



Corporate Report

Clerk's Files

Originator's
Files OZ 05/024 W1

DATE: June 5, 2007

TO: Chair and Members of Planning and Development Committee
Meeting Date: June 25, 2007

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Official Plan Amendment and Rezoning Applications
To permit a 22 storey, 214 unit condominium apartment
building with commercial uses at street level and a 7 storey, 150
unit seniors' apartment building
15 Hurontario Street
North of Lakeshore Road East and east of Hurontario Street
Owner: F.S. Port Credit Limited
Applicant: John D. Rogers and Associates Inc.
Bill 20**

Supplementary Report **Ward 1**

RECOMMENDATION: That the Report dated June 5, 2007, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 05/024 W1, F.S. Port Credit Limited, 15 Hurontario Street, be adopted in accordance with the following:

1. That the application to amend Mississauga Plan by revising the "Residential High Density I and Mainstreet Commercial – Special Site 4B" provisions be approved in conformity with the provisions outlined in Appendix S-5.
2. That the application to change the Zoning from "C1-604" (Restaurant), "H-R4" (Residential Apartments with Holding Provision) and "P" (Open Space) to "R4-Special Section" (Residential Apartments and Commercial) to permit a 22

storey, 214 unit condominium apartment building with commercial uses at street level and a 7 storey, 150 unit seniors' apartment building be approved subject to the following conditions:

- (a) That the permitted uses and development standards shall conform to those outlined in Appendix S-6;
 - (b) That the "R4-Special Section" (Residential Apartments and Commercial) zoning be subject to an "H" Holding Provision;
 - (c) That in accordance with the provisions of Section 36 of the *Planning Act*, the "H" Holding Provision is to be removed from the "H-R4-Special Section" (Residential Apartments and Commercial with Holding Provision) Zoning applicable to the subject lands, by further amendment, upon confirmation from the applicable agencies and City Departments that the matters outlined in Appendix S-8 have been satisfactorily addressed;
 - (d) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development;
 - (e) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the Peel District and Dufferin-Peel Separate School Boards not apply to the subject lands.
3. That in accordance with the provisions of Section 37 of the *Planning Act*, an agreement between F.S. Port Credit Limited and the City shall be executed in the event that the Official Plan Amendment and Zoning By-law amendment as proposed are approved. This agreement shall be consistent with the recommendations contained within this report and the draft agreement presented in Appendix S-7.

4. In the event that the new Mississauga Zoning By-law is passed by City Council and comes into force and effect, the new Mississauga Zoning By-law be amended for this property from “D” (Development) to “H-RA5-Exception” (Apartment Dwellings and Commercial with Holding Provision) subject to the conditions contained in Recommendation 2.
5. That City Council direct Legal Services and representatives from the appropriate City Departments to attend the Ontario Municipal Board hearing and any related pre-hearing conferences and to retain expert witnesses, if necessary, to support the Official Plan Amendment and Rezoning changes recommended in this report.
6. That City Council delegate to Planning staff the authority to finalize the details of the text for the Official Plan Amendment and Zoning By-law amendment and any other applicable documents consistent with the direction set out in this Corporate Report in support of the City’s position before the Ontario Municipal Board.

REPORT SUMMARY:

This report outlines changes made to the development applications by F.S. Port Credit Limited since the Information Report. It responds to the questions and comments raised by area residents who presented to the Planning and Development Committee last June and comments made after that meeting. It provides an evaluation of the development applications in the context of the relevant provincial and Mississauga Plan policies, the comments received from various City Departments, agencies and the public, as well as the applicant’s planning rationale for the proposed development.

The report concludes that the applications represent good planning and should be approved, subject to some changes, the submission of further technical information and land transfers. It is recommended that an “H” Holding Provision be placed on the Zoning of the lands until these technical matters are resolved.

BACKGROUND:

A public meeting was held by the Planning and Development Committee on June 26, 2006, at which time a Planning and

Building Department Information Report (Appendix S-1) was presented and received for information.

At the public meeting, the Planning and Development Committee passed Recommendation PDC-0071-2006 which was subsequently adopted by Council and is attached as Appendix S-2.

A site plan application under file SP 06/270 W1 was submitted to the City on December 22, 2006. It covers the south portion of the subject lands, which includes the proposed 22 storey residential condominium apartment building, 6 storey residential podium units and street level commercial uses.

On February 21, 2007, a public information meeting was held by City staff regarding the future of the Port Credit Branch Library. Two options were presented to the community: Option 1 was to renovate the existing branch library located in Memorial Park. Option 2 was to build a new library that would be integrated with a renovated Gray House at the north end of the subject lands. The approximately 350 people who attended the meeting and the many written comments which followed clearly favoured keeping the library at its current location. On February 23, 2007, the development applications were appealed to the Ontario Municipal Board (OMB) by F.S. Port Credit Limited.

One month after the public information meeting on the library, Community Services staff presented a report on the library options to the City's General Committee recommending that Option 2 (a new library integrated with the Gray House) be selected. General Committee recommended that Option 1 (renovating the existing library in Memorial Park) be selected. On March 28, 2007, Council approved Option 1. Over the next few days, the applicant reactivated their demolition permit and demolished the Gray House.

The Official Plan Amendment and Rezoning applications were amended by F.S. Port Credit Limited on May 14, 2007. The key changes are listed below:

- removal of the library/Gray House concept at the north end of the site. These lands are no longer proposed to be dedicated to the City as part of an enlarged Lions Park (Appendix S-13);
- the height of the seniors' apartment building has been reduced from 16 to 7 storeys, and its built form has been extended north to Park Street East. The same number of units (150) is proposed;
- the privately operated multi-use community space associated with the seniors' residence has been removed. There will still be private residential amenity space for the exclusive use of residents of both buildings;
- the overall floor space index has been reduced from 5.8 to 4.7. Most of the decrease is due to the increased property size, as lands will no longer be dedicated to the City as part of an enlarged Lions Park;
- the distance between the condominium apartment building and the seniors' apartment building has been increased by 6.1 m (20 ft.) for a total of 26.8 m (87.9 ft.) in order to provide a wider pedestrian link to Lions Park;
- the number of units in the 22 storey condominium apartment building has been reduced from 220 to 214;
- the 22 storey condominium apartment building has been shifted to the north by 3.0 m (9.8 ft.);
- the top floor of the 6 storey apartment building that is connected to the 22 storey condominium apartment building has been stepped back from the building's main face by 1.2 m (3.9 ft.);
- the amount of street level commercial floor area has been increased from 950 m² (10,226 sq. ft.) to 1 150 m² (12,379 sq. ft.);
- the driveway widths within the two underground parking levels are proposed to be 6.8 m (22.3 ft.), whereas 7.0 m (23.0 ft.) is required by the City's Zoning By-law. The applicant is no longer proposing to use a 1.9 m (6.2 ft.) wide strip of land under the Hurontario Street right-of-way for the parking garage.

Appendix S-4 compares key development statistics between the previous and current proposals and also lists additional supporting documents submitted by the applicant since the Information

Report. Appendices S-9 to S-12 illustrate the latest proposal through a revised site plan, elevation drawings and a massing illustration.

COMMENTS:**COMMUNITY ISSUES**

The community has taken a keen interest in how this property should develop since the early 1990s, soon after the closure of the St. Lawrence Starch Company mill operations and the submission of development applications by the previous landowner. This interest and involvement continued through to the OMB hearing for the previous applications.

Area residents and other stakeholders once again became engaged in the development of the subject lands through consultation sessions held by F.S. Port Credit Limited prior to the current applications being submitted to the City in May 2005. The community has continued its active participation in the planning process through subsequent community meetings, including the Public Meeting of the Planning and Development Committee held on June 26, 2006. About 25 individuals spoke to the applications at that meeting.

At the Public Meeting, and in the many letters, phone calls and emails that followed, area residents have shared their opinions on the applicant's proposal and its potential impact on the Port Credit area. Staff have recorded and considered each comment made by the community. Although the City has received hundreds of comments, they can be grouped into similar key areas of concern. While not direct quotes, the italicized words that follow are succinct summaries of comments made by the public. Staff have used these core issues to shape the Planning Comments which follow. Updated comments from other City departments and external agencies are presented separately in Appendix S-3.

PLANNING COMMENTS**What has Changed Since 1997?**

'The developer should only be allowed to build a project in line with the OMB's 1997 decision because nothing has changed since then.'

Smart Growth

Land use planning in the province of Ontario and other jurisdictions has seen significant changes since the 1997 OMB decision on the subject lands. In the last ten years, there has been an increased priority on achieving sustainable growth, which includes fostering more compact neighbourhoods. In making the most of good intensification locations by maximizing density, less greenfield land is required for development. This increased density supports public transit and walking as viable transportation alternatives, contributes to vibrant, mixed-use communities, and reduces infrastructure costs and air pollution. As an alternative to urban sprawl, the term ‘smart growth’ has been used to describe the resulting development pattern. The increased emphasis on smart growth principles is apparent when changes in the provincial legislative and policy framework are examined.

The *Planning Act* and the Provincial Policy Statement

The provincial government now requires municipalities to adopt smart growth principles. In 2004, the *Planning Act* was changed to require municipal councils and the OMB to make decisions consistent with the Provincial Policy Statement (PPS). This is a higher standard than previously, when these decision-making bodies were to “have regard to” the PPS. The 2005 PPS contains several specific policies requiring municipalities to identify and promote opportunities to achieve several goals, including the following: intensification; redevelopment; compact form; transit-supportive densities; development close to existing public facilities and infrastructure; mixed land uses; and efficient use of land. These goals are subject to the availability of suitable infrastructure, public service facilities and the maintenance of appropriate public health and safety levels. This contrasts with the previous PPS from 1997, which only contained general policies encouraging residential intensification and the efficient use of land in built-up areas.

Growth Plan for the Greater Golden Horseshoe

On June 16, 2006, the Growth Plan came into effect. It contains policies for managing growth and development in the Greater Golden Horseshoe (GGH) to the year 2031. It directs growth to built-up areas, promotes transit-supportive densities and supports a

mix of residential and employment land uses. There is a clear priority on intensification, as seen in the following policies:

- minimum intensification targets for municipalities;
- the identification of 25 ‘urban growth centres’ in the GGH that are to provide a focus for high density mixed use development;
- requirement for municipalities to designate ‘major transit station areas’ (areas within a 10 minute walk or an approximately 500 m (1,640 ft.) radius of transit stations) and ‘intensification corridors’, which are to have increased residential and employment densities;
- greenfield area policies that are to achieve minimum transit-supportive density targets.

Although F.S. Port Credit Limited’s development applications were filed prior to its adoption, the Growth Plan demonstrates the Province’s heightened emphasis on urban intensification.

Implications

These provincial documents have mandated that municipalities, including Mississauga, fully capitalize on remaining opportunities for intensification. This is the natural outcome of directing new growth to existing built-up areas. Intensification near major transit stations is stressed. In Port Credit, there are only two vacant sites with high density residential designations that are within 500 m (1,640 ft.) of the Port Credit GO Station; the subject site is one of them. There are approximately three to five other sites which have potential for residential intensification within 500 m (1,640 ft.) of the GO Station. These are sites designated for high density residential development within Mississauga Plan which are currently occupied by less intense uses and have a viable size and configuration. As the largest of these sites, the subject lands present one of the few remaining opportunities in Port Credit to create a dense, mixed use development within short walking distance of a major transit station and other urban amenities.

By proposing additional density, the subject applications are more consistent with the Province’s existing smart growth principles than approvals granted by the 1997 OMB decision.

What defines Port Credit's "Village Character"?

'The proposed height and density will spoil the village character that makes Port Credit special; it will also set a precedent for tall buildings in the village area.'

Many residents have said they are concerned that Port Credit's village character will be harmed if this proposal is built. In order to assess this concern, an accurate picture of Port Credit's character is needed.

Elements of Village Character

Port Credit has many ingredients that contribute to its character. It is rooted in history, having been established as a village. It continues to develop on a traditional, compact grid of streets. It is a self-contained community, having an unusually wide range of mixed land uses and housing types for a relatively small area with fixed north-south boundaries. The architecture of its older homes is varied and distinctive; its mature trees contribute to the streetscape. Residents and visitors have an extensive choice of great public spaces, parks and other community amenities to enjoy. But Port Credit's distinct sense of place and character is largely a result of the synergy created by a traditional mainstreet crossing over and situated beside two remarkable, intersecting natural amenities – the Credit River and the Lake Ontario shoreline. Further, there are a significant number of people living within a 5 minute walk that gives Lakeshore Road its healthy vibrancy and animated street life. It is what sustains the small businesses that line Lakeshore Road, especially when the weekend and warm-weather visitors are gone. Nearby residential density in the form of apartments is crucial to Port Credit's success. The most critical determination for the subject lands is making sure the height, form and massing which contains this density is appropriate.

Residential Statistics

- **Most Port Credit residents live in apartment units.** With the exception of the City Centre District, Port Credit has the highest percentage of apartment units (65.8%) of Mississauga's 23 residential planning districts and the highest ratio of residents who live in apartments (55.9%). Port Credit's detached dwellings represent 17.5% of its housing stock. Just

over one-fifth (21.1%) of Port Credit residents live in detached dwellings;

- **Many of the apartment units are in tall buildings.** Port Credit has 35 apartment buildings that are at least 5 storeys in height. The tallest is 27 storeys, while 14 of the 35 (40%) apartment buildings are at least 10 storeys in height;
- **Most of these 35 apartment buildings are clustered in the centre of the village area.** Twenty-five buildings (71.4%) are within a 500 m (1,640 ft.) radius of the Port Credit GO Station. All 35 are within a short walking distance to either Lakeshore Road East or Lakeshore Road West; the furthest is approximately 310 m (1,017 ft.) north of Lakeshore Road East.

These statistics indicate that Port Credit's village character encompasses a range of housing types, including tall apartment buildings. Port Credit has the highest proportion of apartment units in the City outside of City Centre. Approximately two-thirds of its residential units are apartments. A significant proportion are in taller buildings located immediately west of the subject lands.

A precedent for tall apartment buildings in Port Credit's core area will not be set by permitting the proposed development on the subject lands. This was established many years ago, as most of these buildings are at least 30 years old. Some of these tall apartment buildings are located along Lakeshore Road, including the 20 storey apartment building on the west side of Hurontario Street opposite the subject lands and the 19 storey apartment building on the north side of Lakeshore Road West, just east of Mississauga Road. Both have one storey retail podiums with the tower set back from Lakeshore Road.

What is the right built form and transition?

'The buildings are too high -- there needs to be a proper transition to other properties, especially the homes to the east.'

Smart growth is not unlimited intensification without regard to context. Smart growth must be strategic in maximizing redevelopment densities only at locations where buildings can be designed to be compatible with the neighbourhood. As this site lies between the existing concentration of high density apartments to the west and less intense uses to the east, built form and

transition are particularly critical. Although the site density as represented by the floor space index is proposed to rise from 2.5 (permitted) to 4.7 (proposed) yielding 136 additional units, the resulting built form achieves an improved transition, pedestrian experience and architectural expression.

Transition to Lions Park

Staff expressed concerns to the applicant regarding how the originally proposed seniors' apartment building related to the surrounding context, especially Lions Park and the detached homes to the east. Although the park has a role in transitioning to the low density neighbourhood to the east, it requires some built form transition on its west side. Lions Park is not a vacant land parcel waiting to be developed. It is a permanent, well-used urban amenity space that needs to have a sensitive built form framing it. A fairly wide 16 storey apartment building would not achieve this.

On the basis of staff concerns, F.S. Port Credit Limited amended their applications to replace the 16 storey seniors' apartment proposal with a 7 storey building. This revised building incorporates step-backs from both Hurontario Street and Park Street East above the second and sixth storeys. It creates an appropriate interface and transition between the tall apartment buildings and heritage homes to the west and Lions Park and the detached houses to the east. Quality building elevations face the park, and service areas will be hidden from view. The 7 storey massing suitably frames this somewhat small and narrow urban park, which will create a comfortable scale and sense of enclosure for park users. Due to its reduced height, overlook conditions to the park and homes to the east are minimized.

Hurontario Street

The applicant's proposal achieves a better built form transition and pedestrian scale than the 1997 OMB decision, which permitted heights of 10 storeys along most of Hurontario Street. The current plan results in a built form that is 6 to 7 storeys for over 80% of the site's length. This has been accomplished by concentrating the increased mass and density near the south corner of the property. The result is a primarily mid-rise built form that plays the central role in a three-stage west-to-east descending transition; high-rise to

low-rise is now bridged by what is substantially a mid-rise built form.

Although it called for a base of street level townhouses, the OMB decision still permitted building heights of 10 storeys along most of Hurontario Street, which would have dominated the pedestrian view and experience. The 6 to 7 storey street façade presented by both of the applicant's proposed buildings represents a comfortable, visually appealing scale for pedestrians and others travelling along Hurontario Street. Its height and setback create a well-proportioned sense of street enclosure. The 22 storey apartment building is not part of the built form closest to Hurontario Street, as it is set back 11 m (36 ft.) from the 6 storey podium façade. This lessens its presence from the street. Significant articulation of the building plane as suggested in the elevations and renderings (Appendices S-10 to S-12) of both buildings prevents a monolithic street wall appearance. For the podium portion of the south building, a 1.8 m (5.9 ft.) step-back above the first floor and a further 1.2 m (3.9 ft.) step-back above the fifth floor increases visual interest and emphasizes the street-related retail uses.

The urban courtyard facing onto Hurontario Street from the seniors' building enhances its character. Multiple façade step-backs from the street adds articulation to the seniors' building and helps differentiate it from the 6 storey podium built form to the south. The 26.8 m (87.9 ft.) separation between the two buildings also helps distinguish their massing and allows for a 5.7 m (18.7 ft.) wide pedestrian connection to Lions Park.

The buildings are located close to the Hurontario Street property line, with a minimum proposed setback of 0.6 m (2.0 ft.). This proximity helps the buildings relate well to the street and those who will walk along the boulevard. A 5.25 m (17.2 ft.) wide boulevard will provide sufficient room to achieve a comfortable pedestrian realm between the street and the buildings. Trees, street furniture and associated landscape treatments will add to the creation of a high-quality streetscape and will connect the buildings to the street. The applicant will be required to complete a Streetscape Master Plan to ensure all public boulevards abutting the property are designed to the highest standards and in a way that

respects the surrounding context. The street-related commercial uses along the 6 storey podium will help to animate the street, and will extend the Lakeshore Road East pedestrian activity northwards.

Park Street East

The proposal will relate well to the existing three storey townhouse development on the north side of Park Street East. A landscaped urban square and a two storey private indoor swimming pool attached to the seniors' building will face the townhouses. This square will add to the visual texture of the development and will provide pedestrians a new space to enjoy. The public streetscape will be designed to integrate well with the urban square and swimming pool. Travelling south, the built form rises to 6 storeys before stepping back to the seventh storey.

Lakeshore Road East

After discussions with City staff, the applicant shifted the condominium apartment building further north from the Lakeshore Road East property line by 3 m (9.8 ft.) for a total of 10 m (33 ft.). For pedestrians, this will establish a more prominent two storey retail component facing Lakeshore Road East. This retail podium will be located close to the street edge, complementing the existing building heights and uses along this stretch of Port Credit's mainstreet. The podium will also be located close to the reconfigured corner, providing built form enclosure at this major intersection. A treed boulevard will be part of the carefully designed streetscape and will provide pedestrians with a comfortable walking experience.

East of the subject lands there is opportunity for the continuation of a two storey mainstreet commercial built form fronting onto Lakeshore Road East with additional height on the north portion of the lands. The eventual redevelopment of the Pioneer gas station lands for pedestrian-related commercial/residential uses will accomplish this, consistent with its "Mainstreet Commercial" designation and its location just within the eastern boundary of the Port Credit Node. The Central Residential Character Area policies which apply to the north portion of the Pioneer lands permit maximum building heights of 10 to 15 storeys. This is balanced by the Mainstreet Commercial Character Area policies pertaining to

the south portion of the Pioneer lands, which state that building heights should not exceed two storeys. The future redevelopment of the Pioneer lands and lands further to the east will be comprehensively evaluated through a review of the Official Plan policies and Zoning By-law for the Port Credit and Lakeview Districts in 2007-2008.

Landmark Design for an Important Corner

A significant building in both height and architecture is appropriate at the corner of Hurontario Street and Lakeshore Road East. The 22 storey condominium apartment building creates a new visual landmark that balances the massing of the 20 storey building just west of Hurontario Street. There will also be architectural contrast between the apartment buildings, establishing a theme of “old and new” at this key intersection and gateway into Port Credit from the north. Together, they will symbolize the revitalization of Port Credit and mark the starting point of the City’s most important north-south route, Hurontario Street.

What will shadow and wind impacts be on Lions Park?

‘The buildings will create serious shadow impacts on the park and pool’

Shadows

Minimizing the impact of shadows on the park has been one of the components used to evaluate this proposal. The applicant has supplied the City with detailed shadow studies, which indicate minimal impact on the park for most of the year. Shadows are mainly linear, generated along the west boundary of the park from spring to fall. The shadows become longer during the evening hours, primarily during the non-summer months. The only time when shadows would cover parts of the pool during its open season would be in late August/early September after 6:00 p.m. The shadow impacts were more intrusive under the previous 16 storey seniors’ apartment building plan. The height of the previous seniors’ apartment building proposal would have resulted in shadows being much closer to the pool for a greater part of the prime summer months during mid to late afternoon hours (e.g. mid-July, 3:00 p.m. to 5:00 p.m.).

The shadow studies indicate acceptable shadow casting onto Lions Park.

Wind

The applicant's Microclimatic Study indicates that there will be minimal wind impact on the park. Some minor design changes are needed to mitigate the impact of potentially windy conditions at the Hurontario Street/Lakeshore Road East corner entrance of the 22 storey condominium apartment building and in the drop-off courtyard between both buildings. The study consultant has recommended that improvements be achieved by landscaping measures and the addition of canopies and other architectural projections to the façade of the building.

Should the applications be approved, the Planning and Building Department are satisfied that these matters can be addressed through the site plan approval process. Concurrent with the submission of site plans detailing the proposed landscaping and architectural projections, the applicant will be required to provide further wind tunnel testing.

How does the proposal meet Mississauga Plan's objectives?

'The proposal is not consistent with the City's Official Plan'

The proposal achieves the intent of the Mississauga Plan policies, which stress mixed-use intensification, compatible built form, appropriate transition, and landmark design.

Intensification Policies

Under the Housing Goals and Objectives section of Mississauga Plan, compatible residential intensification is to be encouraged, as is the provision of housing that fully implements the intent of the Provincial Government housing policies. As demonstrated in the preceding sections of this report, the applications represent compatible intensification, which is also a key provincial policy objective. The proposed seniors' housing component also supports the Mississauga Plan goal of the provision of a range of housing choices for City residents.

Subsection 3.2.3.8 of Mississauga Plan is more specific, as it states that residential intensification is encouraged subject to:

- adequate engineering and community services;
- compatibility with surrounding land uses;
- development proposals addressing the scope and character of the existing residential area by having regard for natural vegetation, lot frontages and areas, building height, coverage, mass, setbacks, privacy and overview.

These items are evaluated through separate sections of this report that speak to site servicing, road and traffic issues, local park improvements, village character, compatibility and transition and shadowing. The applications represent residential intensification consistent with the criteria listed in subsection 3.2.3.8 of Mississauga Plan.

Interim Residential Intensification Policies

On October 26, 2006, interim residential intensification policies came into effect, replacing subsection 3.2.3.8 of Mississauga Plan with the exception of two site-specific OMB appeals. One of the catalysts for these interim policies has been the Province's Growth Plan. The City's Urban Growth Centre is defined, as are intensification policies within and outside of its boundaries. The policies are not final, as several City-wide studies must first be completed. As the subject development applications are considered under the policy framework in place when they were submitted to the City, the interim policies do not apply.

Node Policies

The Mississauga Plan policies for development within the Port Credit Node include:

- higher, transit-supportive densities;
- a high quality, compact and urban form;
- minimal building setbacks to the street;
- a sense of gateway to the core area;
- the creation of a sense of place by distinctive architecture and landscaping;
- at-grade retail uses;
- the provision of urban squares, façade indentations and other architectural articulations;
- the Node is to be the focus of activity for the District.

The proposal is located within the Port Credit Node and is consistent with these Node provisions. As demonstrated in the preceding sections, the proposal is for a mixed use, high density development with street-related commercial uses that will establish this corner as a gateway into Port Credit by its significant design and architectural treatment.

Transportation Policies

Section 3.14.2.3 of Mississauga Plan states that appropriate land uses and transit-supportive development densities especially along major transit corridors will be encouraged. The proposal is consistent with this policy, as it represents a high density development fronting onto Hurontario Street, which is identified as a major transit corridor in Mississauga Plan.

Urban Design Policies

Section 3.15 of Mississauga Plan contains a number of urban design policies, including the following:

- compatible building and site design;
- minimized overlook and overshadow conditions;
- achieving an urban character in Nodes. Buildings should address the street with main entrances facing the street;
- heightened architectural interest, identity and enclosure at major intersections. Enclosure means having built form along the street edge with appropriate height;
- high quality, distinctive gateways at community entry points;
- creating a sense of identity through building and streetscape design. Landscape treatments should connect buildings to the street;
- ensuring a safe, comfortable and attractive streetscape environment for pedestrians.

As previously noted, the applications are consistent with these urban design principles.

Port Credit District Policies

As noted in the Information Report (Appendix S-1), the lands are subject to three main provisions of the Port Credit District Policies: land use policies, Character Area policies and parking policies.

Land Use Policies

The applicant is not proposing a change in the permitted land use or even the land use category, as the existing “Residential High Density I” and “Mainstreet Commercial” designations allow residential apartments and mixed use residential/commercial buildings. Amendments are needed to permit the proposed additional height, residential units, and increased floor space index.

The proposed residential and commercial uses are compatible with surrounding land uses, as adjacent lands are also residential and commercial in nature. The proposed street-related commercial uses at the south limit of the site integrate well with the existing mainstreet commercial uses along Lakeshore Road East. The proposed seniors’ residence complements the abutting park to the east.

Character Area Policies

The proposal achieves the intent of the character areas. The Central Residential Character Area covers most of the site, extending the length of the proposed 6 to 7 storey built form along Hurontario Street. This is less than the maximum 10 storey height limit specified for Hurontario Street. The proposal’s minimal setbacks achieves a pedestrian-oriented development that addresses the street, consistent with the character area’s policies. Although low density built forms such as townhouses are not proposed at street level, the 6 to 7 storey articulated podium design will create a comfortable pedestrian environment. A 5.7 m (18.7 ft.) wide pedestrian walkway connecting Hurontario Street to Lions Park is proposed between the two buildings, creating the park linkage noted in the character area’s policies. As discussed previously, the strong architecture, massing and mix of uses are appropriate to this site’s function as a gateway into Port Credit from the north.

The south portion of the property closest to Lakeshore Road East is located within the Mainstreet Commercial Character Area. It anticipates a mixed-use building with street-related commercial uses no taller than 6 storeys. Although a 22 storey apartment building is proposed within its limits, the underlying principles of this character area are maintained on account of the proposed land

uses and design treatment. A two storey built form with multiple storefronts lining the street edge is proposed to face onto Lakeshore Road East, with the apartment building set back a significant distance (10 m (33 ft.)) from the street. As a result, the street level pedestrian experience will be a continuation of the active retail mainstreet condition that is found along much of Lakeshore Road East.

Parking Policies

All required parking spaces will be accommodated on-site, consistent with the parking policies. As they are to be provided wholly underground, parking spaces will not be visible from the main streets as indicated in the parking policies.

Criteria for Site Specific Official Plan Amendments

The criteria under Section 5.3.2 of Mississauga Plan came into effect on August 3, 2005, after submission of the subject applications. Although this section cannot be applied to the proposal for this reason, the applicant's Planning Report satisfactorily explains how the applications are consistent with Section 5.3.2 policies.

Recommended Mississauga Plan Amendments

Appendix S-5 outlines recommended amendments to the Special Site 4B provisions of the Port Credit District Policies. These recommendations are consistent with the applicant's proposed Official Plan Amendment and the updated building designs.

What about Traffic and Parking?

'This development will generate too much traffic in an area that is already congested. Also, parking will be a problem.'

The applicant's Traffic Impact Study determined that the traffic volumes generated by the proposed development can be accommodated by the existing transportation infrastructure. The seniors' apartment building will generate less vehicular traffic than a standard condominium apartment building. The site's proximity to the GO Station and Hurontario Street will provide residents of both buildings with excellent public transit options.

A Parking Utilization Study and Addendum Report were submitted in support of the applicant's request for a reduced parking standard. Following a detailed review, the conclusions are supported by staff subject to the following:

- introduction of gross floor area maximums for restaurants, medical offices and banks, financial institutions and money lending agencies;
- requirement of 20 additional parking spaces to in part satisfy Committee of Adjustment decision 'A' 037/05 for 70 and 80 Port Street and 125, 129 and 139 Lakeshore Road East. As the minor variance decision specified that the 20 spaces be provided as surface parking, an additional variance or amendment to the "C1-614" (Commercial) zoning is required.

The recommended parking standards are outlined in Appendix S-6 as part of the recommended Zoning By-law provisions.

The requirement for 25 municipal parking spaces as previously noted in the Information Report is no longer required due to the changes in the public benefits proposal.

The applicant has also requested a reduction in the driveway aisle widths within the underground parking garage from the required minimum standard of 7.0 m (23.0 ft.) to 6.8 m (22.3 ft.). The applicant indicated that this reduction would allow for a more cost efficient underground parking garage layout. As there is sufficient room on the site for the applicant to achieve the normal aisle and stall sizes and still meet the required number of parking spaces in two underground parking levels, it is recommended that the driveway aisle standards not be reduced.

Is the Public Benefits Proposal Fair?

'Make sure the City is getting fair value in return for the increased height and density'

The basis of using a Section 37 public benefits agreement as part of the subject applications is related to the original desire to retain and renovate the Gray House for public purposes. As discussions evolved on the nature of a possible public benefits contribution, opportunities for moving the Port Credit Branch Library and

upgrading Lions Park were also identified. Although the Gray House renovation and library relocation are no longer being pursued, the applicant is still proposing a financial contribution to improve Lions Park.

It is important to underline that the recommendations on the development applications have been made solely on the basis of the proposal's planning merits. Assessing the Section 37 public benefits proposal has been a separate exercise. As required by Section 5.3.3.2 of Mississauga Plan, staff have evaluated whether there is an equitable relationship between the value of the proposed benefits to the public and the value of the requested additional density to the landowner.

The revised public benefits proposal comprises a \$1 million cash contribution towards Lions Park improvements, which may include redevelopment of its recreational facilities and buildings. Consistent with Mississauga Plan policies, the applicant has submitted a Community Benefits Study prepared by Altus Clayton and an associated Land Appraisal prepared by Janterra Real Estate Advisors (Janterra) to evaluate the equitability of the proposed benefits compared with the requested density increase.

Following a review of the applicant's studies by staff from the City's Planning and Building Department, Realty Services Division, Community Services Department and Legal Services Division, the proposed public benefit contribution was evaluated. This evaluation confirmed that the relationship between the proposed \$1 million public benefits contribution and the land value of the requested density increase is within an acceptable range. This range is in line with Section 37 public benefit contributions achieved through the City of Toronto's planning process. Toronto has significant experience in dealing with development applications involving Section 37 agreements.

The allocation of these funds for Lions Park improvements is also appropriate from a land use planning perspective, as there will be increased use of recreational facilities in the immediate area should the applications be approved. The improvements would also benefit current area residents, who already make Lions Park a well-used local amenity. This is consistent with Mississauga Plan,

which states in Section 5.3.3.2(c) that “the positive impacts of the exchange should benefit the surrounding areas experiencing the increased height and/or density”.

The specific park improvements will be subject to future public meetings led by the City’s Community Services Department. Neighbourhood input will be crucial in determining what changes should be made to the park. Should the applications be approved, the applicant will enter into an agreement with the City specifying a \$1 million cash contribution amount that will be used for improvements to Lions Park. The nature of the public benefits contribution and the requirement for a Section 37 Agreement will also be outlined within the implementing Zoning By-law. A draft Agreement is presented in Appendix S-7.

Is there available infrastructure?

‘There has to be enough infrastructure to service the proposal’

The Region of Peel and the City Transportation and Works Department have confirmed that there is sufficient water main, sanitary and storm sewer capacity to service the proposal.

Why were condominium units “pre-sold”?

‘The City should have prevented the marketing and pre-sale of condominium units, as the project has not been approved’

The City is not legally able to prevent an applicant from advertising or pre-selling units related to a condominium development proposal before Council has made a decision. Notwithstanding the above, on November 24, 2006 the Planning and Building Department sent a letter to the applicant advising of its concerns with the sale of units before any decision on the applications had been made.

Technical Items

Encroachments and Land Transfers

City staff advised the applicant that the requested underground encroachment (originally proposed to be 1.9 m (6.2 ft.) and later revised to 1.5 m (4.9 ft.)) into the Hurontario Street right-of-way to

build the parking garage is not acceptable. This encroachment may have limited future opportunities for higher order transit. It has been confirmed that there is enough room on the site to build the underground parking garage without the encroachment.

It is recommended that the sight triangle lands at the northeast corner of Hurontario Street and Lakeshore Road East be stopped up, closed and sold at market value to the applicant to facilitate the proposed development. This is consistent with an urban, pedestrian-focused development. This land transfer will require modifications to the Lakeshore Road East/Hurontario Street intersection as outlined in the City Transportation and Works Department comments (Appendix S-3).

Zoning Recommendation

Appendix S-6 contains a list of recommended Zoning By-law provisions. These are consistent with the applicant's proposed Zoning By-law amendments and updated building designs except that a reduced 6.8 m (22.3 ft.) driveway aisle width is not supported.

While there are several outstanding technical items to be completed by the applicant, the finalization of these matters will not impact the proposed built form, height, massing or density of the proposal. As such, the completion of these matters will not affect the planning recommendations contained in this report. Section 5.3.3.1 of Mississauga Plan permits the enactment of an "H" Holding Provision to implement the policies of Mississauga Plan for staging of development and specific requirements. As there remains several outstanding technical items, it is necessary to implement an "H" Holding Provision until the matters listed in Appendix S-8 have been satisfactorily addressed. Once this has been done, the "H" Holding Provision would be removed by further amendment to the Zoning By-law.

Proposed New City-wide Zoning By-law

A final report on the new draft Zoning By-law was dealt with by the Planning and Development Committee on April 30, 2007. A further addendum report was adopted by Council on May 23, 2007

with the exception of the Harris Farm. The implementing Zoning By-law is anticipated to be passed by Council on June 20, 2007. The draft Zoning for this property is “D” (Development).

The timing of the site specific Zoning By-law to permit the proposed development may be affected by the passage of the new Mississauga Zoning By-law and potential appeals. In the event that the new Mississauga Zoning By-law is passed by Council and comes into force and effect, it is recommended that the zoning for this property be amended to “H-RA5 – Exception” (Apartment Dwellings and Commercial with Holding Provision) to permit the proposed development.

FINANCIAL IMPACT:

Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands. As a result of the Section 37 Agreement, a \$1 million cash contribution for improvements to Lions Park will be received from the landowner.

CONCLUSION:

The current applications represent an opportunity to continue the revitalization of Port Credit that has taken place over the past several years. They adhere to the smart growth principles which the province has directed municipalities to achieve. The proposed development meets the intent of the policies outlined in Mississauga Plan, including mixed-use intensification, compatible built form, appropriate transition and landmark design. While it represents a high density development, the built form execution is sympathetic to its transitional context. The proposal improves on the development permissions that resulted from the 1997 OMB decision by ensuring a lower built form along most of its length and concentrating height and density near its south limit. The result is an improved transition, streetscape and park interface. The built form and significant architecture will firmly establish this site as the gateway to Port Credit from the north. The Lions Park improvements resulting from this development will create additional benefits for those who live in the immediate area.

The proposed Official Plan Amendment and Rezoning are acceptable from a planning standpoint and should be approved for the reasons stated in the report which are summarized as follows:

1. The proposal is compatible with the surrounding land uses based on the similar residential and commercial land uses adjacent to the site and the complementary nature of the design, which achieves an appropriate built form transition with adjacent uses.
2. The proposed Official Plan provisions and Zoning standards are appropriate to accommodate the requested uses based on the proposed density, height, massing, streetscape and general site design.

ATTACHMENTS:

- Appendix S-1 - Information Report
- Appendix S-2 - Recommendation PDC-0071-2006
- Appendix S-3 - Updated Agency and Department Comments
- Appendix S-4 - Key Statistics Comparison Between Previous and Current Proposals
- Appendix S-5 - Recommended Official Plan Amendment Provisions
- Appendix S-6 - Recommended Zoning By-law Amendment Provisions
- Appendix S-7 - Draft Section 37 Agreement
- Appendix S-8 - Matters To Be Satisfactorily Addressed Prior To Removal of the "H" Holding Provision
- Appendix S-9 - Revised Site Plan
- Appendix S-10 - Revised Building Elevation (Hurontario Street)
- Appendix S-11 - Revised Building Elevation (Lions Park)
- Appendix S-12 - Building Massing Illustration
- Appendix S-13 - Revised Excerpt of Existing Land Use Map

Edward R. Sajecki
Commissioner of Planning and Building

Prepared By: Ben Phillips, Development Planner

F.S. Port Credit Limited

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Recommendation PDC-0071-2006

- PDC-0071-2006
1. That the Report dated June 13, 2006, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan to revise the “Residential High Density I” and “Mainstreet Commercial – Special Site 4B” provisions and to change the zoning of the F.S. Port Credit Limited lands from “C1-604” (Restaurant), “H-R4” (Residential Apartments with Holding Provision) and “P” (Open Space) to “R4-Special Section” (Residential Apartments and Commercial) to permit a 22 storey, 220 unit condominium apartment building with commercial uses at street level; a 16 storey, 150 unit seniors’ apartment building; and privately operated multi-use community space, and to amend the Official Plan from “Residential High Density I – Special Site 4B” to “Open Space – Community Park” and to change the zoning for the City-owned Lions Park at the southeast corner of Park Street East and Hurontario Street from “P” (Open Space) and “H-R4” (Residential Apartments with Holding Provisions) to “P-Special Section” (Open Space) to allow uses associated with the Lions Park redevelopment under file OZ 05/024 W1, F.S. Port Credit Limited, 15 Hurontario Street and adjacent Lions Park, be received for information.
 2. That the correspondence received by the Office of the City Clerk and distributed at the Planning and Development Committee meeting of June 26, 2006 with respect to the above development application, be received.

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Updated Agency and Department Comments

Region of Peel

In comments dated June 1, 2007, the Region advised that their waste storage and collection facility design requirements will be addressed through site plan approval.

Transportation and Works Department

Comments dated May 31, 2007 indicate that this Department has reviewed and is satisfied with the supporting Traffic Impact Study prepared by BA Group. The findings conclude that the traffic volumes generated by the proposed development can be accommodated by the existing transportation infrastructure and that with some modifications, the surrounding road network will operate within satisfactory levels of service. The improvements include the modification of the channelized right turn lane from Lakeshore Road East westbound to Hurontario Street northbound with a more conventional intersection with a right turn lane, signal modifications to the Lakeshore Road East/Hurontario Street intersection, the provision of a left turn lane across the Hurontario Street frontage, traffic signal installations at the Hurontario street access to the site opposite High Street and the widening and reconstruction of Park Street.

The applicant has not provided all of the technical information requested by this Department. Boulevard concepts have not been finalized to date and the engineering details, PUCC approvals, timing and arrangements for the municipal works necessary in support of the application remain unresolved. Furthermore, the applicant is to submit an updated Noise Report and Phase II Environment Site Assessment for this Department's review. As several technical items remain outstanding, an "H" Holding Provision is to be applied to the implementing Zoning for the subject lands. The conditions necessary for the lifting of the "H" (holding prefix) include satisfactory arrangements for the completion of municipal works and improvements necessary in support of the development and are described in detail within Appendix S-8 of this report and in the Department's detailed comments/conditions for the application.

The proposal by F.S. Port Credit Limited to acquire the City owned lands which are currently occupied by the existing channelized right turn lane from Lakeshore Road East westbound to Hurontario Street northbound will necessitate the owner entering into a "pre-development" servicing agreement with the City to complete the appropriate modifications to the Lakeshore Road East/Hurontario Street intersection, to enable the purchase and sale of these lands which are to be incorporated into the subject lands. It is intended that the re-location of the storm sewer outlet from within the southerly portion of the F.S. Port Credit Limited lands to Lakeshore Road East would also be completed as a part of these works.

In the event the applications are approved by Council, the applicant will be required to make satisfactory arrangements with the City for the gratuitous dedication of the appropriate road widenings and the completion of boulevard works on Hurontario Street, Lakeshore Road East and Park Street East and the works necessary in support of the acquisition of the City owned lands at the northeast corner of Hurontario Street and Lakeshore Road East including storm sewer relocation, intersection and signal modifications. Furthermore, the applicant is to provide

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a cash contribution toward the cost of reconstructing Park Street East and the installation of signals at the proposed Hurontario Street access opposite High Street East. The reconstruction of the travelled road on Hurontario Street will be completed by the City utilizing development charges and the reconstruction of Park Street East will also be undertaken by City forces utilizing a combination of capital expenditures and developer contributions.

As a part of the review of this application, the Transportation and Works Department retained the services of McCormick and Rankin, Consulting Engineers to undertake a study of the impacts of the possible future implementation of Light Rapid Transit (LRT) Service within the Hurontario Street right of way between Park Street and Lakeshore Road. In this regard, the City wishes to design the Hurontario boulevard, and locate street trees within this corridor, to protect for the potential of one way LRT service (looped or bi-directional) along the centre of the road, flanked by two lanes of traffic in each direction. The ultimate higher order transit facility along this corridor has yet to be determined; however, protecting for a one-way LRT corridor at this time provides a greater opportunity for street trees to be saved in the future. With the future implementation of this service the boulevard widths for the ultimate road cross section would be required to be reduced from 5.25 metres (17.2 ft.) to 4.8 metres (15.7 ft.). It is important to note that the ultimate cross-section may vary once the Environmental Assessment for the Hurontario Street corridor has been completed and the approach to and design of higher order transit along Hurontario Street is determined. Staff have reviewed possible options which address the future constraints to the boulevard widths and determined that adequate sidewalk, services, streetscape and utilities can be provided, however these details are yet to be finalized between the applicant and the City.

Community Services Department

The Community Services Department has reviewed the above noted revised development applications and supporting materials and provided the following updated comments on June 2, 2007.

The subject revised development applications now exclude the conveyance of lands to the City for the purposes of accommodating the relocated Gray House integrated with a new and relocated Port Credit Branch Library among other park improvements within an expanded Lions Park as part of a public benefits proposal. The applicant now proposes a \$1 million cash contribution towards future improvements to Lions Park, pursuant to Section 37 of the *Planning Act*.

Public Benefits

The applicant has submitted a Community Benefits Report, as prepared by Altus Clayton and dated May 14, 2007 and a Full Narrative Appraisal of the Vacant Land at 15 Hurontario Street, prepared by Janterra Real Estate Advisors and dated May 15, 2007 in support. The Community Benefits Report states that the applicant has offered \$1 million for the City of Mississauga improvements to the existing Lions Park. The Planning and Building Department will address the evaluation of the equity of the amount proposed.

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The \$1 million cash contribution proposed by the applicant can be applied to future City improvements to Lions Park. Therefore, should the subject development applications be approved and prior to the enactment of the holding provision, the applicant would be required to enter into a Section 37 agreement and thereby provide the \$1 million cash contribution to the City for Lions Park improvements.

The scope of the Lions Park improvements will be determined at a later date and will be subject to public consultation.

Heritage

The FRAM lands subject to the development applications at 15 Hurontario Street are listed on the City's Heritage Register for its historical, architectural and contextual significance within the Port Credit community. The applicant has submitted a Heritage Impact Statement in accordance with City policy. As the Gray House has been demolished, this Department has no further comments the matter related to the relocation and integration of the structure into the proposed development.

Relationship to Park

Section 4.27.6.5.2.3 of Mississauga Plan speaks to private open space linkages to the easterly abutting Lion's Club facilities and should be incorporated into the future building designs for this area. The applicant has accommodated a physical connection to Lions Park at the extension of High Street. The visual linkage to Lions Park in the vicinity of the extension of High Street should be strengthened. This latter matter will be resolved during the processing of the associated Site Plan Approval Application.

Further, from an operation perspective, an easement in favour of the City is requested to accommodate public pedestrian access to Lions Park over the applicant's lands in the vicinity of the extension of High Street.

This Department had requested a 6 m (19.7 ft.) building setback along all shared property lines with the adjacent Lions Park. However, this Department has approved a reduced building setback of a minimum of 3 m (9.8 ft.), as illustrated on the preliminary Site Plan dated May 14, 2007, as the following conditions have been or will be met:

- loading areas/garbage enclosures will not face or flank the park;
- acceptable tiebacks and setback for the underground parking garage;
- planting within Lions Park, at the applicant's cost, and along the mutual boundary will address the interface between the park and the proposed development;
- building elevations along the Lions Park boundary that are sensitive to the park and on-look condition from the park;
- an acceptable grading plan illustrating that all drainage of any development is accommodated fully on the development parcel and does not encroach onto the adjacent Lions Park.

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The applicant has submitted microclimate studies as follows:

- a) Urban Design and Streetscape Analysis, prepared by Giannone Architects Inc. and dated May 14, 2007 – this document illustrated the shadows projected for the proposed development as it relates to the adjacent Lions Park for the 21st day of the months of April, May, June, July, August, September and December at various times of day, and evening for the summer months. Significant shadows are not anticipated to cover any major part of the park or pool until evenings in late August and September. Given that the Lions Park pool operates mid-June to early September and that most of the pool's activity in terms of lessons and majority of public swim times occur in advance, shadows do not appear to be an issue; and
- b) Pedestrian Wind Study prepared by Rowan Williams Davies & Irwin Inc., dated March 5, 2007. The study states that for the proposed development configuration, the park area is anticipated to be comfortable for standing or sitting.

This Department has no further comments on these microclimate matters as they affect Lions Park.

Streetscape

The streetscape conditions Hurontario Street, Lakeshore Road West and Park Street East will include the provision for street trees. In recognition of Hurontario Street as a historic gateway, the applicant shall prepare a master plan and supporting details for the proposed boulevard landscaping works, for frontage onto Hurontario and Park Streets and Lakeshore Road East to reflect a traditional residential character in keeping with the historical context. The developer will be responsible for the cost and construction of the streetscape corridor and the boulevard works and shall enter into the appropriate agreement with the City.

Prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the *Planning Act* (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws and pursuant to the Parkland Dedication Agreement as endorsed by Council by By-law 0014-2001 which allowed a parkland over-dedication credit from the applicant's "South Parcel" to be applied to the applicant's "North Parcel".

Should the subject development applications be approved and prior to the lifting of the holding provision, the following shall be addressed to the satisfaction of the Community Services – Planning and Heritage:

- 1) an easement shall be registered on title in favour of the City for a public pedestrian connection to and from Lions Park;
- 2) a Planting Plan for a 4 m (13.1 ft.) wide area along and within the Lions Park mutual boundary sufficient to accommodate high branching deciduous trees and ground cover shrubs

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to address the interface between the park and the proposed development. This Planting Plan shall also depict a fence to Community Services standard;

- 3) a Grading Plan which shows that drainage shall not encroach onto Lions Park;
- 4) a Streetscape Master Plan and supporting details for the proposed boulevard landscaping works, for frontage onto Hurontario and Park Streets and Lakeshore Road East to reflect a traditional residential character in keeping with the historical context; and
- 5) a Development agreement including all letters of credit, cash contributions, warning clauses in regards to such matters including park and streetscape works; park clean-up, fencing and hoarding; notice of park protection requirements, park facilities, boulevard maintenance, payment of cash in lieu for parkland or public recreational uses; park and streetscape processing fees.

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Key Statistics – Previous vs. Current Development Proposal

Item	Previous Proposal	Current Proposal
Height	22 storey condominium and 16 storey seniors apartment building	22 storey condominium and 7 storey seniors apartment building
Net Lot Area	0.852 ha (2.10 ac.)	1.044 ha (2.58 ac.)
Proposed GFA - Residential	42 705 m ² (459,688 sq. ft.)	42 505 m ² (457,535 sq. ft.)
Proposed GFA – Commercial	950 m ² (10,226 sq. ft.)	1 150 m ² (12,379 sq. ft.)
Proposed GFA – Amenity	5 662 m ² (60,947 sq. ft.) – included community space	5 355 m ² (57,643 sq. ft.)
Proposed GFA - TOTAL	49 317 m ² (530,861 sq. ft.)	49 010 m ² (527,556 sq. ft.)
Net Floor Space Index - Residential	5.5	4.6
Net Floor Space Index - Total	5.8	4.7
Landscaped Area	28% of net lot area	27% of net lot area
Number of units	370 (220 condominium; 150 seniors)	364 (214 condominium; 150 seniors)
Anticipated Population (Average household sizes for all units for the year 2011 based on the 2003 Growth Forecasts for the City of Mississauga)	853 persons	840 persons
Parking Provided:	453 spaces (below grade)	452 spaces (below grade)
Parking Required:	550 spaces (based on City's existing Zoning By-law)	428 spaces (based on parking standards recommended in this Report)

Additional documents submitted subsequent to the Information Report:

- Revised Site Plan and Grading Plan (Giannone Associates/Counterpoint Engineering)
- Revised Planning Justification Report (John Rogers & Associates)
- Revised Draft Official Plan and Zoning By-law Amendment (John Rogers & Associates)
- Noise Control Feasibility Study Addendum (S.S. Wilson Associates)
- Revised Parking Utilization Study (iTrans Consulting)
- Microclimatic Study and Addendum (RWDI)
- Urban Design & Streetscape Analysis (Giannone Associates)
- Community Benefits Report (Altus Clayton)
- Land Appraisal for Section 37 Analysis (Janterra Real Estate Advisors)

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Recommended Official Plan Amendment Provisions – Changes to Special Site Area 4B

The following outlines the nature of changes required to the Special Site Area 4B provisions of the Port Credit District Plan

Development Concept:

- development along Hurontario Street should address the street and achieve a building façade height of 2 to 6 storeys;
- built-form step backs beyond this 6 storeys height is permitted;
- delete references to the potential for townhouses along Hurontario Street.

Urban Design Policies:

Central Character Area:

- building heights should not exceed 22 storeys at the northeast corner of Lakeshore Road East and Hurontario Street;
- building heights should not exceed 6 storeys on the remainder of the site, except for the portion between High Street East and Park Street East, which should not exceed 7 storeys;
- development along Hurontario Street should be designed to create an appropriate gateway to Port Credit;
- a 2 to 6 storey building podium plane is encouraged to be developed closest to the sidewalk;
- side yard setbacks should be sufficient to allow planting between buildings;
- remove references to townhouses.

Mainstreet Commercial Character Area:

- buildings at the northeast corner of Lakeshore Road East and Hurontario Street shall not exceed a height of 22 storeys;
- 2 storey built form should be provided adjacent to Lakeshore Road East to achieve a similar massing to that found along this traditional mainstreet;
- 6 storey built form should be provided adjacent to Hurontario Street to achieve a comfortable pedestrian scale of street enclosure.

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Land Use:

Residential:

- remove references to freehold multiple units.

Residential High Density I:

- permits apartment buildings at a cumulative maximum floor space index of 4.7 for all of Area 4B;
- building heights should not exceed 6 storeys, except between High Street East and Park Street East, which shall not exceed 7 storeys.

Mainstreet Commercial:

- use description remains unchanged;
- cumulative maximum floor space index of 4.7 for all of Area 4B.

Entirety of Area 4B:

- a maximum of 214 apartment dwelling units will be permitted within Area 4B;
- a maximum of 150 retirement dwelling units will be permitted within Area 4B;
- a maximum of 1 150 m² (12, 379 sq. ft.) of non residential gross floor area to be devoted to commercial uses shall be permitted within Area 4B, directed to the southerly portion of the site along Lakeshore Road East and adjacent to the Hurontario Street/Lakeshore Road East intersection.

Transportation:

Parking:

- remains unchanged.

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Recommended Zoning By-law Amendment Provisions – “H-R4-Special Section”

Permitted Uses:

- apartment building (maximum of 214 units);
- retirement house – as defined in the New City-Wide Zoning By-law (maximum of 150 units);
- business, professional and administrative office;
- medical office;
- retail and personal service commercial uses (art gallery; bank machine; bakery, bank, financial institution or money lending agency; barber shop and hairdressing/beauty salon; convenience store; dressmaking or tailoring establishment; drug store or dispensary; pharmacy; food store; printing, copying and photo processing establishment; restaurant or take-out restaurant, with or without a patio; shop in which goods are sold at retail; travel agency; video store, other than an “adult videotape store”; dry-cleaning/laundry establishment).

Gross Floor Area (GFA) restrictions:

- maximum combined GFA-residential and GFA- non residential of 49 010 m² (527,556 sq. ft.) for the entire site;
- maximum GFA of 1 150 m² (12,379 sq. ft.) for any combination of office uses and retail and personal service commercial uses;
- maximum GFA of 300 m² (3,229 sq. ft.) for food store uses;
- maximum GFA of 300 m² (3,229 sq. ft.) for all bank, financial institution or money lending agency uses;
- maximum GFA of 200 m² (2,153 sq. ft.) for all restaurant uses;
- maximum GFA of 100 m² (1,076 sq. ft.) for all medical office uses.

Heights:

- condominium apartment building – maximum of 22 storeys;
- seniors’ apartment building – maximum of 7 storeys;
- location of heights/step backs generally consistent with the site plan shown in Appendix S-9 (a Schedule “I” to the By-law shall depict the location of heights and step backs).

Setbacks/Buildable Areas:

- generally consistent with the site plan shown in Appendix S-9 (a Schedule “I” to the By-law shall depict the buildable areas and setbacks);
- setbacks to underground parking structure to be 0.0 m from all property lines.

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Parking:

- In accordance with the City's Zoning By-law except as follows:

Land Use	Minimum Required Parking Standard
Retail and Personal Service Commercial	4.0 spaces per 100 m ² (1,076 sq. ft.) GFA
Apartment Building	1.1 resident parking spaces per one-bedroom unit
	1.3 resident parking spaces per two-bedroom unit
	0.19 visitor spaces per unit
Retirement House	0.4 spaces per unit

- a drive aisle width of 7.0 m (22.9 ft.) adjacent to vehicle parking spaces is recommended. This is the existing City standard;
- 20 additional parking spaces shall be provided for the nearby lands to the south zoned "C1-614";
- the minimum setback for motor vehicle surface parking and loading facilities from any street line shall be 5 m (16.4 ft.).

Landscaping:

- minimum of 25% of the site.

Section 37 Public Benefits Contribution:

- the By-law will authorize this height and density in connection with the provision of the public benefits as set out in the By-law (i.e. \$1 million towards improvements to Lions Park);
- Pursuant to Section 37 of the *Planning Act*, there will be an agreement between the City and the landowner to be registered on title regarding the provision of the public benefits.

Other Technical Standards/Exemptions to the City's Zoning By-law:

- as needed to be consistent with the site plan shown in Appendix S-9.

"H" Holding Provision:

- to be placed on the subject lands and removed by further amendment once the matters in Appendix S-8 have been satisfactorily addressed.

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Matters To Be Satisfactorily Addressed Prior To Removal Of The “H” Holding Provision

“City” means The Corporation of the City of Mississauga

- (i) acquisition of City-owned lands accommodating the existing channelized right-turn lane at the northeast corner of Hurontario Street and Lakeshore Road East by the landowner for consolidation with the subject lands; and satisfactory arrangements with the landowner for the necessary realignment to the Lakeshore Road East and Hurontario Street intersection, including traffic signal modifications and relocation of the existing storm sewer along Lakeshore Road East;
- (ii) delivery of cash contributions to the City for the signalization of the Hurontario Street/High Street East intersection and the re-alignment/re-construction of Park Street East;
- (iii) the provision of gratuitous land dedications to the City for road widenings required along Hurontario Street, Park Street East and the Lakeshore Road East right-of-way;
- (iv) submission of detailed engineering drawings and a Streetscape Master Plan for Hurontario Street, Lakeshore Road East and Park Street East to include the lane configurations and boulevard widths currently proposed, to the satisfaction of the City. Full road width plans and cross-sections will be required and complete details are to be provided for municipal works, utilities and landscaping works proposed within the boulevards;
- (v) PUC C approval for all proposed municipal works and utility installations proposed within the boulevards on Hurontario Street, Lakeshore Road East and Park Street East;
- (vi) delivery of an executed Servicing Agreement for Municipal Works Only in a form and on terms satisfactory to the City, addressing and agreeing to the installation or placement of all required municipal works, including the relocation of storm sewer outlet along Lakeshore Road East, realignment of the intersection at the north east corner of Lakeshore Road East and Hurontario Street, including traffic signal modifications, the provision of land dedications, all required easements, including the provision of required securities, and related provisions;
- (vii) submission of an updated Noise Report to the satisfaction of the City, including written confirmation from the abutting Pioneer Service Station to allow the implementation of any necessary mitigative measures. The landowner shall also provide securities as a performance guarantee for any required retrofit noise control measures. Furthermore,

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the updated report is to address the impact of noise and vibration associated with the future operations from a Light Rail Transit System proposed along Hurontario Street;

- (viii) submission of a Phase II Environmental Site Assessment (ESA) and Letter of Reliance for review and approval by the City. Any associated remediation recommended by the Phase II ESA must be completed;
- (ix) delivery of an executed Development Agreement in a form and on terms satisfactory to the City addressing and agreeing to the installation or placement of all required municipal boulevard works, including the provision of required securities and to the implementation of requirements/conditions prior to Site Plan approval, warning clauses, phasing and development provisions and such other provisions the City may require in relation to the proposed development;
- (x) submission of a grading plan to the satisfaction of the City and Credit Valley Conservation;
- (xi) submission of a Planting Plan to the satisfaction of the City for a 4 m (13.1 ft.) wide area along and within the Lions Park mutual boundary sufficient to accommodate high branching deciduous trees and ground cover shrubs to address the interface between the park and the proposed development. This Planting Plan shall also depict a fence to Community Services standards.

F.S. Port Credit Limited

File: OZ 05/024 W1

Draft Section 37 Agreement