



DECLARATION

Section 17 of the Planning Act

Applicant: FRAM + Slokker
Municipality: City of Mississauga
Our File: OPA 104

I, Sacha Smith, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on March 25, 2020 when By-law Number 0053-2020 was enacted and that notice as required by Section 17 of the Planning Act was given on May 7, 2020.
2. That no appeal to the Local Planning Appeal Tribunal of the decision in respect of the above-noted matter was received under Section 17 of the Planning Act within the time specified for submitting an appeal.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

This 28th day of May, 2020.

Commissioner of Oaths
CAMILA RODRIGUEZ GUELLO, a Commissioner, etc.,
Province of Ontario, for the
Corporation of the City of Mississauga.
Expires December 04, 2022.

Declarant
Sacha Smith



**NOTICE OF THE PASSING OF
AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW**

DATE OF NOTICE	May 07, 2020	
OPA NUMBER	OPA 104 (By-law 0053-2020)	
ZONING BY-LAW NUMBER	0061-2020	
DATE PASSED BY COUNCIL	March 25, 2020	
LAST DATE TO FILE APPEAL	May 27, 2020	
FILE NUMBER	OZ 18/007	Ward # 1
APPLICANT	FRAM + Slokker	
PROPERTY LOCATION	Southeast corner of Port Street East and Helene Street South, in the City of Mississauga	

TAKE NOTICE that on March 25, 2020 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA #104 and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended. This notice is issued in accordance with Ontario Regulation 149/20 under the Planning Act.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to change the land use designation of the subject lands from Mixed Use to Residential High Density and amend the Port Credit Community height limit schedule.

The purpose of the Zoning By-law is to permit a nine storey apartment building. This By-law modifies the existing "RA2-33" (Apartment – Exception) zone to permit the second apartment building to higher than originally approved.

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 104 is in full force and effect.

The decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

IF YOU WISH TO APPEAL to the Local Planning Appeal Tribunal a copy of an appeal form is available from the LPAT website at elto.gov.on.ca. An appeal must be filed by mail or courier service addressed to the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **May 27, 2020**.

Only individuals, corporations and public bodies may appeal a by-law to the Local Planning Appeal Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Local Planning Appeal Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by the fee in the amount of \$300.00 payable to the Minister of Finance, and
- 3) be accompanied by a fee of \$300.00, payable City of Mississauga.
- 4) Four (4) copies of the appeal package.

MORE INFORMATION: A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices or from **David Ferro** of the City of Mississauga, Planning and Building Department at (905) 615-3200 X **4554**.


Sacha Smith, Manager & Deputy Clerk
Legislative Services,
Corporate Services Department
905-615-3200 X 4516

Amendment No. 104
to
Mississauga Official Plan

By-law No. 0053-2020

A by-law to Adopt Mississauga Official Plan Amendment No.104

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") 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 authorized the Regional Municipality of Peel ("Region" or "Regional"), 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 has advised that, with regard to Amendment No. 104, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in land use designation on the subject lands from Mixed Use to Residential High Density within the Port Credit Community Node Character Area;

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

1. The document attached hereto, constituting Amendment No. 104 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 25 day of March, 2020.

Signed

Bonnie Crombie
MAYOR

Signed

[Signature]

CLERK

Amendment No. 104
to
Mississauga Official Plan

The following text and Map "A" and "B" attached constitute Amendment No. 104.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated August 23, 2019, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from Mixed Use to Residential High Density and amend the Port Credit Community height limit schedule.

LOCATION

The lands affected by this Amendment are located at the southeast corner of Port Street East and Helene Street South. The subject lands are located in the Port Credit Community Node Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Local Planning Appeal Tribunal.

The subject lands are designated Mixed Use which permits a combination of commercial and residential uses. The site is also subject to the Port Credit Community Node Height Limits Schedule indicating a maximum height of six storeys.

The Official Plan Amendment is required to redesignate the subject lands to Residential High Density and to amend the relevant height schedule to permit a nine storey apartment building.

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

1. The proposed development is compatible with the surrounding land uses and appropriate given the larger context. It represents an infill intensification development within a Community Node that has been designed at a scale that respects and relates to the immediate area.
2. The proposed development will be designed to enhance views to Lake Ontario and will add to the Port Credit skyline.
3. The proposed development will provide more housing choice within the surrounding neighbourhood.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Mixed Use to Residential High Density, as shown on Map "A" of this amendment.
2. Schedule 2B, Port Credit Community Node Height Limits of the Port Credit Local Area Plan, within Mississauga Official Plan, is hereby amended by changing the maximum height permission for the subject site from six to nine storeys as shown on Map "B".

IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan November 22, 2019.

INTERPRETATION

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

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



- ### LAND USE DESIGNATIONS
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Office
 - Business Employment
 - Industrial
 - Airport
 - Institutional
 - Public Open Space
 - Private Open Space
 - Greenlands
 - Parkway Belt West
 - Utility
 - Special Waterfront
 - Partial Approval Area

- ### BASE MAP INFORMATION
- Heritage Conservation District
 - 1996 NEP/2000 NEF Composite Noise Contours
 - LBPIA Operating Area Boundary See Aircraft Noise Policies
 - Area Exempt from LBPIA Operating Area
 - Natural Hazards
 - Civic Centre (City Hall)
 - City Centre Transit Terminal
 - GO Rail Transit Station
 - Public School
 - Catholic School
 - Hospital
 - Community Facilities

- ### City Structure
- Downtown
 - Major Node
 - Community Node
 - Neighbourhood
 - Corporate Centre
 - Employment Area
 - Special Purpose Area

- AREA OF AMENDMENT
- FROM: MIXED USE
- TO: RESIDENTIAL HIGH DENSITY

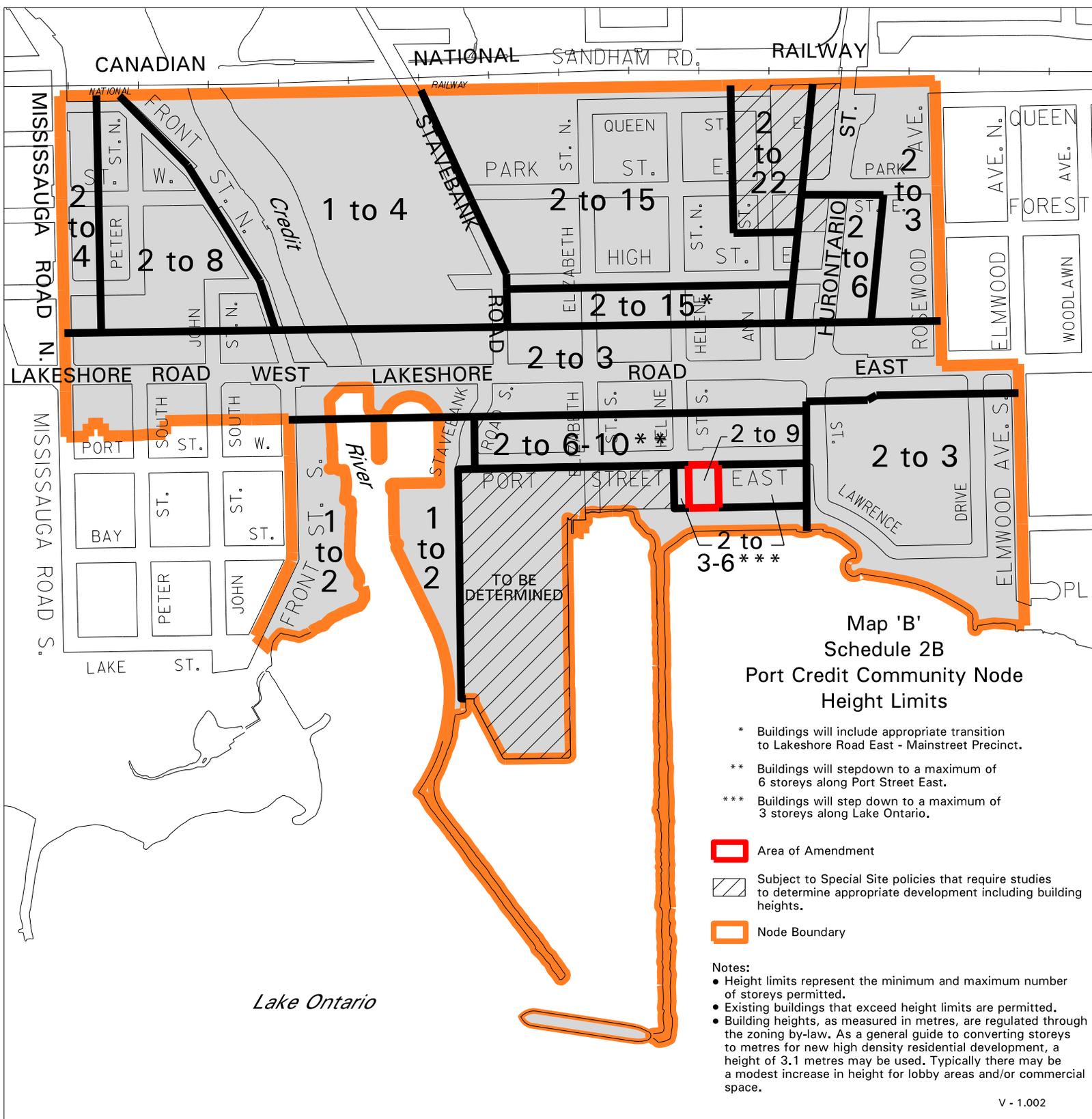


MAP 'A'
 Part of Schedule 10
 Land Use Designations
 of Mississauga Official Plan



EXISTING LAND USE DESIGNATION

AMENDED LAND USE DESIGNATION



Map 'B'
Schedule 2B
Port Credit Community Node
Height Limits

- * Buildings will include appropriate transition to Lakeshore Road East - Mainstreet Precinct.
- ** Buildings will stepdown to a maximum of 6 storeys along Port Street East.
- *** Buildings will step down to a maximum of 3 storeys along Lake Ontario.

- Area of Amendment
- Subject to Special Site policies that require studies to determine appropriate development including building heights.
- Node Boundary

Notes:

- Height limits represent the minimum and maximum number of storeys permitted.
- Existing buildings that exceed height limits are permitted.
- Building heights, as measured in metres, are regulated through the zoning by-law. As a general guide to converting storeys to metres for new high density residential development, a height of 3.1 metres may be used. Typically there may be a modest increase in height for lobby areas and/or commercial space.

APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on March 18 and April 15, 2019, in connection with this proposed Amendment.

A number of area residents attended the public meetings and also provided written correspondence. Issues raised included lake views, building design, traffic and compatibility with the surrounding area, which have been addressed in the Planning and Building Report attached to this Amendment as Appendix II.

City of Mississauga
Corporate Report



<p>Date: 2019/08/23</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 18/007 W1</p>
<p>From: Andrew Whittlemore, M.U.R.P., Commissioner of Planning and Building</p>	<p>Meeting date: 2019/09/16</p>

Subject

RECOMMENDATION REPORT (WARD 1)

Official Plan amendment and rezoning applications to permit a nine storey condominium apartment building with 35 units and one level of underground parking

55 Port Street East, south side of Port Street East, east of Helene Street South

Owner: Brown Maple Investments Ltd.

File: OZ 18/007 W1

Bill 139

Recommendation

1. That notwithstanding that subsequent to the public meeting, changes to the application have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application under File OZ 18/007 W1, Brown Maple Investments Ltd., 55 Port Street East, to amend Mississauga Official Plan to **Residential High Density**; to change the zoning to **RA2-Exception** (Apartments) to permit a nine storey condominium apartment building with 35 units and one level of underground parking, be approved subject to the conditions referenced in the staff report dated August 23, 2019, from the Commissioner of Planning and Building.
3. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
4. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

5. Notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.

Report Highlights

- The applications are seeking to amend the policies of the official plan to allow a 9 storey condominium apartment building with an FSI of 2.8
- The applicant has made revisions to the proposal to address issues raised at the Public Meeting and by staff, including a reduction in overall height to 9 storeys, an increased setback to the tower portion above the front podium and a variation in podium height on the westerly facade
- It has been concluded that the proposed development is supportable from a planning perspective

Background

Two public meetings were held by the Planning and Development Committee on March 18, 2019 and April 15, 2019, at which both times an Information Report was received for information. Recommendation PDC-0022-2019 and PDC-0031-2019 were then adopted by Council on March 27, 2019 and April 24, 2019, respectively.

PDC-0022-2019

1. That the report dated February 22, 2019, from the Commissioner of Planning and Building regarding the applications by Brown Maple Investments Ltd to permit a ten storey condominium apartment building with 35 units and one level of underground parking, under File OZ 18/007 W1, 55 Port Street East, be received for information.
2. That 11 oral submissions be received.

PDC-0031-2019

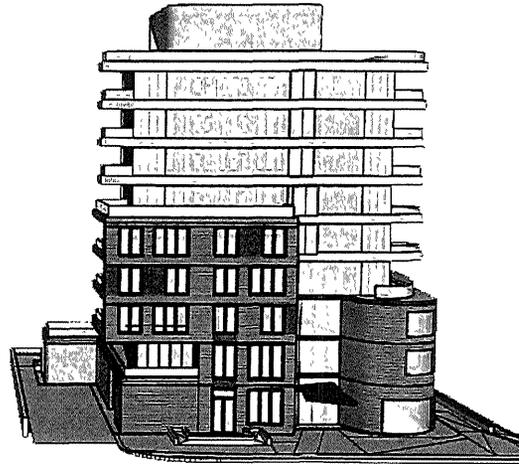
1. That the report dated March 22, 2019, from the Commissioner of Planning and Building regarding the applications by Brown Maple Investments Ltd to permit a ten storey condominium apartment building with 35 units and one level of underground parking, under File OZ 18/007 W1, 55 Port Street East, be received for information.
2. That fourteen oral submissions be received.

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some modifications to the proposed concept plan including:

- a reduction in height from 10 storeys to 9 storeys
- an increase in the podium height along the westerly portion of the site from two storeys to three storeys
- an increase in front yard setback to the portion of the building above the podium from approximately 7.0 m (23.0 ft.) to 9.0 m (29.5 ft.)
- a change in overall Gross Floor Area from 6 316 m² (67,984.9 ft²) to 6 395 m² (68,835.2 ft²) resulting in an FSI increase from 2.7 to 2.8
- a decrease in provided parking from a total of 61 spaces to 60 spaces (Zoning By-law requires 53 parking spaces)



3D Model of Proposed 9 Storey Condominium Apartment Building – Google Earth

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on August 8, 2018. A community meeting was held on February 11, 2019. Over 100 people attended the meeting. 15 written submissions were received.

Two public meetings were held on March 18, 2019 and April 15, 2019. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The *Growth Plan* requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the *Growth Plan*.

A detailed Planning Analysis is found in Appendix 2. The evaluation of the proposal came down to the following two matters:

- consistency and conformity with Provincial direction regarding growth and intensification in the *Provincial Policy Statement* and *Growth Plan*
- the ability of the proposal to address built form criteria set out in the Port Credit Local Area Plan and the compatibility of the proposal with existing and planned uses

The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan.

The proposed official plan amendment and rezoning applications to permit a 9 storey condominium apartment building has been found acceptable. The applicant has addressed the criteria for site specific applications as set out in the Port Credit Local Area Plan. Although the applicant is increasing the height and number of units, staff can support the official plan amendment and rezoning for the following reasons:

- The increase in permitted height from 6 storeys to 9 storeys allows for a building design that provides enhanced views to the lake, minimizes impacts on adjacent properties and the streetscape and fits within the range of heights existing and planned in the Harbour Mixed Use Precinct in the Port Credit Community Node
- The additional density that is requested represents a minimal increase than what is already permitted and does not create any additional undue impacts on the surrounding community

- The site is well served by a variety of public transportation options, community services and schools
- Ample commercial and retail uses are located in close proximity to the subject property
- The proposal adds additional new apartment units, contributing to housing choices including those seeking to downsize from their detached homes

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

In summary, the proposed development has been designed to be sensitive to the existing and planned character of the neighbourhood and fits within the overall context of the Port Credit Community Node. The proposed official plan amendment and rezoning applications are acceptable from a planning standpoint and should be approved.

Prior to the passage of the implementing official plan amendment and zoning by-law by Council, the applicant will be required to execute a Section 37 agreement to the satisfaction of the City.

Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: View Corridor Renderings
- Appendix 4: Proposed Built Form vs As-of-Right Built Form Renderings
- Appendix 5: Revised Site Plan and Elevation Drawings
- Appendix 6: 3D Google Sketch Up Model Images



Andrew Whittlemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

City of Mississauga
Corporate Report



<p>Date: 2019/03/22</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 18/007 W1</p>
<p>From: Andrew Whittlemore, M.U.R.P., Commissioner of Planning and Building</p>	<p>Meeting date: 2019/04/15</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a ten storey condominium apartment building with 35 units and one level of underground parking

55 Port Street East, east of Helene Street South

Owner: Brown Maple Investments

File: OZ 18/007 W1

Bill 139

Recommendation

That the report dated March 22, 2019, from the Commissioner of Planning and Building regarding the applications by Maple Brown Investments to permit a ten storey condominium apartment building with 35 units and one level of underground parking, under File OZ 18/007 W1, 55 Port Street East, be received for information.

Background

A Public Meeting was held at the March 18, 2019, Planning and Development Committee (PDC) meeting. At this meeting, the Committee directed that an additional evening meeting be held on April 15, 2019. Appendix 1 contains the original Information Report dated February 22, 2019.

Comments

At the March 18, 2019 PDC meeting, the applicant presented to the Committee an overview of the proposal. Subsequent to the presentation, 12 residents in the area were present and gave oral deputations to the committee. The comments shared generally reflected the comments spoken at the Community Meeting on February 11, 2019 and noted in the Information Report (Appendix 1).

Conclusion

All agency and City department comments have been received. There are technical issues that need to be addressed, including overall site and building design, land use and built form compatibility. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved.

Attachments

Appendix 1: Information Report dated February 22, 2019 for March 18, 2019 PDC Meeting



Andrew Whittlemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

City of Mississauga
Corporate Report



<p>Date: February 22, 2019</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's file: OZ 18/007 W1</p>
<p>From: Andrew Whittlemore, M.U.R.P., Commissioner of Planning and Building</p>	<p>Meeting date: 2019/03/18</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 1)

Official Plan Amendment and Rezoning applications to permit a ten storey condominium apartment building with 35 units and one level of underground parking

55 Port Street East, east of Helene Street South

Owner: Brown Maple Investments

File: OZ 18/007 W1

Bill 139

Recommendation

That the report dated February 22, 2019, from the Commissioner of Planning and Building regarding the applications by Maple Brown Investments to permit a ten storey condominium apartment building with 35 units and one level of underground parking, under File OZ 18/007 W1, 55 Port Street East, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

Comments

PROPOSAL

The official plan amendment and rezoning applications are required to permit a ten storey condominium apartment building with 35 units and one level of underground parking. The applicant is proposing to change the official plan designation from **Mixed Use** to **Mixed Use – Special Site**. The current **RA2-33** (Apartments) zoning is required to be amended in order to implement this development proposal.

Applicant's rendering of the proposed 10 storey apartment building

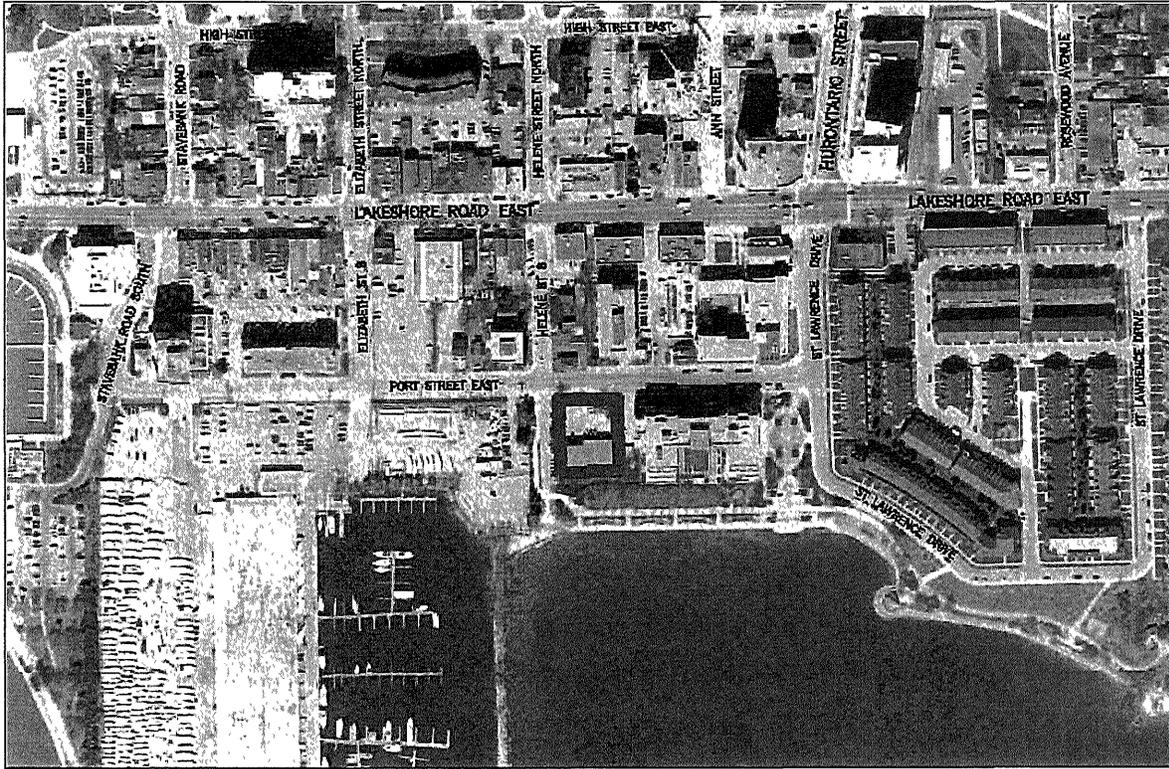


LOCATION

The property is located at the southeast corner of Helene Street South and Port Street East within the Port Credit Community Node, southwest of the Hurontario Street and Lakeshore Road East major intersection. The property is within a 400 m (1 312.3 ft.) radius of the Port Credit GO Station and is currently occupied by a 2 to 3 storey building that was originally constructed in the early 1980s for a boat building company. The building currently contains a medical office and office, with the tenants being Under Pressure Inc. and AMP Solar Group Inc.

Immediately north of the property are two older bungalows, one which currently contains the Port Credit Chiropractic Wellness Centre, a triplex and a 5 storey residential apartment building. Also to the north is a mixed use development constructed by FRAM Building Group that contains commercial fronting Lakeshore Road East, a square and two 6 storey residential apartment buildings. To the west of the site is the Helene Street South closed road allowance, which is a City owned property and contains a parking lot. Further west is the Port Credit Marina lands (CLC Lands). To the south of the subject property is the waterfront trail network that forms part of the St. Lawrence Park along the Lake Ontario shoreline. To the east is a 6 storey apartment building known as the Regatta.

Aerial image of 55 Port Street East



LAND USE POLICIES AND REGULATIONS

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement (PPS)*, *Growth Plan for the Golden Horseshoe (Growth Plan)* and *Region of Peel Official Plan (ROP)*. The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The proposed development is currently being evaluated with respect to consistency with the PPS and conformity to the Growth Plan and the ROP. In addition, the appropriateness of the development with regard to the maintenance of built form, density, transition and design policies in Mississauga Official Plan (MOP) is under evaluation and will be part of the next staff report.

Additional information and details are found in Appendix 1, Section 6.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 9.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

All agency and City department comments have been received. There are technical issues that need to be addressed, including overall site and building design, land use and built form compatibility. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: David Ferro, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Maple Brown Investments

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1. Site History

- April 4, 1982 □ Building Permit issued for an existing 2 to 3 storey building, originally constructed for C&C Yachts boat building company.
- February 9, 1993 □ Applications for Official Plan Amendment and Rezoning, under file OZ 93/011 W1, were received from St. Lawrence Starch Limited to permit a comprehensive, mixed use development including the St. Lawrence Starch lands □ located south of the Lakeshore Road East and Hurontario Street intersection, and 55 and 65 Port Street East.
- December 13, 1994 □ Applications for Official Plan Amendment and Rezoning were appealed by the applicant to the Ontario Municipal Board (OMB).
- February 16, 1996 □ A Recommendation Report for file OZ 93/011 W1 was presented by the Planning and Building Department recommending refusal of the proposal and the endorsement of alternative development concepts.
- October 15, 1996 □ A three week OMB hearing commenced.
- August 29, 1997 □ OMB issues an □Interim Decision□ for the St. Lawrence Starch □ lands that requires the property owner to engage the City and area residents on a revised development concept when the time came to proceed forward in developing the lands.
- July 7, 1998 □ FRAM Building Group purchases the St. Lawrence Starch □ lands.
- April 26, 1999 □ The Planning and Building Department received a revised concept for the St. Lawrence Starch □ lands from the new property owner, which included a concept reflective of the zoning that is currently applicable to the subject property today.
- April 6, 2000 □ The Planning and Building Department recommend approval of the revised development scheme, to permit a 6 storey apartment building at 65 Port Street East, with permissions for a future 6 storey apartment building at 55 Port Street East.
- March 1, 2002 □ Building Permit issued for the 6 storey apartment building at 65 Port Street East, known as the Regatta.
- June 20, 2007 □ Zoning By-law 0225-2007 came into force. The subject lands are zoned **RA3-22** (Apartments) which permits a 6 storey apartment building.
- November 14, 2012 □ Mississauga Official Plan came into force except for those site/policies which have been appealed. The subject lands are designated **Mixed Use** in the Port Credit Community Node Character Area.

2. Site and Neighbourhood Context

Site Information

The property is located at the southeast corner of Helene Street South and Port Street East within the Port Credit Community Node, southwest of the Hurontario Street and Lakeshore Road East major intersection. Port Street is a local road that serves the neighbourhood. Helene Street connects to Lakeshore Road. The property is within a 400 m (1 312.3 ft.) radius of the Port Credit GO Station. The property also fronts

onto the St. Lawrence Park, part of a waterfront park system along Lake Ontario.

The property has a 2 to 3 storey building constructed in the early 1980s for a boat building company. The building currently contains a medical office and office, with the tenants being Under Pressure Inc. and AMP Solar Group Inc.



Image of existing conditions facing south

(Source: Google Maps)

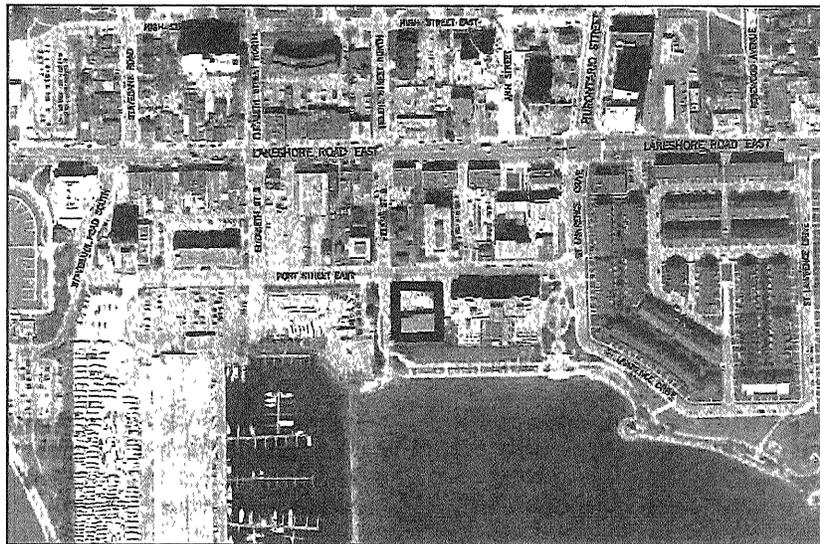
Property Size and Use	
Frontages	
Port Street East	40.23 m (131.9 ft.)
Depth:	57.47 m (188.6 ft.)
Gross Lot Area:	0.23 ha (0.57 ac.)
Existing Uses:	2 to 3 storey building with a medical office (Under Pressure Inc) and office (AMP Solar Group) use

Surrounding Land Uses

Immediately north of the property are two older bungalows, one of which currently contains the Port Credit Chiropractic Wellness Centre; a triplex; and a 5 storey residential apartment building. To the west of the site is the Helene Street South closed road allowance, a City owned property, which currently contains a City parking lot and forms part of the St. Lawrence Park. The east side of the property is developed for a 6 storey apartment building, known as The Regatta. To the south of the subject property is the waterfront trail network that

forms part of the St. Lawrence Park along the Lake Ontario shoreline.

Further west is the Port Credit Marina lands, which has recently undergone a master planning process, known as Inspiration Port Credit. This master plan process is intended to guide future development for the site. Council has recently adopted an Official Plan Amendment for these lands that permits a mixed use community varying in built form and height, a waterfront promenade and a marina use.



Aerial Photo of 55 Port Street East

The surrounding land uses are.

- North: 2 to 6 storey mixed use development with various commercial uses oriented towards Lakeshore Road East
- East: 6 storey condominium apartment building known as the Regatta
- South: St. Lawrence Park, Lake Ontario
- West: Helene Street right-of-way, Port Credit Marina

The Neighbourhood Context

The subject property is located in the Port Credit Community Node, which is an area that evolved over centuries and became the Port Credit Township in 1961. The surrounding neighbourhood contains commercial uses located on Lakeshore Road East. The node contains a variety of residential building types, including a number of apartment buildings developed in the 1950's and 1960's.

North of the site is Lakeshore Road East, which is identified as an Intensification Corridor in Mississauga Official Plan. The corridor has commercial and retail storefronts lining the street. The south side of Lakeshore Road East has a mixed use development containing retail and restaurant uses fronting the street, a public square and two 6 storey apartment buildings. This mixed use development was constructed by FRAM Building Group in the early to mid 2000s.

Demographics

Moderate growth is proposed for the community. Based on the 2011 census, the population of this area is 10,965 people, with a population density of 39 people per hectare. The overall age of the population within Port Credit is older than that of the City average. By 2031 and 2041, the population for this area is forecasted to be 14,800 and 20,000, respectively. On average, the total number of persons within a household is two, with half of the population living in apartments of five storeys or higher.

Other Development Applications

The following development applications were recently approved in the immediate vicinity of the subject property:

- OZ 17/013 □ 21-29 Park Street East □ approval was obtained for a 15 storey apartment building (204 units) in June 2018.
- OZ 14/007 □ 8 Ann Street, 77-81 High Street □ approval was obtained for a 15 storey apartment building (68 units) and 2 semi-detached units in December 2015.

These applications are well within the anticipated population forecasted for the node.

It is also noted that beyond the Port Credit Community Node and to the west of the Credit River, the City has an application on the former Imperial Oil lands for approximately 7000 people.

Community and Transportation Services

This area is well served by major City of Mississauga facilities such as the Port Credit Library, Port Credit Memorial Park, Port Credit Arena, the Lions Club of Credit Valley Outdoor Pool, all within a half kilometer radius of the site. At a larger distance, J.C. Saddington Park and J.J. Plaus Park provide additional park options within the Port Credit Community Node.

The site fronts on to St. Lawrence Park which contains a multi-use trail that connects to the Waterfront Trail and allows

access to the east and into Toronto and to the western part of Mississauga.

There are plans for future parks and community facilities as part of the major development of the former oil refinery lands located to the west of the Credit River. Additional comments from Community Services regarding City parks and facilities are contained in Section 9 of this Appendix.

As mentioned, the site is within 400 m of the Port Credit GO station, which provides two-way, all day service, every 30 minutes. The following major Miway bus routes currently service the site:

- Route 23 □ Lakeshore Road East
- Route 19 □ Hurontario Street

The City is undertaking a study called "Lakeshore Connecting Communities" that is reviewing future planning along the Lakeshore Road Corridor. The intent of the study is to ensure that all modes of transportation can be accommodated within the corridor and will consider future options for the corridor. The study includes the future population anticipated at the proposed development at 70 Mississauga Road, the future development of the Port Credit Marina lands and the growth projected at the Port Credit GO Station. As the Environmental Assessment is ongoing, the final timing and form of the higher order transit has not been confirmed.

Light Rail transit is proposed to connect to the Port Credit GO station, running from Port Credit through the downtown to Shopper's World in Brampton along the Hurontario Street corridor. Construction is to start this year.

3. Project Details

The applications are to permit a ten storey apartment building with 35 units and one level of underground parking with access onto Port Street East.

Development Proposal							
Applications submitted:	Received: March 16, 2018 Deemed complete: April 10, 2018 Revised: December 13, 2018						
Developer/ Owner:	Brown Maple Investment Inc						
Number of units:	35 units						
Proposed Gross Floor Area:	6 316 m ² (67, 984.9 ft ²)						
Height:	10 storeys						
Lot Coverage:	35%						
Floor Space Index:	2.7						
Anticipated Population:	77* *Average household sizes for all units (by type) based on the 2016 Census						
Parking: resident spaces visitor spaces	<table border="0"> <tr> <td>Required</td> <td>Proposed</td> </tr> <tr> <td>48 spaces</td> <td>54 spaces</td> </tr> <tr> <td>5 spaces</td> <td>7 spaces</td> </tr> </table>	Required	Proposed	48 spaces	54 spaces	5 spaces	7 spaces
Required	Proposed						
48 spaces	54 spaces						
5 spaces	7 spaces						

Supporting Studies and Plans

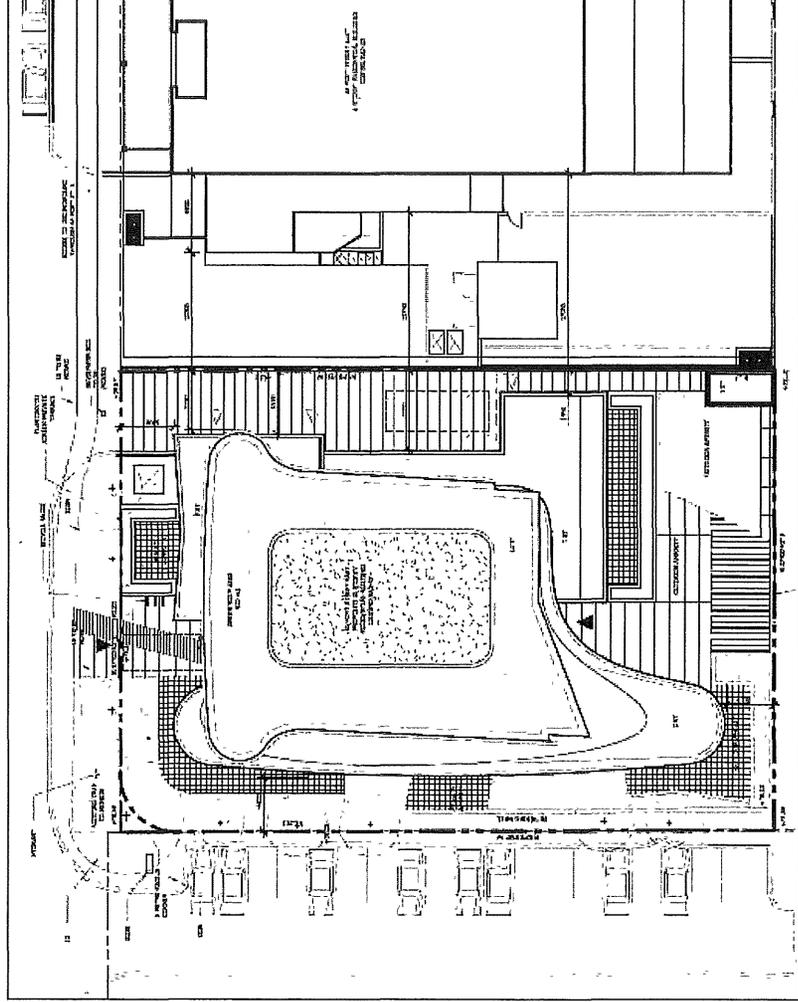
The applicant has submitted the following information in support of the applications:

- | | |
|--|---|
| <input type="checkbox"/> Planning Justification Report | <input type="checkbox"/> Draft Official Plan and Zoning By-law Amendments |
| <input type="checkbox"/> Concept Plan and Elevations | <input type="checkbox"/> Functional Servicing Report |
| <input type="checkbox"/> Acoustic Study | <input type="checkbox"/> Phase I & II Environmental Report |
| <input type="checkbox"/> Sun/shadow Study | <input type="checkbox"/> Wind Study |
| <input type="checkbox"/> Archaeological Assessment | <input type="checkbox"/> Grading and Servicing Plans |

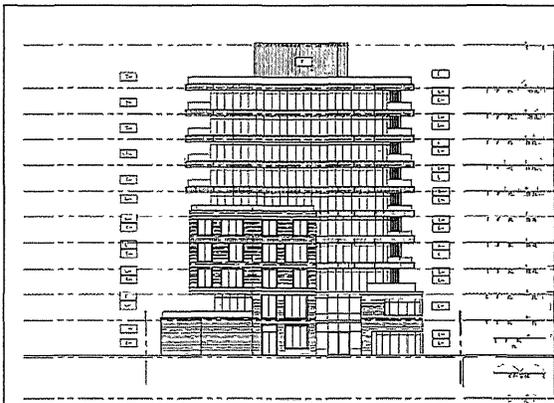
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Files: OZ 18/007 W1

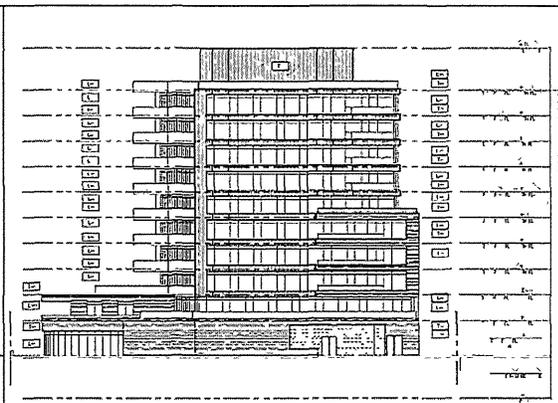
Concept Plan



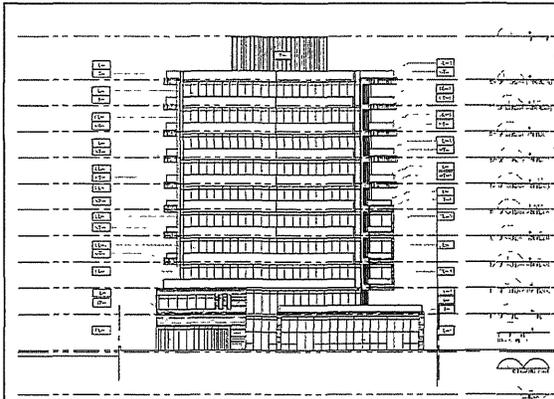
Elevations



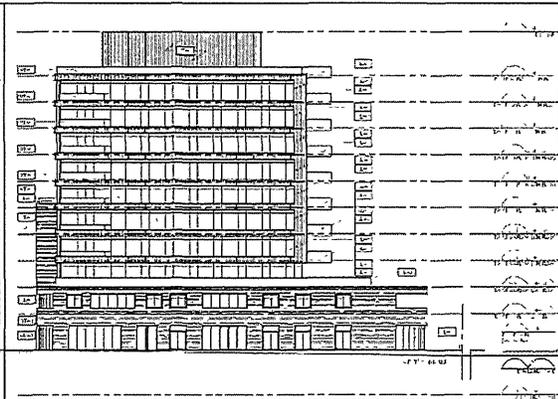
North Elevation



East Elevation



South Elevation



West Elevation

Applicant's Rendering



Mississauga Zoning By-law

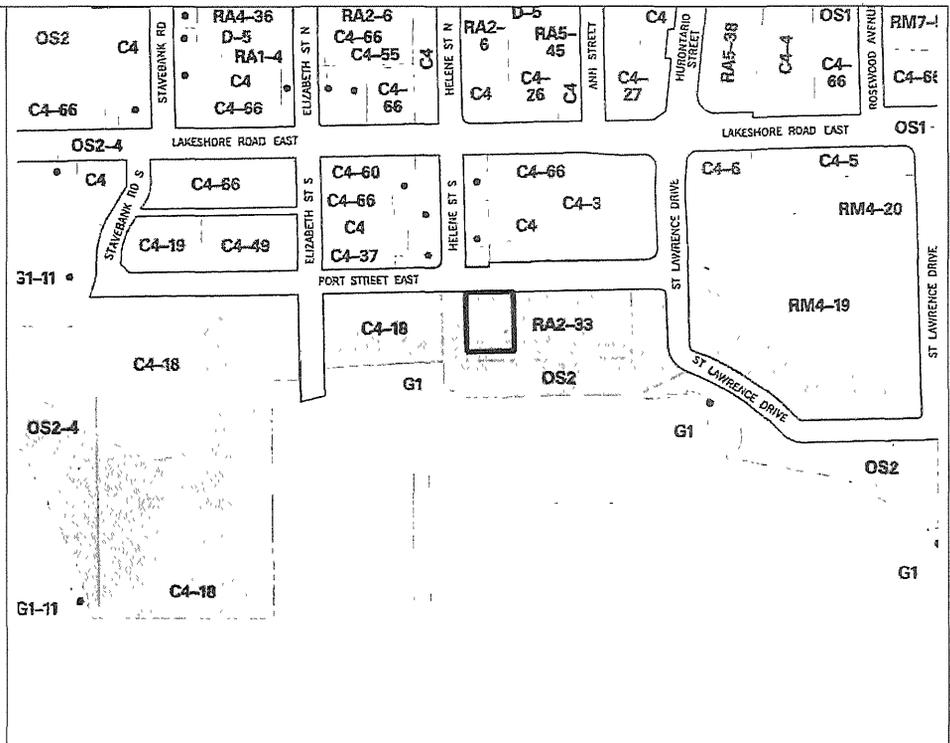
Existing Zoning

The site is currently zoned RA2 - 33 (Apartments), which permits a six storey apartment dwelling with a max FSI of 2.5 and a total height of 6 storeys.

The Greenlands Overlay is applicable and indicates that additional approvals may be required, such as the conservation authority. In this instance, the Credit Valley Conservation Authority (CVC) has indicated that a CVC permit is not required for the subject property.

Proposed Zoning

The applicant is proposing to amend the existing RA2 - 33 (Apartments) zone, in order to permit a ten storey apartment dwelling with a max FSI of 2.7.



Proposed Zoning Regulations

Zone Regulations	RA2-33 Zone Regulations		Proposed RA2-33 Amended Zone Regulations	
Maximum Floor Space Index (FSI)	1.9 □ 2.5		2.7	
Maximum Dwelling Units	20		35	
Maximum gross floor area □ apartment dwelling zone for Buildable Area 'A' identified on schedule RA2-33	4 800 m ² (51, 666.7 sq.ft.)		6 316 m ² (67, 984.8 sq.ft.)	
Minimum gross floor area □ non-residential	200 m ² (2, 152.8 sq. ft.)		0.00 m (0.00 sq.ft.)	
Maximum height above established grade where the distance from the rear lot line is:	3.5 □ 7.5 m	13.0 m and 3 storeys	0.0 □ 14.7 m	8.8 m and 2 storeys
	7.5 □ 11.5 m	16.0 m and 4 storeys	14.7 m □ greater	35.0 m and 10 storeys
	11.5 □ 15.5 m	19.0 m and 5 storeys		
	15.5 □ greater	22.0 m and 6 storeys		
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.				

5. Summary of Applicable Policies

The requested official plan amendment and rezoning changes will be evaluated against Provincial Plans and policies as well as the Regional Official Plan and those contained in the Mississauga Official Plan.

The following table summarizes the, policy and regulatory

documents that affect these applications. Following the table, is preliminary assessment of the both the City of Mississauga Official Plan policies against provincial and regional planning tools and that the proposal. The last table identifies the Mississauga Plan policies which will be used to evaluate the proposal.

Policy Document	Mississauga Official Plan (MOP) Policies	Proposal
Provincial Policy Statement (PPS)	The existing policies of MOP are consistent with the PPS	The proposed development is being evaluated for consistency with the PPS.
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	Mississauga Official Plan is in general conformity with the Growth Plan, however, certain aspects are undergoing conformity exercises to reflect the new changes in the <i>Growth Plan</i>	The proposed development is being evaluated with its conformity to the <i>Growth Plan</i>
Greenbelt Plan	n/a	n/a
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP are consistent with the ROP	The proposed application is exempt from Regional approval
Mississauga Official Plan	The lands are located within the Port Credit Community Node and is designated Mixed Use which permits residential and commercial uses. Community Nodes are intended to provide access to uses required for daily living including local shops and restaurants, community facilities and a range of housing types that meet the needs of residents in the area as they move through their lifecycle.	The applicant is proposing to change the designation to Mixed Use □ Special Site to permit the 10 storey apartment building with a Floor Space Index (FSI) of 2.7. This designation is consistent with the intent of the official plan but will need to address built form policies as outlined in the Development Issues section below.
Zoning By-law 225-2007	The lands are currently zoned RA2-33 (Apartment Building)	A rezoning is proposed to amend the RA2-33 (Apartment Building) zoning to permit a ten storey apartment building

Consistency with Provincial Policy Statement 2014

The *Provincial Policy Statement 2014* (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the

proposed development is consistent with PPS and MOP policies (i.e. OZ 18/007 W1 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

Consistency with the PPS Analysis

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	File OZ 18/007 W1 Consistency
1.0 Building Strong Healthy Communities		
General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	The development of Community Nodes (as defined in Mississauga Official Plan (MOP)) by infilling with a mix of uses supports the general intent of the PPS with respect to building strong healthy communities.	The proposed development is located within the Port Credit Community Node and represents infill redevelopment within an area identified for increased intensification. While generally the proposal represents a more efficient use of the subject property, the appropriateness of the proposed land use and built form is being evaluated.
1.1.3.2 Land use patterns within settlement areas shall be based on: <ol style="list-style-type: none"> a) Densities and a mix of land uses which: <ol style="list-style-type: none"> 1. efficiently use land and resources 2. are appropriate for and efficiently use infrastructure and public service facilities 3. minimize negative impacts to air quality and climate change and promote energy efficiency 	The Port Credit Community Node is an element in the City's urban structure that is intended for intensification and provides a range of uses (as identified on Schedule 10 Land Uses of MOP) and allows for appropriate redevelopment of the area. As described in policy 5.3.3, Community Nodes among other things are intended to: <ul style="list-style-type: none"> • Be an area of intensification with a mix of uses, 	The subject property is located within the Port Credit Community Node and provides for an increased density that makes more efficient use of the land in an area that contains a public facilities and is in close proximity to an intensification corridor that provides for commercial uses. The extent of which growth should be accommodated on site, the proposed land use and built-form is being

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	File OZ 18/007 W1 Consistency
<p>4. support active transportation</p> <p>5. are transit supportive</p> <p>b) A range of uses and opportunities for intensification and redevelopment in accordance with criteria in 1.1.3.3</p>	<ul style="list-style-type: none"> Provide access to a mix of uses required for daily living such as retail stores, restaurants, community facilities, schools, parks and a diverse housing stock that meets housing needs of residents as they move through their lifecycle. Achieve a targeted growth density of between 100 and 200 residents plus jobs per hectare. 	<p>evaluated under the applicable policies of MOP and will be included in the next staff report.</p>
<p>1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.</p>	<p>The Port Credit Community Node is an area intended for intensification (MOP policy 5.3.3.3). Based on existing infrastructure, transit service and public amenities.</p> <p>Policies in MOP ensure intensification is in accordance with the wise management of resource and protecting health and safety.</p>	<p>The proposed development has the ability to utilize surrounding community infrastructure (e.g. transit, library, schools, parks, places of religious assembly) and has access to adequate servicing (water, sanitary and storm water facilities). This is consistent with MOP and PPS policies.</p>
<p>1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.</p>	<p>The Built Form policies of MOP (MOP policies contained in section 9) provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm. MOP includes policies that require development applications to provide appropriate height and built form transitions between sites and their surrounding area (9.2.1.10).</p>	<p>The proposal responds to intensification policies. The proposal is being evaluated on its built-form and land use compatibility with the surrounding neighbourhood, which includes an assessment relating to MOP policies. This will be included in the next staff report.</p>
<p>1.4 Housing</p> <p>1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable</p>	<p>Community Nodes are intended to provide a diverse range of housing options for residents at different stages of life (MOP policy 5.3.3).</p>	<p>The proposal is being evaluated on its built-form and land use compatibility with the surrounding neighbourhood, which includes an assessment relating to MOP policies.</p>
<p>3.0 Protecting Public Health and Safety</p> <p>3.1.1 Development shall generally be directed to areas outside of</p> <p>a. hazardous lands adjacent to the shorelines of the Great Lakes - St.</p>	<p>MOP contains policies that require mitigative measures to address natural hazards associated with the Lake Ontario shoreline will protect and enhance ecological functions (MOP policy 6.3.58).</p>	<p>The property is located outside of the natural hazards area.</p>

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	File OZ 18/007 W1 Consistency
<p>Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or dynamic beach hazards;</p> <p>b. hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards, and</p> <p>c. hazardous sites.</p>		
<p>3.2.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.</p>	<p>MOP contains policies that ensure the protection of life and property from natural and human made hazards (MOP policy 6.1.1).</p>	<p>A Phase I and Phase II Report has been submitted and is under review. The applicant will be required to address contamination and remediation requirements through the process.</p>
<p>4.0 Implementation and Interpretation</p>		
<p>General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted</p> <p>4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i></p> <p>4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i></p>	<p>As outlined in the table, relevant MOP policies are consistent with the PPS.</p>	<p>The intensification of the site for an apartment building in a Community Node is supportive of a number of PPS policies. However, the applications are being further evaluated on adherence to a range of specific MOP policies including those related to land use compatibility, transition, massing and site design.</p>

Conformity with Growth Plan 2017

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) (2017) was issued under Section 7 of the Places to Grow Act and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP

policies (i.e. "file no. sample: OZ 17/001 Conformity" column). Only key policies relevant to the application(s) have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

Conformity with the Growth Plan Analysis

<i>Growth Plan for the Greater Golden Horseshoe</i>	<i>Mississauga Official Plan Policies (MOP)</i>	<i>OZ 18/007 W1 Conformity</i>
1.1 The Greater Golden Horseshoe		
<p>General Statement of Intent: The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment</p>	<p>MOP directs growth to Intensification Areas. The Port Credit Community Node is an Intensification Area intended to provide a mix of uses required for daily living, including local shops, restaurants, community facilities cultural, heritage and entertainment uses, schools, parks and a range of housing types to serve residents throughout their lifecycle. Community Nodes are able to accommodate growth within an existing urban area by making use of existing physical and community infrastructure</p>	<p>The property is located within the Port Credit Community Node and proposes an increase in residential intensification.</p>
1.2 The Growth Plan for the Greater Golden Horseshoe		
<p>General Statement of Intent: The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.</p>	<p>The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods (MOP section 4). The City is planning for a strong economy supported by a range of mobility options and a variety housing and community</p>	<p>The proposal will increase the variety of housing available in the Community Node. The appropriateness of the building height as it relates to implementing the Vision will be further evaluated.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/007 W1 Conformity
	infrastructure to create distinct, complete communities. MOP directs growth to areas that support existing and planned transit facilities and other infrastructure improvements (MOP policy 4.5). Further the intent is to develop complete communities in intensification areas such as Community Nodes by promoting an urban form and development that supports public health and active living.	
1.2.1 Guiding Principles		
<p>General Statement of Intent for this Section: The policies of this Plan are based on the following principles</p> <ul style="list-style-type: none"> a. Complete communities b. Prioritize intensification c. Provide flexibility to capitalize on new employment opportunities d. Support a range and mix of housing options e. Integrate land use planning and investment in infrastructure f. Provide different approaches to manage growth that recognize diversity of communities g. Protect natural heritage, hydrologic, landforms h. Conserve and promote cultural heritage i. Integrate climate change considerations 	<p>The Vision and Guiding Principles of the Growth Plan are incorporated into MOP, including the following.</p> <p>Section 5 <input type="checkbox"/> Direct Growth (addresses prioritizing intensification)</p> <p>Section 6 <input type="checkbox"/> Value the Environment (addresses protecting natural heritage and responding to climate change)</p> <p>Section 7 <input type="checkbox"/> Complete Communities (addresses housing, cultural heritage and complete communities)</p> <p>Section 8 <input type="checkbox"/> Creating a Multi-modal City (addresses transportation infrastructure)</p> <p>Section 9 <input type="checkbox"/> Build A Desirable Urban Form (provides direction on how to accommodate growth)</p>	<p>The applications are supportive of many Growth Plan principles; however, the manner in which the applications implement those principles will be evaluated against official plan policies and city guidelines.</p>
1.2.2 Legislative Authority		
<p>General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan</p>	<p>As illustrated through this table, MOP generally conforms to the <i>Growth Plan</i>.</p>	<p>As the decision on the application will occur after July 1, 2017, it must conform to the Growth Plan 2017.</p>
1.2.3 How to Read this Plan		
<p>General Statement of Intent for this Section: Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan</p>	<p>MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable Provincial planning documents.</p>	<p>The applications have been reviewed accordingly.</p>
2. Where and How to Grow		
2.1 Context		

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/007 W1 Conformity
<p>General Statement of Intent: This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact and complete communities, and increasing the modal share for transit and active transportation.</p>	<p>The MOP policies conform with the general intent, as summarized in the Vision and Guiding Principle section of the document</p>	<p>The subject property is located within a built-up area of the City and will allow for better utilization of existing infrastructure. The applications focus intensification within an intensification area and help optimize the use of existing infrastructure and reduce the need for expansion of municipal services.</p> <p>Growth will be directed to intensification corridors and areas, in addition to within 500 m of Major Transit Stations</p> <p>The extent in which growth can be accommodated on site is being evaluated. It is important to ensure the manner in which these uses are planned and designed are appropriate and subject to further analysis in the next staff report.</p>
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
<p>General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.</p>	<p>The Port Credit Community Node is designated as an area for intensification to provide a range of housing, employment and community infrastructure for the surrounding neighbourhoods. It also includes many transit options and a variety of community infrastructure amenities.</p>	<p>The subject property is located within the Port Credit Community Node. The extent to which growth can be accommodated on site while maintaining appropriate built-form qualities with respect to proper massing and transition is being evaluated.</p>
<p>Summary of policies within 2.2.1 Managing Growth</p> <p>a. Growth should be primarily directed to settlement areas that:</p> <p>i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii)</p> <p>ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities</p>	<p>a. The Port Credit Community Node is an established area with sufficient infrastructure to accommodate growth.</p> <p>b. The Node is an appropriate location for growth as it is within the delineated boundary of a settlement area, with access to municipal water and wastewater, and is planned to provide a range of land uses to support a complete community.</p>	<p>The proposal supports this intent by providing proposing intensification on an underutilized lot. However, the extent in which density can be appropriately accommodated on site and the adherence of proper built form and transition policies is being evaluated and will be addressed in the next staff report.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/007 W1 Conformity
<p>(2.2.1.2. c i, ii, iii, iv),</p> <p>iii. that is generally away from hazardous lands (2.2.1.2. e)</p> <p>b. Integrated planning to manage forecasted growth will</p> <p>i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b)</p> <p>ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3 c)</p> <p>iii. Support the environment (2.2.1.3.d)</p> <p>iv. Be implemented through a municipal comprehensive review (2.2.1.3.e)</p> <p>c. The <i>Growth Plan</i> will support the achievement of complete communities that</p> <p>i. Features a diverse mix of land uses</p> <p>ii. Improves social equity</p> <p>iii. Provides mix of housing options</p> <p>iv. Expands convenient access to transportation, public service facilities, open space, healthy food options</p> <p>v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design</p> <p>vi. Mitigates climate change</p> <p>vii. Integrates green infrastructure</p>	<p>c. MOP ensures forecasted growth is properly managed as development may be phased if satisfactory arrangements for infrastructure are not made.</p> <p>The Node includes a mix of land uses and housing types. MOP includes policies to ensure high quality compact built form, attractive public realm, including open spaces, through site design and urban design (MOP section 9.1). Appropriate infill in Intensification Areas will help revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.</p>	
<p>2.2.2 Delineated Built-up Areas</p>		
<p>Statement of Intent: The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing)</p>	<p>The Port Credit Community Node is located within the delineated built-up area and will assist in achieving intensification targets. Mississauga Official Plan contains identifies areas for intensification as part of the City's urban hierarchy. In addition, there are policies with</p>	<p>The subject property is located within the Port Credit Community Node and proposes residential intensification. The built form aspect of the proposal will be evaluated as part of the next staff report.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/007 W1 Conformity
<p>4. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will.</p> <ul style="list-style-type: none"> a. encourage intensification generally to achieve the desired urban structure; b. identify the appropriate type and scale of development and transition of built form to adjacent areas; c. identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development; d. ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities; e. prioritize planning and investment in infrastructure and public service facilities that will support intensification; f. and be implemented through official plan policies and designations, updated zoning and other supporting documents. 	<p>respect to built form and complete communities particular to the City's hierarchy.</p>	
2.2.6 Housing		
<p>General Statement of Intent: A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.</p>	<p>Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at: http://www7.mississauga.ca/documents/pb/plans/reports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf</p>	<p>The proposed development maintains the mix of housing types within a Community Node that is predominantly a mixed use area that contains a number of residential built-forms, including apartment buildings.</p>
<p>Relevant Policies:</p> <ul style="list-style-type: none"> a. The Region is responsible for preparing a housing strategy (2.2.6.1) b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification 	<p>A diverse range of housing options is encouraged by MOP. (MOP Policy 7.2.2)</p>	<p>The Region of Peel and the City of Mississauga are working together to address housing issues.</p> <p>The proposal supports these policies by providing additional residential units within a Community Node.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/007 W1 Conformity
<p>targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2)</p>		
2.2.4 Transit Corridors and Station Areas		
<p>3. Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of.</p> <ul style="list-style-type: none"> a. 200 residents and jobs combined per hectare for those that are served by subways; b. 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or c. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network. <p>10. lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.</p>	<p>The Port Credit Community Node has a gross density of 115 residents and jobs combined per hectare as of March 2016. While that is below the number required in the Growth Plan, the City is currently in the process of reviewing and amending the Official Plan in order to bring into compliance the density targets identified in the Growth Plan. (MOP PCLAP Policy 6.1)</p>	<p>The subject property is located within 500 m of a Major Transit Station (Port Credit GO Station) and proposes residential intensification of the site.</p>
5.0 Implementation		
<p>Statement of Intent: Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	<p>MOP must conform with a hierarchy of policy and legislation at the federal, provincial, regional and municipal levels. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies (MOP Policy Section 2.0).</p>	<p>Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of the Mississauga Official Plan.</p>

Region of Peel Official Plan

The proposed development does not require an amendment to MOP or the Region of Peel Official Plan. The applications were circulated to the Region and Section 5 of the report provides a summary of their comments.

The Regional Official Plan identifies the subject lands as being located within Peel's Urban System. General objectives, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form

and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.

MOP, which was approved by the Region of Peel on September 22, 2011 is the primary instrument used to evaluate development applications.

Relevant Mississauga Official Plan Policies

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of these applications, some of which are found below.

	Specific Policies	General Intent
Chapter 5 Direct Growth	Section 5.1.6 Section 5.3.3.8 Section 5.3.3.11 Section 5.5.5	<p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development.</p> <p>Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.</p> <p>Development will promote the qualities of complete communities.</p>
Chapter 6 Value The Environment	Section 6.3.62 Section 6.3.63 Section 6.7.1	<p>Development and site alteration must comply with the City's Erosion and Sediment Control By-law to the satisfaction of the City and appropriate conservation authority, where applicable.</p> <p>An Erosion and Sediment Control Study may be required for development and site alteration, where appropriate.</p> <p>6.7.1 To ensure that contaminated sites are identified and appropriately addressed by the proponent of development, the following will be required:</p> <ol style="list-style-type: none"> the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination; landowners will consider all potential sources of contamination such as disposal of waste materials, raw material storage, residue left in containers, maintenance activities and spills and may also include contamination from adjacent commercial properties, such as, gas bars, motor vehicle service stations, motor vehicle repair garages and dry-cleaning facilities, the development approval or approval of amendments to this Plan for known or potentially contaminated sites will be deferred until the proponent of development undertakes a study assessing the potential for contamination in accordance with the Provincial Government regulations and standards and City policies; and if the study indicates potential for soil or ground water contamination, an assessment of the soil and groundwater conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing contaminated sites will be required. Recommendations contained within the plan will be implemented by way of conditions to development approval.

	Specific Policies	General Intent
Chapter 7 Complete Communities	Section 7.6.2.4 Section 7.6.2.5 Section 7.6.2.6	<p>The review of applications for development along the Lake Ontario waterfront and the mouth of the Credit River, will have regard for the following:</p> <ul style="list-style-type: none"> a. provision of public views of the lake from within and throughout the property, b. maintain existing or create new view corridors to the lake and along the shoreline, c. recognition, reflection, and integration of cultural heritage resources; d. provision of public access to and along the waterfront edge, in particular the waterfront trail system (e.g., through the acquisition of parkland); e. potential to provide linkages for other trail systems, public access nodes, and natural features, areas and linkages including their ecological functions; f. design of shoreline forms that do not pose physical barriers to the water, g. natural hazards, h. restoration and shoreline improvements; i. natural heritage features and their functions, j. opportunities for nature appreciation; k. compatibility among land uses; l. the privacy and security of private property, m. mix of appropriate uses; n. form and scale appropriate to the waterfront location; o. ensure that public open space adjacent to the shoreline is clearly seen to be open to the public; p. dedication of patent water lots to the City or appropriate public agency; q. provision of a variety of appropriate uses and activities which are lake dependent and lake enhanced; and r. development of public shoreline parkland and the provision of associated recreational facilities <p>Public Open Space and development adjacent to the Lake Ontario Waterfront Trail should be designed to enhance the trail user's experience of Lake Ontario by maximizing views of Lake Ontario and by creating a varied, visually stimulating, comfortable and human scaled edge to the waterfront trail.</p> <p>The implementation of development proposals should enhance and promote the image and identity of Mississauga as a waterfront city with a unique waterfront advantage for development that will consider, among other uses, recreation, retail, cultural and tourism activities.</p>
Chapter 9 Build A Desirable Urban Form	Section 9.1.12 Section 9.2.1.3 Section 9.2.1.8 Section 9.2.1.10 Section 9.2.1.14 Section 9.2.1.15 Section 9.2.1.16 Section 9.3.3.9 Section 9.5.1.7	<p>An urban form will be developed to take advantage of the Lake Ontario waterfront through connections, views and access.</p> <p>Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition</p> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p>

	Specific Policies	General Intent
	<p>Section 9.5.1.8 Section 9.5.1.9 Section 9.5.1.15 Section 9.5.2.2</p>	<p>Appropriate height and built form transitions will be required between sites and their surrounding areas.</p> <p>In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.</p> <p>Tall buildings will address pedestrian scale through building articulation, massing and materials.</p> <p>Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.</p> <p>Development will preserve, promote and enhance public views to the Lake Ontario waterfront.</p> <p>Developments adjacent to public parkland will complement the open space and minimize negative impacts.</p> <p>Proposed development should encourage public open space connections that link public parks and community facilities through the use of walkways, bikeways and bridges.</p> <p>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.</p> <p>Development in proximity to landmark buildings or sites, to the Natural Areas System or cultural heritage resources, should be designed to:</p> <ol style="list-style-type: none"> a. respect the prominence, character, setting and connectivity of these buildings, sites and resources; and b. ensure an effective transition in built form through appropriate height, massing, character, architectural design, siting, setbacks, parking, amenity and open spaces.
Chapter 11 General Land Use Designations	<p>Section 11.2.6.1 Section 11.2.6.2 Section 11.2.6.3 Section 11.2.6.4 Section 11.2.6.5</p>	<p>In addition to the Uses Permitted in all Designations, lands designated Mixed Use will also permit the following uses:</p> <ol style="list-style-type: none"> a. commercial parking facility; b. financial institution; c. funeral establishment; d. makerspaces e. motor vehicle rental; f. motor vehicle sales, g. overnight accommodation; h. personal service establishment; i. post-secondary educational facility;

	Specific Policies	General Intent
		<p>j. residential; k. restaurant, l. retail store, and m. secondary office,</p> <p>The following uses are not permitted: a. self-storage facility, and b. detached and semi-detached dwellings.</p> <p>Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses.</p> <p>Mixed Use development will be encouraged through infilling to consolidate the potential of these areas and to restrict their linear extension into stable, non-commercial areas.</p> <p>Residential uses will be combined on the same lot or same building with another permitted use.</p> <p>Residential uses will be discouraged on the ground floor.</p>
Chapter 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <p><input type="checkbox"/> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands,</p> <p><input type="checkbox"/> the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</p> <p><input type="checkbox"/> there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</p> <p><input type="checkbox"/> a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</p>
Chapter 20 Glossary	Tall Building	<p>Means a building having a height greater than the width of the street on which they front. Tall buildings are defining elements in the city structure, becoming icons and landmarks in the skyline and streetscape. They have a greater opportunity and responsibility to contribute towards defining an area's identity and success. Further, when appropriately sited and designed, tall buildings can accommodate transit supportive densities and facilitate the viability of a successful, well used public transit system</p>

Relevant Port Credit Local Area Plan Policies

	Specific Policies	General Intent
Chapter 5.0 Vision	Section 5.1.1 Section 5.1.2	<p>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.</p> <p>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.</p>
Chapter 6.0 Direct Growth	Section 6.1 Section 6.1.1 Section 6.1.2 Section 6.1.6	<p>With a gross density of 115 residents and jobs combined per hectare, Port Credit is within the targeted range for Community Nodes of between 100 and 200. As such, additional density is not required to meet the target, however, it is recognized that some infill and redevelopment will occur. This should focus on creating a more complete community and in particular employment opportunities.</p> <p>The City will monitor the gross density and population to employment ratio in the Community Node and will assess its ability to accommodate further growth through the development approval process.</p> <p>Increases in employment opportunities are to be accommodated on lands designated mixed use, which can accommodate a range of establishments including: retail, restaurants, and offices.</p> <p>Intensification will address matters such as</p> <ol style="list-style-type: none"> contribution to a complete community; providing employment opportunities; sensitivity to existing and planned context and contribution to the village mainstreet character, respecting heritage; and protecting views and access to the waterfront.
Chapter 8 Complete Communities	Section 8.5.2	<p>Uses in proximity to the waterfront will provide for public access, where appropriate. Through land acquisition, capital works and the review of proposals, Mississauga will endeavor to ensure this Vision is realized.</p>

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>5 Kindergarten to Grade 6 1 Grade 7 to Grade 8 1 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Forest Avenue P.S.</p> <p>Enrolment: 174 Capacity: 199 Portables: 0</p> <p>Riverside P.S.</p> <p>Enrolment: 300 Capacity: 438 Portables: 0</p> <p>Port Credit S.S.</p> <p>Enrolment: 1 164 Capacity: 1 203 Portables: 0</p>	<p>Student Yield:</p> <p>2 Junior Kindergarten to Grade 8 2 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St. Dominic Elementary School</p> <p>Enrolment: 327 Capacity: 271 Portables: 5</p> <p>St. Paul Secondary School</p> <p>Enrolment: 424 Capacity: 807 Portables: 0</p>

7. Community Comments

A community meeting was held by Ward 1 Councillor, Stephen Dasko on February 11, 2019. Over 100 people were in attendance. Approximately 15 written submissions were received.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- The proposed development is too high and does not integrate well with the surrounding properties
- The Official Plan permission of six storeys should be maintained
- Views to the waterfront should be protected and enhanced by the proposal
- The proposed development will produce negative impacts on the Port Credit Community Node
- The bulk of the building should be reduced
- The additional density will create traffic impacts
- The approval of a ten storey building will destabilize the surrounding community and create a precedent
- The architecture and design of the building will positively add to the surrounding community

8. Development Issues

The following is a summary of comments from agencies and departments regarding the applications.

Agency / Comment Date	Comments
Region of Peel (June 6, 2018)	<p>The application does not require an amendment to the Region of Peel Official Plan.</p> <p>An existing 300 mm diameter watermain and an existing 450 mm diameter sanitary sewer are located on Port Street East.</p> <p>Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading municipal services. All works associated with the servicing of this site will be at the applicants expense. The applicant will also be responsible for the payment of applicable fees, DC charges, legal costs and all other costs associated with the development of this site.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board (January 24, 2019)	<p>Both School Boards have responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p>
City Community Services Department - Park Planning Section (January 23, 2019)	<p>The proposed residential development is adjacent to City owned lands identified as St. Lawrence Park (P-435). This park includes a waterfront trail and a community play site. Port Credit Memorial Park (P-106) is within proximity to the site and includes picnic areas, basketball hoops, a play site, and a multi-use ramp facility.</p> <p>The proposed development shall maintain a 1.5 m setback from the below grade parking structure to the western property boundary of St. Lawrence Park. Through the review of a future site plan application, securities related to protection and cleanup for St. Lawrence Park will be determined.</p> <p>Prior to the issuance of building permits cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with City's Policies and By-laws.</p>
Economic Development Office (May 29, 2018)	<p>Economic Development has concerns with the proposed amendment in land use designation from "Mixed Use" to "Mixed Use - Special Site" and changes to the RA2-33 zoning for a residential building without mixed uses.</p> <p>As per Section 11.2.6.2 of the official plan, "Lands designated Mixed Use will be encouraged to contain a mixture of permitted uses". Mixed use permits "Secondary Office". The applicant is encouraged to include secondary office and/or other non-residential uses to comply with the intent of a mixed-use development.</p>
City Transportation and Works Department (January 29, 2019)	<p>The Transportation and Works Department has received drawings and reports in support of the above noted application and the owner has been requested to provide additional technical details and revisions to the noise study, grading plan, parking plan, FSR, Phase I and II reports, Traffic Impact Study and the Site Plan, among other items. These changes are required to be addressed in detail prior to the Recommendation Report Meeting.</p>
Other City Departments and	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical</p>

Agency / Comment Date	Comments
External Agencies	<p>matters are addressed in a satisfactory manner.</p> <p>Canada Post Rogers Cable Greater Toronto Airport Authority Alectra Utilities Fire</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Heritage Planning Bell Canada Enbridge Canada Post MiWay CVC</p>

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposed built form and height appropriate for the site?
- Is the proposal compatible with the surrounding area?
- Is the proposed setback adjacent to the City owned land appropriate?
- Is the absence of commercial at the ground floor appropriate given the surrounding context?
- Are the proposed zoning by-law exception standards appropriate?

Development Requirements

There are engineering matters including: grading, environmental, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

**Recommendation Report
Detailed Planning Analysis**

Owner: Brown Maple Investments Ltd.

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1. Community Comments

Through the community and public meetings held, comments from the public were generally directed to the proposed height of the building, overall design and potential impacts on the surrounding community. Below is a summary and response to the specific comments heard:

Comment

The proposed development is too high and does not integrate well with the surrounding properties and will create negative impacts on the Port Credit Community Node. The height allowed in the Official Plan and Zoning By-law should be maintained.

Response

Comments regarding the compatibility of the proposed development are incorporated in section 6 of this appendix.

Comment

Views to the waterfront should be protected and enhanced by the proposal.

Response

Comments regarding how the proposed development addresses view corridors are incorporated in section 6 of this appendix. Appendix 3 also contains renderings from the applicant that show how the proposed development enhances view corridors to Lake Ontario at different view points, including the adjacent property to the west.

Overall, the proposed 9 storey apartment building does not create any additional undue negative impacts on view corridors to the lake and at certain viewpoints, creates an enhancement.

Comment

The additional density will create negative traffic impacts.

Response

The applicant has submitted a Traffic Impact Study that includes an analysis on the impacts of the increased density comparing what is proposed to what is currently permitted. The study area incorporated Lakeshore Road and Port Street East between Hurontario Street/St. Lawrence Drive and Helene Street South and took into account future traffic generation from recently approved projects within the community node. Site traffic is projected to only add 11 car trips in the AM peak hour and 9 car trips in the PM peak hour, resulting in 4 additional cars than what is expected as-of-right. This is far less than typical daily variations in traffic and will not be noticeable on the road network.

Comment

Approval of a building requesting an increase in height will set a precedent and destabilize the surrounding community.

Response

Each development application that is submitted under the *Planning Act* is evaluated on its own merits. The subject application was evaluated based on the direction mandated by the Province and the applicable Mississauga Official Plan policies, in particular the Port Credit Local Area Plan, which

outlines specific criteria that must be met when development applications are seeking additional heights.

Comment

The architecture and design of the building will positively add to the surrounding community.

Response

Staff agree with this statement which is further discussed in section 6 of this appendix.

2. Updated Agency and Department Comments

The applications and original submission were circulated to all City departments and commenting agencies on April 11, 2018. A summary of the comments are contained in the Information Report attached as Appendix 1.

The first resubmission was circulated on December 18, 2018 and the second resubmission was circulated on May 9, 2019. Below are updated comments.

Transportation and Works

Comments updated July 17, 2019, state that in the event that the application is approved by Council, the applicant will be required to deliver and execute a Development Agreement in a form satisfactory to the City of Mississauga, Region or any other appropriate authority. The agreement may deal with matters including, but not limited to, engineering matters and technical details such as grading, fencing, noise mitigation,

environmental requirements (i.e. completion and filing of a Record of Site Condition on the Ministry of Environment, Conservation and Parks (MECP) Site Registry and provide all required supporting environment documents and letters of reliance) and any other additional provisions and warning clauses.

Site specific details will be addressed through a future Site Plan review and approval process on the subject lands.

School Accommodation

In comments, dated July 2, 2019, the Peel District School Board and the Dufferin-Peel Catholic District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by the City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

3. Provincial Policy Statement, 2014 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2017

The *Provincial Policy Statement (PPS)* and the *Growth Plan for the Greater Golden Horseshoe (Growth Plan)* provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports

economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

4. Consistency with PPS

Section 1.1.3.2 of the PPS requires development to reflect "densities and a mix of land uses which efficiently use land and resources and appropriate for and efficiently use infrastructure and public service facilities and are transit supportive." Section 1.1.3.3 of the PPS states that "planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock" and Section 1.1.3.4 of the PPS states that "appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety."

Chapter 5 – Direct growth and Chapter 9 – Build A Desirable Urban Form of MOP indicate that intensification is to be directed to Community Nodes, provided that the design is appropriate and context sensitive and encourages a pedestrian oriented and compact form of development. In

addition, Chapter 7 – Complete Communities contains policies that require developments to be compact in nature to support public health and be designed in a manner that is conducive to overall health and safety.

Furthermore, MOP identifies the Port Credit Community Node as an area intended for intensification due to the amount of public services available and the level of transit servicing the node including 2 way all day GO train service, MiWay local bus routes and the future LRT on Hurontario Street.

The amount on intensification proposed as part of the subject development supports the general intent of the PPS and MOP with respect to building strong and healthy communities in an efficient manner. The proposed development can utilize surrounding community infrastructure and has access to adequate servicing and is in close proximity to a major transit hub. This is consistent with PPS and MOP policies.

5. Conformity with Growth Plan

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". Furthermore, Section 2.2.4 encourages the efficient development and intensification within areas supported by frequent transit in the form of Major Transit Station Areas. The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 9.2.1 *Intensification Areas* of MOP states that Intensification Areas are the principal location for future growth and include Community Nodes. They are planned areas within the municipality where the City has identified the appropriate type and scale of development. Section 9.2.10 states that appropriate height and built form transitions will be required between sites and their surrounding areas.

The relevant MOP policies in this report conform with the *Growth Plan for the Greater Golden Horseshoe*.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve development patterns that are efficient and achieve a form and density that are pedestrian friendly and transit supportive.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas comprised of

Community Nodes (among others) that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

7. Mississauga Official Plan (MOP)

The subject site is designated **Mixed Use**, which permits commercial and residential uses. The proposal requires an amendment is required to redesignate the site to **Residential High Density** to permit a 9 storey apartment building with no ground floor commercial uses, whereas a max height of 6 storeys with a mix of uses is permitted. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- *Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?*
- *Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?*
- *Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?*
- *Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed*

amendment in comparison with the existing designation been provided by the applicant?

Planning staff have undertaken an evaluation of the relevant Mississauga Official Plan criteria against this proposed development application and those found in the Port Credit Local Area Plan, which are found below.

The subject site is located in the Port Credit Community Node Character Area, an area intended for intensification within the City. The Port Credit Local Area Plan identifies this area as one that will have varying densities, transit supportive development, and a high quality built form to positively shape the area as a location for intensification.

In particular, the plan identifies the Harbour Mixed Use Precinct as an area that has the potential for intensification and containing a mixture of densities, recognizing that the waterfront will be more urban in nature. Preserving waterfront views is a priority in any redevelopment adjacent to the waterfront.

In addition, a Zoning By-law amendment is required to rezone the lands from **RA2-33** (Apartments) to **RA2-Exception** to accommodate a 9 storey apartment building and an FSI of 2.8. The proposed FSI represents an increase of 0.3 FSI than what is permitted as of right in the existing zoning for the site, an approximate increase of 1 995 m² (21 474.sq. ft.) from what is permitted as-of-right.

Given that the proposed development slightly increases the allowable FSI permitted in the existing zoning and taking into

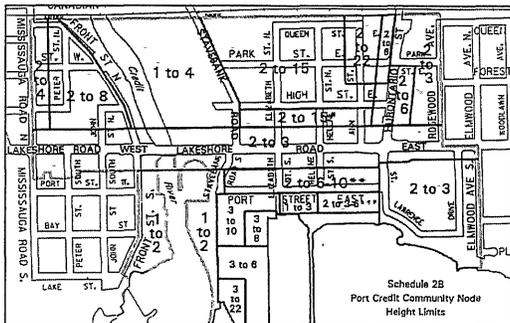
account the submitted studies supporting the increase in FSI, staff are of the opinion that the increase in density fits within MOP and the Port Credit Local Area Plan.

Part of the evaluation of the proposed density relies on the proposed built form and design of the apartment building meeting applicable policies set out in MOP and the Port Credit Local Area Plan with respect to building height. The following sections will evaluate how this is achieved.

Building Height in the Port Credit Community Node

How the Port Credit Community Node is to manage growth is set out in the Port Credit Local Area Plan which provides specific policies related to development in Port Credit. Schedule 2B of the Plan sets out a building height regime for the Port Credit Node. The subject lands are located in an area where a minimum building height of two storeys and a maximum height of six storeys are identified. The height for this block was carried over from the initial planning approval for the subject lands granted in 2001.

A range of permissible building heights exists in the immediate vicinity – ten storeys (subject to step-downs) is permitted on the north side of Port Street and two to three storeys are identified for Lakeshore Road and the former St. Lawrence Starch lands to the east. At 1 Port Street (the Marina Lands) to the west, ten storeys is permitted on the south side of Port Street, with six and eight storeys permitted at the water's edge, apart from a block that permits up to twenty-two storeys.



Excerpt from
the Port
Credit Local
Area Plan –
Height
Schedule

Although the Port Credit Local Area Plan sets out height limits to guide growth, the Plan anticipates site-specific Official Plan Amendments. Where building heights are proposed above those identified in the height schedule, section 10.1.2 of the Port Credit Local Area Plan provides the following criteria for evaluating these applications:

- ***The achievement of the overall intent, goals, and objectives of this Plan***
- ***Appropriate site size and configuration;***
- ***Appropriate built form that is compatible with the immediate context and planned character of the area;***
- ***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;***
- ***Particular design sensitivity in relation to adjacent heritage buildings; and***
- ***Measures to limit the amount of additional vehicular traffic impacts***

Through the community consultation associated with this application, staff has heard that the building height set out in Schedule 2 B should be treated as an absolute limit; however it is necessary to consider the totality of the Local Area Plan's policies, including the above criteria. Consideration of the site and its proposed built form within the surrounding context are explored in the following sections.

The Site within the Harbour Mixed Use Precinct

The local area plan stresses the importance of maintaining the existing and planned character of the area.

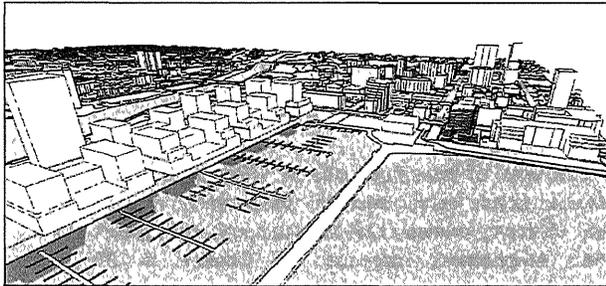
The south side of Lakeshore Road East has a mixed use development containing retail and restaurant uses fronting the street, a public square and two 6 storey apartment buildings. North-west of the site contains a 5 storey apartment building at the corner of Port Street and Helene Street South. Further west of the site along Port Street is a long 6 storey apartment building and a 14 storey hotel building.

To the west of the subject site, at 1 Port Street East, are the "Marina Lands" which recently underwent a master planning and visioning process that resulted in a site specific Official Plan Amendment (approved by Council in 2017) that prescribes heights permissions and in particular, allows heights up to 10 storeys fronting Park Street East. The Official Plan Amendment also identifies heights on the balance of the lands in different ranges above and below the subject development's proposed height. In addition, the Port Credit Local Area plan allows heights of 6 to 10 storeys, with the

caveat that redevelopment provide for buildings that step down from 10 to 6 storeys, within the Harbour Mixed Use Precinct Area stretching along the north side of Port Street East.

Appendix 6 contains renderings of a 3D model of the proposed 9 storey apartment building. The model also depicts the existing and anticipated heights based on the Port Credit Local Area Plan height schedule, and projects that are approved but not yet built.

Both within the physical context and the policy context, a mix of building heights and densities are intended in the vicinity of the site. The proposal for a 9 storey apartment building is compatible with, similar to, respects, and relates to the variation of heights existing and prescribed within the Harbour Mixed Use Precinct.



3D Model of 9 Storey Apartment Building and Existing and Anticipated Building Heights

Immediate Context and Transition to Adjacent Land Uses

Despite the fact that Port Credit has a range of existing and proposed building heights, it is important to evaluate the

impact of the proposed building on surrounding properties, both public and private, to determine compatibility.

The proposed height of 9 storeys is higher than what exists immediately east of the subject site at 65 Port Street but contains design elements that positively transitions to the existing built form including a podium that has been designed at a height and materiality that respects and relates to the adjacent 6 storey building at 65 Port Street East. The higher portion of the podium is 5 storeys, relating to the 5 and 6 storey portion of 65 Port Street East, and steps down to 3 storeys on the westerly side of the building, relating to the future building and open space to the west

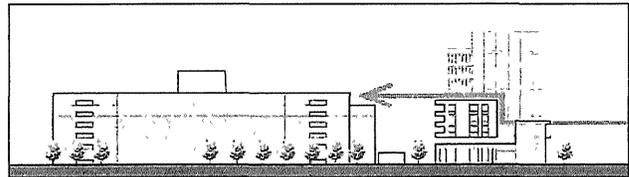


Image showing 9 Storey Apartment Building and 65 Port Street – applicant's rendering

Furthermore, the proposed height of 9 storeys is lower than the prescribed height permission of 10 storeys west of the subject property at 1 Port Street, providing a gradual height increase in the overall built form context

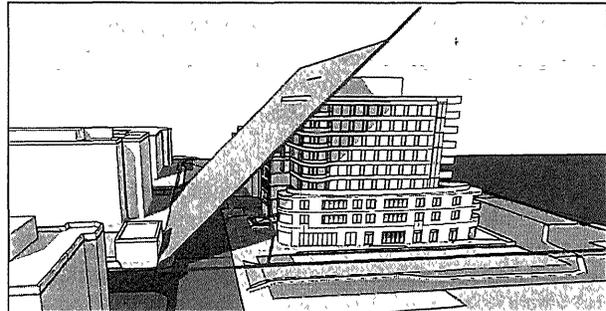


Google Earth Streetview with 3D Model of 9 Storey Apartment Building – Port Street East streetscape looking west

The tower portion of the building is situated in a location on the site that pulls the massing away from the Lake Ontario edge. By pulling the massing away from Lake Ontario, there will be less impact on the waterfront trail, which runs between the property and the lake. This will also open up views to the lake for the existing apartment building at 65 Port Street East.

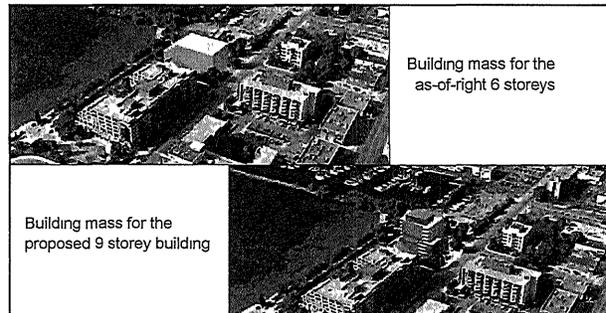
The tower portion of the building provides for an appropriate front yard setback to Port Street East. The distinction created between the podium and the tower minimizes the massing impact on the street and fosters a pedestrian streetscape that continues the existing street wall frontage currently experienced on the south side at 65 Port Street East.

By reducing the building height from 10 to 9 storeys, the building generally fits within the 45 degree angular plane test used within the *Port Credit Built Form Guidelines* to inform appropriate building heights. This will result in a building mass that is not imposing at the street level.



45 Degree Angular Plane Diagram; Google Sketch Up

The tower is sited in a location that makes an effort to maximize views from the adjacent properties and the streetscape. The current zoning allows a 6 storey apartment building that could be designed to incorporate a massing that extends the full width of the lot frontage, both at the front and rear. The proposed apartment building has been designed to be more slender in nature in order to improve views to the lake by not taking up the full width and provide relief at different viewpoints.



Building mass for the as-of-right 6 storeys

Building mass for the proposed 9 storey building

The applicant has submitted renderings that depict various viewpoints and are included in Appendix 3. Staff have prepared an analysis of the massing differences between the proposed 9 storey apartment building and the permitted 6 storey building. (see Appendix 4)

As part of the application submission, a shadow study was provided in accordance with the City's terms of reference and was reviewed and accepted by staff. The study concludes that there will be some shadowing on key public areas such as the Port Street East streetscape and St. Lawrence Park during September and the winter months. However, the shadow impacts are not much greater than the as-of-right 6 storey permission.

Site Size and Configuration

The property is a 0.23ha (0.5 ac) rectangular shaped parcel at the southeast corner of Port Street East and Helene Street South. The size and configuration is well suited for a mid-rise building. Sufficient parking to accommodate the project is provided in one layer of underground parking. The increase in traffic generated from the site is negligible compared to its as-of-right permissions; an expected increase of 11 car trips in the AM and 9 car trips in the PM is anticipated.

The proposal satisfies the criteria outlined in the Port Credit Local Plan section 10.1.2 that must be considered when additional height is being requested. Overall, the building also provides appropriate transition to adjacent properties, minimizes massing, shadowing and overlook impacts, enhances views to Lake Ontario and fits within the range of heights currently within the Port Credit skyline.



Existing Port Credit Community Node Skyline, 3D Model in Google Earth – Proposed 9 Storey Apartment Building outlined in red

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

Transportation and Works has indicated there will be minimal impacts on traffic.

The site is currently serviced by the following MiWay Transit routes:

- Number 23 on Lakeshore Road East and Number 19 on Hurontario Street having direct access to the area

There is a transit stop on Lakeshore Road within 200 m (656.2 ft.) of the site. The Port Credit GO Station is approximately within 400 m.

This area is well served by major City of Mississauga facilities such as the Port Credit Library, Port Credit Memorial Park, Port Credit Arena, the Lions Club of Credit Valley Outdoor Pool, all within a half kilometer radius of the site. At a larger distance, J.C. Saddington Park and J.J. Plaus Park provide additional park options within the Port Credit Community Node. The site fronts St. Lawrence Park which contains a multi-use trail that connects to the Waterfront Trail and allows access to the east and into Toronto and to the western part of Mississauga.

In conclusion, staff can support the official plan amendment and rezoning for the following reasons:

- The increase in permitted height from 6 storeys to 9 storeys allows for a building design that provides enhanced views to the lake, minimizes impacts on adjacent properties and the streetscape and fits within the range of heights existing and planned in the Harbour Mixed Use Precinct in the Port Credit Community Node;
- The design of the building will add to the Port Credit skyline;
- The additional density that is requested represents a minimal increase than what is already permitted and does not create any additional undue impacts on the surrounding community;
- The site is well served by a variety of public transportation options, community services and schools;
- Ample commercial and retail uses are located in close proximity to the subject property.

- The proposal adds additional new apartment units, contributing to housing choices including those seeking to downsize from their detached homes.

Overall, the proposal meets the intent, goals and objectives of Mississauga Official Plan. It contributes to the diversity of housing choice within Port Credit, provides for a built form that aligns with and responds to the existing and planned character of the neighbourhood, and fits in within the surrounding context.

For these reasons, the applications are consistent with MOP, the Region of Peel Official Plan, the *Growth Plan for the Greater Horseshoe* and the PPS.

8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations. Appendix 5 of this report includes the drawings.

9. Zoning

The current zoning of the property is **RA2-33** (Apartments) which permits a 6 storey apartment building with an FSI maximum of 2.5 and a GFA maximum of 4 800 m² (51,666.7 ft²).

A Zoning By-law amendment is required to rezone the lands from **RA2-33** (Apartments) to **RA2-Exception** (Apartments) to accommodate the proposed 9 storey condominium apartment building with an FSI of 2.8 and is appropriate. The proposed

FSI represents an increase of 0.3 FSI than what is permitted as of right in the existing zoning for the site, an approximate increase of 1 995 m² (21 474 sq. ft.).

Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	RA2-33 Zone Regulations		Proposed RA2-Exception Zone Regulations	
Maximum Floor Space Index (FSI)	1.9 – 2.5		2.8	
Maximum Dwelling Units	20		35	
Maximum gross floor area – apartment dwelling zone for Buildable 'A' identified on schedule RA2-33	4 800 m ² (51,666.7 ft ²)		6 395 m ² (68,835.2 ft ²)	
Minimum gross floor area – non-residential	200 m ² (2,152.8 ft ²)		0.00 m ² (0.00 ft ²)	
Maximum height above established grade when the distance from the rear lot line is	3.5 – 7.5 m	13.0 m and 3 storeys	0.0 – 14.7 m	11.8 m and 3 storeys
	7.5 – 11.5 m	16.0 m and 4 storeys	14.7 m - greater	31.1 m and 9 storeys
	11.5 – 15.5 m	19.0 m and 5 storeys		
	15.5 m-greater	22.0 m and 6 storeys		
Note: The provision listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.				

10. Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Among other items, the City considers Affordable Housing a community benefit that may be addressed through this section.

The subject lands are currently zoned **RA2-33** (Apartments) which permits a 6 storey apartment building at an FSI maximum of 2.5 and GFA maximum of 4 800 m² (51,666.7 ft²). The applicant is seeking to permit a 9 storey apartment building at an FSI of 2.8 and GFA of 6 395 m² (68, 835.2 ft²). As the project is larger than 5 000 m² (53,819.6 ft²) in size, it meets the minimum threshold for a Section 37 contribution.

11. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further refinements will be required through the site plan application to address matters such as landscaping, streetscaping, built form details, grading and

servicing, the functional design of the proposed access and the proposed waste collection method.

12. Conclusions

In conclusion, City staff has evaluated the application to permit a 9 storey apartment building against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan

MOP and the Port Credit Local Area Plan policies are consistent with the Provincial Policy Statement and the Growth Plan. The site is located within the Port Credit Community Node, which is an area designated for intensification. The area is well served by multi-modal transportation options, community services and a range of goods and services. The proposed 9 storey apartment building represents a minimal increase in density than what is currently allowed in the existing permissions and results in a building that enhances views to the lake, fits in to the Port Credit skyline and has been designed to fit within the immediate vicinity.

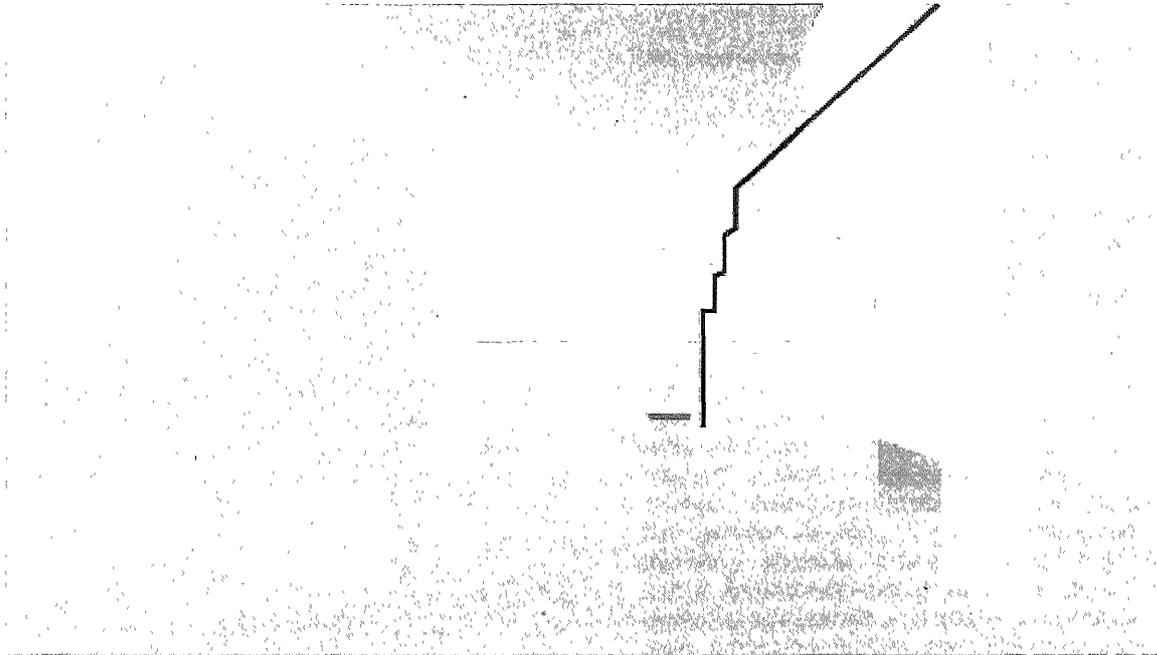
As the applicants have addressed the relevant provincial and city policies and the technical requirements of the City, staff recommends approval of the amendments subject to the conditions contained in the staff report dated August 9, 2019.

Brown Maple Investments Ltd.

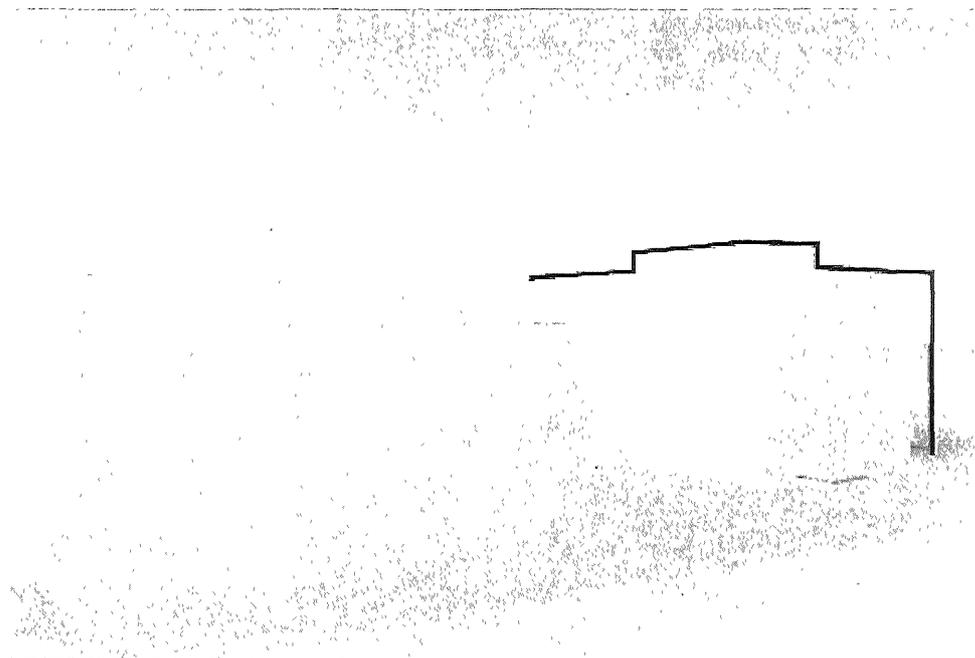
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View Corridor Renderings

The following renderings depict the views from different vantage points that distinguish the differences between the as-of-right 6 storey apartment building (black line) and the proposed 9 storey apartment building (3D Model). These renderings were submitted by the applicant as part of the resubmission materials.



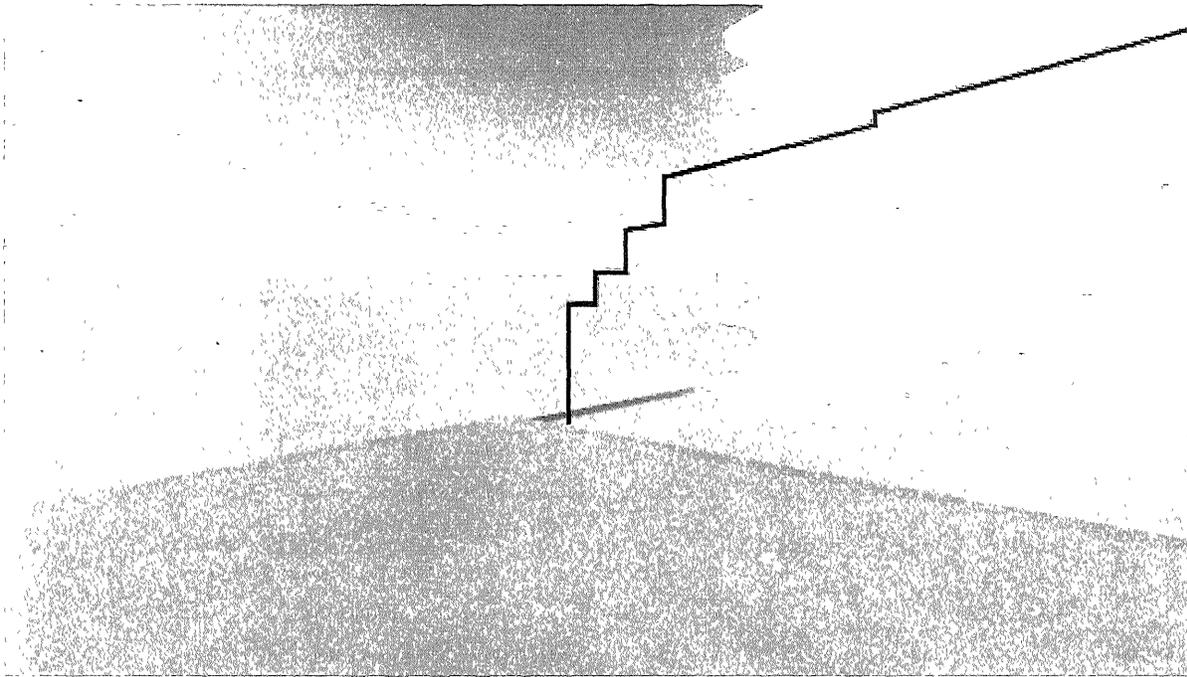
VIEW FROM 70 PORT ST E



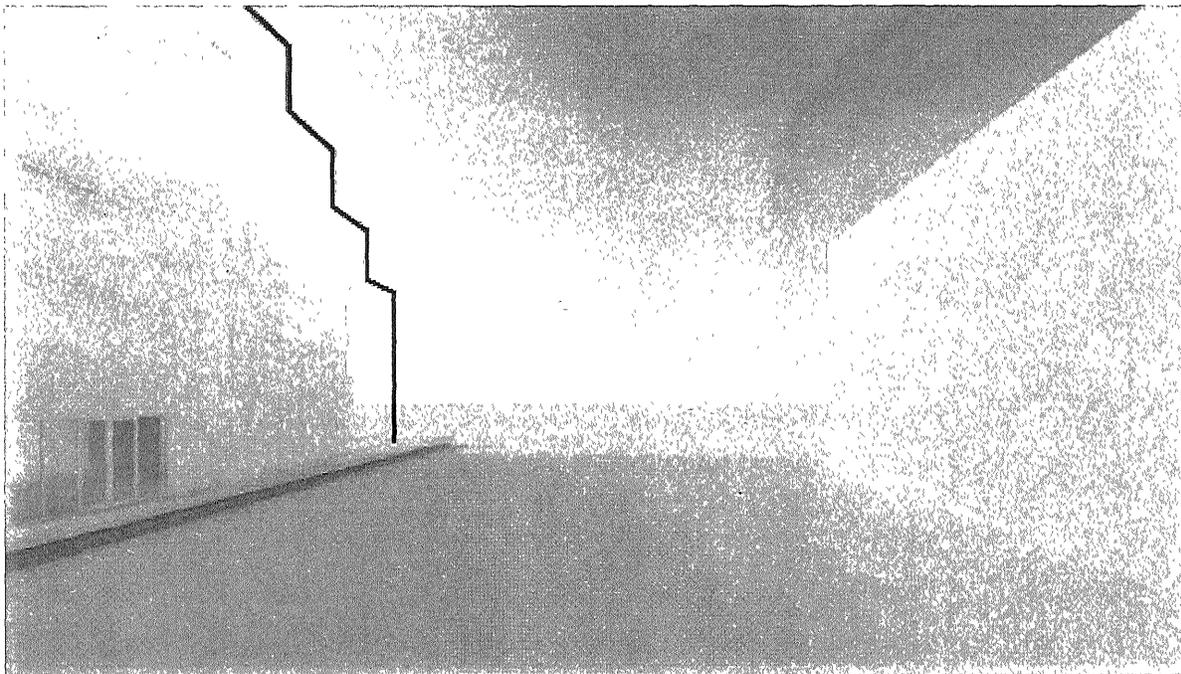
VIEW FROM 80 PORT ST E

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VIEW FROM 65 PORT ST E



VIEW FROM HELENE ST S

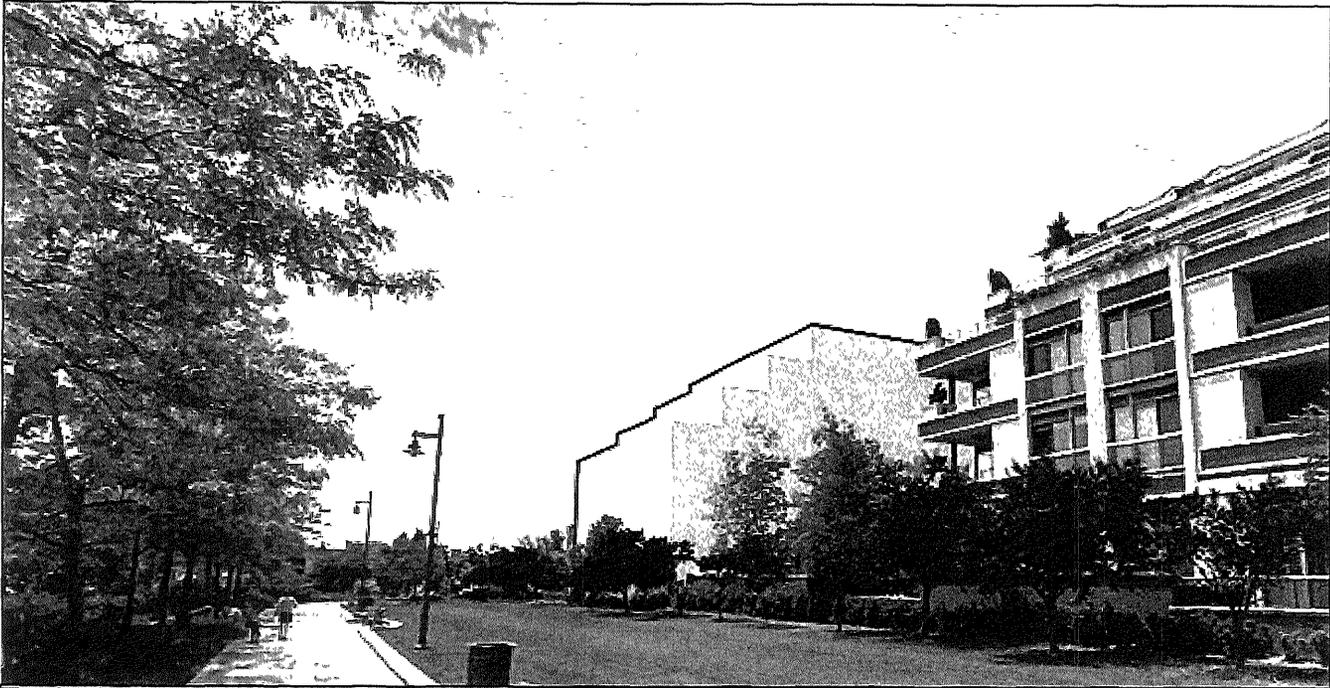
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Proposed Built Form vs As-of-Right Built Form



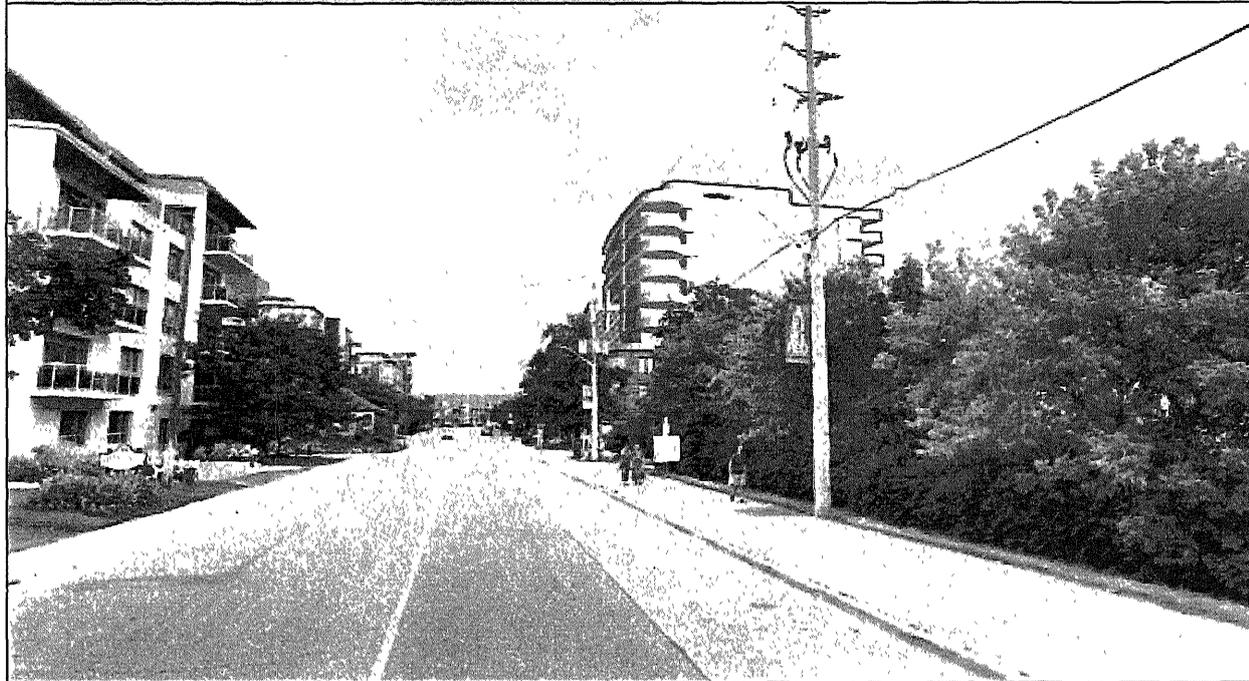
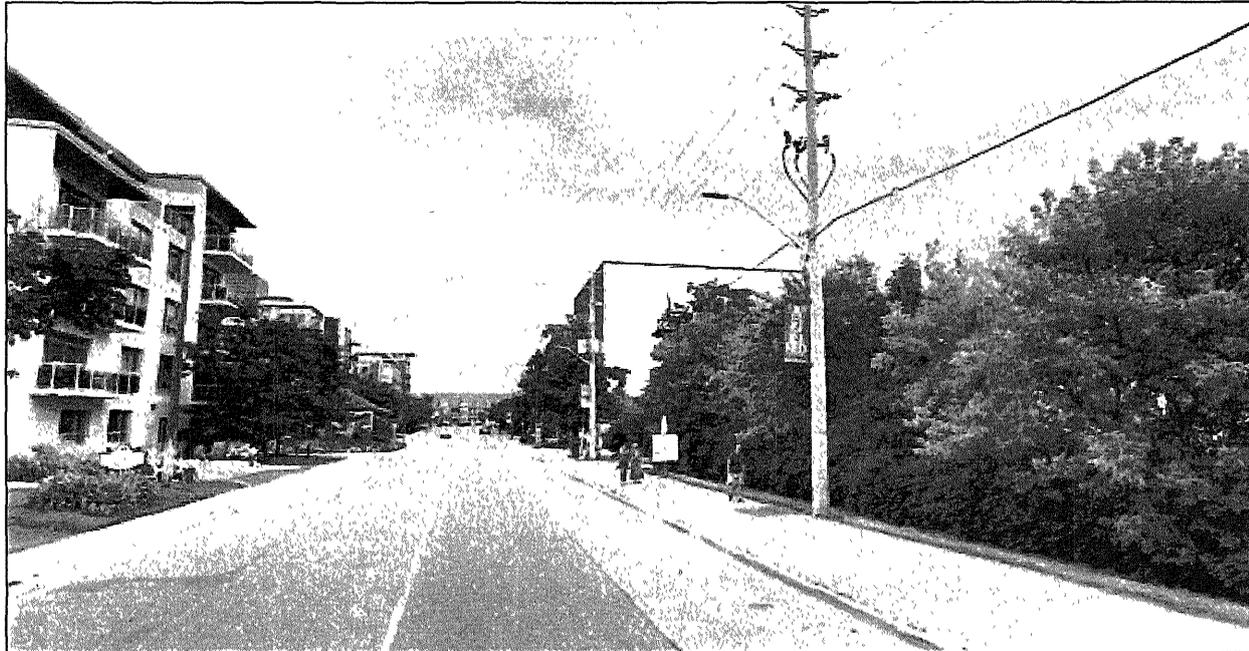
Red line – Proposed 9 storey building
Blue line – as-of-right 6 storey massing
View on Port Street East, East of subject property



Red line – Proposed 9 storey building
Blue line – as-of-right 6 storey massing
View from St. Lawrence Park walking trail, East of the subject property

Brown Maple Investments Ltd.

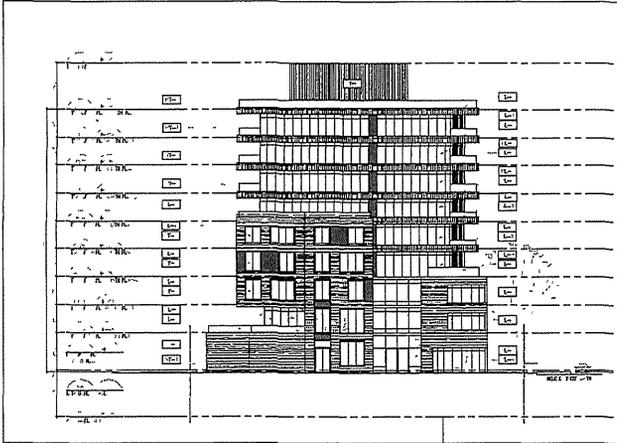
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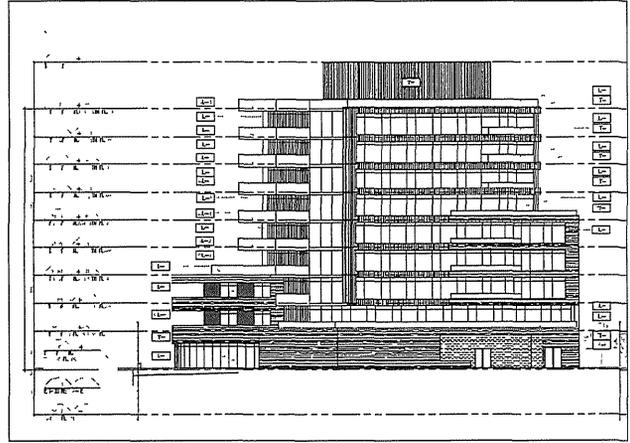
Red line – Proposed 9 storey building
Blue line – as-of-right 6 storey massing
View from Port Street East, West of the subject property

Brown Maple Investments Ltd.

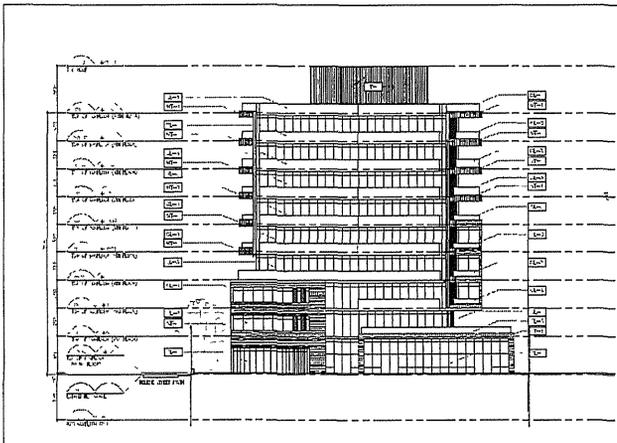
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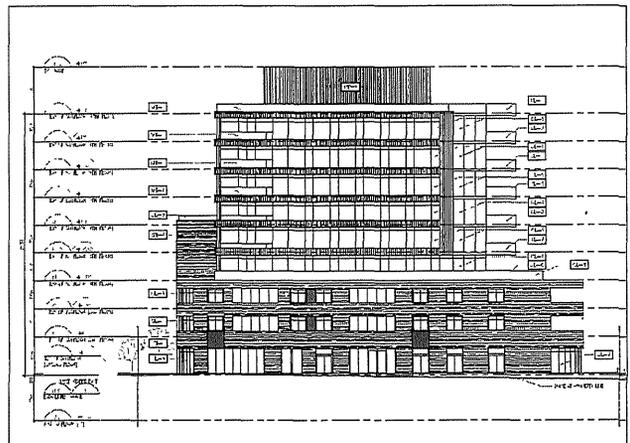
North Elevation



East Elevation



South Elevation



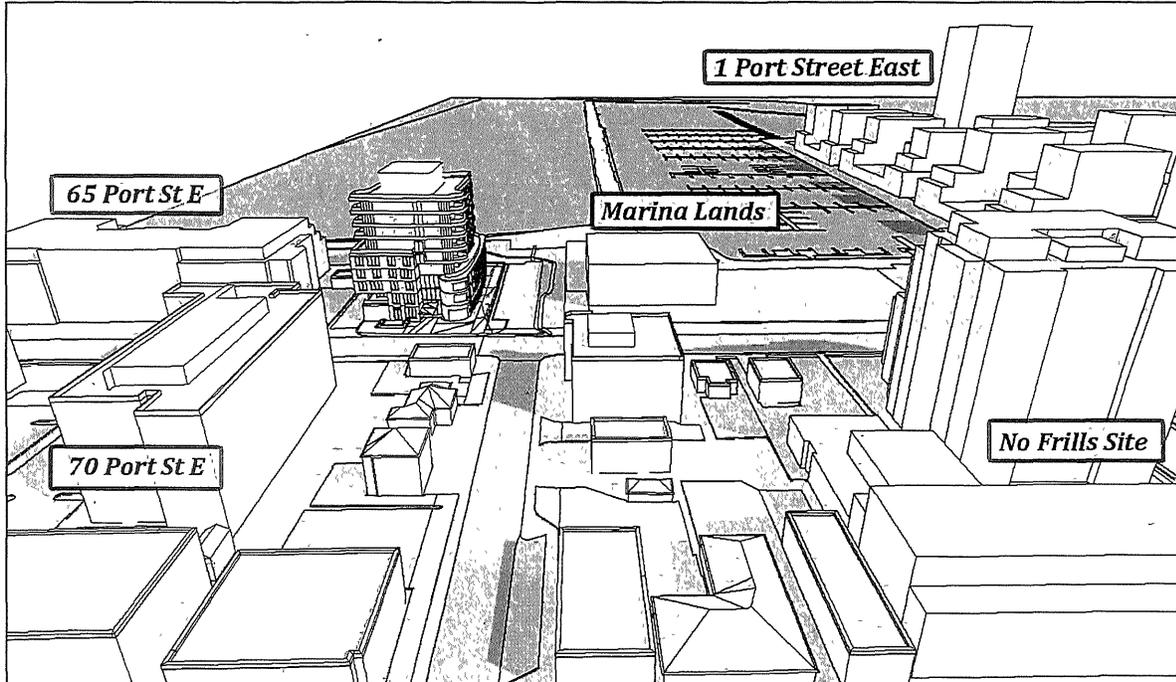
West Elevation

Brown Maple Investments Ltd.

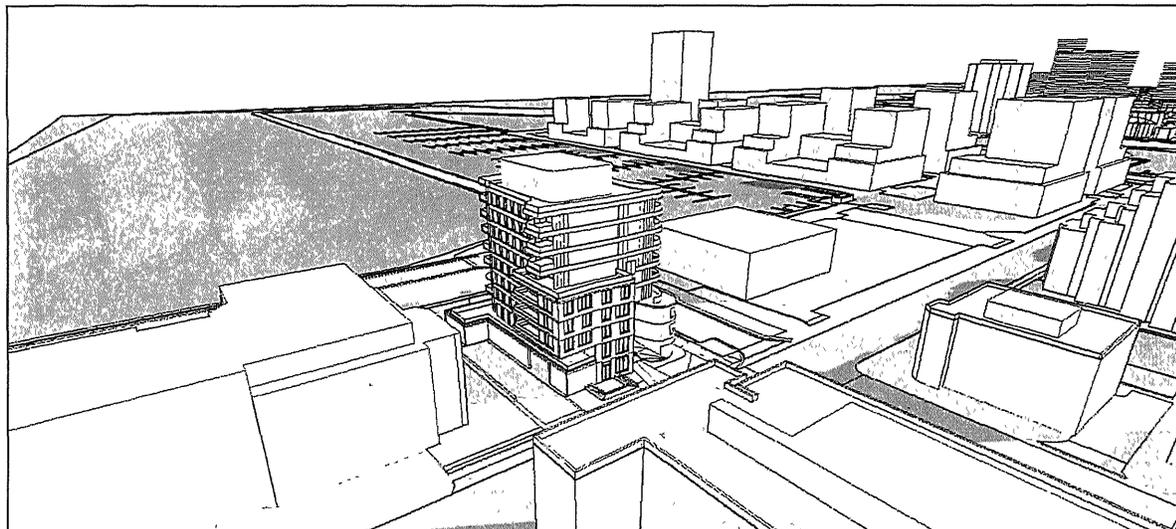
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3D Google Sketch Up Model Images

Below are renderings depicting the proposed 9 storey apartment building as a 3D model in Google Sketch Up. The model shows existing structures within the Port Credit Community Node, in addition to anticipated building masses and heights that have been articulated based on the approved Port Credit Local Area Plan Height Schedule.



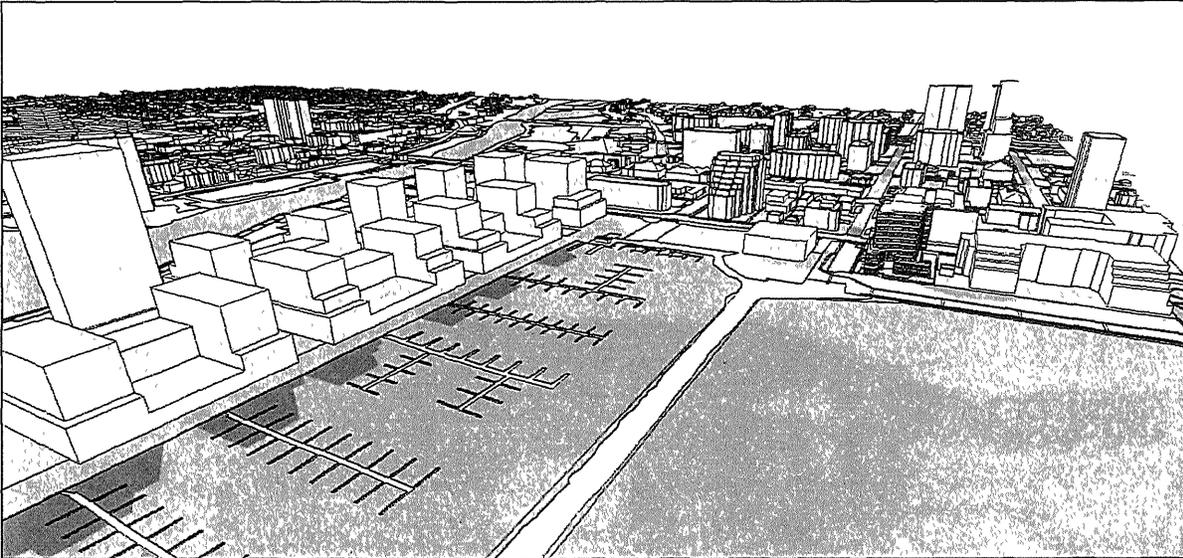
View looking south towards Lake Ontario



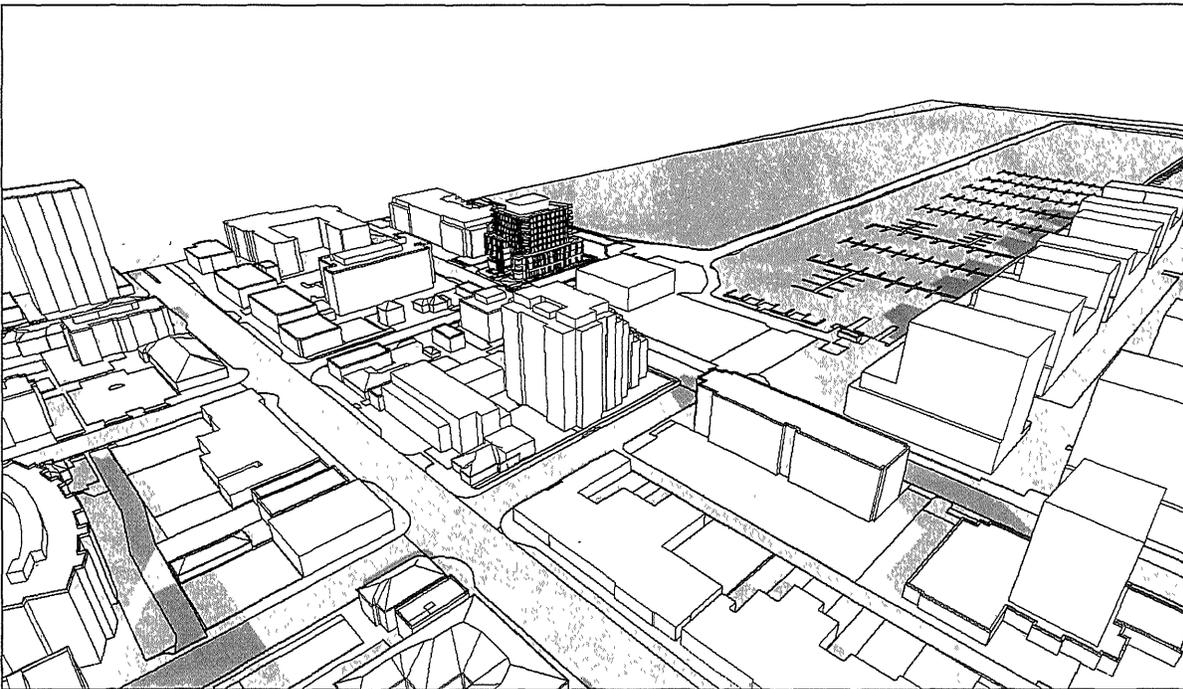
View looking south-west towards Lake Ontario

Brown Maple Investments Ltd.

File: OZ 18/007 W1



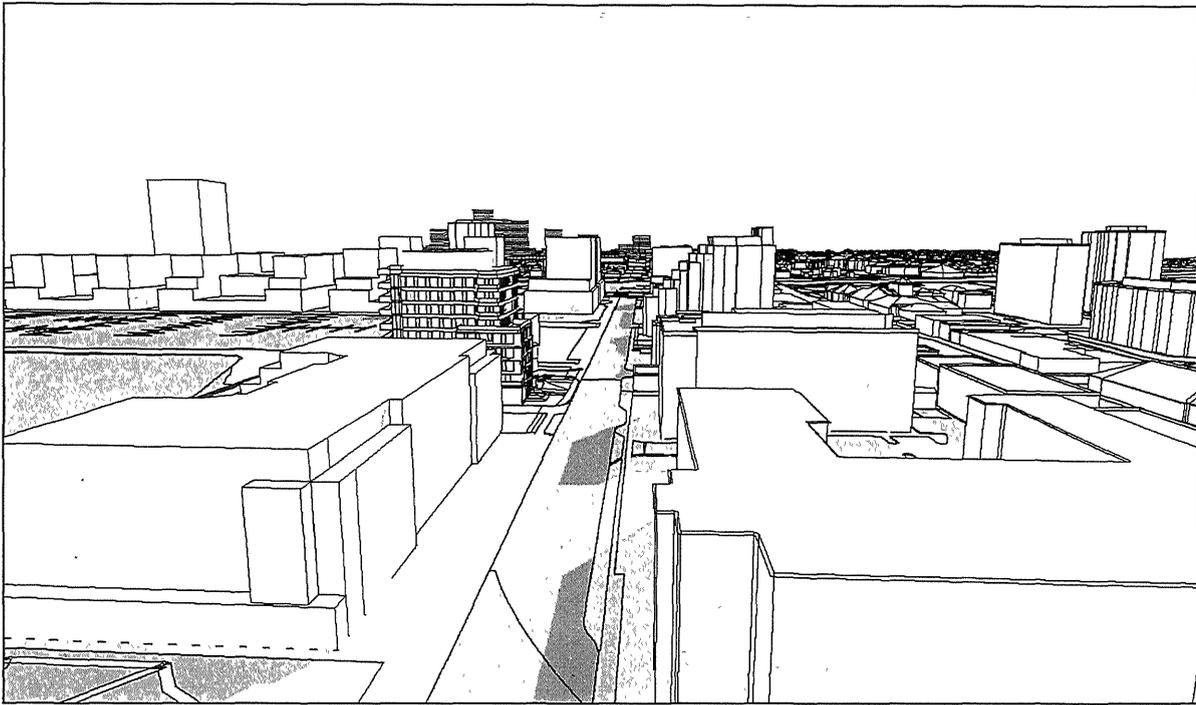
View looking north-west from Lake Ontario



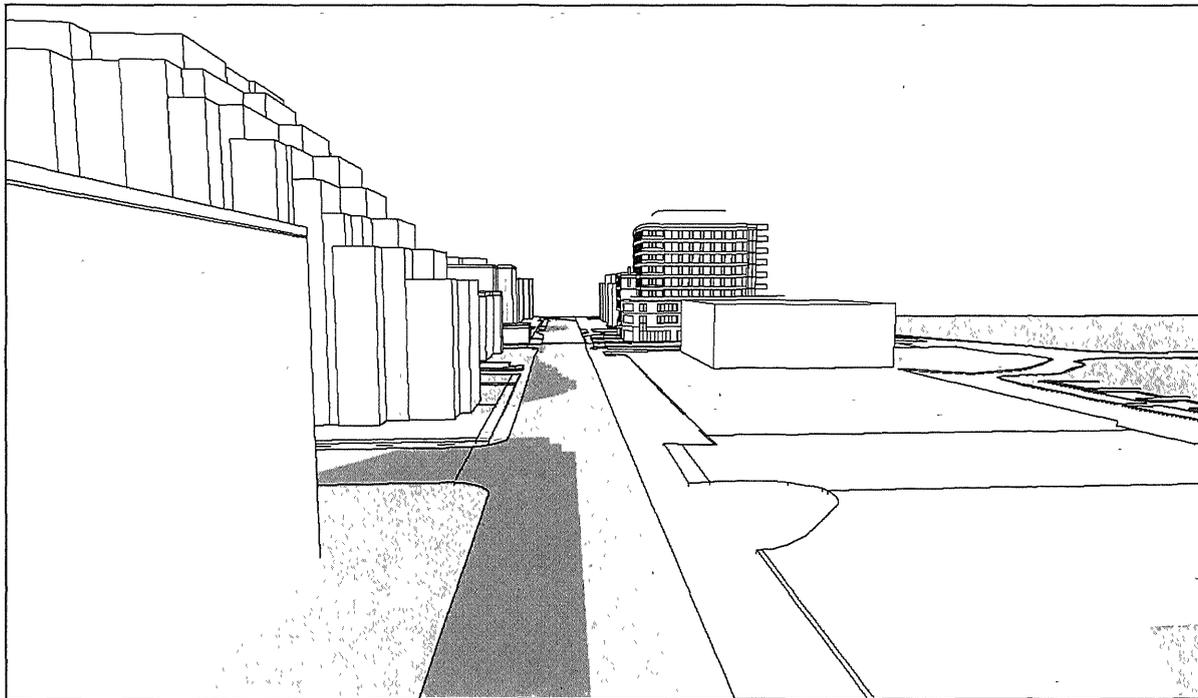
View looking south-east, north of Lakeshore Road

Brown Maple Investments Ltd.

File: OZ 18/007 W1



View looking west on Port Street East



View looking east on Port Street East

