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Re: Zoning By-Law Amendment Application – Planning Justification Report
Addendum

1. INTRODUCTION

Urban Strategies Inc. is the urban planning and urban design consultant for Port Credit West Village Partners Inc. (PCWVP; the “Partnership”). PCWVP is submitting this Zoning By-Law amendment (the “proposed ZBA”) application for the property formerly known as 181 Lakeshore Road West and 70 Mississauga Road South (“the Site”). The redevelopment of these lands is known as “Brightwater”.

This Planning Justification Report (PJR) Addendum (the “Addendum”) is an Addendum to the PJR that was submitted in support of site-specific Official Plan Amendment 181 (the “2024 OPA”) to implement the 2024 OPA. The 2024 OPA is in-effect and has been incorporated into the City of Mississauga (the “City”) 2051 Official Plan (the “New OP”), as adopted by City Council.

The proposed ZBA also makes changes to the existing site-specific zoning regulations related to detailed design refinements and efficiencies that have emerged since the 2019 Approval. The development phases completed since 2019 have not developed at the level of gross floor area (GFA) density originally anticipated, leaving excess approved GFA available for development in an alternate built form. The proposed ZBA seeks to develop this excess GFA in the later phases. In addition, a number of the amendments in the proposed ZBA have already been incorporated into early phases of the redevelopment by way of minor variances. These refinements are proposed to be extended to certain remaining blocks/phases, as appropriate, with the intent of better facilitating Site

Plan Approval (SPA) processes moving forward and enabling an appropriate level of flexibility to support the delivery of much needed housing.

This Addendum updates the 2024 PJR to reflect relevant policy changes, including those related to the Provincial Planning Statement and Region of Peel Official Plan, and demonstrates how the proposed ZBA aligns with the 2024 OPA and conforms to the City's planning framework.

a. The 2024 OPA (OPA 181)

The 2024 OPA was approved on October 30th, 2024. and introduced several key policy and mapping changes, which included the City of Mississauga Official Plan (MOP) and the port Credit Local Plan Area (LAP), to permit a series of built form and land use changes to the Brightwater Master Plan. The key changes included re-designating a portion of the Site from Residential Medium-Density to Residential High-Density; updating height permissions; and increasing the maximum permitted unit count from 2,995 to 3,893 units and introducing residential permissions to the second floor of Block U.

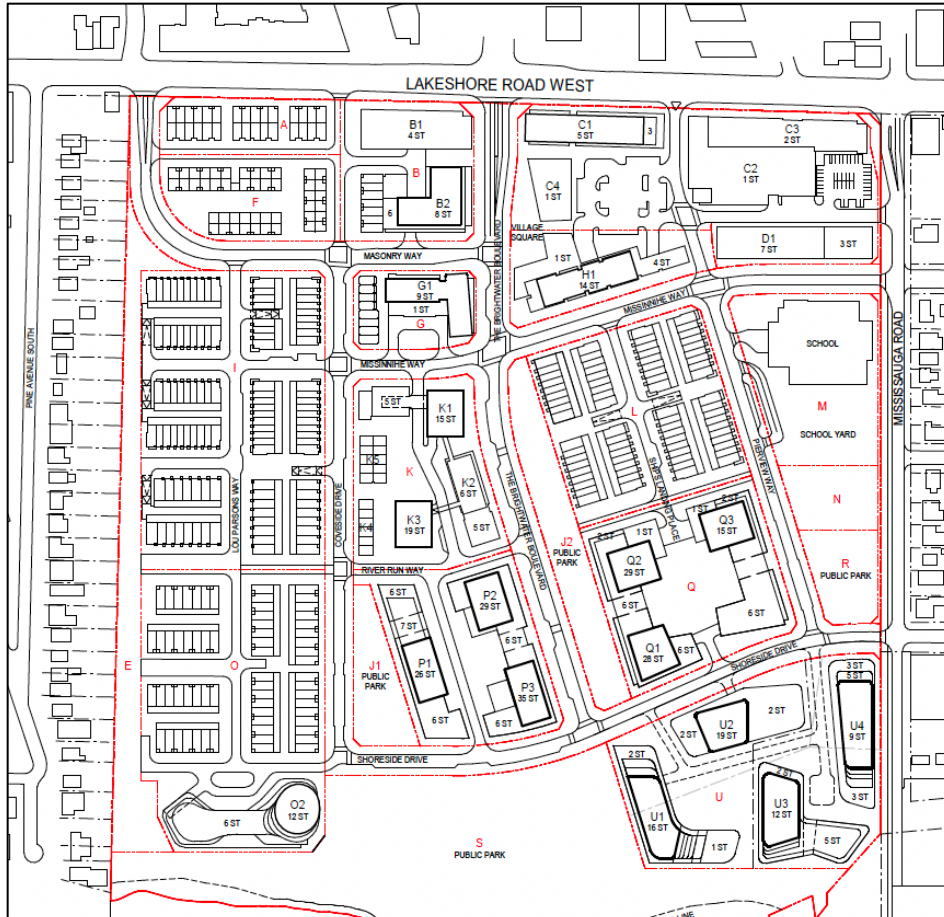


Figure 1: Brightwater Master Block Plan

b. The Proposed Zoning By-law Amendment

The proposed ZBA introduces a combination of site-wide and block-specific regulations to help guide the development of a complete, mixed-use, waterfront community. As per the 2024 OPA, the proposed ZBA maintains the 2019 Approved site-wide maximum total gross floor area of 417,500 m², including 380,600 m² of residential gross floor area; increases the total site-wide permitted residential units to 3,893 (excluding Block D); and incorporates the land use changes and building height increases approved for blocks P, Q and U.

The proposed ZBA introduces a sharing permission for vehicle parking between Blocks P, Q, and U. The intent is to facilitate phasing and right-sizing of

underground parking garages to improve overall site efficiency. The specific details are set out in the Zoning Amendments section in this Addendum.

A similar sharing provision for a portion of the required resident amenity area is proposed for Blocks O, P, Q and U that would support a large, centralized shared amenity space on Block U. Details are provided in a subsequent section of this Addendum.

Since the 2019 Approval, the Partnership has been advancing and completing construction on the early phases of the project. Through this process, detailed design and changes to industry standards have resulted in the requirement for minor variance approvals to implement proposed site plans. These variances have generally consisted of changes to improve the space efficiency or technical operation of a development, and/or variances required due to technical Zoning By-law nuances. These have included, but were not limited to, permitted use changes (Townhouses vs Back-to-back Townhomes); reductions to or projections into required yards; technical height increases for rooftop amenity access; balcony projections; and parking rate reductions. The proposed ZBA capitalizes on the need for a ZBA to implement the 2024 OPA by extending many of these variances to remaining, unconstructed blocks to facilitate their future Site Plan Application processes. The details of these amendments are contained in a subsequent section of this Addendum.

c. Project Status Update

Since 2019, significant site works and construction have occurred. Remediation has substantially progressed, the road network and servicing are in place, and an expansive low impact development network has been laid. Development of residential, commercial and retail space has also progressed, with the affordable housing block complete, retail tenants operating in the first phase, and the Village Square opening to the public. Parks have been developed to base condition, and land conveyances to the City have occurred or are in progress. Additionally, all roads have been conveyed to the City.

The strategy is to advance construction from north to south, with a focus on delivering a mix of uses, housing types and community infrastructure to support a complete community. The first phase has done this by establishing the mainstreet form of Lakeshore Road West east of The Brightwater Boulevard, delivering townhomes, mid-rise, and tall housing forms. To date, the construction has advanced a total of 725 residential units including the Region of Peel affordable housing units.

In recognition of its commitment to sustainable design and living, Brightwater Port Credit West Village is now recognized as LEED for Neighbourhood Development (ND).

d. Overview Statement

The proposed ZBA represents the implementation of the 2024 OPA. The proposed ZBA supports the optimized use of (and investment in) a former brownfield, implements the scale and form of development that was approved through the 2024 OPA, and contributes to a more complete, sustainable, and vibrant waterfront community.

The proposed ZBA continues to uphold the overall vision that was secured through the approved 2024 OPA and the 2019 Approval, focusing on creating a walkable, transit-oriented, sustainable, mixed-use and compact community.

Further refinements introduced through the proposed ZBA maintain the essential aspects of the 2019 Approval (as amended by the 2024 OPA), including the scope and availability of active transportation infrastructure, compatibility in massing and scale with surrounding neighbourhoods, quantity of trees and public open space, and mix of uses in Block U. As such, the justification provided in the PJR submitted with the OPA continues to apply, with this Addendum addressing changes since its submission in March 2024.

In summary, the proposed ZBA continues to represent good planning and is appropriate for the site and context. It is consistent with the 2024 Provincial Planning Statement, and conforms with the Region of Peel Official Plan, 2031 City of Mississauga Official Plan, and generally conforms with the 2051 City of Mississauga Official Plan, as adopted by Council.

2. SURROUNDING CONTEXT

Brightwater is a large 72-acre (29 hectare) site located along Mississauga's central waterfront, within Port Credit – one of Mississauga's most vibrant and dynamic neighbourhoods. The Site is bound to the north by Lakeshore Road West, to the east by Mississauga Road South, to the west by a residential neighbourhood, and to the south by a park and Lake Ontario. The Site is undergoing significant redevelopment, from a former Imperial Oil refinery into a complete and sustainable community that will redefine the Port Credit Waterfront. A Context Plan is included in the **Appendix**.

Recent and Active Development in the Vicinity of Brightwater			
Address	Application Type	Status	Height
23, 25, 29 & 31 Helene St N, 53 Queen St, and 70 Park St E	OPA/ZBA	Pre-merit hearing	38 ST
42 Port St & 91-93, 99 Lakeshore Rd E	OPA/ZBA	U/Review	11ST
10 Ann St & High St E	ZBA/SPA	Complete	15 ST
28 Ann St & 78 Park St E	ZBA	Complete	22 ST
42-46 Park St E & 23 Elizabeth St N	ZBA/SPA	Under Appeal	22 ST
21-29 Park St E	ZBA	Complete	15 ST
170 Lakeshore Rd E	ZBA	OLT Approved	12 ST
128 Lakeshore Rd E	OPA/ZBA	OLT Approved	8 ST
17 & 19 Ann St and 84 & 90 Park St E	OPA/ZBA	Approved	23 ST
88 Park St E	ZBA	OLT Approved	29 and 36 ST
280 Lakeshore Road W	SPA	Complete	8 ST
900 Lakeshore Road W	OPA/ZBA	U/Review	10 ST
1148 & 1152 Mona Road	OPA/ZBA	U/ Review	3 ST
1142 Mona Road	OPA/ZBA	Under Appeal	3 ST
1 Port St E	OPA	Pre-Construction	22, 10, 8, 6, 3 ST
55 Port St E	OPA	Complete	9 ST
1 Hurontario	OPA	Complete	22 ST
70 Park St E	OPA/ZBA	Under Appeal	38 ST

3. PLANNING RATIONALE

a. Provincial Planning Statement, 2024

The Provincial Planning Statement (PPS) came into effect October 20, 2024. It replaces the Provincial Policy Statement, 2020 and A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2020 ("the Growth Plan"), and provides policy direction on matters of Provincial Interest related to land use planning and development. The PPS supports efficient development patterns that optimize the use of land, resources and public investment in infrastructure and public service facilities, recognizing that intensification and transit-oriented development support the financial well-being of the Province and municipalities over the long term, while also adapting and responding to a changing climate. Section 3 of the Planning Act requires all planning decisions and applications to be consistent with the policies in the PPS.

The PPS establishes locations for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The PPS supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

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

The proposed ZBA represents the land use patterns endorsed by the PPS and is consistent with the PPS when read as a whole, and with all the specifically relevant policies, as described below.

Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

Section 2.1 - Planning for People and Homes

Policy 2.1.6 states "Planning authorities should support the achievement of complete communities by:

- a. accommodating an appropriate range and mix of land uses, housing options, transportation options with multimodal access, employment, public service facilities and other institutional uses (including schools and associated childcare facilities, long-term care facilities, places of worship and cemeteries), recreation, parks and open space, and other uses to meet long-term needs;
- b. improving accessibility for people of all ages and abilities by addressing land use barriers which restrict their full participation in society; and
- c. improving social equity and overall quality of life for people of all ages, abilities, and incomes, including equity-deserving groups".

The proposed ZBA is consistent with the policies in section 2.1 by delivering a significant range of housing options and supporting transit-oriented growth. It adds an additional 898 residential units in a well-serviced urban location, alongside parks, open spaces, waterfront access, and a proposed school to meet the overall community's long-term needs. The intensification responds to the region's growing need for housing, optimizing existing infrastructure and reducing pressure to expand into undeveloped areas.

Section 2.2 - Housing

Policy 2.2.1 states "Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional market area by: (b) permitted and facilitating (b.1) all housing options required to meet the social, health, economic and wellbeing requirements of current and future residents [...]; and (b.2) all types of residential intensification [...] in accordance with policy 2.3.1.3; (c) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and (d) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations".

The proposed ZBA builds on the 2019 Approval by expanding the range and supply of housing through the addition of 898 residential units, including townhomes and 1-, 2-, and 3-bedroom units, while generally maintaining previous commitments made to affordable housing and purpose-built rental units. It continues the intensification of a remediated brownfield site well-served by existing and planned infrastructure, including transit, active transportation networks, and sustainable green infrastructure such as a site-wide bioswale network. The proposed unit mix and design efficiencies will help diversify Mississauga's predominantly low-rise housing stock and accommodate a range of household sizes and incomes. Public service facilities, including a proposed school and extensive parkland with waterfront access, are already planned to support future residents. The Site will also benefit from strong transit connections, including a new MiWay bus loop to Port Credit GO Station which will soon be the terminus of the Hazel McCallion LRT. The Brightwater shuttle bus is already in operation, transporting residents to and from Port Credit GO Station.

Section 2.3 - Settlement Areas and Settlement Area Boundary Expansions

Policy 2.3.1 states "Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas".

Policy 2.3.2 states that land use patterns within settlement areas "should be based on densities and a mix of land uses which: (a) efficiently use land and resources; (b) optimize existing and planned infrastructure and public service facilities; (c) support active transportation; [and] (d) are transit-supportive, as appropriate."

Policy 2.3.3. states "Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities".

The proposed ZBA is within a delineated settlement area and aligns with the established hierarchy within the settlement areas, as implemented through the Mississauga Character Area Policies and Special Site Policies. It will optimize the

residential uses on the Site and make efficient use of its land and resources (2.3.1; 2.3.2 a; 2.3.3). The proposed ZBA integrates housing, parks, retail, commercial spaces, and a school on site that will be serviced by transit (2.3.2.b-e). The addition of new units will optimize the investment in infrastructure and offset the need for new land to support the growing population of Mississauga and the broader region (2.3.2.b). The porous and connected site and block design and separated facilities support the use of active transportation (2.3.2.d).

Section 2.4 - Strategic Growth Areas

Policy 2.4.1.2 states "to support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas (SGAs) should be planned (a) to accommodate significant population and employment growth; (b) as focal areas for education, commercial, recreational, and cultural uses; (c) to accommodate and support the transit network and provide connection points for inter- and intra-regional transit; and (d) to support affordable, accessible, and equitable housing".

Policy 2.4.1.3 states that "Planning authorities should: (a) prioritize planning and investment for infrastructure and public service facilities in SGAs (b) identify the appropriate type and scale of development in SGAs and the transition of built form to adjacent areas; (c) permit development and intensification in SGAs to support the achievement of complete communities and a compact built form; (d) consider a student housing strategy when planning for SGAs; and (e) support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential".

In the recently adopted 2051 Official Plan, the underlying city structure element applied to the Site has been changed from 'Neighbourhood' to 'Growth Node', and the site is identified as an SGA in the municipal policy framework. The proposed ZBA is consistent with section 2.4 by supporting the development of a complete community in an SGA through additional housing options in an area well served by infrastructure, public transit, parks, waterfront access, and planned public service facilities such as a school and community spaces. The proposed ZBA ensures a compatible relationship with the adjacent community through appropriate transition in building height and massing.

Section 2.9 - Energy Conservation, Air Quality and Climate Change

Policy 2.9.1 states "Planning authorities shall plan to reduce greenhouse gas emissions and prepare for the impacts of a changing climate through approaches that: (a) support the achievement of compact, transit-supportive, and complete communities; (b) incorporate climate change considerations in planning for and the development of infrastructure, including stormwater management systems, and public service facilities; (c) support energy conservation and efficiency; (d) promote green infrastructure, low impact development, and active transportation, protect the environment and improve air quality; and (e) take into consideration any additional approaches that help reduce greenhouse gas emissions and build community resilience to the impacts of a changing climate".

The proposed ZBA is consistent with the policies of section 2.9 by incorporating a mix of uses, compact urban form, and optimizing residential intensification. It continues to deliver the public facilities and privately owned publicly accessible spaces (POPS) from the 2019 Approval, including a proposed school, parks, and recreation areas, which promote active uses, reduce commute times, and help alleviate transportation congestion in the surrounding community (2.9.1.a). It optimizes the use of the planned cycling lanes, future micro-mobility services, and network of connected parks and trails, along with an expanded bus loop, to further support active transportation and enhance transit connectivity (2.9.1.d). The proposed ZBA also supports the significant effort to substantially complete remediation of this former brownfield, addressing legacy environmental impacts from historical industrial uses.

Chapter 3: Infrastructure and Facilities

Chapter 3 relates to efficient and optimal use of infrastructure and public service facilities.

Section 3.1 - General Policies for Infrastructure and Public Service Facilities

Policy 3.1.1 states "Infrastructure and public service facilities shall be provided in an efficient manner while accommodating projected needs. Planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they: (a) financially viable over their life cycle [...]; (b) leverage the capacity of development proponents, where appropriate; and (c) are available to meet current and projected needs".

The proposed ZBA is consistent with the applicable policies of section 3.1 by providing significant investment to remediate the Site and obtain Records of Site Condition, and improving municipal infrastructure and public service facilities to support a complete community. Infrastructure is designed to be efficient through a direct grid pattern and is resilient to climate change by locating utilities underground. The proposed increase of residential units will support the long-term financial viability of this infrastructure.

Section 3.2 - Transportation Systems

Section 3.2 and 3.3 direct policy for transportation systems and infrastructure corridors.

Policy 3.2.2 states "efficient use should be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible."

Policy 3.2.3 states "as part of a multimodal transportation system, connectivity within and among transportation systems and modes should be planned for, maintained and, where possible, improved, including connections which cross jurisdictional boundaries".

Section 3.3 - Transportation and Infrastructure Corridors

Policy 3.3.3 states that "new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, or where avoidance is not possible, minimize and mitigate negative impacts on and adverse effects from the corridor and transportation facilities".

The Site is served by frequent transit through MiWay bus service on Lakeshore Road West and will expand the transit network with a bus-loop through the Site. The design of the Site, including the orientation of buildings and the fine-grain block pattern, supports active transportation options such as cycling and walking, allowing for connections across the Site. Also, a private shuttle service directly connects residents from the Site to the Port Credit GO Station.

Section 3.6 - Sewage, Water and Stormwater

Policy 3.6.1 relates to sewage, water and stormwater, and states " Planning for sewage and water services shall (a) accommodate forecasted growth in a timely manner that promotes the efficient use and optimization of existing municipal sewage services and municipal water services [...]; (b) ensure that these services are provided in a manner that (b.2) is feasible and financially viable over their life cycle".

Policy 3.6.8 states "Planning for stormwater management shall: (b) minimize, or, where possible, prevent or reduce increases in stormwater volumes and contaminant loads; (c) minimize erosion and changes in water balance including through the use of green infrastructure; [and] (f) promote best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development".

The proposed ZBA is consistent with section 3.6 by minimizing stormwater discharge rates through site-wide infrastructure to manage drainage, as outlined in the Functional Servicing Report included with the Application. Additionally, the site-wide bioswale network being delivered through significant investment in green infrastructure supports low impact development, slows stormwater run-off, and reduces contaminants before returning stormwater to Lake Ontario. When complete, this will be one of the largest networks of engineered bioswales in Canada.

Section 3.9 - Public Spaces, Recreation Parks, Trails and Open Space

Policy 3.9.1 states "Healthy, active, and inclusive communities should be promoted by: (a) planning public streets, spaces and facilities to be safe, meet the needs of persons of all ages and abilities, including pedestrians, foster social interaction and facilitate active transportation and community connectivity; (b) planning and providing for the needs of persons of all ages and abilities in the distribution of a full range of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources; [and] (c) providing opportunities for public access to shorelines".

The proposed ZBA is consistent with the policies of section 3.9.1 by implementing the Approved 2024 OPA, which plans for and advances a vibrant public realm experience comprising parks and open spaces, streets with wide boulevards, privately owned publicly accessible spaces (POPS), and shoreline connections (3.9.1.b). Substantial access to outdoors spaces in a dense urban area will foster a healthy and active community. Improvements to the Block U POPS will further enable opportunities for social interaction and community connectivity, while creating safe conditions through eyes on the street (3.9.1.a,c).

PPS 2024 Summary Opinion

The Proposed Development is consistent with the Provincial Planning Statement, 2024 and represents good planning. It will continue to appropriately intensify and optimize a significant waterfront brownfield site that has undergone substantial remediation with additional residential units in a transit-supportive and mixed-use urban site allowing for an efficient use of land, resources, and infrastructure. The scale, density, compact built form, context, and status as a remediated brownfield site make it a prime location for redevelopment and optimization through intensification. The proposed ZBA will contribute to a sustainable and cost-effective form of housing where it is desired as per provincial policy. Access to public transit services, active transportation supportive infrastructure, mix of uses, and green infrastructure, align with supporting healthy and sustainable lifestyles in the urban context.

The proposed ZBA continues to uphold the fundamental objectives and vision of both the PPS and the 2024 OPA. The site-specific refinements incorporated in the proposed ZBA were carefully considered to ensure that the development remains a pedestrian-oriented, transit-friendly, mixed-use, vibrant community. The proposed ZBA implements the built form, land use, and permitted units as approved through the 2024 OPA.

b. Region of Peel Official Plan

As of July 1, 2024, land use planning responsibilities formerly held by the Region of Peel have been transferred to the City of Mississauga in accordance with Bill 23 (More Homes Built Faster Act, 2022) and Bill 185 (Cutting Red Tape to Build More Homes Act, 2023). As a result, the applicable policies of the Region of Peel

Official Plan 2022 (ROP), now form part of the City's Official Plan. The ROP, adopted by Regional Council on April 28, 2022, and in effect as of November 4, 2022, sets out a comprehensive growth management framework for the Region to 2051. It establishes direction on intensification, environmental protection, resource management, and infrastructure planning, as refined through the Peel 2051 Official Plan Review and Municipal Comprehensive Review process.

Amendments within the proposed ZBA that do not relate to the 2024 OPA are reviewed against the policies of the ROP below:

Parking

The ROP encourages alternative development standards and policies within Strategic Growth Areas to promote the use of active transportation and public transit, such as reduced parking standards (5.6.17.15).

The proposed amendments related to shared, reduced and efficient parking arrangements are supported by the ROP.

Permitted Uses

The ROP promotes the development of compact, complete communities by supporting intensification and higher density forms of housing (5.9.1); and the provision of appropriate range and mix of housing options that meet local housing need (5.9.2).

The proposed amendments which add and vary the types of townhomes permitted on each block aligns with the objectives of the ROP.

Rooftop Terrace Setback

It is an objective of the ROP to provide a diverse and compatible mix of land uses to support vibrant neighbourhoods (5.6.17.5).

The ROP does not specifically address building setbacks or design criteria but does note compatibility as an objective. The design of the townhomes in the Proposed ZBA will be compatible with the adjacent land uses through building separations and intermediary open spaces.

Minimum Townhouse Width

It is an objective of the ROP to promote the development of compact and higher density forms of housing (5.9.1).

Reducing the minimum townhouse unit width aligns with the above objective.

Calculation of Height

The ROP promotes compatible land uses to support vibrant neighbourhoods within SGAs (5.6.17).

The proposed ZBA does not amend the land uses that were previously established in the 2019 Approval as amended by the 2024 OPA that supported the creation of a vibrant mixed-use neighbourhood.

Removal of Holding symbol on P and Q

The ROP encourages SGAs as primary locations for public service facilities (5.6.17.14).

The intent remains to develop a school on Block M with its associated schoolyard on Block N. The removal of the Holding symbol from Blocks P and Q will not undermine this intent. The intensified development of Blocks P and Q support the viability of a school at Block M by increasing the critical mass of pupils in the vicinity who might attend the potential school. The Option Agreement with Peel District School Board (PDSB) expires at the end of 2026, and the Partnership are seeking to facilitate the acquisition of the Block by removing any barriers or challenges related to the phasing of the development blocks on the Site. This amendment aligns with the ROP.

ROP Summary Statement

The proposed ZBA implements the 2024 OPA, which was deemed to conform with the ROP at the time of its approval. By extension, the portions of the proposed ZBA that implement the 2024 OPA (building heights, additional units [housing], and land use changes) conform with the ROP. In our opinion, the proposed amendments that do not relate directly to implementing OPA 2024 also conform with the ROP.

c. City of Mississauga Official Plan 2031

The City of Mississauga's in-force Official Plan ("MOP") came into effect on November 14, 2012, and provides policy direction on land use, built form, transportation, and environmental matters to guide growth to the year 2031. The most recent Office Consolidation was issued on August 7th, 2024, and incorporates OLT decisions and City Council approved amendments up to that date.

The proposed ZBA implements the 2024 OPA. By extension, the portions of the proposed ZBA that implement the 2024 OPA (building heights, additional units, and land use changes) conform with the sections of the MOP related to housing, height, massing, transition, and land use compatibility.

Under the New OP, the Site is now recognized as a Growth Node (a form of Strategic Growth Area (SGA)).

The MOP does not contain specific reference to SGAs but does recognize 'Intensification Areas' as "attractive mixed uses areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities" (5.5). The Intensification Areas in the MOP are similar to the intent for SGAs in the PPS 2024 and ROP. Accordingly, the Intensification Areas policies of the 2031 OP are reviewed for the proposed ZBA as applicable.

Cultural Heritage Resources

The MOP typically requires a Heritage Impact Assessment (HIA) for development adjacent to a cultural heritage resource (7.5.1.12). *The Port Credit Heritage Conservation District is adjacent to the Site. An HIA was submitted with the 2024 OPA in support of the application. As stated previously, the proposed ZBA implements the approved 2024 OPA.*

Amenity Area

The MOP requires private open space and/or amenity area for all development (9.3.5.5). Large residential developments are required to provide common

outdoor on-site amenity areas that are suitable for intended uses (9.3.5.5.); and provide at-grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered (9.3.5.7).

The proposed amendments related to amenity areas maintain the intent of the applicable OP policies. Each block will provide on-site amenity areas geared to residents, with at-grade outdoor areas designed based on sun and wind studies for each phase. The sharing provision for Blocks O, P, Q and U will optimize the amenity area between these blocks, while ensuring there is appropriate on-site amenity for each block. The number of units within each of the remaining phases will translate to large amenity areas within these buildings. Reducing the requirement for the percentage to be contiguous will enable optimal site designs and a more even distribution of amenity throughout each building.

An amendment is proposed for Block U that would allow its outdoor amenity component to be provided above grade (i.e. on a rooftop). This is appropriate given the intent of this block as a publicly accessible space, and private amenity at-grade would limit the opportunities for public realm placemaking within that block.

Parking

Section 4.5 describes how Mississauga will achieve the Guiding Principles of the Official Plan. Under the subsection “Creating a Multi-Modal City”, the Plan states that Mississauga will capitalize on provincial transit service initiatives to minimize dependency on cars for commuting. The Plan continues by noting Mississauga will create a multi-modal city by:

- Developing and promoting an efficient, safe and accessible transportation system;
- Promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips;
- Promoting transit as a priority for moving people;
- Implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities; and
- Encouraging transportation demand management policies.

Section 8.4 provides policies for parking, and notes that “consideration will be given to reducing off-street parking requirements for development to reflect levels of vehicle ownership and usage, and as a means of encouraging the greater use of transit, cycling and walking, subject to, among other matters:

- a. access to transit;
- b. level of transit service;
- c. traffic generations; and
- d. impact on the surrounding area.”

The Port Credit Local Area Plan (LAP) requires transportation and traffic studies to accompany development applications addressing strategies for limiting impacts on the transportation network including measures such as reduced parking standards and transit-oriented design (9.1.14)

The MOP encourages reducing the impact of extensive parking areas (9.2.1.4); notes parking should be located underground, internal to the building, or to the rear of buildings (9.5.5.1); and states that above grade parking structures should be screened in such a manner that vehicles are not visible from public view (9.5.5.2). It also states that shared parking between developments will be encouraged, where appropriate (9.5.5.4).

The LAP reinforces the MOP, stating above grade parking facilities will be designed to be compatible with the surrounding character through the use of architectural elements that fit with the scale and style of streetscape of the community (10.1.4)

The proposed reduced parking rate aligns with the directions of the OP to provide a supply of parking that reflects the level of vehicle ownership and usage. On-site parking utilization studies have concluded that a reduced rate can be supported. The Transportation Impact Study submitted with this Application provides further details.

As required by the MOP, any above grade parking facilities will be screened from view. The proposed reduced setback to align with the existing building setback

requirement will facilitate efficient building and site design without compromising the intent of limiting the visual impact of parking on the public realm.

The proposed amendment to share parking between Blocks P, Q and U are supported by the MOP.

Permitted Uses

The MOP permits all forms of townhouse dwellings on lands designated Residential Medium Density (11.2.5.5.a). *The proposed amendment to expand the permitted townhome typologies within Blocks F, M and R conforms with the MOP.*

The MOP permits apartment dwelling on lands designation Residential High Density. *The 2019 Approval permitted “Townhouse” on Block K (RA4-50), which is designated Residential High Density, and “back-to-back townhome” was later added by minor variance. This reflected the intent of providing a range of housing forms throughout Brightwater. The proposed amendments to add townhome permissions at Blocks P and Q align with this original intent.*

The Special Sites policies for Site 3 (Brightwater) as contained in the LAP note that the precinct containing Blocks P and Q will (Area B – The Promenade) contain a variety of housing forms and contain the highest densities and tallest buildings on the site. *The Promenade will continue to contain a variety of housing forms and the highest densities and tallest buildings on the site.*

The proposed land use changes at Block U align with the approved land use changes in 2024 OPA.

The addition of permanent outdoor patio(s) at Block U aligns with the intent of this block as a and anchor and hub of mixed-use activity near the waterfront.

Site Design Criteria

The proposed ZBA includes a series of amendments related to building and site design, including minimum landscaping area, rooftop terrace setback, minimum

townhouse unit width, side yard setback, and porch and balcony projections/encroachments. The amendments are reviewed collectively as they generally relate to optimizing site efficiency for compact design and/or improving end-user experience.

The MOP encourages a high quality, compact urban form to reduce the impact of extensive parking areas, enhance pedestrian circulation, and complement adjacent uses [...] (9.2.1.4). The MOP states the public realm and the development interface with the public realm will be held to the highest design standards (9.2.1.19). It notes that development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive compact, and transit supportive (9.2.1.21). It continues noting streetscape improvements including trees and [street furniture] will be coordinated and well designed.

The proposed amendments promote a compact form without compromising a public realm that is attractive and functional.

The Site Development and Buildings subsection (9.5) states that buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area (9.5.1.1). It continues, stating developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements (filtered for relevance):

- e) The size and configuration of properties along a street, including lot frontages and areas;
- f) Continuity and enhancement of streetscapes;
- h) front, side and rear yards;
- i) the orientation of buildings, structures and landscapes on a property;
- j) views, sunlight and wind conditions;
- l) privacy and overlook; and
- m) the function and use of buildings, structures and landscapes.

Subsequent policies provide implementation details, stating development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring that adequate privacy, sunlight and sky views are maintained and that microclimatic conditions are mitigated (9.5.1.9).

Section 9.5.2 elaborates on the site development policies, stating site development will be required to (among others) incorporate stormwater best management practices; provide enhanced streetscape; provide landscaping that complements the public realm, and provide landscaping that beautifies the site and complements the building form (9.5.2.11)

Policy 9.5.4.2 also notes that an attractive and comfortable public realm will be created through the use of landscaping, the screening of unattractive views, [and] protection from the elements, [...].

The LAP does not elaborate on the site design policies of the MOP, simply noting that Brightwater will be a community with design and architectural excellence; and a high-quality public realm and other community gather spaces (10.3.3.1).

The proposed amendments are based on design refinements that have emerged through detailed design in the first phases. The Brightwater Master Plan embeds many of the above considerations into the block plan, creating wide sidewalks and boulevards for planting; incorporating a site-wide bioswale system for stormwater management and vegetation; building separation distances for appropriate transition and privacy protection; and ample open spaces for leisure and enjoyment. These high-level design features offset minor adjustments to enhance compact site design within each block and ensure the intent of the Site Development and Buildings policies are maintained at Brightwater. Microclimate considerations (sunlight and wind conditions) are regulated through the Site Plan phase, with corresponding studies submitted as required.

Policy 9.5.3.2 requires buildings to address the street and ensure main building entrances and at grade uses are located and designed to be prominent, face the public realm, and be clearly visible and directly accessible from the public sidewalk; and provide pedestrian connections and landscape treatments that link the buildings to the street. *The proposed amendments related to porch projections/encroachments implement this policy.*

Calculation of Height

Policy 9.5.3.18 requires rooftop mechanicals and appurtenances to be integrated into building design and not visible from the public realm and residential developments.

Future phases of Brightwater may include rooftop amenity areas. Elevators (with overruns), and stairwells to access these areas are expected to exceed the height that is permitted by-right. Amendments are proposed to facilitate design and pre-empt the need for minor variances in the future.

Removal of Holding symbol on P and Q

This amendment does not conflict with the MOP. See the corresponding section in the ZBL Amendments section of this Addendum for details.

MOP Summary

The proposed ZBA conforms with the intent and direction of the 2031 Official Plan, as amended by the 2024 OPA.

All buildings within the Site are subject to site plan control, and mitigation measures can be reviewed and considered as appropriate at the time of the Site Plan Control Application for the respective building(s).

d. Official Plan 2051

On April 16th, 2025, City Council adopted the New OP. The 2024 OPA pertaining to Brightwater was consolidated into the New OP without changing the effect of the 2024 OPA. By extension, portions of the proposed ZBA that implement the 2024 OPA as integrated into the New OP (building heights, additional units, and land use changes) conform with the New OP related to height, massing, transition, and land use compatibility.

The New OP affirms and reinforces the elements that are discussed in the MOP section above, with a few modifications. A review of the full New OP in relation to the proposed ZBA is provided below.

3.0 Directing New Development

A notable change in the New OP is the underlying City Structure element applied to the Site, which has been changed from Neighbourhood to Growth Node, officially recognizing the Site as a strategic growth area in municipal policy (3.3.1.1). *This demonstrates the consensus that Brightwater is an appropriate location for growth.*

5.2 New Housing Supply Objectives

The New OP notes development applications of 50 units or more may be required to demonstrate how the application can meet the City's housing objectives and policies and can contribute to housing targets as listed in 5.2.4 (5.2.1). These targets include 30 percent all new housing units as affordable, with 50% of all affordable housing units being affordable to low-income households; and 25 percent of all new housing units as rental tenure (5.2.4).

The above targets are reviewed in the Housing Assessment section later in this Addendum.

The New OP notes the City will require an appropriate mix of housing by density, type and affordability throughout the City (5.2.2). The New OP also introduces targets for a balanced mix of unit types and sizes, supporting the creation of housing suitable for families. Developments with 50 or more dwelling units are encouraged to include 50 percent as a mix of 2-bedroom and 3-bedroom units (5.2.3).

The Brightwater development includes a mix of housing types and forms, with a variety of townhouse forms and apartment dwellings. However, given the overall scale of the development, timing of full build out, and continually evolving market conditions, a specific unit mix cannot be provided with any level of confidence at this stage. In general, unit sizes and types at Brightwater have tended to be larger than the local average, and this intended to continue through subsequent phases.

The New OP notes the City will provide opportunities for the development of a range of housing choices in terms of type, arrangements, tenure and price (5.3.1.3.a) and calls for a diverse range of scale-appropriate housing units to be permitted in all neighbourhoods (5.3.2.1).

As with the early phases at Brightwater, the later phases will contribute a variety of housing forms, with opportunities for multiple housing forms on the same block, as advanced at Block K. The proposed amendments to diversify the townhouse forms permitted across the site and add them as permitted uses to Block P and Q reflects this intent.

14.0 Growth Nodes

Brightwater is recognized as a Growth Node in the New OP, which is an SGA. The New OP states that development in Growth Nodes will support the achievement of healthy, sustainable, complete communities, that (filtered for relevancy):

- a. provide a wide range of uses, including residential, office, community infrastructure, services, mixed-use buildings, and commercial uses, according to the permitted land uses in the policies of the Plan;
- b. supply a mixture of residential built forms, unit types and sizes, where permitted by the policies of the Plan, with a varied range of housing options [...]
- c. deliver a compact built form and density that allow people to meet many of their needs locally and within walking distance, achieve a high quality urban environment, create a vibrant public realm, and support transit ridership
- e) maximize the use of existing and planned infrastructure and contribute to the provision of community infrastructure and other services necessary to support residents and/or workers, [and]
- f) supply convenient and safe, publicly-accessible open spaces, parks, recreational facilities and other gathering spaces that promote physically active lifestyle.

The proposed ZBA enables the continued development of the Brightwater Site in line with the above policies.

Policy 14.1.1.6 states residential and/or employment density and mix of uses will be sufficiently high to support transit usage, [and] low-density development will generally be discouraged.

The proposed ZBA increases the maximum number of permitted units on the Site per the 2024 OPA. There are no low-density residential uses proposed.

The New OP notes development will be required to contribute to the provision of community infrastructure, transportation infrastructure, and other services necessary to support residents and or workers, as applicable (14.1.1.9).

The proposed changes to the permitted uses on Block M and Block R do not indicate a change to the intent of developing a school at Block M. The proposed changes to the townhome permissions align with the original intent for Block M and Block R in the event a school cannot be secured.

The urban design policies state that development in Growth Nodes will (among others):

- a) support a built form and density that achieves a high quality urban environment
- e) contribute to an attractive public realm and generally be pedestrian oriented and street related
- g. provide open space, including squares and plazas, appropriate to the size, location and type of the development.

The proposed ZBA enables the continued development of the Brightwater Site in-line with the above policies. The Brightwater Master Plan embeds many of the above considerations into the block plan and massing plan, creating wide sidewalks and boulevards for planting; incorporating a site-wide bioswale system for stormwater management and vegetation; maintaining building separation distances for appropriate transition and privacy protection; and creating ample open spaces for leisure and enjoyment. The mixed-use land use plan ensures there are retail and commercial services on-site to support walkability and community completeness. Buildings are oriented toward the public realm and support a pedestrian friendly urban environment.

Amenity Area

The New OP requires private open space and/or amenity areas for all development (8.4.5.6). Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users (8.4.5.8). It adds that residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety [but that] in Strategic Growth Areas, alternatives to at grade amenities may be considered (8.4.5.8).

These policies are virtually unchanged from the MOP and the discussion from that section earlier in this Addendum continues to apply.

Parking

The New OP continues to encourage the shared use of parking and allow off-site parking, where appropriate (7.6.2), also adding shared parking between developments will be encouraged, where appropriate (8.6.4.4). *The proposed sharing provision for Blocks P, Q and U is supported by the New OP.*

The New OP notes that consideration will be given to reducing off-street parking requirements for development to reflect demand, and as a means of encouraging the greater use of transit, cycling and walking, subject to other matters such as

- a) access to transit;
- b) level of transit service;
- c) traffic generations
- d) impact on the surrounding area
- e) transportation demand management initiatives
- f) satisfactory parking justification and/or parking utilization study;
- g) shared parking agreement; and
- h) payment-in-lieu of parking (7.6.3).

Early phases at Brightwater that have reached full occupancy have demonstrated lower rates of parking demand than anticipated as discussed in the Parking Utilization Study submitted with this Application, and a lower parking rate is appropriate for future phases.

The New OP states that where permitted, above-ground structured parking should be lined with residential, commercial or office uses when visible from the public realm (8.3.11). *It is the intent that any above grade parking be integrated into the building design and not be apparent from the public realm.*

Permitted Uses

The New OP includes a policy that states a mix of building types is encouraged on sites that can accommodate more than one building. Where a development includes more than one building, the site will be designed to ensure appropriate site organization and building locations with attention to appropriate spacing and appropriate transition between buildings of different scales (8.6.2.17).

Block P is designated Residential High-Rise. Lands with this designation will permit dwellings in buildings that are above eight storeys (10.2.5.10), and will also permit all forms of townhouse dwellings and apartment dwellings up to four storeys, where they are accessory to apartment dwellings on the same property.

The proposed addition of all types of Townhouses as a permitted use on Block P is enabled by the New OP.

Site Design Criteria

As with the MOP in the previous section, the proposed amendments related to building and site design, including minimum landscaping area, rooftop terrace setback, minimum townhouse unit width, side yard setback, and porch and balcony projections/encroachments are reviewed collectively as they generally relate to optimizing site efficiency for compact design and/or improving end-user experience.

The New OP encourages high quality, compact and urban built form to reduce the impact of extensive surface parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the SGAs from surrounding areas (8.3.4). The public realm and the development interface with the public realm will be held to the highest design standards (8.3.8). The New OP

continues, stating development will be designed to be pedestrian oriented and scaled and support transit use.

The proposed amendments promote a compact form without compromising a public realm that is attractive and functional. The proposed amendments maintain the form of Brightwater as a mixed-use urban community in a waterfront setting defined by a pedestrian-oriented public realm fronted by high-quality architecture and punctuated by parks and open spaces. Building and site design minimize the appearance of vehicle parking from the public realm. An efficient and connected pedestrian network is enabled through the block plan and porous site designs. Building heights have been carefully established to maintain a compatible relationship with the adjacent neighbourhood. A future bus loop through the Site is supported with medium- and high-density housing throughout the Site and mixed-use development at Block U.

The Buildings and Site Development subsection (8.6) states that buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned area (8.6.2.1). It continues, stating developments will be compatible and provide appropriate transition to existing and planned development by having regard for the following elements (filtered for relevance):

- b. street and block patterns;
- c) The size and configuration of properties along a street, including lot frontages and areas;
- d) Continuity and enhancement of streetscapes;
- g) the orientation of buildings, structures and landscapes on a property;
- h) views, sunlight and wind conditions;
- i) the local vernacular and architectural character as represented by the rhythm, textures and building materials;
- l) privacy and overlook; and
- m) the function and use of buildings, structures and landscapes.

These policies are changed slightly from the from the MOP, but the discussion from that section earlier in this Addendum continues to apply.

Policy 8.6.1.9 requires buildings to address the street [...] in order to ensure main building entrances and ground-related uses are located and designed to be prominent, face the public realm and be clearly visible and directly accessible from the public sidewalk; and provide strong pedestrian connections and landscape treatments that link the buildings to the street. *The proposed amendments related to porch projections/encroachments implement this policy.*

Calculation of Height

The New OP states that mechanical equipment, vents and metering devices will be integrated into the building design and will not be visible from the public realm or located in landscape areas, opens spaces or amenity areas (8.6.1.26). It also notes that rooftop mechanicals and appurtenances will be integrated into building design and will not be visible from the public realm and residential developments (8.6.1.27).

These policies are virtually unchanged from the MOP and the discussion from that section earlier in this Addendum continues to apply.

Removal of Holding symbol on P and Q

This amendment does not conflict with the New OP. See the corresponding section in the ZBL Amendments section of this Addendum for details.

New OP Summary

The proposed ZBA generally conforms with the intent and direction of the 2051 Official Plan, as adopted by City Council.

e. Zoning By-Law Amendments

This section provides an overview of the key amendments proposed for each Block and/or Zone, with a description of their purpose and effect.

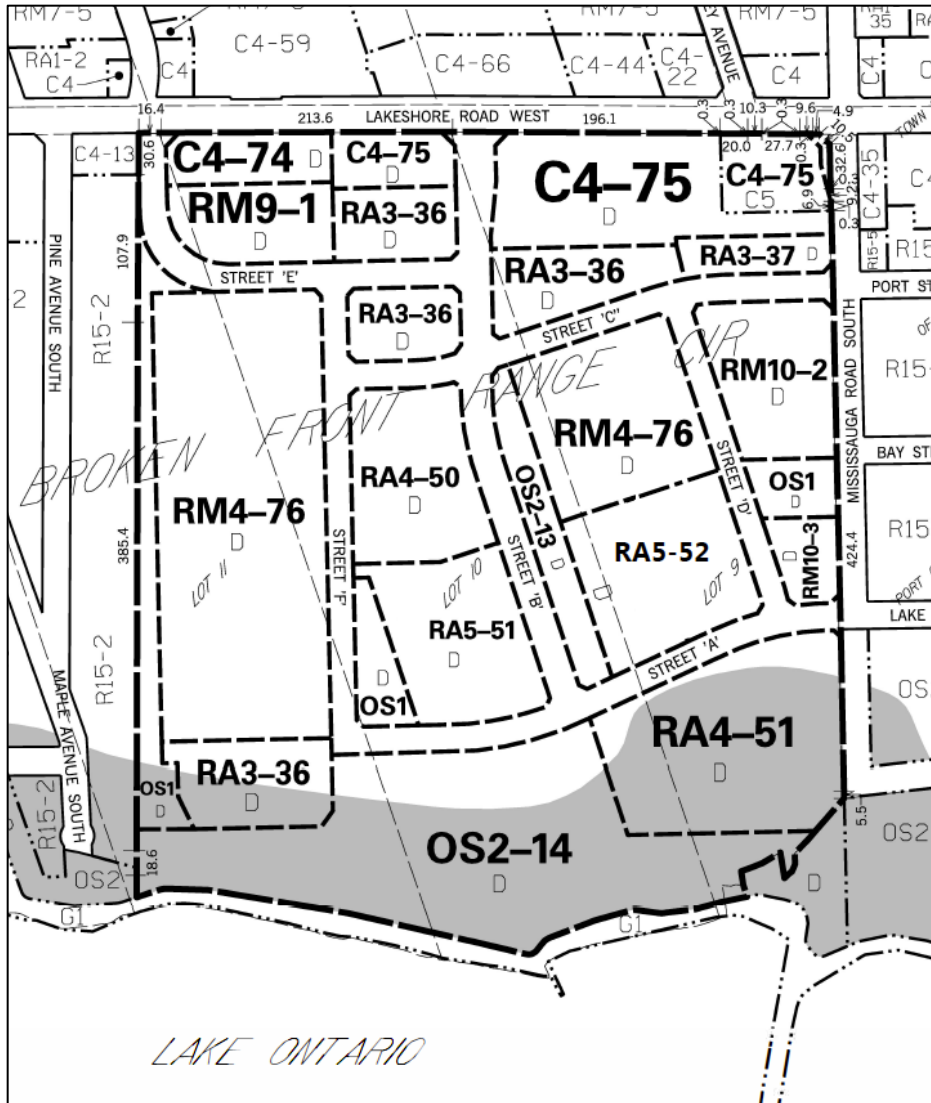


Figure 2: Proposed Zone Schedule for Brightwater

Parking

All Blocks

For all blocks, the provision of car sharing spaces would enable the reduction of required resident parking at a rate of one (1) car share space to four (4) resident parking spaces. A maximum total reduction related to the number of units would be implemented to ensure a sufficient supply of resident parking spaces is

provided. This would promote the use of space efficient travel modes and optimize overall site efficiency through reduced parking space requirements.

The Site-wide parking rates for office, retail, medical office and restaurants would be reduced. This reflects the measured on-site need for each use and would contribute to the economic viability of business uses by reducing the number of parking spaces that must be provided with them.

Where a block has a residential and non-residential component, visitor parking and non-residential parking would be permitted to be shared, utilizing the lesser of the required visitor or non-residential parking in a building or on the same lot. This would support efficiency, recognizing peak demands for visitor and non-residential parking typically occur at different times of the day (evening vs noon/afternoon respectively).

Blocks P, Q and U

For the purpose of providing required parking, Blocks P, Q and U would be considered one lot. This is comparable to the current permissions for Blocks A/F/B and C/D/H and allows for more flexibility and efficiency in construction phasing.

Blocks I, L, O Towns (RM4-76); M(RM10-2); R(RM10-3)

Permit a rate of 1.0m resident parking space per dwelling unit for a townhouse. The ZBL requires 2.0m spaces per unit. The design of Brightwater is intended to support car-light lifestyles through the availability and viability of alternate travel modes. This rate is consistent with the rate approved through minor variance for other townhomes at Brightwater.

Blocks F(RM9-1); M(RM10-2); R(RM10-3)

The minimum required resident parking spaces per dwelling unit without exclusive use garage and driveway would be 0.75. The ZBL, as amended, requires 1.0 spaces. Recent parking utilization studies submitted with this Application support a reduced rate at Brightwater, and this reduction will enable more efficient building design.

Blocks O, G, B2, H (RA3-36); K (RA4-50); U(RA4-51); P(RA5-51); Q(RA5-52); A(C4-74); B1, C (C4-75)

The minimum required parking per dwelling unit would be 0.75. The site-specific zoning requires 1.0 parking spaces per unit, and the ZBL under Precinct 2 (which applies to the site) requires 0.9 spaces per dwelling unit. Parking utilization studies support a reduced rate at Brightwater, and this reduction will enable more efficient building design. Previous approved variances at Brightwater have reduced the parking rate to 0.86 per unit.

Blocks O, G, B2, H (RA3-36)

The minimum required parking per rental apartment dwelling unit would be 0.6. The ZBL requires 0.8 spaces per rental unit in Precinct 2 (which applies to the site). Parking utilization studies support a reduced rate at Brightwater, particularly for rental as these residents typically have lower vehicle ownership rates, and this reduction will enable more efficient building design.

Blocks F(RM9-1); M(RM10-2); R(RM10-3); O (Mid-rise), G, B2, H (RA3-36); K(RA4-50); U(RA4-51); P(RA5-51); Q(RA5-52)

The minimum setback from a parking structure constructed above or partially above grade to any lot line would be 4.0m. The ZBL requires 6.0m. This amendment would facilitate more compact site design and flexibility for parking structures built within the envelope of a building matching the approved building wall setback minimum requirements. This aligns with the base By-law where the minimum front yard setback for a building and an above grade or partially above grade parking structure are the same distance. The intent of development is to locate parking underground to the extent feasible, however there may be arrangements where the podium is used partially for parking.

First Storey

Area A (Block P) and Area B (Block Q)

Area A and B are delineated on Schedule 2.1.32.11 to this draft By-law. The storey that is considered the “first storey” would be the storey that has an occupied floor at, or within 1 metre from, the established grade. This slight shift from the ZBL definition simplifies the interpretation of the first storey for Blocks P

and Q, which may have a varied interpretation otherwise due to the changing grade level on-site.

Area C (Block U)

Area C is delineated on Schedule 2.1.32.11 to this draft By-law. The storey that is considered the “first storey” would be the storey that has an occupied floor above the established grade. Grading at Block U may result in Building U4 having a P1 that is a walkout on the east side of the site. It is critical that this P1 not be considered the ‘first storey’ as the ‘first storey’ of all buildings on Block U are subject to special regulations to implement the non-residential program on Block U. There are also height limits tied to the number of storeys for each building on Block U, and the P1 level is not intended to count toward this limit.

Amenity

Blocks O (Mid-rise), G, B2, H (RA3-36); U(RA4-51); P(RA5-51); Q(RA5-52)

The proposed minimum amenity area per dwelling unit would be 4.0m². The existing ZBL requires 5.6m². Comparable high-density developments have been approved in Mississauga with 2.0m² per unit. The proposed rate for Brightwater is consistent with high-density developments in an urban setting. The significant number of dwelling units in each building will translate to a significant amount of amenity being provided. The significant provision of parks and open spaces on the Site justifies the reduced amount of amenity space as those spaces contribute significantly to leisure and recreation for residents.

Blocks O (Mid-rise), G, B2, H (RA3-36); U(RA4-51); P(RA5-51); Q(RA5-52);

The minimum percentage of total required amenity area to be provided in one contiguous area would be 35%. The ZBL requires 50% to be contiguous. The proposed amendment would facilitate building design by enabling design options with amenity terraces on multiple levels. The significant number of dwelling units in each building will translate to a significant amount of amenity being provided, and 35% of this in one contiguous area will be a large area by quantum, despite the proposed reduction.

Blocks O (mid-rise, RA3-36), P(RA5-51), Q(RA5-52), and U(RA4-51)

Buildings on Blocks O, P, Q would be permitted to provide up to 1.5m² of their required amenity area per unit on Block U, which is physically adjacent. The

purpose is to support the creation of a centralized, shared amenity space on Block U, for residents of Blocks O, P, Q, and U, potentially extending over multiple floors. Blocks O, P and Q would still be required to provide a minimum of 2.5m² per unit of amenity on their respective sites, ensuring ample amenity space is provided on site for residents' use separate from the shared amenity space.

Blocks F(RM9-1); M(RM10-2)

The space created by the minimum separation distance between buildings would be permitted to include the required amenity area. This supports efficient site design and encourages the use of open spaces.

Blocks F(RM9-1); M(RM10-2)

The minimum contiguous amenity areas, excluding private outdoor space, would become the lesser of 2.8m² per unit or 5% of the lot area. There are substantial open spaces within Brightwater that can be enjoyed by residents offsetting the need for dedicated amenity areas. Townhome blocks typically feature private amenity areas for each unit.

Block U(RA4-51)

The minimum outdoor amenity area of 55m² would be permitted to be above-grade. Shifting the outdoor area to a rooftop terrace location aligns with the intent of Block U where the ground floor is intended to be open and publicly accessible to the greatest extent possible, with the central area designed as a POPS.

Blocks F(RM9-1); M(RM10-2); R(RM10-3)

The minimum setback from an amenity area to a building and to any type of road would be 2.0m. The ZBL requires a setback of 3.0m. This amendment will facilitate a compact and efficient site design.

Permitted Uses

Block F(RM9-1)

Back-to-Back Townhomes and Townhouse would be permitted on this block. The RM9 Zone permits only stacked townhomes. The introduction of additional townhouse forms facilitates the development of this block in a way that is consistent with the original vision for this Block while enabling future design flexibility.

Blocks M(RM10-2); R(MR10-3)

Townhouses would be permitted on this block. The ZBL, as amended, permits Back-to-Back townhomes at this location. This change is consistent with the general intent of the Approval to introduce medium density residential to this site in the event a school cannot be secured.

Block U(RA4-51)

A permanent outdoor patio would be permitted at-grade and on a rooftop. Permanent outdoor patios accessory to a 'restaurant', 'convenience restaurants or' 'take-out restaurant' are permitted in the C4 Zone as per Table 2.1.9.16(1). However, the RA4-51 Zone only permits the C4 Zone uses from Table 6.2.1 and not Table 2.1.9.16. This means that a permanent outdoor patio is technically not permitted in the RA4-51 Zone due to the specific language of the site-specific zoning despite the intent of Block U to be an animated, mixed-use anchor of activity. An amendment is also required to reduce the minimum setback for a permanent outdoor patio from Residential Zones to 0.0m, as the RA4-51 Zone is technically a Residential Zone (Apartments) despite hosting the permanent outdoor patio. This amendment is required to resolve a recursive conflict where the Block U would conflict with itself. The ZBL, as amended, does not permit permanent outdoor patios in any residential zones, and therefore does not contemplate this type of conflict. A variance was required and approved at Block C/H (C4-75/RA3-36) to permit a permanent outdoor patio at that location.

Block U(RA4-51)

Non-residential uses would be permitted on any storey. The intent for Block U is for it to behave as a hub of mixed-use activity. Allowing non-residential uses above the second storey would enable greater building design options to meet this intent.

Block U(RA4-51)

Dwelling units would only be restricted on the first storey, which is proposed as primarily non-residential uses to activate the ground floor public realm and POPS. This was approved via the 2024 OPA and is implemented through this amendment.

Block P(RA5-51)

Townhome, Stacked Townhouse, and Back-to-Back townhouse would be added as permitted uses. This form of development with townhomes on the same block a taller building(s) is seen at Block K, where the townhome block is integrated into the site plan and provides a level of transition toward the low-rise area further west. The inclusion of this use would allow the townhouse blocks to be physically separated from the tower element, allowing for greater site porosity, as implemented at Block K.

Block Q(RA5-52)

Stacked Townhouse and Back-to-Back Townhouse would be permitted on this Block. Townhouse is already a permitted use on this block, and the proposed uses would contribute to a greater diversity of housing forms and support the goal of compact, transit supportive form at Brightwater.

Landscape Area/Landscaping

Blocks F(RM9-1); M(RM10-2); R(RM10-3)

The minimum landscaped area would be reduced to 25% of the lot area. The ZBL, as amended, requires 30%. This is a technical amendment as the rear patios are elevated over a depressed laneway to facilitate rear vehicle access, which results in the patios not being considered landscaped area as they are not technically at grade despite their appearance and use.

Blocks F(RM9-1); M(RM10-2); R(RM10-3)

The minimum landscape buffer abutting any side or rear lot line would be 2.0m. The ZBL requires 3.0m. This reduction would optimize site design, protect for trees and vegetation within the landscaped buffer, and is offset by wide sidewalks with street trees and landscaping.

Blocks F(RM9-1); M(RM10-2); R(RM10-3); P(RA5-51); Q(RA5-52)

A structure to facilitate a planter would be permitted to encroach into the landscape buffer up to 2.0. This amendment is consistent with the intent of the landscape buffer providing space for vegetation and urban trees.

Phasing – Removal of Holding Symbol on P and Q

Blocks P(RA5-51) and Q(RA5-52)

The Holding symbols on Blocks P and Q would be removed and the provision for height adjustments based on a school being developed at Block M would be removed. The intent remains to develop a school at Block M, however the Holding symbol complicates phasing at P and Q before a school is secured. The completion of P and Q may support the viability of a school on Block M and therefore should be encouraged to develop sooner if feasible. The 2024 OPA permits the full heights on P and Q independently from the Block M school, making this approach consistent with the approved OPA. As mentioned earlier, this amendment seeks to facilitate PDSB acquiring the Block by reducing any barriers or challenges related to phasing before the Option Agreement expires at the end of 2026.

Rooftop Terrace (Balcony) Setback

Blocks O (Townhomes), I, L (RM4-76); P(RA-51); Q(RA5-52);

The rooftop terrace/balcony would be permitted to have no setback from the exterior edge of a building. The Zoning By-law (ZBL) requires a 1.2m setback. However, the Zoning By-law permits a rooftop balcony to have no setback where the subject building is in a non-residential zone and the exterior edge of the subject building is at least 7.5 metres from a residential zone. The buildings on Blocks I and O are separated from the adjacent neighbourhood by a linear park that is 10 metres wide at its narrowest point. This amendment is appropriate as there would be sufficient separation to maintain privacy for the adjacent neighbourhood. At Blocks P and Q, there are public park, public streets and interior laneways adjacent to the potential location of townhouse blocks, alleviating privacy concerns at these locations.

Minimum Dwelling Unit (Townhome) Width

Blocks I, O Towns(RM4-76), P(RA5-51), Q(RA-52), A(C4-74); P(RA5-51); Q(RA5-52); A(C4-74); B1(C4-75)

A townhouse dwelling is permitted to have a minimum width of 4.5m. The ZBL requires a minimum width of 5.0m. A viable and livable design can be provided with a width of 4.5m and is appropriate in the context of designing compact and efficient housing forms. A similar variance was approved at Block I (RM4-76) and G (RA3-36), reducing the minimum width for a townhouse unit to 4.57m.

Porch/Balcony Projections

Block I; Block O Towns (RM4-76)

The maximum projection for a porch or deck located at and accessible from the first storey that projects from the main wall or side wall would be 2.0 metres. The ZBL permits 1.6 metres. This increased distance reflects grade changes requiring additional stairs to access porches, and width requirements for optimal movement and usage. A similar variance was approved at Block K (RA4-50).

Blocks O (Mid-rise), G, B2, H (RA3-36); U (RA4-51)

A balcony located above the first storey would be permitted to project 2.5m from the outermost face of the building. The ZBL permits 1.0 metre.

Blocks P (RA5-51); Q (RA4-52) (2.0m)

A balcony located above the first storey would be permitted to project up to 2.0 metres from the main wall of the building. The ZBL permits 1.0 metre.

Wider and longer balconies have become industry standards for high-density developments since the time of the 2019 Approval. Larger balconies allow for flexible use arrangements and see higher levels of use than smaller, narrow balconies. Brightwater is designed with quality of life as a foremost consideration, and larger balconies directly contribute to the desirability of high-density living. The Master Site Plan submitted with this Application demonstrates how buildings have been oriented to maintain sky views from the public realm and provide separation distances to preserve privacy. Wider balconies will not compromise sky views or privacy given the generous separation distances between buildings. Separation distance details are provided in the *Urban Design Brief* submitted with this Application.

Porch/Balcony Encroachments

Blocks O (Mid-rise), G, B2, H (RA3-36)

A porch, balcony located on the first storey, staircase, landing or awning would be permitted to encroach into the required yard up to 2.0m. This is an increase from 1.8m. This increased distance reflects grade changes requiring additional stairs to access porches, and width requirements for optimal movement and usage. Similar variances were approved at Block K (RA4-50) and Block G (RA3-36).

Blocks P(RA5-51); Q(RA5-52)

A balcony located above the first storey, sunroom, window, and [other elements] would be permitted to encroach 2.0m into a required yard. The ZBL permits an encroachment of 1.0m. Brightwater is designed with wide sidewalks and generous public realm that reduces the impact from balcony projections into the required yard. This permission will also facilitate more creative design options for waterfront buildings. A similar variance was permitted at Block K (RA4-50).

Blocks O(RA3-36); U(RA4-51);

A balcony above the first storey would be permitted to encroach into the required yard up to 2.5m. This is an increase from 1.0m. Brightwater is designed with wide sidewalks and generous public realm that reduces the impact from balcony projections into the required yard. This permission will also facilitate more creative design options for waterfront buildings.

Calculation of Height

Blocks I, Block O Towns, L (RM4-76); F(RM9-1); M(RM10-2); R(RM10-3)

The calculation of height would be exclusive of the facilities required to support a private rooftop amenity terrace area (structure for access, mechanical and utility, kitchens, washrooms), up to a maximum floor area of 20.0m² and set back a minimum of 1.0m from the exterior edge of the building. Similar permissions already exist in the base By-law for Stacked and Back-to-Back townhomes (RM9; RM10) though this amendment would permit additional design flexibility.

These facilities facilitate the access and use of the rooftop amenity areas. A similar variance was approved for Block K (RA4-50). This amendment pre-empts a variance for a height increase to permit these features as these were not factored into the original amending By-law.

Blocks O (Mid-rise), G, H, B2 (RA3-36); U(RA4-51); P(RA5-51); Q(RA5-52); A(C4-74); B1(C4-75)

The maximum height of the [mechanical penthouse (MPH), elevator machine rooms, and other elements] above the permitted height would be 8.0m. The ZBL permits a 6.0m MPH. Many of the buildings are envisioned with rooftop amenity areas as permitted by Mississauga's citywide Zoning By-law above the permitted height (4.1.21.2). However, this necessitates a taller mechanical element and

elevator overruns for access and operation. This amendment will facilitate building design and operation.

Blocks A(C4-74); B1(C4-75)

The calculation of height would not include the amenity area provided that the amenity area is not more than 30% of the rooftop, is setback a minimum of 3.0m from the edge of the rooftop, and the height is not higher than 4.5m above the height limit. This would allow for a rooftop amenity area to be incorporated with minimal visual impact on the public realm and optimize the amount of building space available for dwelling units and non-residential uses.

Blocks O (Mid-rise), G, H, B2 (RA3-36); U(RA4-51); P(RA5-51); Q(RA5-52); A(C4-74) B1(C4-74)

Mezzanine levels would not be considered a storey for the purpose of determining building height. This would, help resolve grade changes, accommodate loading/waste management, and facilitate lobby/ground level design and scale without conflicting with the maximum number of storeys per building.

Setbacks

Block I, Block O Towns, L (RM4-76)

The side yard setback would be reduced to 2.2m. The ZBL, as amended, permits a 4.0m setback for the side yard. Brightwater is designed with wide sidewalks around all buildings, therefore there is less need for deep side setbacks to expand the appearance of the public realm and support tree growth. For Block I and O, the west side of the block is adjacent to the linear park on Block E, providing ample separation between the townhome buildings and the adjacent neighbourhood. Block L is surrounded by public realm elements (park, road, mews) that provide additional separation between adjacent blocks.

4. HOUSING ASSESSMENT

The Region of Peel requires a housing assessment consistent with local and Peel housing objectives and demonstrated contributions towards the housing targets.

The proposed development will help the Region of Peel and City of Mississauga meet the targets of ROP Table 4 – ‘Peel-Wide New Housing Unit Targets’ by providing a form of housing specifically needed in the Region. Table 4 and the corresponding contributions are included below:

Peel-Wide New Housing Unit Targets Comparison Table

Target Area	Targets	Proposed ZBA
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.	No new affordable housing units are proposed. An affordable housing block was provided through the 2019 Approval that accommodates 150 units, which have already been built in the first phase of development and are in the process of occupancy.
Rental	That 25% of all new housing units are rental tenure.	Through the 2019 Approval, 150 purpose built rental units will be provided on site. Additional purpose built rental is contemplated through the development and is being considered as each phase advances through detailed design.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.	100% of the Brightwater development will be in housing forms other than detached and semi-detached houses.

Given the overall scale of the development, the specific unit mix for the forthcoming buildings has not yet been determined. However, unit sizes and types at Brightwater have tended to be larger than the local average, and this intended to continue through subsequent phases.

The proposed ZBA supports the Region in achieving its housing supply targets by providing medium and high-density housing forms with a range of unit types

and sizes, with the intent of providing larger units as feasible, subject to market forces over the long-term.

5. URBAN DESIGN BRIEF

An Urban Design Brief (“UDB”) was submitted with the approved OPA and remains applicable to the proposed ZBA and has been resubmitted with this application. The UDB evaluated the proposal in the context of applicable Official Plan policies and urban design guidelines, focusing on Block U, built form, and shadow impacts.

Related to Block U, the 2024 OPA reconfigured the POPS program to enhance connectivity across the site and to the waterfront, replacing a single central space with two interconnected public open spaces. Active uses were maintained at grade, with residential uses introduced on upper floors to respond to evolving market needs while preserving a vibrant and animated streetscape. Building massing was refined to accommodate appropriately scaled residential floor plates, with modest height increases and terracing used to ensure appropriate transitions to adjacent areas and protect key views. Tower separation distances were planned to generally exceed municipal and guideline standards, supporting privacy, sky views, and livability. Floor plates were contextually responsive, oriented to preserve lake views and vistas through strategic building placement. A comprehensive shadow study demonstrated that the development minimized new shadow impacts and, in some instances, improved sunlight access, particularly in the reconfigured open spaces of Block U.

Building heights in Blocks P and Q maintain a similar transition in height as compared to the 2019 Approval. The additional heights, focused in the centre of the site, maintain a similar gradation of height, as compared to the heights in 2019 Approval.

The proposed ZBA continues to uphold the vision established through the OPA by maintaining these key design principles and refining them through site-specific zoning that ensures the development delivers a high-quality, pedestrian-oriented waterfront community

6. OTHER TECHNICAL STUDIES

- Shadow Study (unchanged from 2024 OPA submission)
- Transportation Impact Study (amendment to 2024 OPA submission)
- Functional Servicing and Stormwater Management Report (unchanged from 2024 OPA submission)
- Urban Design Brief (unchanged from 2024 OPA submission)

7. SUMMARY PLANNING OPINION

The proposed ZBA implements the 2024 OPA through site-wide and block-specific amendments as appropriate, and further refines the site-specific zoning to facilitate efficient, compact and desirable building design while maintaining the overall vision of Brightwater. The proposed ZBA continues to optimize a remediated brownfield site by adding residential density within a compact, transit-supportive, and sustainable urban form that aligns with the Provincial Planning Statement (2024) and the Mississauga Official Plan, (which now contains the Region of Peel Official Plan). While maintaining the same density, height, and residential unit count approved through the OPA, the ZBA addresses detailed zoning considerations such as building heights, setbacks, parking provisions, and permitted uses to ensure compatibility with surrounding areas, promote active transportation, enhance the public realm, and make efficient use of infrastructure and available space. These refinements uphold the original intent of the OPA by delivering a vibrant, pedestrian-oriented community while supporting broader provincial, regional, and municipal objectives for housing, sustainability, and efficient land use.

In summary, the proposed ZBA is in the public interest and represents good planning and is appropriate for the Site and the surrounding context. It is consistent with the 2024 Provincial Planning Statement, and conforms with the Region of Peel Official Plan, 2031 City of Mississauga Official Plan, and generally conforms with the 2051 City of Mississauga Official Plan, as adopted by Council.

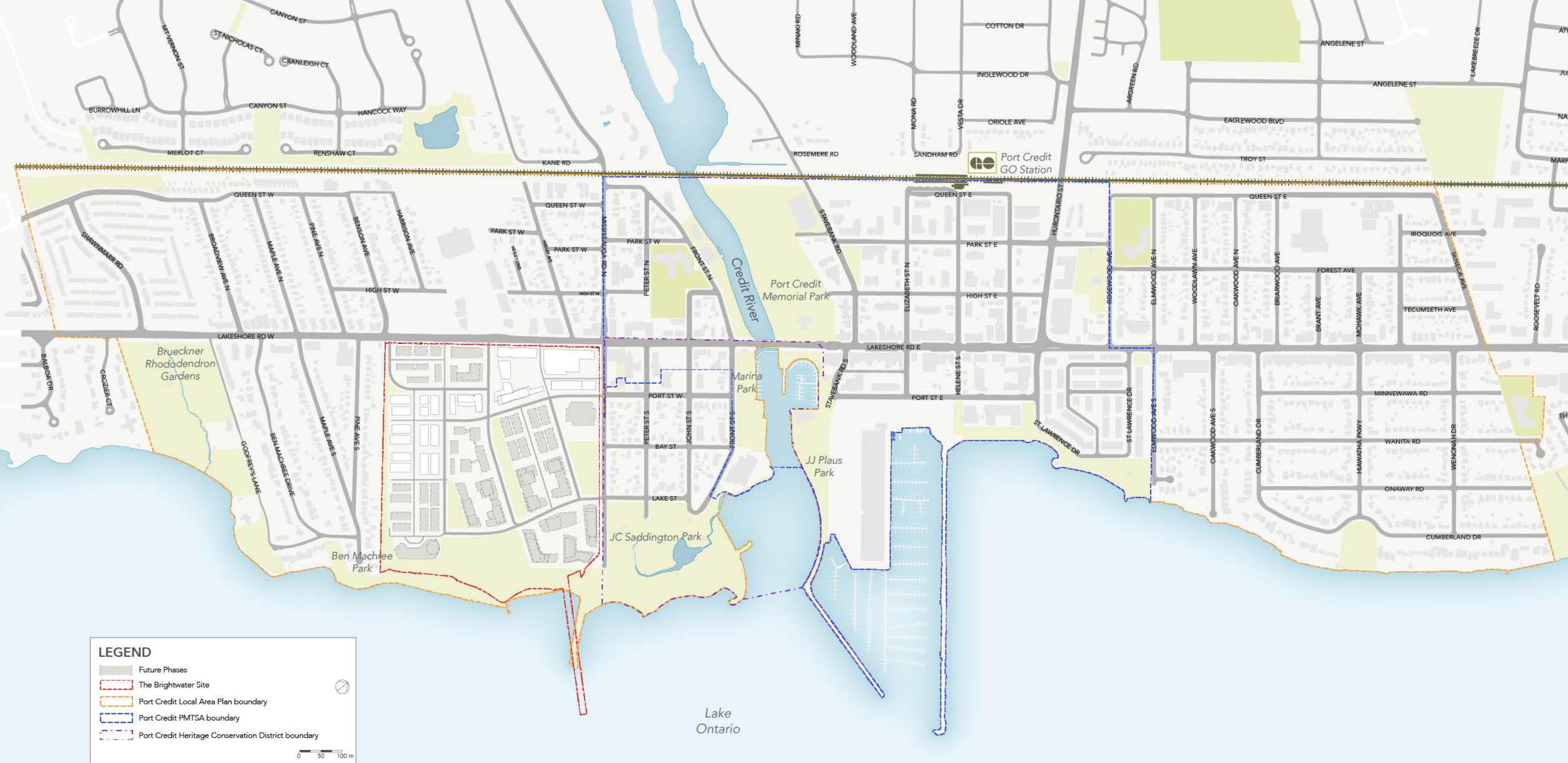
Yours very truly,

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke extending to the right.

Cyndi Rottenberg-Walker, FCIP, RPP
Partner Emeritus

URBAN STRATEGIES INC.

APPENDIX: CONTEXT PLAN



LEGEND

Future Phases

The Brightwater Site

Port Credit Local Area Plan boundary

Port Credit PMTSA boundary

Port Credit Heritage Conservation District boundary

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