appropriate range and mix of housing options and densities, including affordable housing, that meets local needs.

A total 530 residential units are proposed and the project team are committed to exploring a portion is provided as affordable housing. The exact percentage of affordable housing required has been subject to recent policy changes through the Inclusionary Zoning By-law at the municipal level and Bill 23 at the provincial level. The project team will liaise with City staff to determine an appropriate percentage of affordable units.

The proposal provides opportunities for housing and employment in a location with access to a range of amenities and a well-connected local and regional transit network. With easy access to the Lake Ontario waterfront, Port Credit is a desirable neighbourhood for Mississauga's residents, and the proposal increases housing access for a mixed demographic in the city.

Section 5.10 sets out objectives and policies related to transportation in Peel. General objectives include:

- *To promote sustainable transportation modes, barrier free mobility, and improved mobility choices for people of all ages, abilities and income levels (Policy 5.10.2)*
- *To optimize the use of transportation infrastructure and services by prioritizing a sustainable, safe, efficient movement of people and goods by all modes (Policy 5.10.3)*
- *To avoid, minimize or mitigate transportation-related air pollutants and greenhouse gas emissions, impacts on the natural environment and agriculture, and improve public health outcomes by supporting transportation alternatives (Policy 5.10.4)*
- *To support the integration of transportation planning, transportation investment and land use planning (Policy 5.10.7)*

In support of these objectives, municipalities are directed to optimize the use of existing and planned transportation infrastructure to support growth through safe, efficient, and compact form (Policy 5.10.16)

The proposed development is supportive of a multi-modal transportation system and a pedestrian-friendly, urban environment. The building makes efficient use of an underutilized site located adjacent to the Port Credit GO Station and walking distance of the Hazel McCallion Line. According to Schedule F2, Hurontario Street is classified as a Major Road. The Major Road Network provides for inter- and intra-municipal travel within Peel according to Section 5.10.36 of the ROP.

The ROP requires that proposed developments within an MTSA are reviewed according to the following objectives until local municipalities establish MTSA policies in accordance with Section 16(16) of the Planning Act:

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

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

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

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

The minimum density target for the Port Credit GO PMTSA is 200 people and jobs per hectare, as outlined in Table 5 of the Peel 2051 ROP. This represents an increase from 150/160 people and jobs per hectare identified for GO and LRT stops in the Growth Plan. An additional 7,536 people and jobs are required within the PMTSA to meet the increased density target.

The proposal meets the objectives and policies outlined in the ROP. The proposed redevelopment is compact, incorporates a mix of uses, and includes transit-supportive density steps from the Port Credit GO and LRT Stations. The development will improve walkability around the two key regional transit modes through an active retail frontage, pedestrian connections, and high-quality outdoor space, providing a safe, attractive, and vibrant environment for pedestrians and commuters. The proposed development will ensure that the highest densities in the community are adjacent to the Port Credit GO Station, creating an appropriate and attractive hierarchy in terms of height and density.

The minimum density target for the Port Credit GO PMTSA is 200 people and jobs per hectare. Located just north of the Port Credit GO PMTSA, the Mineola PMTSA, has a minimum density target of 50 people and jobs per hectare. Although the Growth Plan requires a minimum density target of 160 people and jobs per hectare for MTSA/PMTSAs served by LRT or bus rapid transit, exceptions can be made where land is severely restricted on a significant

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

### Summary

The subject site is within the Urban System and Built-Up Area, where the ROP directs future growth. A range of residential units and a mix of uses are proposed, consistent with objectives for complete communities in the region. The proposed built form is compact and mixed-use and reflects transit-oriented density. The proposal enhances the area by redeveloping an underutilized site. For the reasons outlined above, it is our opinion that the proposed development, OPA, and ZBA conform to the policies of the ROP.

## 4.6 City of Mississauga Official Plan

The MOP was adopted by City Council on September 29, 2010, and partially approved by the Region of Peel on September 22, 2011. Numerous appeals were made to the Ontario Municipal Board (now the Ontario Land Tribunal); this Section refers to the August 4, 2022 office consolidation, including appeal decisions and Council-approved amendments.

The Planning Act requires that the Official Plans of lower-tier municipalities (i.e., City of Mississauga) must conform to the Official Plans of their respective upper-tier municipalities (i.e., Region of Peel). The MOP provides a policy framework to guide development to the year 2031 and direct growth to benefit the urban form, support a strong public transportation system, and address the city's long-term sustainability. The City is completing an Official Plan Review that will outline the next phase of growth until 2051, incorporate new provincial legislation and regulations, policy initiatives, and plans, and consider

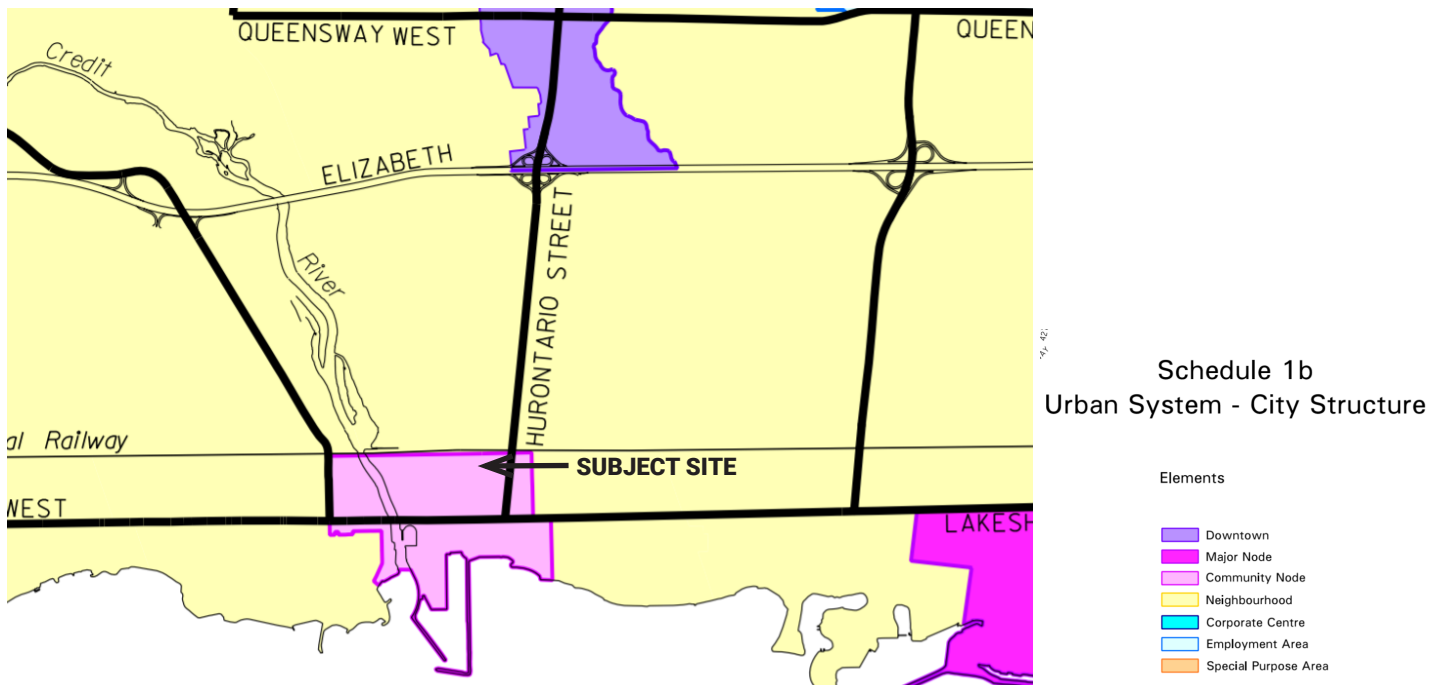


Figure 16 | Mississauga Official Plan - Schedule 1B - Urban System - City Structure

new trends ideas and policy implications.

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

#### Chapter 4 – Vision

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

Chapter 4 sets the guiding principles for the MOP, which include providing a range of mobility options by connecting people with places through coordinated land use, planning for a wide range of housing, and supporting the creation of distinct, vibrant, and complete communities (Section 4.4).

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

The subject site is immediately adjacent to the Port Credit GO Station and within walking distance of the Hazel McCallion Line. The proposal contributes to the achievement of a complete community by providing housing options, employment opportunities, and community amenities in a walkable, transit-oriented

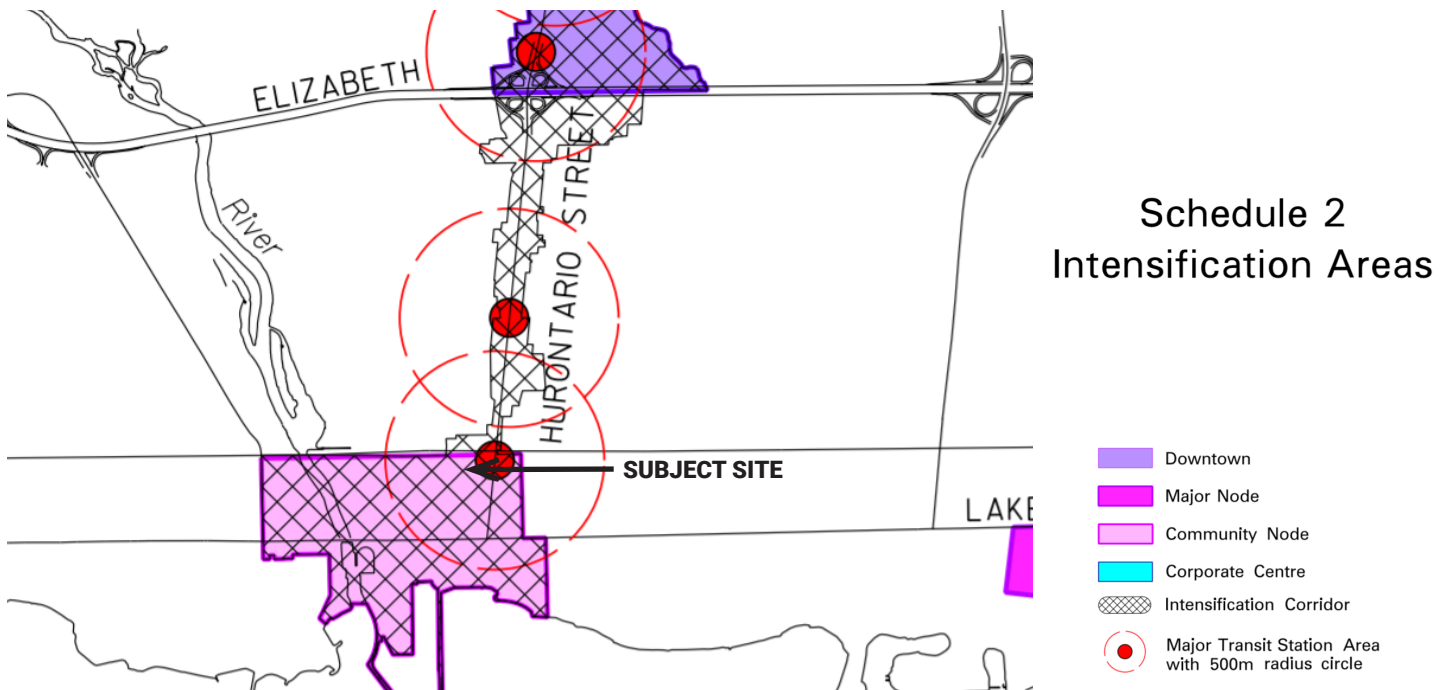


Figure 17 | Mississauga Official Plan - Schedule 2 - Intensification Areas

neighbourhood. The proposal enhances the public realm, particularly creating a safe and attractive pedestrian environment for existing and future transit users using the GO Train, bus terminal, and LRT service.

## Chapter 5 – Direct Growth

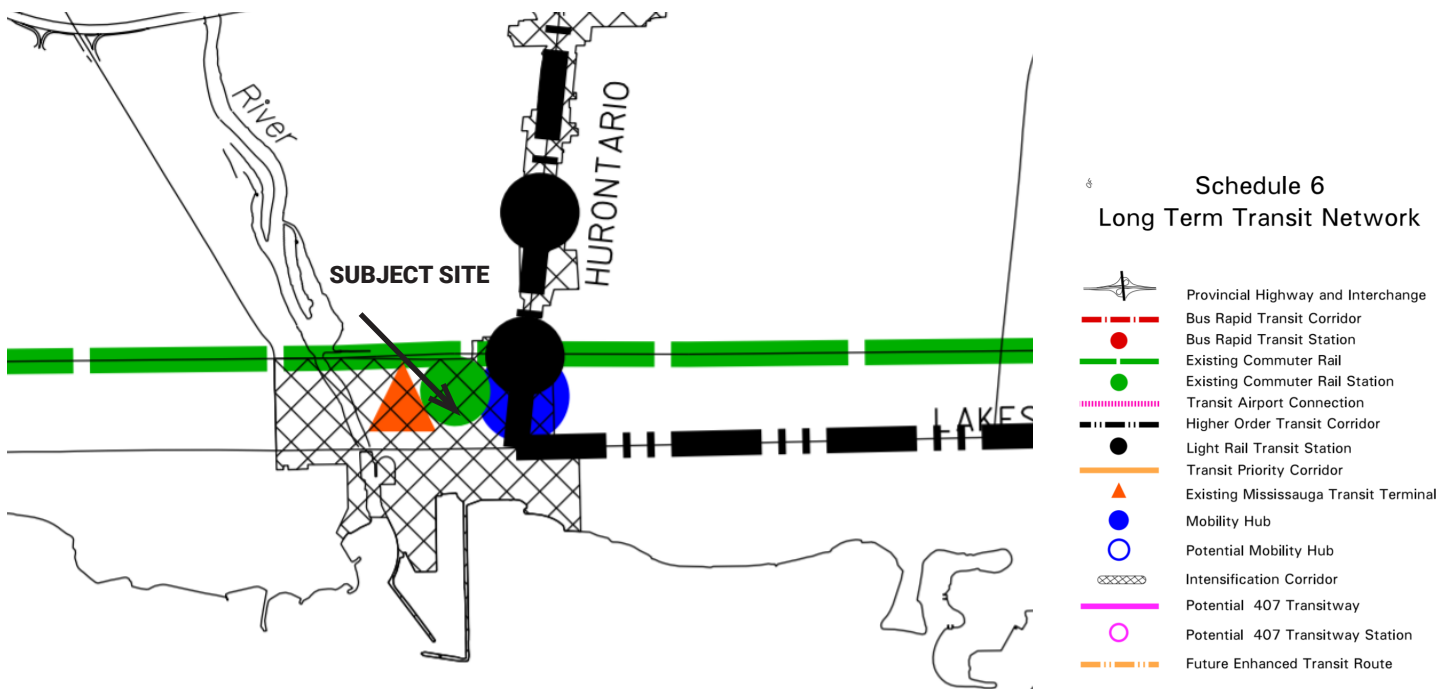
Chapter 5 of the MOP directs growth within the City of Mississauga. The MOP encourages compact, mixed-use development that is transit-supportive and in appropriate locations to provide a range of local live-work opportunities (Policy 5.1.6).

Section 5.3 delineates the role of the City Structure in directing and accommodating growth. Community Nodes are expected to provide a mix of residential and employment uses similar to Major Nodes, but at lower densities and heights (Section 5.3). Places like Port Credit already exhibit many of the desired characteristics of Community Nodes, such as compact, mixed-use development, pleasant, walkable

streets, and a strong sense of place (Section 5.3.3). Community Nodes must accommodate between 100 and 200 residents and jobs combined per hectare (Policy 5.3.3.4) and achieve an average population to employment ratio between 2:1 and 1:2 (Policy 5.3.3.6). Development within Community Nodes will be in a form and density that complements existing character (Policy 5.3.3.11) and supports active transportation (Policy 5.3.3.13).

The subject site is within the Port Credit Community Node as per Schedule 1B of the MOP (Figure 16). The proposal meets the general intent of Section 5.3 by proposing a mix of uses similar to Major Nodes at a lower height and density appropriate for a Community Node and MTSA. The proposed development has a form and density that complements the existing character of the Port Credit neighbourhood. The subject site is designated Residential High Density, which permits residential apartments and limited commercial uses. The proposed development requires an increase to the permitted height and





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

density from 15 storeys to 38 storeys on the north portion of the site. The proposal contributes to a walkable environment around the Port Credit GO Station with improvements such as a midblock connection, landscaping and outdoor open space.

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

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

use, and transit-supportive (Policy 5.4.4); low-density residential development is discouraged (Policy 5.4.13). The site is currently an above-ground parking lot with ground floor commercial uses, while the proposed development will result in a high-density, compact, community-oriented, and transit-supportive use consistent with the policies for Intensification Corridors.

The proposed development makes efficient use of land and resources, creating 530 residential units on the subject site to maximize and support the existing and planned infrastructure. In particular, a dense mixed-use development will capitalize on the recent investments, including upgrades to GO Transit services and the under construction Hazel McCallion Line.

## Chapter 6 – Value the Environment

The MOP seeks to promote sustainability through land use policies outlined in Chapter 6. These include building communities that protect the environment

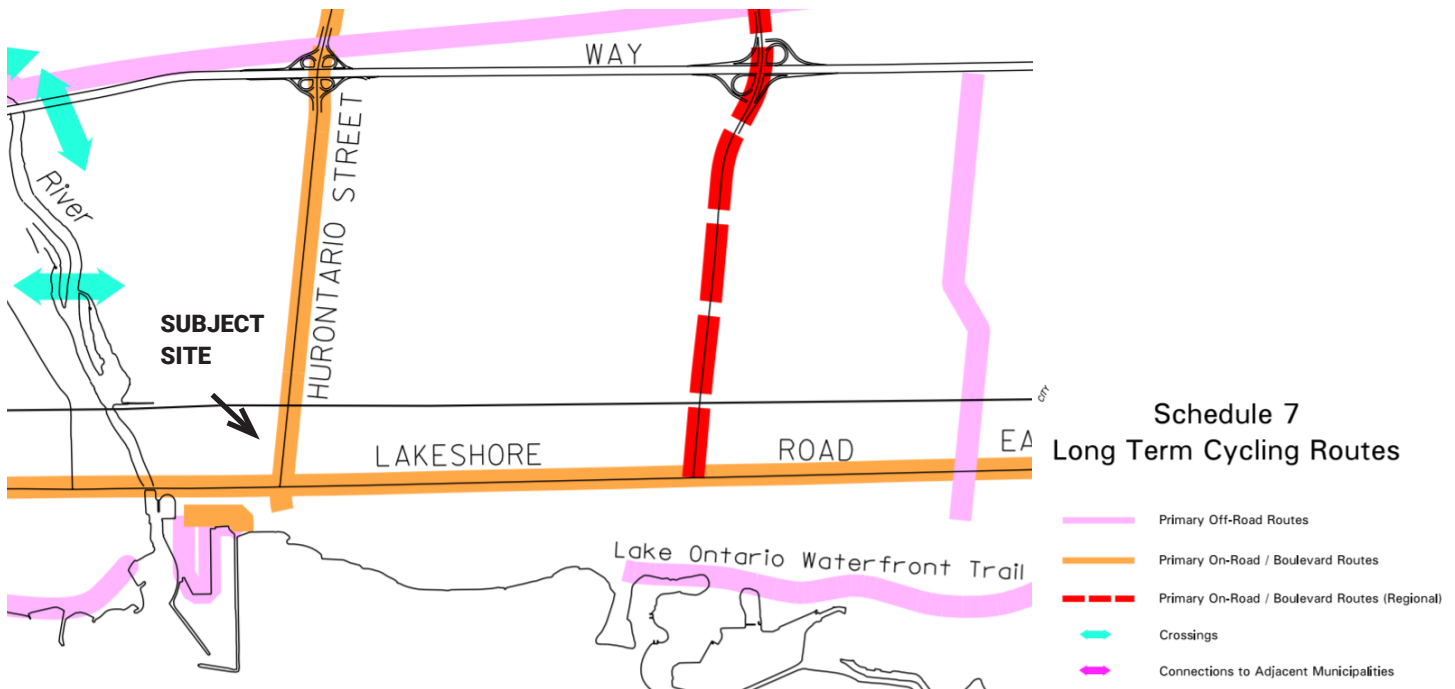


Figure 19 | Mississauga Official Plan - Schedule 7 - Long Term Cycling Routes

and encourage sustainable ways of living (Policy 6.2.2). It is also worth noting that the subject site is located near a railway, so a detailed noise and vibration impact study is required to measure sound levels for the proposed development (Policy 6.10.4.1).

The proposed development will not be adversely impacted by noise and vibration from the rail corridor, as indicated in the noise report prepared by Gradient Wind. The report recommends noise control measures similar to those required for residential development built nearby busy railways. The report found the proposed development is feasible from a noise and vibration perspective, and there are no major noise or vibration issues that would prove challenging to address at later stages of the design. The project team is considering = Low Impact Development (LID) features including, but not limited to, soft landscaping for stormwater infiltration, high-albedo paving materials to reduce heat island effect, high-efficiency (drip) irrigation system, further detailed in Section 5.0.

## Chapter 7 – Complete Communities

Chapter 7 of the MOP outlines policies that build upon the Growth Plan's complete community goals. To create complete communities and develop a built environment supportive of public health, the City encourages compact, mixed-use development that reduces travel needs by integrating land uses and promotes land use planning practices conducive to good public health (Policy 7.1.3). The proposed development represents compact built form and is very well serviced by existing and planned public facilities, reducing travel needs.

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

services (Policy 7.2.1), and housing that meets the needs of young adults, older adults, and families is encouraged in Community Nodes (Policy 7.2.9).

The proposed development has a variety of unit sizes that can accommodate a range of household sizes and incomes. A total of 530 residential units are proposed, ranging from studio to two bedrooms plus den in size, with 86 studio units, 230 one-bedroom units, 114 two-bedroom units and 100 two-bedroom plus den units. The project team is exploring the potential for the proposed development to be a purpose-built rental building. The existing 27-storey, 210-unit purpose-built rental building will be retained. The proposed residential units can meet the needs of young adults, older adults, and families, creating more accessible housing opportunities in one of Mississauga's most desirable communities. The proposed daycare within the building further supports the needs of families within the area. The surrounding area is well serviced by existing community services and infrastructure. The Functional Servicing Report by Urbantech found that the site's existing sanitary sewage and storm sewage systems have adequate capacity for the proposed development.

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

## Chapter 8 – Create a Multi-Modal City

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

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

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

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

Within Intensification Corridors such as the subject site, the MOP states that reduced minimum parking rates will be considered to reflect transit service levels (Policy 8.4.7). Primarily due to the site's exceptional connectivity to regional, rapid and local transit networks, a reduced parking rate has been proposed for the development at a rate of 0.65 spaces per unit for residential and 0.15 spaces per unit for visitors for a total of 530 parking spaces in eight levels of underground parking. The proposed parking is outlined in the Traffic Impact Study prepared by BA Group in support of the proposed development. The Traffic Impact Study concludes that the reduced parking rates are sufficient to service the site due to the site's access to multiple transit networks and multi-modal alternatives established through the proposed Transportation Demand Management measures to increase transit, walking and biking in the City and addressing the growing trend within the Greater Toronto Area (GTA) to reduce automobile dependency.

## Chapter 9 – Build a Desirable Urban Form

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

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

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

The built form in the surrounding area consists of mid- to high-rise development. Many of the existing and recently approved buildings have heights above 20 storeys. The proposed tower has been positioned towards Helene Street North and Queen Street East to ensure the area immediately adjacent to the GO Station is animated by a mix of uses. The tower has been positioned to increase the separation distance from developments to the south and east.

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



The proposed development of an underutilized site with an existing commercial space and parking garage, promotes efficient use of the land and existing infrastructure, and locates tall buildings within an existing Community Node, Intensification Corridor and MTSA. The eight-storey podium creates a pedestrian-oriented street wall along Queen Street East and contributes to a walkable environment adjacent to the GO Station. The proposed retail uses, including outdoor retail uses located at the intersection of Queen Street East and Helene Street North further contribute to an animated space. The proposed tower's built form and orientation prevent adverse noise, wind, and shadow impacts on nearby developments and the public realm. Mitigation measures have been identified through supporting studies, including the Noise and Vibration Study and Pedestrian-Level Wind Study report, and will be incorporated during detailed design.

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

- a. Locating buildings at the street edge, where appropriate;*
- b. Requiring front doors that open to the public street;*
- c. Ensuring active/animated building façades and high quality architecture;*
- d. Ensuring buildings respect the scale of the street;*
- e. Ensuring appropriate massing for the context;*
- f. Providing pedestrian safety and comfort; and*

*g. Providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.*

The proposed building is directed towards Queen Street East and Helene Street North with active ground floor uses and an outdoor open space along Helene Street North. A midblock connection along the east lot line will improve connectivity to the GO Station. Open design and passive surveillance will help facilitate that all publicly accessible areas on and around the subject site will be safe and comfortable. The podium of the building creates an urban street wall for surrounding streets. The residential tower portion begins at the ninth storey; setbacks at these levels respect the scale and massing of the nearby area by limiting the impacts on surrounding properties. The proposal encourages active and public transportation and creates an attractive and safe environment for cyclists and pedestrians.

New developments should be compatible and provide an appropriate transition to existing and planned development by having regard to size and distribution of building mass and height, continuity and enhancement of streetscapes, street and block patterns, and more (Policy 9.5.1.2). Development proposals must demonstrate compatibility and integration with surrounding land uses and the public realm by maintaining privacy, sunlight, and sky views and mitigating microclimatic conditions (Policy 9.5.1.9). Siting and massing of new developments must also create a safe and comfortable environment for pedestrians (Policy 9.5.2.2). Site development must also incorporate stormwater management best practices, enhance the streetscape, provide landscaping that complements the public realm, and more (Policy 9.5.2.11).

Buildings must also create a sense of identity through site layout, massing, forms, orientation, scale, and more (Policy 9.5.3.1). Buildings must clearly address the street (Policy 9.5.3.2), be pedestrian-oriented

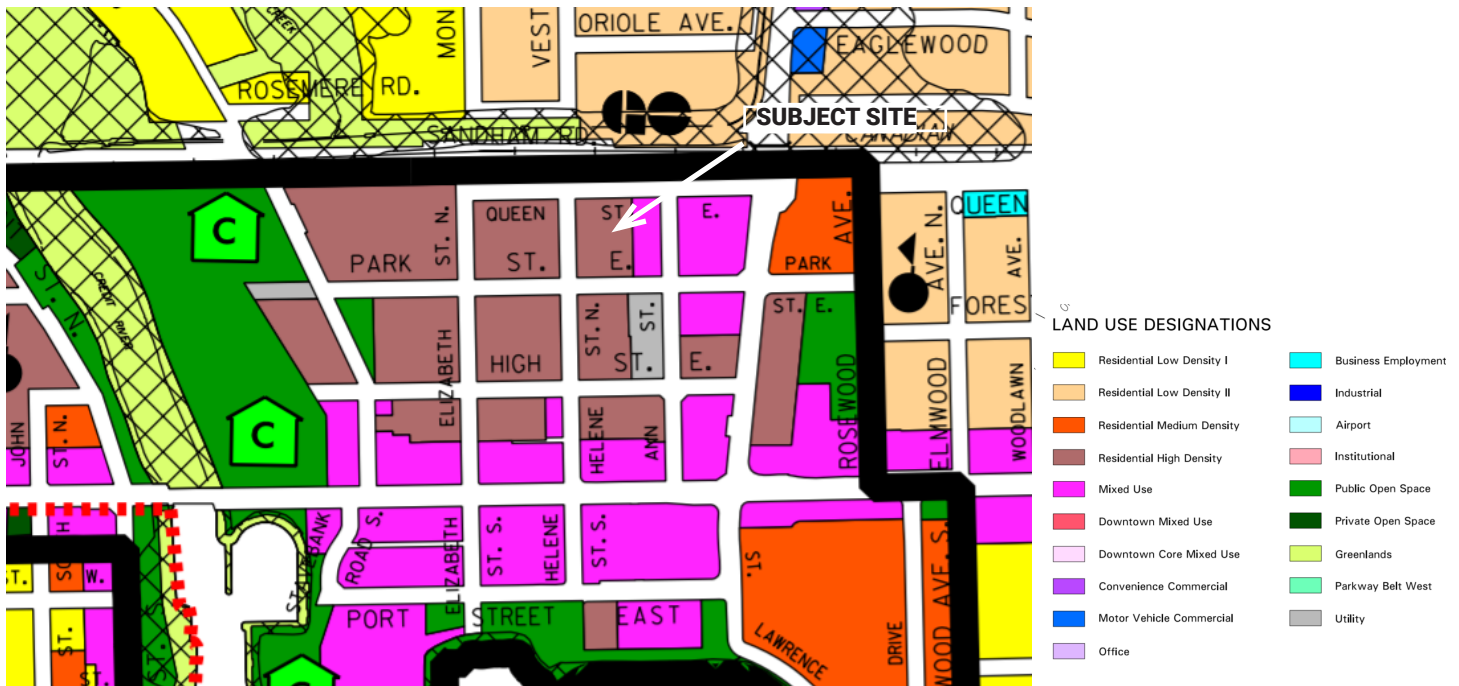


Figure 20 | Mississauga Official Plan - Schedule 10 - Land Use Designations

through design and orientation of facades (Policy 9.5.3.7) and facades should be articulated to include changes in materials or material treatments to provide visual interest (Policy 9.5.3.3). Tall buildings must minimize undue physical and visual negative impact related to microclimatic conditions, noise, view, skyview and cultural heritage resources (Policy 9.5.3.9). Parking must be located underground (Policy 9.5.5.1). Building design should also consider crime prevention best practices by promoting natural surveillance (Policy 9.5.6.1) and creating active building frontages that face public spaces (Policy 9.5.6.2).

The subject site is located at the northern edge of the Central Residential Precinct and borders the rail corridor to the north. The Hazel McCallion Line is located approximately 150 metres to the east. The subject site is in a unique position to provide additional height and density without adversely impacting the existing neighbourhood. Redevelopment on the blocks to the east and west includes built form featuring

heights above 20 storeys. The proposed built form on the subject site provides an appropriate transition to the existing neighbourhood and concentrated density adjacent to the Port Credit GO Station. The tower height responds to its location across the GO station, a key point of arrival and departure from Port Credit, and therefore helps to establish a sense of identity and place by signaling the significance of this gateway to the community. The design of the proposed development considers the impacts of wind, noise, and shadows and their impact on creating a comfortable environment. Section 5 of this report includes a summary of supporting studies and reports that determine the appropriate conditions are met.

The proposed street frontages include active uses, particularly along Queen Street East, which are pedestrian-friendly and engaging. Parking has been proposed within eight levels of underground parking accessed from a single entry point located at Park Street East. The tower portion of the building has

been directed away from the adjacent buildings to the east, west and south and is stepped back 4.5 metres from the north of the podium to minimize potential adverse impacts on the GO Station and surrounding pedestrian realm.

## Chapter 11 – General Land Use Designations

The subject site is designated Residential High Density and is within the Port Credit Community Node as per Schedule 10 of the MOP (Figure 20). The Residential High Density designation permits residential uses in conjunction with non-residential uses such as secondary offices, restaurants, and retail uses (Policy 11.2.5)..

Development on Residential High Density designated lands will also permit uses permitted in the Residential Medium Density designation accessory to apartment dwellings, and uses in the Convenience Commercial designation at-grade in apartment dwellings, subject to conditions (Policy 11.2.5.6).

The proposed development, having a mix of residential and retail uses, with 463 m<sup>2</sup> (4,983.69 ft<sup>2</sup>) of retail space at-grade, as well as a 401 m<sup>2</sup> (4,316.33 ft<sup>2</sup>) daycare, will require a site-specific amendment to the Residential High Density designation to permit the proposed height, density, and day care.

## Chapter 14 – Community Nodes

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

The proposed development will add 530 residential units, 463 m<sup>2</sup> of retail and 401 m<sup>2</sup> of daycare space to the Port Credit community that will contribute to the achievement of density targets.

Official Plan policies for lands within the Port Credit Community Node are outlined in the PCLAP, discussed in detail later in this section.

## Summary

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

The surrounding area is comprised of a mix of land uses and building types. The proposed development will contribute to a range of housing options to support various household sizes and incomes in Mississauga. Compact and transit-oriented building design and performance standards have been proposed to support public transit and active transportation, create a pedestrian-friendly environment, and be compatible with the surrounding area. The subject site is uniquely well-suited to accommodate growth and intensification adjacent to the Port Credit GO Station. MOP policies, particularly those related to intensification areas and MTSA's, support a high-density, transit-oriented, mixed-use development on the subject site.

Based on the rationale above, it is our opinion that the proposed development, OPA and ZBA conform to the policies of the MOP.

## 4.7 Port Credit Local Area Plan

The PCLAP was adopted by City Council in March 2014 and partially approved in November 2014 with two appeals which were later withdrawn. The PCLAP incorporates public input provided through stakeholder interviews, visioning sessions, place making workshops, youth outreach exercises and an open house. The results of the public consultation

process helped form the PCLAP policies and are contained in the Lakeview and Port Credit District Policies Review and Public Engagement Process Directions Report (Directions Report), published in October 28, 2008. The PCLAP was developed and came into force prior to the Province's first announcement of the Metrolinx Regional Express Rail (RER) project and Hazel McCallion Line.

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

- 5.1.1: Protect and enhance the urban village character recognizing heritage resources, the mainstreet environment, compatibility in scale, design, mixture of uses and creating focal points and landmarks;
- 5.1.2: Support Port Credit as a distinct waterfront community with public access to the shoreline, protected views and vistas to Lake Ontario, the Credit River and active waterfront uses;
- 5.1.3: Enhance the public realm by promoting and protecting the pedestrian, cyclist and transit environment, creating well connected and balanced parks and open spaces and reinforcing high quality built form;
- 5.1.4: Support the preservation, restoration and enhancement of the natural environment;
- 5.1.5: Balance growth with existing character by directing intensification to the Community Node, along Lakeshore Road (east and west), brownfield sites and away from stable neighbourhoods. Intensification and development will respect the experience, identity and character of the surrounding context and Vision; and,

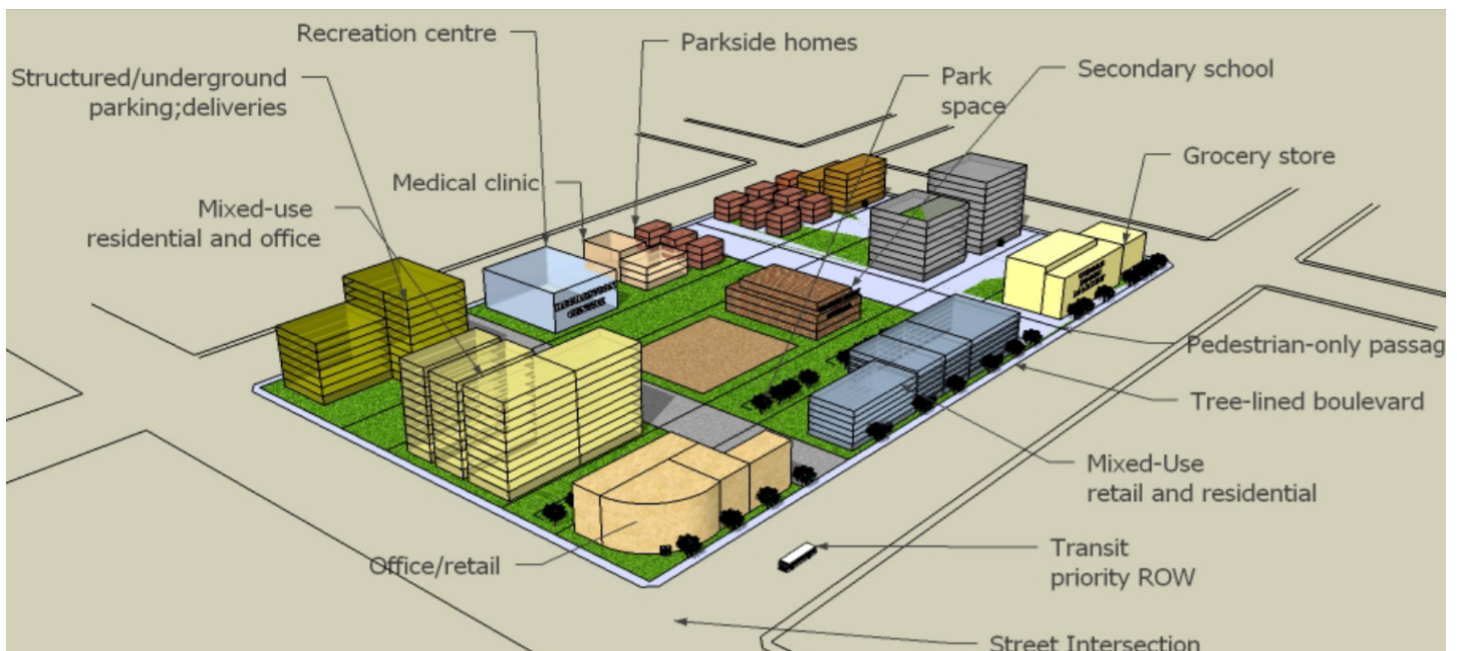


Figure 21 | Port Credit Local Area Plan - Community Node



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

The subject site is within the Port Credit Community Node described in Section 5.2.2 of the PCLAP. Community Nodes represent the focus for the surrounding neighbourhoods that exhibit a mix of uses, compact urban form and appropriate density (Figure 21). Additional employment uses are encouraged in the Community Node to balance the concentration of residential uses. The safe and efficient movement of people between transit modes within the Port Credit GO MTSA is a key consideration in the review of development applications (Section 5.2.2). The proposed development creates a focal point and landmark at the Port Credit GO station, an important gateway to the Port Credit Community Node.

The proposed development is supportive of the vision of creating an evolving urban waterfront village that respects existing character while allowing for additional height and density in the vicinity of the Port Credit GO and LRT Stations, as stated in Section 5.2.2. The subject site is not only located within a MTSA and Gateway Mobility Hub, but is immediately adjacent to the Port Credit GO station and within walking distance (approximately 130 metres) to the LRT station around which the MTSAs are established. The proposal includes 864 m<sup>2</sup> (9,300 ft<sup>2</sup>) of employment GFA that will support a mix of retail uses and a daycare.

Intensification and growth within the Port Credit Community Node are discussed in Section 6 of the PCLAP. The target density range for Community Nodes is between 100 and 200 residents and jobs per hectare, according to the PCLAP. At the time the PCLAP was released, the density of the Port Credit

Community Node was 115 residents and jobs per hectare; with a population to employment ratio target of 2:1. Section 6.1 directs the City to monitor the gross density and population to employment ratio in the Community Node and assess its ability to accommodate further growth through the development approvals process. As per Policy 6.1.3 development applications are required to address the appropriate range, and amount of employment uses on sites such as the GO Station Parking Lot and vicinity (land at the four corners of Ann Street and Park Street East, which includes the subject site). Policy 6.1.6 requires proposed intensification to address matters such as:

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

The proposed development incorporates a mix of residential and retail uses that contribute to a complete community by adding to the range and mix of housing options in the neighbourhood and providing employment and shopping opportunities. The subject site is positioned at the northern edge of the Central Residential Precinct. The railway corridor provides a buffer to the low-density neighbourhood to the north. The blocks east, west and south of the subject site include active and approved development applications with tall buildings. Providing greater height and density in this location prevents the need for further intensification closer to the Lakeshore mainstreet precinct or the waterfront. The proposed built form is compact and protects existing views and access to the Lake Ontario waterfront.

Section 8 of the Local Area Plan outlines policies for establishing a complete community within Port

Credit. The Community Node is encouraged to provide a range of housing choices in terms of type, tenure, and price (Policy 8.1.1). This includes creating new affordable housing (Policy 8.1.2), particularly for young adults, older adults and families in the Community Node (Policy 8.1.4). The character of development must reflect the vision of an urban waterfront village (Policy 8.4.1).

The proposed development increases housing in the Port Credit Community Node with a range of unit sizes to accommodate different household sizes and incomes. The provision of affordable housing will be decided once tenure of the proposed development is determined and will comply with provincial and municipal policy. The provision of affordable housing is further addressed in the Housing Report prepared by Sajecki Planning Inc. The proposal will enhance the character and identity of the Port Credit neighbourhood through redevelopment of the underutilized site into a mixed-use, transit-oriented and walkable site. The promenade along Helene Street North provides opportunities for patios and retail spill out and the POPS further enhances the vibrancy of the public realm within and around the site. The proposal focuses desired density near the GO Station, LRT Station and bus terminal, which is supportive of maintaining an urban waterfront village with lower heights and densities along Lakeshore Road and the waterfront.

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

Policy 9.1.14 requires development applications to be accompanied by transportation and traffic studies that address measures such as reduced parking standards, transportation demand management, transit-oriented design of the development, pedestrian/cycling connections, and access management plan.

Policy 9.1.15 states that due to capacity constraints on Port Credit's vehicular transportation network, development applications requesting increases in density and height must demonstrate that the proposed development has included measures to limit additional vehicular demand. Additionally, Policy 9.2.1 states that reduced parking requirements and maximum parking standards may be considered within the Community Node, particularly near the GO Station and planned LRT.

The proposed development supports the policies outlined in Section 9 by locating more residents near existing and planned transit, including a GO Train, Hazel McCallion Line, and several bus routes, and within walking and cycling distance of community facilities and open spaces. The proposal includes 610 vehicle parking spaces and 350 bicycle parking spaces. Its unique location between two higher order transit routes creates an opportunity to incorporate transit-supportive design principles to reduce automobile use and increase ridership for Metrolinx and MiWay. Placemaking elements such as a POPS, midblock connection and landscaping along Queen Street East, Helene Street North and the east lot line have been proposed to encourage active transportation use and enhance the pedestrian experience. A reduction in the provision of vehicle parking further supports active transportation and existing and future public transit systems.

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

- a. The achievement of the overall intent, goals, objectives of this Plan;
- b. Appropriate site size and configuration;

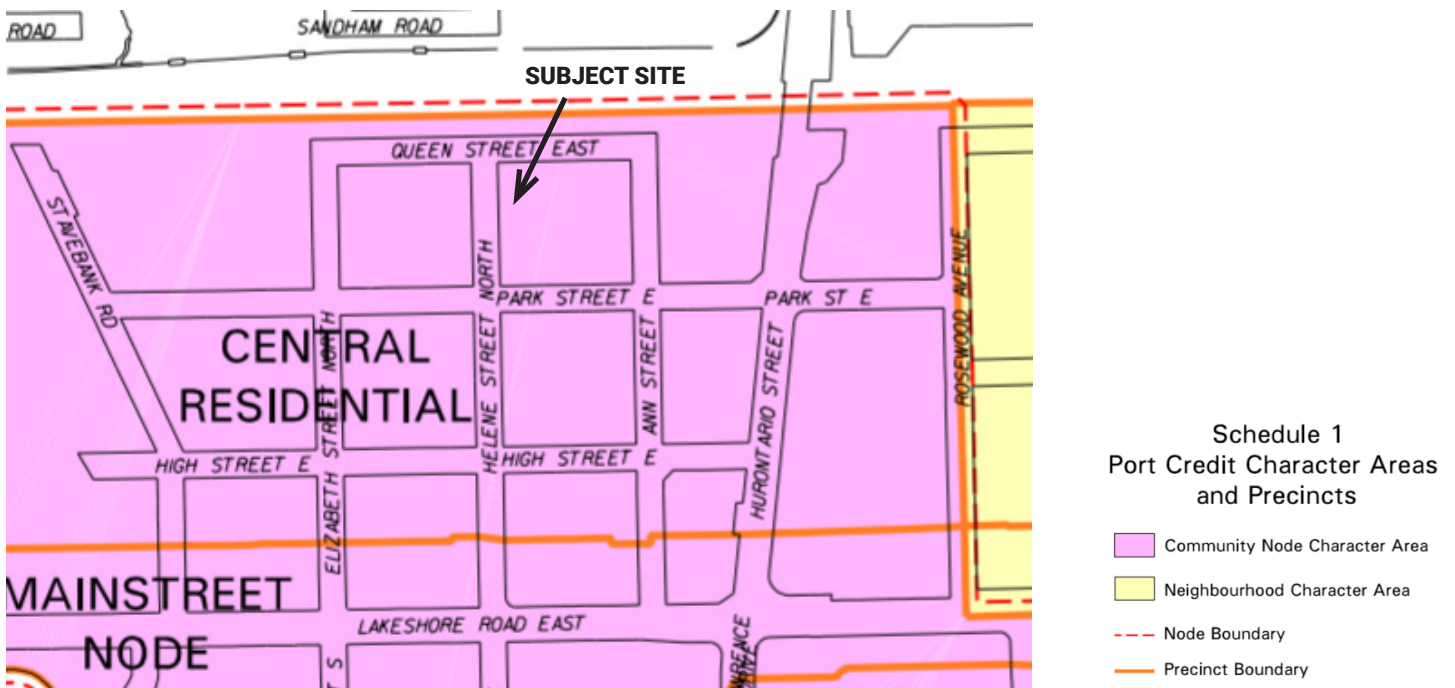


Figure 22 | Port Credit Local Area Plan - Schedule 1 - Port Credit Character Areas and Precincts

c. Appropriate built form that is compatible with the immediate context and planned character of the area;

d. Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;

e. Particular design sensitivity in relation to adjacent heritage buildings; and

f. Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network (Policy 10.1.2).

Schedule 1 identifies the subject site as within the Community Node Character Area and the Central Residential precinct. Development within the Community Node Character Area should be at a scale that reflects its role in the urban hierarchy (Policy 10.2.1.1), and floor plate size for buildings over 6 storeys should decrease as building height

increases to address overall massing, visual impact, protected skyviews and limited shadow impacts (Policy 10.2.1.2).

Additionally, buildings over six storeys should maintain separation distances that address existing separation between buildings, overcrowding of skyviews, protection of view corridors, and occupants' privacy (Policy 10.2.1.3). New development in these areas should also use landscaping that provides a buffer between uses, incorporates stormwater best management practices, enhances the area's aesthetic quality and enhances the tree canopy (Policy 10.2.1.4). Streetscapes must address setbacks and side yards to reflect the planned function, minimize vehicular access points and create an attractive public realm (Policy 10.2.1.5).

The proposed development and accompanying draft OPA and ZBA incorporate appropriate setbacks and separation distances from adjacent development while maintaining pedestrian connectivity with the GO Station. The proposed building consists of an

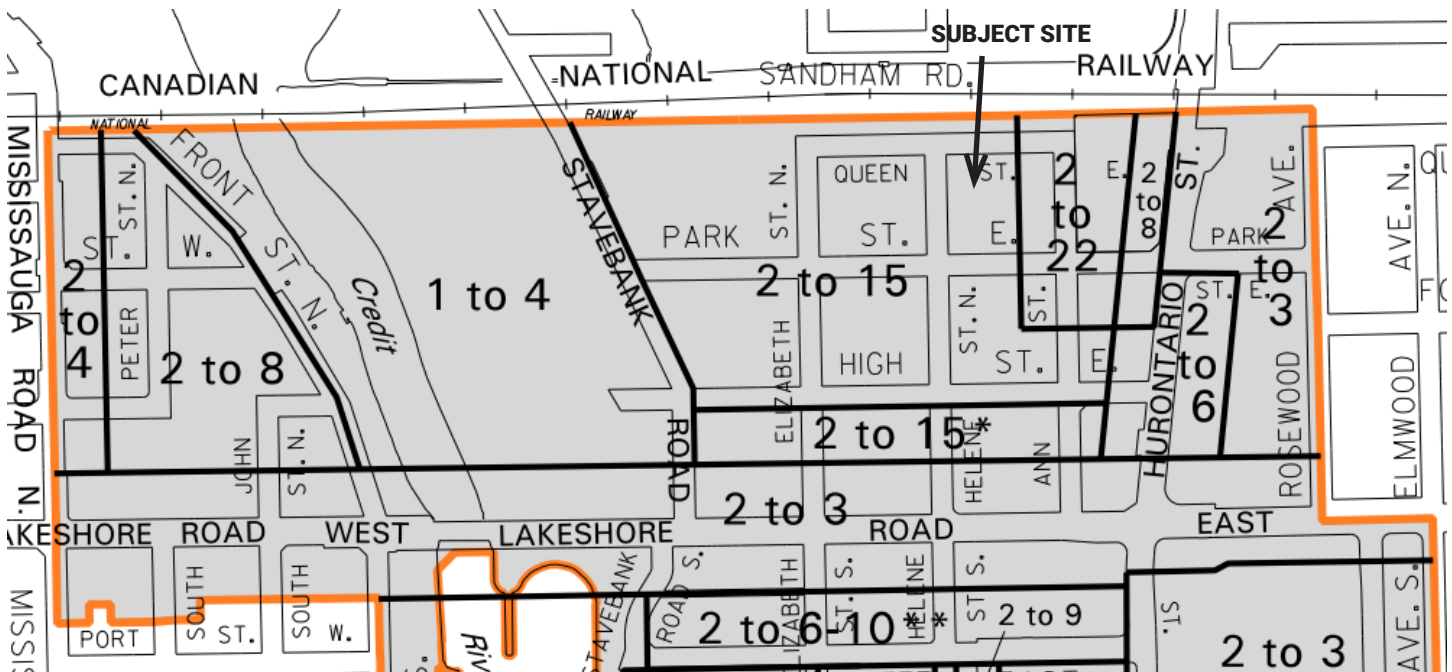


Figure 23 | Port Credit Local Area Plan - Schedule 2B - Port Credit Community Node Height Limits

eight-storey podium, with residential tower beginning at the 9th level. A Shadow Study Analysis conducted by IBI found that the proposed development meets the City's standards for sun and daylight access on neighbouring properties and in the public realm.

Urban form policies for the Central Residential Precinct are outlined in Section 10.2.2 of the PCLAP. Section 10.2.2 states that the precinct has many apartment buildings with potential for intensification. The Plan identifies the area in the immediate vicinity of the GO Station as having the highest building heights in Port Credit. It is assumed that the LRT station, not considered in this policy, further adds to the rationale of locating the tallest buildings in this location. Building heights will decrease towards the east and west of the precinct and demonstrate an appropriate transition if located near the Mainstreet Precinct (Policy 10.2.2.1 and 10.2.2.2).

The site location and building design allow the proposed development to meet the intent, goals, and objectives of the PCLAP. The proposed building

incorporates appropriate separation distances from adjacent buildings. The proposed orientation, design and massing of the building, POPS, midblock connection and other placemaking elements work together to create a safe and comfortable pedestrian environment, especially for transit users.

Height limits for the subject site are between two and 15 storeys according to Schedule 2B (Figure 23). New development heights should support the vision of an urban waterfront village. However, the area in the vicinity of the GO Transit and LRT Stations is recognized as potentially accommodating additional height and density (Section 5.2.2).

The building heights identified in Schedule 2B were outlined prior to the funding and investment approval for the Metrolinx RER project and Hazel McCallion Line, 200 people and jobs per hectare minimum density target for the Port Credit GO MTSA in the in-force ROP and updates to the Growth Plan. Schedule 2B does not include the under construction LRT Station. The Metrolinx transit investments will bring



significant transit improvements and allow for greater intensification adjacent to these stations.

The proposed development exceeds height limits for the subject site as identified in Schedule 2B. However, policy 5.2.2 states that additional height and density may be appropriate in the vicinity of the GO Train and LRT Stations. It is our opinion that in light of recent infrastructure investments, including the construction of the LRT Station, and increased density targets required by recent provincial and regional policy updates, the proposed 38-storey height is appropriate and consistent with higher level planning policy.

The subject site represents one of the few remaining re-development sites in Port Credit. It is important to make the most of this opportunity to ensure provincial and regional density targets are being met for the MTSA. The proposed building height supports residential and employment densities that can fulfill provincial and municipal planning policies. The PPS, Growth Plan, ROP and MOP encourage intensification in MTSAs and Mobility Hubs. The subject site is uniquely well-suited for additional density, located in a walkable community with active transportation options and unparalleled access to transit in Mississauga.

Port Credit has a unique urban village character and policies of the PCLAP are in place to protect that character. Our opinion is that the proposed heights and density do not adversely impact Port Credit's existing character. The subject site, located on the northern edge of the Central Residential Precinct, is an opportunity to add residential and employment density without the need for significant redevelopment of the mainstreet node, waterfront areas, or lower density residential areas. The location of the subject site also allows for a transition down in heights to Lakeshore Road East and Stavebank Road. The proposed development is an opportunity to implement provincial and municipal policy without jeopardizing the community's unique character.

By proposing intensification of the lands adjacent to the Port Credit GO Station as outlined in PCLAP objectives, the proposal protects established areas, maintaining an overall urban village character of Port Credit.

Appropriate separation distances and transitions are provided between the subject site and established areas of the Community Node. The proposed development borders the GO Station and rail corridor to the north providing a wide buffer between the residential neighbourhood to the north. The under construction 22-storey building at 28 Ann Street and future redevelopment of 91 Park Street provide adjacent high-density developments, but with lower building heights and provide additional transition to smaller scale buildings in the Port Credit Community Node. As illustrated by the Shadow Study, conducted by IBI, the proposal meets the City of Mississauga's Standards for Shadow Studies (2014) and has no adverse or prolonged shadow impacts on the surrounding areas.

The interface between the GO Station and the subject site has been carefully considered. Across the Port Credit GO Station, the proposal features 463 m<sup>2</sup> of retail located along the Queen Street East and Helene Street North intersection in an eight-storey podium, providing an inviting space for commuters.. The tower portion of the building takes on a slender, rectangular form and is inset from the eight-storey podium. The building design, including heights at various levels, appropriately addresses the GO Station.

The supporting studies and reports summarized in Section 5 of this report include assessments of the impact of height on wind, noise, shadows and the public realm. The site and buildings have been designed to enhance the pedestrian experience, mitigate potential impacts and create a high-quality public realm.

The proposed development is consistent with regional trends related to development around MTSAs and

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

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

mobility hubs. Similar heights to the subject proposal have been proposed and implemented in MTSAs and Mobility Hubs within the GTA. Examples from the Mimico and Mt. Dennis MTSAs are summarized in Table 2 below.

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

The Lakeview Village redevelopment, also located in Ward 1, includes a building that is 40 storeys in height. Similar to the Central Residential Precinct, Lakeview Village will include a variety of building heights, with one block approved up to a maximum height of 40 storeys. The subject block will not have a limit on the density. Lakeview Village will be serviced by planned bus rapid transit, however, at the moment, there is no higher order transit available for the site. Further, 26- and 29-storey buildings are permitted at Brightwater, located outside of the PMTSA boundary. A building of 38 storeys on the subject site will form part of a transit-oriented community where such densities capitalize on recent transit investments.

Planning around MTSAs in other transit-oriented communities in the GTA is trending towards high-density built form in the immediate vicinity of higher order transit stations. One example is the recent planning for MTSAs along the Yonge North subway extension. The Richmond Hill Centre Secondary Plan, dated October 7, 2021, anticipates heights between 40- and 70-storeys in the inner transit core area and up to 35- and 40-storeys in areas that begin transitioning away from the station area. Although contextually different, examples of high-density development around transit nodes highlights the opportunity present on the subject site. The location at the intersection of two higher order transit corridors is an appropriate location for increased height, such as the proposed 38-storey mixed-use tower.

The proposed height aligns with transit investments and goals, past development approvals, developments within other MTSAs and mobility hubs, complete community and transit-oriented development planning outlined in provincial, regional and municipal policy documents, and urban form policies as expressed in the PCLAP.





315 and 327 Royal York Road



39 Newcastle Street



23 Buckingham Street



8 Newcastle Street





## 25 Photography Drive

### Summary

The proposed development has appropriate regard for the policies outlined in the PCLAP. Based on Policy 10.1.2, a site-specific OPA is required to permit additional height and density on the subject site. The requested increase in height and density supports existing and planned transit, transitions to lower-density areas, and policies that permit greater height and density close to the GO Station. A site-specific OPA is also required to permit the day care use on the subject site. The proposal significantly improves the commuter experience by enhancing the public realm, providing convenient access to a mix of uses and amenities, and strengthening pedestrian connections to the GO Station.

### 4.7.1 Official Plan Amendment Justification

A site-specific OPA is required to permit redevelopment of the subject site, including the proposed day care use and height. The subject site is designated Residential High Density according to Schedule 10 of the MOP. A day care use is not permitted under policy 11.2.5.5 of the MOP or policy 12.5 of the PCLAP, which refer to permitted uses within the Residential High Density designation. Schedule 2B of the PCLAP also limits heights on the subject site to 15 storeys. The proposed amendment adds a Special Site policy to Section 13.1 of the PCLAP to permit the day care use and height of 38 storeys.

The proposed OPA is supportive of the provincial, regional and municipal policies which promote a



range and mix of housing and employment as well as redevelopment of underutilized lands within built up areas. Located within the Port Credit GO PMTSA, the proposed development represents a compact land use pattern that makes more efficient use of land and existing infrastructure resources, including nearby transit services.

The proposal responds to the PCLAP's direction to locate the greatest densities within the Port Credit Community Node within proximity of the Port Credit GO Transit Station and LRT Station and responds to the existing and evolving built form and scale of the surrounding context.

## 4.8 City of Mississauga Zoning By-law

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

The subject site is zoned RA5-27 (Residential Apartment) according to Index Map 08 (Figure 24).

### 4.8.1 Zoning By-law Amendment Justification

A ZBA is required to permit redevelopment of the subject site, including the proposed day care use, height, density and other performance standards including setbacks and parking ratios. The proposed zoning is RA5 (Residential Apartment) with site-specific exceptions, in conformity with the MOP. The existing provincial, regional and municipal policy frameworks encourage higher densities in proximity to existing transit services, developing densities that will support transit, and making efficient use of existing infrastructure.

The subject site is adjacent to the Port Credit GO Station and walking distance to the Hazel McCallion Line. Given this access to transit, the proposed zoning

allows for the full potential of the site to be reached. The proposed development will incorporate 530 residential units and 864 m<sup>2</sup> (9,300 ft<sup>2</sup>) of commercial space near a well-connected transit network and have a reduced parking standard to minimize the reliance on private automobiles and encourage a multi-modal transportation system.

The proposed increase in density will further support providing a range of housing options through the incorporation of a variety of unit sizes that will accommodate household sizes representative of Mississauga's demographic. In addition, the proposal will contribute to achieving the density targets outlined for Mississauga by the Province and Region and will make efficient use of existing infrastructure.

## 4.9 Additional Considerations

### 4.9.1 Metrolinx 2041 Plan

The Metrolinx 2041 Regional Transportation Plan (RTP) builds on the Big Move and acts as a blueprint for creating an integrated, multi-modal transportation system to serve the needs of residents, businesses, and institutions in the Greater Toronto and Hamilton area. The Hazel McCallion Line and GO RER program are identified in Strategy 1 as an 'In Delivery' projects. The Waterfront West LRT, a proposed 22.3-kilometre LRT corridor linking downtown Toronto and Port Credit, is currently being developed. Metrolinx identifies the Port Credit Mobility Hub as a place that serves a critical function in the regional transportation system and includes transit-supportive densities.

The proposed development contributes to this goal by adding 530 residential units near existing and planned transit. The subject site will benefit from and support the GO RER program, through which Metrolinx is electrifying train service and delivering 15-minute two-way all-day service to core areas, such as Port Credit. The GO Service at Port Credit Station connects Port Credit to Downtown Toronto, Oakville, Burlington, and Hamilton.

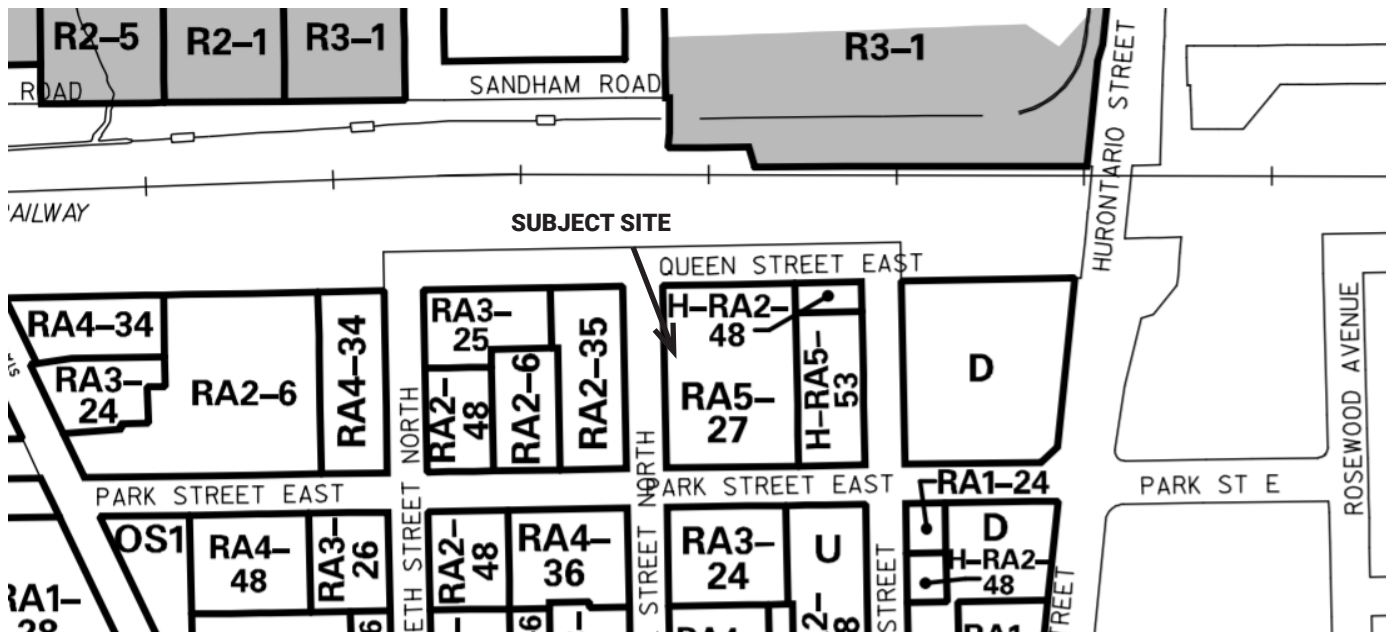


Figure 24 | Zoning By-law 0225-2007 – Index Map 08

#### 4.9.2 Metrolinx GO Rail Station Access Plan

The Metrolinx GO Rail Station Access Plan (2016) seeks to improve access to GO Stations via all modes of travel including walking, transit, cycling, pick up/drop off, carpooling, and drive and park in response to the planned RER. The RER is expected to increase GO service and support the development of new stations throughout the GO rail network and is anticipated to result in substantial ridership growth. Investment in sustainable modes of access to transit is required to accommodate and encourage this growth. The Plan sets targets to increase transit and active transportation access to stations.

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

The proposed development aligns with the identified priority of supporting pedestrian access to GO stations as outlined in Section 4.4. Incorporating a mix of uses, including retail and other amenities into around the GO Station and surrounding area are encouraged to provide convenience for returning customers. The proposed development provides a safe and vibrant pedestrian environment by orienting retail uses towards Queen Street East and Helene Street North, across from the GO Station and providing a midblock connection from Park Street East to Queen Street East.

#### 4.9.3 Port Credit Built Form Guide

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

Building heights are addressed in Section 2.2. This section states that proposals for new buildings must refer to their surroundings through footprint, setback,

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

Buildings with greatest heights should be limited to sites that can be used for way-finding and/or landmark locations. The proposed height is consistent with other developments adjacent to PMTSA/MTSAs and mobility hubs in the GTA, is transit-supportive and appropriate given the location adjacent to the existing Port Credit GO Station and near the under construction LRT Station. The PCLAP and the Guide were developed before investments into the LRT and GO Expansion projects, and detailed design of the LRT Station, including its exact location. The PCLAP also pre-dates recent higher level policy updates including the delineation of MTSAs and greater Provincial minimum density requirements. The proposal aligns with Provincial and Regional planning policy due to the site's location, which is a walking distance to the LRT and immediately adjacent to the GO Station.

Urban design for the Central Residential Precinct is outlined in Section 2.3.2 of the Built Form Guide. This section states that this area will have the highest buildings in Port Credit and a more urban built form to provide a more conducive environment for pedestrians walking between the GO Transit and LRT Stations (Section 2.3.2). Built form guidelines are discussed in Section 2.4.1. Guidelines affecting the proposed development and the subject site include:

- Taller buildings must have a smaller floor plate size, except for at the lower level of the building in order to allow for greater design flexibility and a continuous street wall (Section 2.4.1);
- Buildings between 16 and 22 storeys should have a maximum floor plate of 800 m<sup>2</sup> (Section 2.4.1); Taller buildings are required to be at least 40 metres away from other tall buildings (Section 2.4.2);
- New developments should maintain existing views to Lake Ontario and demonstrate how the building fits into the context through photographic imagery (Section 2.4.3);
- Tall buildings must be set back a minimum of 10 metres from side and rear property lines, and if those setbacks cannot be accommodated, then the site is considered too small to permit a tower (Section 2.4.4);
- Shadow and wind comfort studies are required for new developments (Section 2.4.5.1 and 2.4.5.2);
- Setbacks on residential streets should be 4.5 to 7.0 metres depending on the character of adjacent developments and the configuration of the proposed building (Section 2.4.7);
- A minimum of 30% landscape area is required for all sites within the Central Residential Precinct (Section 2.4.9);
- Developments on residential streets should have generous setbacks, upgraded tree planting and landscape treatment, and new development should ensure that existing trees are preserved, maintained and enhanced (Section 2.4.10);
- Service, loading and garbage storage areas should be screened from the public realm (Section 2.4.11);
- All mechanical penthouses should be designed and clad with materials to complement the

building façade (Section 2.4.12);

- The portion of the roof not used as a mechanical penthouse should be developed as green roofs or usable outdoor amenity space (Section 2.4.12); and
- New developments should choose high-quality materials that reference their surroundings, most likely red tone brick (Section 2.4.13).

The proposed development fulfills the majority of these guidelines. The separation distance between the proposed building and the existing building to the south, the under construction building to the east (28 Ann Street) and the building to the west (28 Helene Street North) is over 30 metres. Nearby developments have been approved at separation distances of around 30 metres, including the under-construction development at 28 Ann Street. The proposed development achieves the intent of the tower separation guideline by avoiding overcrowding of views and the skyline, protecting view corridors and privacy of occupants. The proposed design represents an attractive addition to the skyline while contributing to the eclectic mix of building styles and heights within the local area. Red coloured brick is used for the podium, representative of the existing architectural heritage of Port Credit. The tower is juxtaposed through the use of glazing, creating visual interest by integrating historic and modern architectures.

Figure 33 of the Built Form Guide identifies Queen Street East as a Transitional Street and Helene Street North as a Residential Street. Commercial uses are encouraged along Transitional Streets (2.4.7). Development along Residential Streets is required to have a setback between 4.5 metres and 7.0 metres, based on setbacks of adjacent developments and the configuration of the proposed building. The setback

should provide appropriate space for adequate landscape treatment.

The proposed podium provides retail space, residential units, and indoor and outdoor amenity areas, with the residential tower portion of the building beginning at the ninth storey. A 2.3-metre setback is provided between the Helene Street North curb and the west lot line. The building is setback a minimum of 1.58 metres and a maximum of 5 metres from the west lot line. The building does not meet the requirement of a minimum 4.5-metre setback for a portion along Helene Street North; however, the 2.3-metre setback from Helene Street North, the POPS, and the mid-block pedestrian connection that will be lined with trees ensures an attractive and walkable public realm. Retail uses are proposed along Helene Street North as a result of rail safety mitigation measures on Queen Street East, compromising the possibility of locating the entire retail area there; therefore, setbacks associated with retail uses and transitional streets are more appropriate. The tower setbacks and orientation ensure no adverse noise or wind impacts on nearby developments or the pedestrian realm, especially with recommended strategies to mitigate wind in the winter months. Additionally, according to the Shadow Study prepared by IBI, the proposed development does not result in adverse or prolonged shadow impacts on the surrounding developments, the GO Station, or the surrounding public realm.

Service, loading, and garbage storage areas are enclosed within the building, with access from Park Street East toward the east lot line. The proposed landscaped area is approximately 32% of the site and is a minor reduction from the required 30% as per Section 2.4.9. The architecture and design of the buildings reflect other recent developments in the surrounding area.



Street frontage along Queen Street East has been activated through retail uses and landscaping and frontage along Helene Street North has been improved through the main residential entrance, POPS and additional landscaping.

#### 4.9.4 Hurontario/Main Street Master Plan

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

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

Section 8.11 specifically identifies a vision for the Port Credit area within the corridor. The goal is to create a Gateway Mobility Hub centered around the GO Transit station that links GO Trains with the Hazel McCallion Line, local transit, and potential higher order transit system along Lakeshore Road (Section 8.11.1).

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

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

The proposed development supports the Master Plan's goal to create a Gateway Mobility Hub around the Port Credit GO Station by directing redevelopment to the currently underutilized site in the form of a compact mixed-use building. The proposal contributes to creating a safe and convenient pedestrian environment around the GO Station through a POPS along Helene Street North and a landscaped mid-block connection along the east lot line that prioritizes pedestrian movement (Section 8.11.8).

Retail uses and landscaping along Queen Street East further animate the public realm and provide transit users with a safe and vibrant experience and an opportunity to conveniently access their daily needs during their commute. The proposed redevelopment supports the Master Plan's policy to enhance pedestrian access to the GO Station from Helene Street North (Section 8.11.9). The proposal also provides an opportunity to improve connectivity with the waterfront trail system by orienting the proposed POPS along Helene Street North.



Figure 25 | Hurontario/Main Street Master Plan - Section 8.11.1 - Port Credit Permitted Use Map



Figure 26 | Hurontario/Main Street Master Plan - Section 8.11.2 - Port Credit Continuous Street Frontage Map

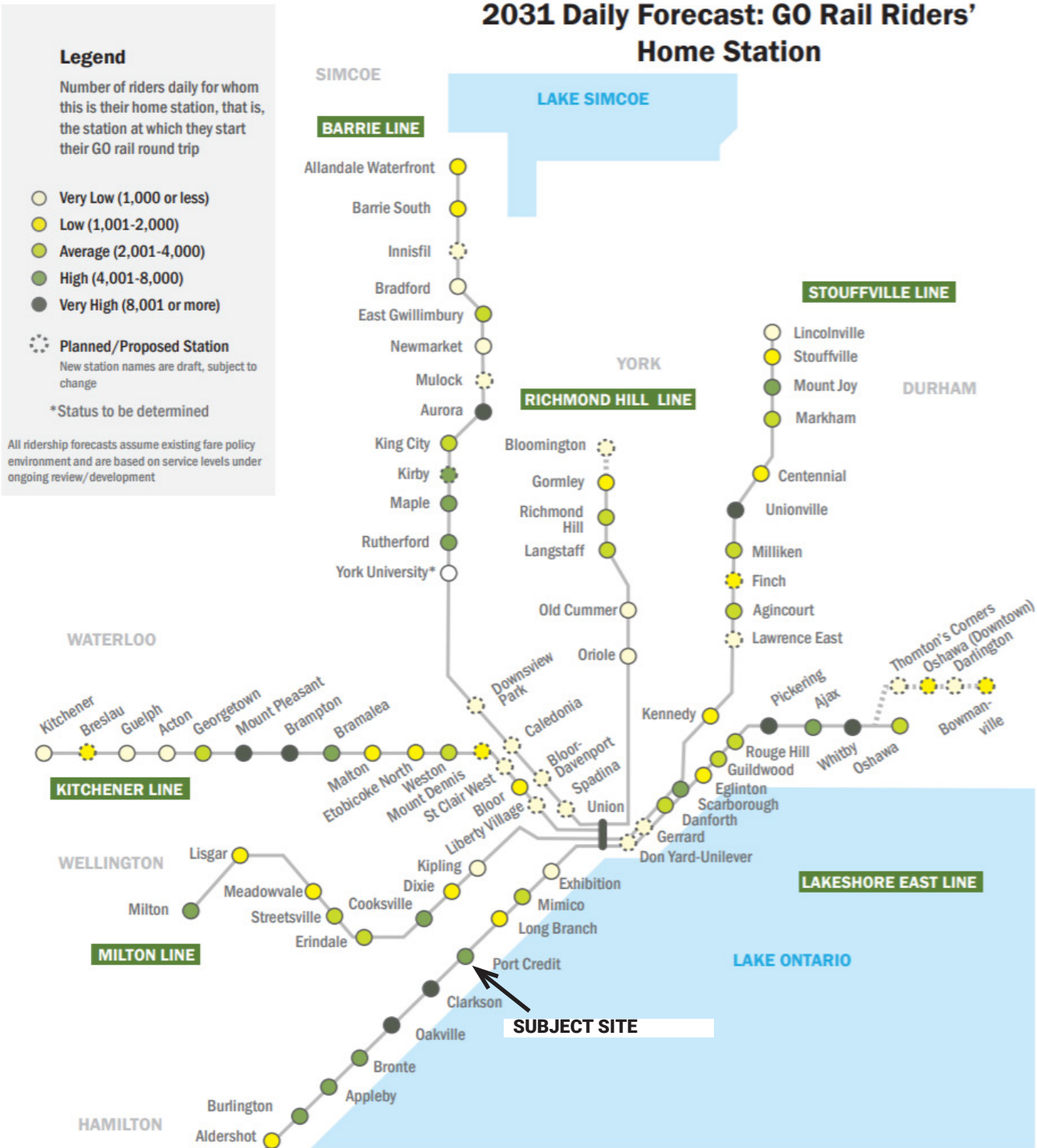


Figure 28 | Metrolinx GO Rail Station Access Plan - 2031 Daily Forecast: GO Rail Riders' Home Station

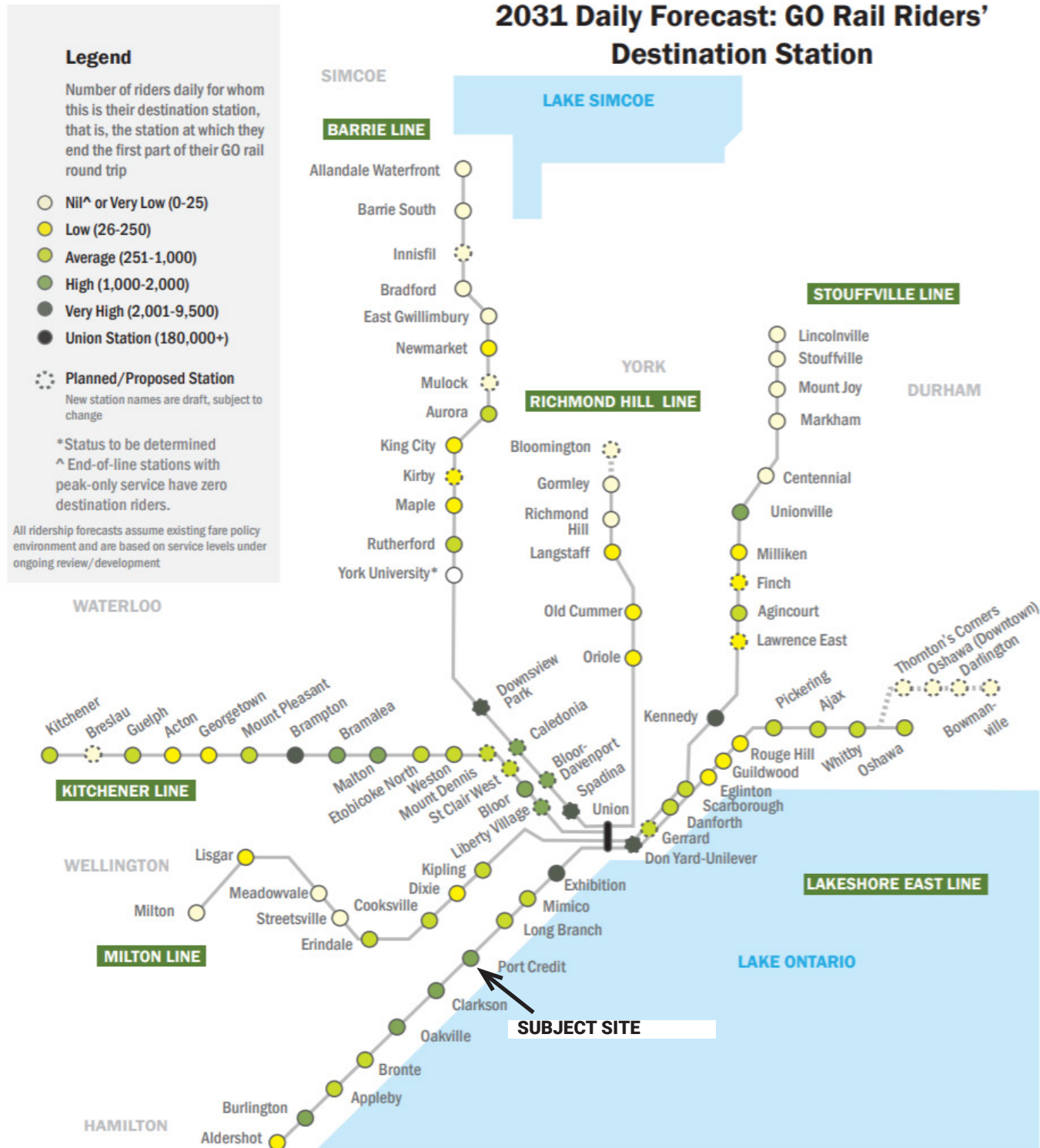


Figure 29 | Metrolinx GO Rail Station Access Plan - 2031 Daily Forecast: GO Rail Riders' Destination Station



5.0

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SUPPORTING  
STUDIES AND  
REPORTS

## 5.1 Traffic Impact Study

The Traffic Impact Study, titled Urban Transportation Considerations, was conducted by BA Group.

### Traffic Forecasting and Analysis

The Traffic Forecasting and Analysis shows that the site is expected to generate a total of 125 and 130 new vehicular trips in the weekday morning and afternoon peak hours, respectively. The intersection of Park Street East and Ann Street is currently operating under two-way STOP control and is proposed to be converted to a signalized intersection in future. This change will ensure that queueing activity along Park Street East can be contained and not spill back onto Hurontario Street during peak hours.

Site traffic volumes can be appropriately accommodated at the network signalized intersections with the Hurontario LRT through basic signal timing adjustments. All unsignalized intersections will operate at acceptable levels of service (LOS B or better) under all analysis scenarios.

### Vehicle Parking Considerations

The study considers the adoption of the proposed reduced parking standards to be appropriate based on the following:

- Parking demand observed on-site by BA Group contextualized by on-site parking space leasing behaviour indicates true resident parking demand of 0.64 spaces per unit;
- Numerous transportation planning principles support reduced parking supplies;
- The site is adjacent to significant existing and planned transit services (Port Credit GO Station, planned Hurontario LRT, and Lakeshore Road Rapid Transit) and bicycle route facilities that provide non-automobile dependent travel connections across the City;
- Proposed Transportation Demand Management measures;
- Future area travel characteristics (planned Hurontario LRT forecasts a reduction in auto driver mode split to 52-55%);
- Range of approvals for reductions in resident parking supply ratios for developments with less proximate access to a GO Station; and
- Consistency with the recently approved parking rates for the neighbouring residential development at 78 Park Street East and 22 – 28 Ann Street.

The proposed retail use is considered to be ancillary and, as such, minimal parking has been proposed to be required for these uses. In the unlikely event that the ancillary non-residential uses generate a greater than nominal vehicle need, these uses can be accommodated within the proposed residential visitor spaces, which is appropriate for a mixed-use urban area.

### Bicycle Parking Considerations

The proposal includes 350 parking spaces including 320 long-term (resident) spaces and 30 short-term (visitor) spaces, slightly exceeding the minimum requirements as per City-wide Zoning By-law 0225-2007.

### Transportation Demand Management (TDM) Plan

A comprehensive TDM plan will be implemented to support the use of transit and active transportation while reducing the number of single-occupant vehicle trips during the peak hours.

Intersection improvements are proposed at the Ann Street and Park Street East intersection (signalization) and the Queen Street East and Helene Street North (all-way STOP control), which are intended to improve pedestrian safety, and therefore, to accommodate more walking activity. Other hard

TDM measures include improved sidewalk conditions at site frontages, provision of bicycle parking, and consideration of a bicycle repair station. Proposed soft TDM measures include transit screen, provision of a transit pass, travel information brochures, unbundled vehicular parking, and consideration of a car-share program for building residents.

## 5.2 Pedestrian-Level Wind Study

The Pedestrian-Level Wind Study, conducted by Gradient Wind, studies two configurations:

- (i) The existing scenario, including all approved, surrounding developments and without the proposed development, and
- (ii) The proposed scenario with the proposed development in place.

The study concludes that the future wind conditions over most grade-level pedestrian wind-sensitive areas within and surrounding the study site will be acceptable for the intended uses on a seasonal basis. Exceptions include several primary building access points, and the outdoor daycare amenity to the south, for which mitigation has been recommended in Section 5.2 of the study. Exceptions also include a portion of the proposed footpath to the east of the site where wind conditions will become uncomfortable for walking during the winter months. Generally, since uncomfortable conditions are limited to the colder months of the year, somewhat pre-existing, and do not exceed the annual safety criteria, mitigation is not considered necessary. If calmer conditions are desired, targeted wind barriers such as coniferous plantings or wind screens may be used to buffer salient easterly and westerly winds.

Additionally, the level 9 outdoor amenity will experience wind conditions comfortable for walking or better throughout the warmer months, with annual wind speeds exceeding the safety criterion at the northwest corner of the terrace. To ensure calm and safe conditions suitable for sitting or more sedentary

activities throughout the summer, mitigation is recommended as detailed in Section 5.2 of the study.

## 5.3 Transportation Noise and Vibration Feasibility Assessment

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

A review of the area indicates there are no significant existing sources of stationary noise surrounding the near field of the development site except the mechanical equipment on the rooftop of the 66 High Street East Building. The noise levels generated from the equipment will be below the NPC-300 criterion at the façade of the proposed building, therefore, considered insignificant. To meet the requirements of MECP, the City of Mississauga, Metrolinx, and CN, the following noise control measures will be considered:

1. This dwelling unit has been supplied with a central air conditioning system. Warning Clause Type D will be inserted into the Agreements of Purchase and Sale or Lease for all units.
2. Upgraded building components with higher Sound Transmission Class (STC) ratings will be required at the north, east, and west facades.
3. Acoustic mitigation in the form of noise barriers will be required on the level 9 amenity area, including a 1.1-metre high noise barrier to reduce noise levels to 60 dBA. Reducing noise levels to 55 dBA in this area would require excessive barrier heights that would not be

administratively and financially feasible. As noise levels exceed 55 dBA with noise control measures in place, a Type B Warning Clause will be required.

4. As the development is located within 300 metres of the railway corridor, all units should be provided with the standard CN and Metrolinx Warning Clauses in any case. The warning clauses are to be inserted into the Agreements of Purchase and Sale or Lease.
5. Vibration control is not required as the vibration levels are expected to be 0.067 mm/s RMS (68 dBV), well below the criterion of 0.14 mm/s RMS.
6. A detailed transportation noise study will be required at the time of the site plan control application to determine specific noise control measures for the development.
7. It is recommended a stationary noise study be conducted once mechanical plans for the proposed building become available.

## 5.4 Shadow Study

IBI conducted a Shadow Study analysis in accordance with the City of Mississauga's Standards for Shadow Studies (June 2014). The Shadow Study Analysis demonstrates that the proposed development meets the City's standards for sun and daylight access on neighbouring properties and in the public realm.

Criteria 3.1 for Residential Private Outdoor Amenity Spaces is met for June 21st and September 21st, as there is no shadow impact for more than two consecutive hourly test times on private outdoor amenity spaces. Criteria 3.2 for Communal Outdoor Amenity Areas is met. The proposed development does not cast incremental shadow on the existing communal amenity space at the Lions Club of Credit Valley Outdoor Pool or the park located at 91 Park Street East.

Criteria 3.3 for Public Realm is met as there are no incremental shadows on the opposite boulevard between the time periods noted in Section 3.3 of the Standards for Shadow Studies document.

Criteria 3.4 for Turf and Flower Gardens in Public Parks is met as the development does not cast incremental shadows on any nearby public parks. Criteria 3.5 for building faces to allow for the possibility of using solar energy is also met as there is no shadow impact for more than two consecutive hourly test times in the "No Impact Zone".

## 5.5 Tree Inventory and Preservation Plan Report

Kuntz Forestry Consulting Inc. was retained to complete a Tree Inventory and Preservation Plan for the proposed development. A tree inventory was conducted and reviewed in the context of the proposed site plan. The findings of the study indicate a total of 21 trees on and within six metres of the subject site. The removal of 15 trees are required to accommodate the proposed development. The remaining 6 trees can be maintained given proper tree protection is installed. A number of replacement trees will be included in landscaping at grade and at the Level 9 outdoor amenity area.

## 5.6 Functional Servicing and Stormwater Management Report

The Functional Servicing and Stormwater Management Report was conducted by Urbantech to recommend site grading, water supply and wastewater servicing strategies for the site, and demonstrate compliance with City, Conservation and MECP design criteria for municipal services and stormwater management (SWM) measures.

The report demonstrates the following:

- The proposed site will be graded to match to 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 70 m<sup>3</sup> and will be required to control flows from the post development 100-year storm to the pre-development 10-year storm in accordance with Mississauga standards.
- Storage will be provided with a tank located adjacent to the south-west corner of the underground parking structure.
- The site will utilize one new storm sewer connections to the existing MH22 and 450 mm storm sewer on Helene Street North.
- Water balance objectives will be met by retaining the first 5 mm of rain events on-site within the proposed landscaped areas, green roofs 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 a new 250 mm diameter connection to the sewer on Helene Street North.
- Water servicing for both fire and domestic connections to the site will be provided by the existing 200 mm watermain on Helene Street North.
- Erosion and sediment control measures will be implemented during construction in accordance with City and Provincial requirements.

soil/bedrock and groundwater conditions at the site and a conservative estimate of the volume of water that may require management during the construction and operations phases.

The preliminary assessment concludes the following:

- The Site is located within the Norval to Credit Subwatershed of The Credit River Watershed, which is within the jurisdiction of Credit River Conservation (CVC). No open water body is present on the Site, and the Credit River is located approximately 550 metres south of the Site;
- The Site is located on the Iroquois Plain physiographic region, in an area described as a Sand Plains landform, covered by coarse-textured glaciolacustrine deposits or foreshore and basinal deposits composed of sand, gravel, minor silt and clay, and underlain by Georgian Bay Formation bedrock;
- The soil stratigraphy inferred at the Site generally consists of surficial layers and earth fill materials, underlain by native soils composed of sand and silt to sandy silt, and glacial till deposits of clayey silt till, and underlain by shale bedrock encountered at the depths ranging from approximately 6.5 to 8.0 mbgs;
- The groundwater levels measured between October 2022 and January 2023 ranged from 1.81 m below slab floor surface (mbfs) to 17.62 mbgs, and elevations ranged from 64.67 to 79.28 masl). The groundwater flow direction was inferred to be generally to the northwest;
- The K-values were estimated to be  $6.0 \times 10^7$  cm/sec for the overburden deposits (sandy silt, clayey silt till) and less than  $4.5 \times 10^{-7}$  cm/sec for shale bedrock;

## 5.7 Preliminary Hydrogeological Assessment

The Preliminary Hydrogeological Assessment, conducted by Pinchin Ltd. provides a summary of

- The completed dewatering assessments indicated that the maximum short-term construction dewatering from groundwater is anticipated to be 42,694 L/day, including a Safety Factor of 2. An EAR registration or a PTTW will not be required for the short-term construction dewatering activities;
- The estimated long-term dewatering from sub-drainage system is anticipated to be 36,938 L/day, with a safety factor of 2 considered. No PTTW will be required for the long-term discharge during building operations; and
- A groundwater quality assessment compared as per the City Sewer Use Bylaw indicated the presence of TSS exceedance in the tested water sample. The water generated at the Site cannot be discharged directly into the local sewer system without appropriate treatment to remove the sediment in the water.
- A detailed description of the soil and groundwater conditions;
- Open cut excavations and/or shoring requirements (where necessary);
- Anticipated groundwater management;
- Lateral earth pressure coefficients and unit densities;
- Preliminary foundation design recommendations including soil and bedrock bearing resistances at Ultimate Limit States (ULS) and Serviceability Limit States (SLS) design;
- Potential total and differential settlements;
- Seismic Site Classification for Seismic Site Response;
- Foundation frost protection and installation;
- Underground parking garage design; and
- Potential construction concerns.

## 5.8 Preliminary Geotechnical Investigation Report

The Preliminary Geotechnical Investigation was conducted by Pinchin Ltd. At the time Pinchin conducted the investigation, there were fewer underground levels being considered, and Pinchin had anticipated that the lowest underground level would be 18 metres below exterior grades. Since the boreholes for the current investigation were scoped based on the previous understanding of the redevelopment, the boreholes did not extend to the depth of the proposed lowest level of underground parking, and the results of this investigation should be considered preliminary. Additional investigation with deeper boreholes will be needed to support final design of the redevelopment.

The report provides design recommendations that address the following:

- A review of relevant area geology and Site background information;

## 5.9 Phase One Environmental Site Assessment

The Phase One Environmental Site Assessment (ESA) was completed by Pinchin Ltd. in accordance with Part VII and Schedule D of the Province of Ontario's Environmental Protection Act R.S.O. 1990. C. E.19 and Ontario Regulation 153/04 (O. Reg. 153/04), as a requirement for the potential filing of a Record of Site Condition (RSC) with MECP.

Based on the information obtained and reviewed as part of this assessment, three Areas of Potential Environmental Concerns (APECs) were identified on the site due to current and historical Potentially Contaminating Activities (PCAs) identified both on the site and on surrounding properties. A Phase Two ESA was recommended to assess the environmental quality of the soil and groundwater on the site.

A Phase 2 ESA is underway and will be provided through a re-submission.

## 5.10 Housing Report

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

- It will provide new housing supply through the redevelopment of an underutilized, site by introducing a compact, mixed-use, and transit-oriented development;
- It will add 530 residential units to the housing supply and will contribute to the range of housing options in the City of Mississauga and the Port Credit Community Node and neighbourhood;
- The proposal will provide affordable ownership units (based on a further developed proposal);
- The proposal will be consistent with Bill 23 and add a minimum of five percent of affordable housing;
- The new housing supply will be appropriately serviced by existing infrastructure, including existing and planned public and active transportation routes;
- The proposed development will work towards creating a complete community that is supportive of public health and safety;
- The proposed building represents an upgraded built form with energy-efficient design standards; and
- Residential units will be supported through

proposed indoor and outdoor amenity spaces as well as the existing community infrastructure and public amenities.

## 5.11 Low Impact Design Features

The applicant will be analyzing the following list of proposed low impact design features to be incorporated into the proposed building and site design.

### Landscape Features

- More than half of the plant species will be native or selections of native species.
- No invasive plant species will be proposed.
- New street trees will provide shading for the municipal sidewalk and pedestrian connections to the development, where feasible, given existing utilities.
- Project is providing 2,000m<sup>2</sup> of landscaped area at grade (32% of site area) and 1,400m<sup>2</sup> of outdoor amenity area at the ninth level. This includes a significant amount of soft landscaping for stormwater infiltration.
- High-albedo paving materials will be considered to reduce heat island effect.
- Zero-uplight exterior lighting fixtures will be used. All exterior lighting shall be shielded and dark-sky friendly.
- Project is considering high-efficiency (drip) irrigation system to be specified instead of sprinklers. Landscape planting beds will be irrigated from cistern to re-use stormwater on site.
- A percentage of the overall planting on site will be comprised of water-efficient plant material.

## Building Design

- Location offers exceptional levels of transit access, walkability, and active transportation routes.
- Site layout and circulation has been designed to maximize pedestrian comfort, including canopies at residential entrances to provide covered waiting areas and protection from inclement weather.
- Bicycle parking consistent with the zoning by-law requirements shall be provided to encourage active transportation.
- All residential long-term bicycle parking spaces will be located within the building. Dedicated bicycle parking rooms will be located at the mezzanine level.
- Parking rate reduction is being requested to encourage alternative forms of transportation.
- Minimal at-grade surface parking is proposed on site. At-grade parking is limited to parking primarily for the purpose of pick up and drop offs. The majority of parking spaces are located in enclosed below-grade parking garage.
- Project is considering a percentage of parking spaces to be electric vehicle charger ready.
- Project will comply with the requirements of the Ontario Building Code for energy modelling.
- Project will have waste chutes for residential waste and recycling. All sorted waste from both the proposed building and existing building will be stored within a ground-level waste room within the proposed building, and will be picked up from the loading area located within the proposed building, immediately south of the waste room. The project will also provide a residential bulk waste storage area, and a separate waste and recycling room for retail and daycare use.

## 5.12 Rail Safety

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

- Combined vertical and horizontal setback is approximately 31.40 metres from the closest residential unit to the Metrolinx station property line and approximately 35.00m from the closest residential unit to the closest possible future track.
- Crash wall with a minimum height of 2.135 metres from top of grade and a minimum thickness of 450 mm per the FCM/RAC and AECOM requirements. The structural design of the crash wall and details will be completed for the detailed submission.
- The crash wall will be integrated with the northwest wall of the proposed tower and will have a 6-metre extension at the northeast corner.
- While the crash wall is integrated with the building's foundation wall and relies on propping from the floor slab, the structure is not structurally dependent on the wall. The building's structural adequacy remains uncompromised if the crash wall is removed or destroyed.
- The crash wall is to be built entirely on the development site.



6.0

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PLANNING ANALYSIS

As outlined in Section 4.0 of this Report, the proposed development, OPA and ZBA are consistent with and conform to planning policy at the provincial, regional and municipal levels. The following sub-sections highlight key planning components of the proposal and outline how the proposed development reflects good planning.

## 6.1 Complete Community

The proposed development will support the development of a complete community within Port Credit and the City more broadly. The proposal incorporates residential and non-residential (retail and daycare) uses at the nexus of two major regional transit systems in Mississauga. It will provide a new midblock connection and a POPS based on the concept of an “urban grove” that will improve the connectivity and public realm around the Port Credit GO Station. The proposed mixed-use development will accommodate the daily needs of residents, employees, commuters, and community members. The proposal will add 530 residential units to Mississauga’s housing supply, contributing to the mix and range of housing available in Port Credit and the City more broadly. Residential units are proposed to range from studio units (16%) to two bedrooms plus den (19%), accommodating a range of people with varying household sizes, ages, and needs to live in a complete community. The two bedrooms plus den units especially accommodate the existing, aging residents seeking to downsize from a single family home, but wish to stay in the area and improve their options for mobility as they age. The proposed development will include affordable housing units based on municipal and provincial policy.

Through the mix of uses and adjacent transit connections, the proposal helps to minimize vehicle dependency within Port Credit by providing opportunities to live, work and shop in one place. The development is serviced by various local and regional public transit routes, including the GO Train,

MiWay bus terminal and Hazel McCallion Line. Redevelopment of the subject site will also encourage active transportation and public transit and enhance the pedestrian realm, ultimately supporting the creation of a multi-modal transportation system in Mississauga.

## 6.2 Compatible and Attractive Built Form and Design

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

The proposed development is compact, avoids overcrowding of the skyline, and does not impact view corridors. The building features a 38-storey tower on an 8-storey podium. The building façade is articulated through the use of red coloured bricks for the podium and a contrasting glass tower with angled balconies, which create a visually interesting building and increases walkability around the site. The tower is stepped back at the ninth storey to maintain a compact floor plate and minimize shadowing on the public realm, particularly the GO Station.

The proposal supports the required density in the area and provides appropriate transition to adjacent developments. The tower is appropriately located in relation to the GO Station with active uses at grade. The tower also compliments the design of the existing building south of the site through the integration of a POPS and outdoor amenity area in between and provides a separation distance of over 30 metres. The tower maintains a separation distance of over 30 metres from the under-construction development at 28 Ann Street.

Grade-related retail space, a landscaped midblock connection and the POPS help to activate the public realm within the subject site and around the GO Station, creating a safe and vibrant pedestrian experience.

### 6.3 Appropriate Height and Density

The subject site is located within the Port Credit Community Node, an Intensification Corridor, and Port Credit GO MTSA. A challenge for the Port Credit Community Node is balancing growth with maintaining Port Credit's existing urban village character. These competing goals can be best achieved by directing intensification to underutilized lands near the GO Station, towards the north side of the Central Residential Precinct. The subject site is one of the few remaining opportunities for growth and intensification within the Port Credit GO MTSA. Adjacent to two key regional public transit systems, the site's unique location makes it ideal for high-density, mixed-use development. The proposed height and density are appropriate for the subject site's location, reflect recent development trends in MTSA's and Mobility Hubs in the GTA, and align with provincial, regional, and municipal planning goals and objectives.

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

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

### 6.4 Transit-Supportive Development

The proposed development furthers provincial, regional, and municipal goals to support greater densities at transit nodes that encourage the use of transit and active transportation while minimizing vehicle trips. The subject site is steps from the Port Credit GO Station, Hazel McCallion Line and MiWay bus terminal. Significant transit investments, including the GO Rail Network Electrification and GO Transit Regional Express Rail, will improve transit access for the subject site. Due to the excellent existing and planned transit service, the proposal includes a reduced parking rate to encourage a multi-modal transportation system in Port Credit and Mississauga.

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

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

7.0

CONCLUSION

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

- The proposed development and associated Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement (2020);
- The proposed development and associated Official Plan and Zoning By-law Amendments conform to the Growth Plan (2020);
- The proposed development and associated Official Plan and Zoning By-law Amendments conform to the Region of Peel Official Plan (2022 office consolidation);
- The proposed development and associated Official Plan and Zoning-Bylaw Amendments are consistent with the direction and policy framework of the Mississauga Official Plan (2022 office consolidation);
- The proposal implements a complete community approach to planning, creating additional housing options for a diverse demographic and strengthening connections to public amenities and community infrastructure in Port Credit;
- The proposal supports transit-oriented and transit-supportive policies at the Provincial, Regional and Municipal levels and is reflective of other recent developments within MTSAs and Mobility Hubs in the GTA;
- The proposal makes use of an underutilized commercial space and parking lot, and animates the streetscape along Helene Street North and Queen Street East
- The proposal enhances the public realm and creates a pedestrian-friendly environment supportive of active transportation adjacent to the Port Credit GO Station. The mid-block connection from Park Street East to Queen Street East facilitates improved connectivity to the GO Station, as well as the existing neighbourhood;
- The proposal increases housing access for a mixed demographic in the city in one of the most desirable neighbourhoods to live in Mississauga, providing more residents with access to valuable amenities such as Lake Ontario;
- The proposed development will not create adverse impacts on the surrounding area; and
- The proposed development can be appropriately serviced by existing and planned infrastructure. It is our professional land use planning opinion that the proposed mixed-use development is appropriate, desirable and will support the creation of complete communities and transit-oriented development in Mississauga. As such, the Official Plan and Zoning By-law Amendments should be approved to implement the proposed development at 70 Park Street in Mississauga.

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## APPENDICES

**Appendix A - Submission Requirements Checklist**

**Submission Requirements Checklist****Type of Application:**

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

Planning and Building  
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General Information		
Address / Legal Description of Site <b>70 Park Street East</b>	Ward No. <b>1</b>	Meeting Date <b>Oct. 12, 2022</b>
Description of Proposal <b>34 storey residential apartment building (360 units) with retail at grade</b>		
Applicant Name <b>Alex Heath - Dream</b>	Planner Name <b>David Ferro</b>	Pre-Application Meeting No. <b>DARC 22-396</b>

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



## Appendix B - Draft Official Plan Amendment

**The Corporation of the City of Mississauga**

**By-law Number \_\_\_\_\_**

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

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

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

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

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

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

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

ENACTED and PASSED this \_\_\_\_ day of \_\_\_\_\_, 202X.

Signed \_\_\_\_\_  
MAYOR

Signed \_\_\_\_\_  
CLERK

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

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

City of Mississauga File No. \_\_\_\_\_

The Proposed Official Plan Amendment applies to lands located north of Park Street East, south of Queen Street East and east of Helene Street North, in the City of Mississauga. The lands are legally described as Lots 4 and 5, East of Credit River, Park Street to Queen Street, Registered Plan PC-2, City of Mississauga, Regional Municipality of Peel, and are municipally known as 70 Park Street East.

The purpose of the Official Plan Amendment is to amend the height limit applying to the subject lands as contained in Schedule 2B of the Port Credit Local Area Plan and add a permitted use for the subject lands. This Official Plan Amendment proposes to introduce Special Site XX to Section 13.0 of the in-force Port Credit Local Area Plan in order to permit a mixed-use building consisting of residential, retail and day care uses with a height of up to 38-storeys.

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

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

**PURPOSE**

The purpose of this Amendment is to amend the height limit applying to the subject lands located on the western portion of the lands bounded by Queen Street East to the north, Helene Street North to the west and Park Street East to the south as contained in Schedule 2B of the Port Credit Local Area Plan, with a Special Site Policy. The Special Site policy will also permit a 401m<sup>2</sup> day care; whereas a day care use is not permitted on the subject lands as per policy 11.2.5.5 of the City of Mississauga Official Plan and policy 12.5 of the Port Credit Local Area Plan.

The Amendment will permit the proposed development of a proposed 38-storey mixed-use building containing residential, retail and day care uses on the subject lands.

**LOCATION**

The subject lands affected by this Amendment are located at 70 Park Street East, located north of Park Street East, south of Queen Street East and east of Helene Street North, in the City of Mississauga. The subject lands are located within the Central Residential Community Node Character Area in the Port Credit Local Area Plan of the Mississauga Official Plan.

**BASIS**

The subject lands are located within the Port Credit Community Node in the Port Credit Local Area Plan. The subject lands are designated Residential High Density and located within an area identified as part of the Central Residential Precinct. This area is identified in the Port Credit Local Area Plan as a place to accommodate the greatest level of intensification within Port Credit and a more urban and transit-supportive built form. Permitted building heights for the subject lands range from 2- to 15-storeys.

The proposed development for the subject lands consists of one mixed-use building, 38-storeys in height, including an eight-storey podium with retail at grade along Queen Street East and a day care accessible from the Park Street East entrance. The proposed development includes private indoor and outdoor amenity spaces, a publicly accessible private open space (POPS) along Helene Street North, a midblock connection along the east lot line, landscaping at ground level and at the ninth-storey outdoor amenity area, eight levels of underground parking with 610 vehicle parking spaces and 350 bicycle spaces.

Schedule 2B of the Port Credit Local Area Plan prescribes a height limit of 2 to 15-storeys on the subject lands. The Official Plan Amendment will seek to allow a 38-storey building on the subject lands and a provision of a 401m<sup>2</sup> day care.

This Amendment will add a Special Site policy to Section 13.0 of the Port Credit Local Area Plan to permit the proposed 38-storey mixed-use building. The proposed Official Plan Amendment to permit a day care use and additional height and density on the subject lands is appropriate from a planning standpoint and should be approved for the following reasons:

1. This Amendment is supportive of the policy framework expressed in the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan, all of which promote a range and mix of housing and employment as well as redevelopment of underutilized lands within built up areas that are well served by transit and existing infrastructure.



Draft Official Plan Amendment – January 2023

2. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes to the range of housing types, sizes and tenure; it is compatible from a density, scale and massing perspective; and it efficiently and effectively utilizes existing community infrastructure and facilities.
3. The proposed development represents a compact land use pattern that makes more efficient use of land and existing infrastructure resources, including nearby transit services. The subject lands are located within a designated Protected Major Transit Station Area (PMTSA), which is recognized in the provincial Growth Plan and in the Mississauga Official Plan as a focus area for higher density transit-oriented development.
4. The greatest densities within the Port Credit Community Node are to be located within the Central Residential Precinct, particularly within proximity of the Port Credit GO Transit Station and LRT Station. The proposed development responds to the built form and scale of the surrounding Port Credit context, particularly the existing and evolving context of the Central Residential Precinct.

#### DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

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

13.1.X Site X



13.1.X.X *The lands identified as Special Site X are located north of Park Street East, south of Queen Street East and east of Helene Street North.*

13.1.X.X *Notwithstanding the policies of this Plan, the following additional policies will apply:*

- a) *one mixed-use building with a maximum height of 38 storeys is permitted, in addition to the existing 27-storey apartment building; and*
- b) *A day care will be permitted.*

#### IMPLEMENTATION

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

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

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

#### **INTERPRETATION**

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

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

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

## Appendix C - Draft Zoning By-law Amendment

**Draft Zoning By-law Amendment**

**70 Park Street East**

<b>Zone Regulations</b>		<b>RA5-27 Zone Requirement</b>	<b>RA5-XX Zone Proposed</b>
2.0A	Permitted Uses in Building A	Residential Uses: Apartment Long-Term Care Building Retirement Building	--
2.0B	Permitted Uses in Building B	Residential Uses: Apartment Long-Term Care Building Retirement Building	Residential Uses: Apartment Additional Uses: Uses permitted in a C4 zone as contained in Table 6.2.1 of this By-law
3.0	Minimum Lot Frontage	30.0 m	--
4.0	Minimum Floor Space Index- Apartment Zone	1.9	--
5.0	Maximum Floor Space Index- Apartment Zone	4.0	9.5
6.0A	Maximum Gross Floor Area- Apartment Zone Per Storey For Each Storey Above 12 Storeys	1,000 m <sup>2</sup>	--
6.0B	Maximum Gross Floor Area- Apartment Zone Per Storey For Each Storey Above 12 Storeys	1,000 m <sup>2</sup>	800 m <sup>2</sup>
7.0A	Maximum Height	28 Storeys	--
7.0B	Maximum Height	28 Storeys	38 Storeys
8.0A	Minimum Front and Exterior Side Yards		
8.1A	For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m	--
8.2A	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	8.5 m	--
8.3A	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	9.5 m	9.15 m front yard setback 12.90 m exterior side yard setback
8.4A	For that portion of the dwelling with a height greater than 26.0 m	10.5 m	9.15 m front yard setback 12.90 m exterior side yard setback
8.0B	Minimum Front and Exterior Side Yards		
8.1B	For that portion of the dwelling with a height less than or equal to 13.0 m	7.5 m	2.30 m front yard setback 0.0 m exterior side yard setback



8.2B	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m	8.5 m	4.35 m front yard setback 0.0 m exterior side yard setback
8.3B	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 24.0 m	9.5 m	4.35 m front yard setback 0.0 m exterior side yard setback
8.4B	For that portion of the dwelling with a <b>height</b> greater than 24.0 m and less than or equal to 31.0 m	10.5 m	4.35 m front yard setback 2.25 m exterior side yard setback
8.5B	For that portion of the dwelling with a <b>height</b> greater than 31.0 m	--	4.35 m front yard setback 4.50 m exterior side yard setback
9.0A	Minimum <b>Interior Side Yard</b>		
9.1A	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m	4.5 m	--
9.2A	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m	6.0 m	--
9.3A	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m	7.5 m	--
9.4A	For that portion of the dwelling with a height greater than 26.0 m	9.0 m	--
9.5A	Where an <b>interior side lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	--
9.6A	Where an <b>interior lot line</b> , or any portion thereof, abuts a zone permitting <b>detached and/or semi-detached</b>	7.5 m plus 1.0 m for each additional 1.0 m of dwelling <b>height</b> , or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	--
9.0B	Minimum <b>Interior Side Yard</b>		
9.1B	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m	4.5 m	4.5 m
9.2B	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m	6.0 m	4.5 m
9.3B	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 24.0 m	7.5 m	4.5 m

9.4B	For that portion of the dwelling with a height greater than 24.0 m and less than or equal to 31.0 m	9.0 m	4.5 m
9.5B	For that portion of the dwelling with a height greater than 31.0 m	--	36.0 m
9.6B	Where an <b>interior side lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	--
9.7B	Where an <b>interior lot line</b> , or any portion thereof, abuts a zone permitting <b>detached and/or semi-detached</b>	7.5 m plus 1.0 m for each additional 1.0 m of dwelling <b>height</b> , or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	--
10.0	<b>Minimum Rear Yard</b>		
10.1	For that portion of the dwelling with a <b>height</b> less than or equal to 13.0 m	7.5 m	--
10.2	For that portion of the dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m	10.0 m	--
10.3	For that portion of the dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m	12.5 m	--
10.4	For that portion of the dwelling with a <b>height</b> greater than 26.0 m	15.0 m	--
10.5	Where a <b>rear lot line</b> , or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or any combination of zones thereof	4.5 m	--
10.6	Where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m plus 1.0 m for each additional 1.0 m of dwelling <b>height</b> , or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	--
11.0	<b>Encroachments and Projections</b>		
11.1	Maximum encroachment of a <b>balcony</b> located above the <b>first storey</b> , sunroom, window, <b>chimney</b> , pilaster, cornice, balustrade or roof eaves into a required <b>yard</b>	1.0 m	1.6 m

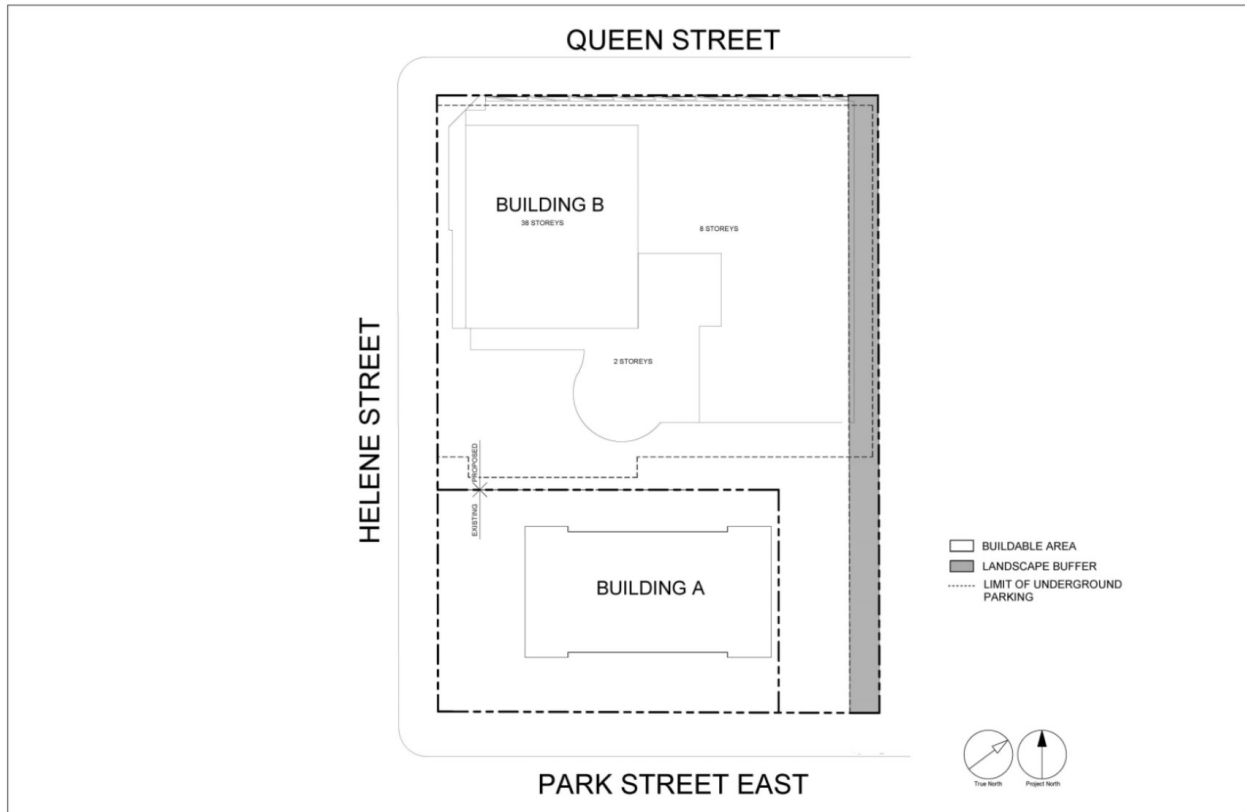
11.2	Maximum encroachment into a required <b>yard</b> of a <b>porch, balcony</b> located on the <b>first storey</b> , staircase, landing or awning, provided that each shall have a maximum width of 6.0 m	1.8 m	--
11.3	Maximum projection of a <b>balcony</b> located above the <b>first storey</b> measured from the outermost face or faces of the <b>building</b> from which the <b>balcony</b> projects	1.0 m	1.6 m
12.0	Minimum Above Grade Separation Between <b>Buildings</b>		
12.1	For that portion of dwelling with a <b>height</b> less than or equal to 13.0 m	3.0 m	--
12.2	For that portion of dwelling with a <b>height</b> greater than 13.0 m and less than or equal to 20.0 m	9.0 m	--
12.3	For that portion of dwelling with a <b>height</b> greater than 20.0 m and less than or equal to 26.0 m	12.0 m	--
12.4	For that portion of dwelling with a <b>height</b> greater than 26.0 m	15.0 m	--
13.0	Parking, Loading, Servicing Area and <b>Parking Structures</b>		
13.1	Minimum <b>parking spaces</b>	<p>Condominium and Rental Apartment: 0.8 resident spaces per unit 0.20 visitor spaces per unit</p> <p>Retail Store: 5.4 spaces per 100 m<sup>2</sup> GFA - non-residential</p> <p>Day Care: 2.5 spaces per 100m<sup>2</sup> GFA (6.7 spaces)</p>	<p>Condominium and Rental Apartment: 0.65 resident spaces per unit (481 spaces) 0.15 visitor spaces per unit (111 spaces)</p> <p>Retail Store: Shared with visitor parking spaces (111 spaces)</p> <p>Day Care: 1 space per 100m<sup>2</sup> GFA (4 spaces) and shared visitor spaces (111 spaces)</p>
13.2	Minimum setback from surface <b>parking spaces</b> or <b>aisles</b> to a <b>street line</b>	4.5 m	--
13.3	Minimum setback from surface <b>parking spaces</b> or <b>aisles</b> to any other <b>lot line</b>	3.0 m	--

13.4	Minimum setback from a <b>parking structure</b> above or partially above finished grade to any <b>lot line</b>	7.5 m	--
13.5	Minimum setback from a <b>parking structure</b> completely below finished grade, inclusive of external access stairwells, to any <b>lot line</b>	3.0 m	0.0 m
13.6	Minimum setback from a waste enclosure/loading area to a <b>street line</b>	10.0 m	--
13.7	Minimum setback from a waste enclosure/loading area to a zone permitting <b>detached</b> and/or <b>semi-detached</b>	10.0 m	--
13.8	Minimum driveway width providing access to a loading area	--	7.0 m
13.9	Minimum required number of electric vehicle ready parking spaces (condominium and rental apartment resident parking)	20% of the total required parking spaces or 1.0 space, whichever is greater	10% of the total required parking spaces
13.11	Required number of bicycle parking spaces for residential uses (Apartment, Class A)	0.6 spaces per unit	--
13.12	Required number of bicycle parking spaces for residential uses (Apartment, Class B)	0.05 spaces per unit	--
13.13	Required number of bicycle parking spaces for non-residential uses (All non-residential uses, Class A)	0.3 spaces per 100 m <sup>2</sup> GFA	--
13.14	Required number of bicycle parking spaces for non-residential uses (All non-residential uses, Class B)	0.10 spaces per 100 m <sup>2</sup> GFA	--
14.0	Minimum <b>Landscaped Area, Landscape Buffer</b> and <b>Amenity Area</b>		
14.1	Minimum <b>landscaped area</b>	40% of the <b>lot area</b>	32% of the <b>lot area</b>
14.2A	Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a <b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an <b>Apartment Zone</b>	4.5 m	--
14.2B	Minimum depth of a <b>landscaped buffer</b> abutting a <b>lot line</b> that is a	4.5 m	0.0 m

	<b>street line</b> and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an <b>Apartment Zone</b>		
15.3	Minimum depth of a <b>landscaped buffer</b> along any other <b>lot line</b>	3.0 m	--
15.4	Minimum <b>amenity area</b>	The greater of 5.6 m <sup>2</sup> per <b>dwelling unit</b> or 10% of the site area	4.0 m <sup>2</sup> per <b>dwelling unit</b>
15.5	Minimum percentage of total required <b>amenity area</b> to be provided in one contiguous area	50%	--
15.6	Minimum <b>amenity area</b> to be provided outside at grade	55.0 m <sup>2</sup>	0.0m <sup>2</sup> (based on provision on POPS outside at grade)



Schedule RA5-XX



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2023