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DATE: February 7, 2012

TO: Chair and Members of Planning and Development Committee
Meeting Date: February 27, 2012

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Draft Port Credit Local Area Plan**

RECOMMENDATION: That a public meeting be held by the Planning and Development Committee to consider the Draft Port Credit Local Area Plan attached, under separate cover, to the report titled "*Draft Port Credit Local Area Plan*" dated February 7, 2012 from the Commissioner of Planning and Building and further, that the Draft Port Credit Local Area Plan be placed on public display and circulated to City Departments, agencies and stakeholders for review and comment.

REPORT SUMMARY: The purpose of this report is to submit the Draft Port Credit Local Area Plan (Area Plan), January 2012 and request permission to circulate the Area Plan for comment and to undertake a public consultation program.

BACKGROUND: In November 2007, the City initiated a review of the Lakeview and Port Credit District Policies. This process culminated in the preparation of the "*Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report*" (Directions Report), presented to Planning and Development Committee in November, 2008.

One of the recommendations adopted by City Council included the direction that staff prepare revised District Policies (Area Plans) based on policy recommendations outlined in the Directions Report. In addition, staff was directed to set up a Local Advisory Panel to facilitate discussion with stakeholders.

In May, 2009 the first Port Credit Local Advisory Panel meeting was held. A total of 13 Advisory Panel meetings have occurred to-date, covering a range of topics related to development and planning in Port Credit.

In September 2010, City Council adopted the new Mississauga Official Plan (2011). The Plan was subsequently partially approved by the Region in September 2011. The Plan includes the concept of “character areas” and “local area plans” replacing references to “planning districts” and “district policies”. The Area Plan was prepared under the planning framework in the new Mississauga Official Plan (2011). The next stage of the review process is to initiate a public consultation process.

There are a number of appeals to the new Mississauga Official Plan (2011) and staff is in the process of trying to resolve these issues. As the Area Plan goes through the public consultation and approval process, staff will monitor the status of the appeals and assess any relevant implications.

COMMENTS:

1. Purpose and Organization of the Local Area Plan

The new Mississauga Official Plan (2011) is comprised of a principal document and a series of Local Area Plans. Local Area Plans are intended for areas which require a more extensive local planning framework and contain policies to address unique circumstances particular to the area.

The Area Plan must be read in conjunction with the principal document. Parts one to four, the schedules and appendices of the principal document are applicable to the Port Credit area, unless modified by the Area Plan. The Area Plan follows the same general organization as the principal document in order to reinforce the

importance of reading the two documents in conjunction with each other.

Many Port Credit issues are already addressed in the principal document (e.g. Living Green, Brownfield Sites, Rail Noise, Community Infrastructure, Heritage Planning, etc.). These policies are not repeated in the Area Plan, however, additional description may be provided to reflect the Port Credit context and reinforce policy direction. The Area Plan also contains policies specific to Port Credit, and in the event of conflict with the principal document, the policies of the Area Plan take precedence.

Appendices are attached to the Area Plan, including the Port Credit Built Form Guide and the Executive Summary from the Lakeshore Road Transportation Review Study. While these documents are not considered part of the Area Plan, they provide important information in understanding and interpreting the policies.

2. Overview of Policy Directions

The Area Plan incorporates and builds upon the policies in the previous Port Credit District Policies of Mississauga Plan (2003) and subsequently, the existing Port Credit Local Area Plan. Many existing policies and land use designations have been carried forward, however, there are a number of proposed key modifications and additions.

Vision (Section 5.0)

The Vision section provides a description of how Port Credit should develop in the future. The Vision describes Port Credit as an urban waterfront village, based on six key principles: a mixture of land uses; a variety of densities; compact pedestrian and cycling friendly; transit supportive urban forms; a significant public realm; and public access to the waterfront.

To implement the Vision, the Community Concept has four main elements: the Green System, a Community Node, Neighbourhoods and Corridors.

Direct Growth (Section 6.0)

The Area Plan directs growth to the Community Node, and through modest infilling or redevelopment along Lakeshore Road (east and west), commercial plazas and the vacant former Imperial Oil refinery site. Policies recognize that:

- the Community Node has a gross density of 115 residents and jobs per hectare (47 residents and jobs per acre) and has already achieved the targeted range of between 100 and 200. Area Plan designations allow some additional residential development, however, policies clarify that simply increasing the density towards 200 is insufficient justification for an amendment;
- the Community Node's current population to employment ratio of 3.2 to 1 exceeds the maximum target of 2:1. As such, additional employment is required. Certain key sites are identified where there may be opportunity for additional employment and provide a more balanced ratio; and
- residential neighbourhoods are considered as stable areas, where any infill or redevelopment will be sensitive to the existing character.

Value The Environment (Section 7.0)

Area Plan policies identify the components of the Green System and reinforce the importance of protecting, enhancing and improving the natural environment, including:

- natural systems within waterfront parks;
- the ecosystem and fish habitat at the mouth of the Credit River; and
- urban forests.

The Area Plan encourages partnerships to improve the environment and refers to the City's Green Development Strategy as a means to incorporate sustainable development practices.

Complete Communities (Section 8.0)

Port Credit contains many of the attributes associated with complete communities. Policies are intended to recognize, protect and enhance

these attributes to fully realize the complete community aspects, including:

- preserving and encouraging additional affordable housing;
- recognizing cultural heritage and the opportunity to use Community Improvement Plans to enhance these resources;
- recognizing Port Credit as a Cultural Node where creative enterprises are encouraged to locate;
- enhancing the distinct identity and character of the area through improvements to the public realm; and
- providing public access to the waterfront.

Multi-Modal City (Section 9)

Integral to Port Credit is the transportation system which includes a wide range of choices, such as GO Transit, local transit, cars, cycling and walking. Policies include the following:

- balancing, to the extent possible, all modes of transportation, including pedestrian facilities, cycling facilities and higher order transit;
- recognizing that reduced parking requirements and maximum parking standards may be considered in the Community Node and Mainstreet Neighbourhood precinct; and
- recognizing the GO Station and vicinity identified by Metrolinx as a mobility hub, and providing direction on investments in infrastructure, building form and site design to support the function of the mobility hub.

Desirable Urban Form (Section 10.0)

The desirable urban form policies reflect the planned function and local context. The Area Plan continues the approach established in the previous policies by subdividing the Community Node and Neighbourhoods into precincts to recognize unique characteristics. Proposed key changes to the policies include:

- identifying on Schedules 2A and 2B the specific location and range of permitted heights (minimum and maximum);

- replacing the Floor Space Index (FSI) with a combination of policies related to separation distances, size of footprint and landscaped area, in addition to other design policies in the principal document;
- permitting (within the Community Node) additional height along the north side of Port Street (up to 10 storeys if certain conditions are met), and in the vicinity of the GO station (up to 22 storeys if confirmed through a special site study);
- the marina property, owned by Canada Lands Corporation, has been identified as a special site where the built form of any redevelopment would be determined through studies as part of a comprehensive master plan. The special site policy recognizes that a future site specific amendment may be required to vary policies including height. Any redevelopment will have to demonstrate how it implements the Vision and policies of the Area Plan;
- within the Community Node, development of properties in the Central Residential Precinct, south of High Street East between Elizabeth Street and Ann Street, are required to demonstrate an appropriate transition to ensure the character of the mainstreet precinct is preserved; and
- increasing the mainstreet precinct maximum height limit from 3 storeys to 4 storeys within the Neighbourhood Character Area (located on both sides of the node).

Strong Economy (Section 11.0)

Employment opportunities are an important component of Port Credit as it contributes to a healthy mix of uses, is part of a complete community and is supportive of a village atmosphere where people can live, work and play. Policies include the following:

- providing for continued operation and expansion of employment uses;
- indicating appropriate employment uses are in the education, office, culture, retail sectors, and particularly those considered to be creative enterprises; and
- identifying the Community Node as the location where lake-dependent or waterfront retail commercial facilities, including marinas and recreational sport fishing, will be promoted.

Land Use Designations (Section 12.0)

Most of the existing land use designations and permitted uses have been carried over from the Local Area Plan and existing District Policies that form part of the new Mississauga Official Plan. Key proposed changes include:

- recognizing residential buildings legally constructed prior to the approval date of the Area Plan as being permitted. This policy allows the Area Plan to recognize existing residential uses that do not conform, thereby removing a number of current special site policies;
- permitting existing office uses in many of the designations, and thereby, removing a number of current special site policies;
- the “Business Employment” designation has been revised to provide greater clarity as to the specific uses not permitted as well as requiring uses to operate within enclosed buildings;
- the land use designation “To Be Determined” is proposed to be replaced with “Special Waterfront” which indicates a comprehensive master plan is required, with Special Site 3 outlining what the master plan should address;
- a number of parcels have been redesignated in order to reinforce the policies in the Area Plan. In general, redesignations provide additional uses while allowing any existing uses that do not conform to remain. Appendix 1 and 2 provide a summary of these changes.

Special Sites and Exempt Sites (Section 13.0)

There are sites that merit special attention. Key proposed changes include:

- removing a number of sites which are now permitted within the land use designations;
- adding a site in the vicinity of the GO station which requires a special study to confirm appropriate height and uses;
- modifying special site policies for two key waterfront locations (i.e. the marina property owned by Canada Lands Corporation and former Imperial Oil refinery);

- removing the special site permission for outdoor storage for an industrial property located along the railway, as the use no longer exists and this not in keeping with the Vision for the area; and
- identifying a number of sites as exempt sites as their current uses are not consistent with the Vision but are recognized because they contain established land uses.

Appendices

The Area Plan includes the following appendices for information purposes:

- Appendix A: Port Credit Built Form Guide is to be used during the review of development applications. This guide demonstrates how the urban form policies may be achieved, in particular, those related to distance separation, landscaping area and building footprint; and
- Appendix B: The Executive Summary from the Lakeshore Road Transportation Review Study which identifies the findings regarding how Lakeshore Road (east and west) can accommodate alternative modes of transportation.

3. Next Steps: Circulation and Public Consultation

The next step is for the Area Plan to be circulated for formal comment and a public consultation program conducted, which will include:

- statutory public meeting as required by the *Planning Act*;
- public open house(s); and
- meeting(s) with the Local Advisory Panel.

Additional meetings will be held as required, based on requests from stakeholders and for issue resolution.

The objectives of the public consultation program are to inform, consult, involve and collaborate with stakeholders.

4. Coordination With Ongoing Initiatives & Other Matters

Staff will continue to participate in initiatives with other departments. Currently, there are a number of on-going studies and initiatives that will be monitored and incorporated as necessary into the Area Plan as they are finalized, including:

- the Lake Ontario Integrated Shoreline Study and the review of land use designations pertaining to natural hazards and natural features along the Lake Ontario Shoreline;
- a parking strategy is being prepared by BA Consulting which will establish a framework for future initiatives;
- staff are participating with Community Services in the implementation of the Cultural Node project. Should any additional policies be identified, they will be included in the Area Plan;
- Strategic Community Initiatives will be initiating additional studies related to the marina owned by the Canada Lands Corporation and the vacant former refinery site owned by Imperial Oil. It is anticipated that amendments to the Area Plan will be required once special studies for these two key waterfront sites are adopted;
- the City, in conjunction with Metrolinx, reviewed the Port Credit Mobility Hub and identified an opportunity for a parking structure and mixed use development on the GO station's southern parking lot. Further work is required to determine appropriate development and this is reflected in the Area Plan's policies; and
- the City is initiating Phase 2 of the Hurontario – Main Street Light Rail Transit (LRT) Study, which will review and confirm LRT design options, and may result in changes to the alignment and placement of stations in Port Credit.

In addition to the above initiatives, there are a number of development applications, either currently being processed or that are anticipated. It is not the purpose of the Area Plan to approve or deny individual development applications. The merit of specific development applications will be reviewed through the development approvals process.

STRATEGIC PLAN: The Area Plan is an important tool to implement the land use components of the Strategic Plan and to refine the policies in the Official Plan. The policy themes of the Area Plan advance the Strategic Plan's five pillars for change as outlined below.

Move - Developing a Transit-Oriented City:

- directs growth and density to the Community Node and areas within or in close proximity to higher order transit and recognizes pedestrians and cycling as components of the transportation system;

Belong - Ensuring Youth, Older Adults and New Immigrants Thrive:

- provides a range of housing options by protecting lower density stable neighbourhoods and accommodating higher density forms in the Community Node and along corridors;

Connect - Completing Our Neighbourhoods:

- provides for a mixture of uses in the Community Node and identifies Lakeshore Road as a "mainstreet" destination area that serves as a focus for the community and not just a place to pass through;

Prosper - Cultivating Creative and Innovative Businesses:

- requires key locations in Port Credit to address opportunities to provide employment uses and encourages development to capitalize on existing attributes (waterfront, culture) to increase employment; and

Green – Living Green:

- promotes responsible stewardship through conservation, restoration and enhancement of the natural environment.

FINANCIAL IMPACT: N/A

CONCLUSION: The next step in the Area Plan process is to circulate the draft document and undertake a public consultation program, including a statutory public meeting, in accordance with the *Planning Act*.

- ATTACHMENTS:**
- UNDER SEPARATE COVER: Draft Port Credit Local Area Plan, January 2012
 - APPENDIX 1: Port Credit Local Area Plan - Proposed Land Use Redesignations
 - APPENDIX 2: Schedule 3: Proposed Land Use Redesignations – Draft Port Credit Local Area Plan

Edward R. Sajecki
Commissioner of Planning and Building

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Susan Tanabe, Manager, Community Planning
Policy Planning Division*

Port Credit Local Area Plan Proposed Land Use Redesignations				
Location Number	Current Designation	Proposed Designation	Explanation	Effect On Property
1	Residential Medium Density	Mixed Use	Properties are located within Mainstreet (Neighbourhood) Precinct. Proposed designation permits both residential and commercial uses which is more in keeping with Vision for this area.	Proposed designation would allow existing low rise apartment buildings to continue, through other policies in the plan. However, in the future, should owners wish to redevelop, a broader range of uses would be required. Site would require rezoning (e.g. C4 with an exception zone permitting existing apartment buildings).
2	Residential High Density	Residential Medium Density	Properties are located within Neighbourhood Precinct. Apartment uses are appropriate, however, if properties are redeveloped or additional development is proposed on these site, range of uses permitted in Medium Density are more appropriate (e.g. townhouses, horizontal multiples, low rise apartments).	Proposed designation would allow existing apartment buildings to continue, through other policies in the Plan. In future, should owners wish to redevelop, a broader range of residential forms are permitted, that are more in keeping with height limits in the Official Plan. Sites would require rezoning (e.g. RA1 with an exception zone to permit existing apartment buildings).

Location Number	Current Designation	Proposed Designation	Explanation	Effect On Property
3	To Be Determined/ Special Site 2	Special Waterfront/ Special Site 3	Designation, in combination with Desirable Urban Form policies and Special Site policies reinforces the unique attribute of the site and the need to undertake a comprehensive study to determine appropriate uses.	<p>Proposed designation continues policy that further study is required to determine land uses.</p> <p>Special site policy provides direction on issues that need to be addressed in preparation of a master plan.</p> <p>Desirable Urban Form policies identified the site as its own precinct and provide direction on future development related to form.</p>
4	High Density	Low Density II	Maximum permitted height in the area is 3 storeys. Low Density II permits range of uses including detached, semi, duplex, triplex and street townhouse.	<p>Proposed designation permits broader range of uses and recognizes existing uses, which are more in keeping with character of area and height limits.</p> <p>Currently zoned RA1-34, which only permits existing detached, semi and triplex.</p> <p>Site would require rezoning (e.g. RM7 which permits similar uses).</p>

Location Number	Current Designation	Proposed Designation	Explanation	Effect On Property
5	Residential Medium	Residential High Density	Property is located within Community Node. The Desirable Urban Form policies indicate site could potentially accommodate up to 8 storeys. Existing school site is a relatively large parcel of land and would be capable of accommodating a range of heights including some that could potentially achieve the maximum 8 storeys.	Existing school continues to be a permitted use. Should this site ever be redeveloped, the land use designation would permit apartment uses. Site would require rezoning (e.g. RA2 with exception zone permission for School).
6	High Density	Mixed Use	Property is located along the waterfront. Should additional development be proposed on this site, then mixed uses would be appropriate.	Proposed designation would allow existing apartment building to continue (which exceed height limits), through other policies in the Plan. The Proposed designation permits additional uses and would require rezoning (e.g. C4 with exception zone to permit existing building).
7	High Density	Mixed Use	Property is located along Port Street East, a higher order Transit corridor, and within the Harbour Mixed Use Precinct.	Proposed designation would require redevelopment to include more than just residential uses and would require modifications to the existing zoning.

APPENDIX 1

Location Number	Current Designation	Proposed Designation	Explanation	Effect On Property
8	High Density	Mixed Use/ Special Site 12	Properties are located in vicinity of GO station and future Light Rapid Transit station, where City wishes to try and attract additional employment uses. These properties also correspond in-part to the area where the Desirable Urban Form policies identify the opportunity to accommodate additional height (up to 22 storeys).	Proposed designation would require redevelopment to include more than just residential uses.

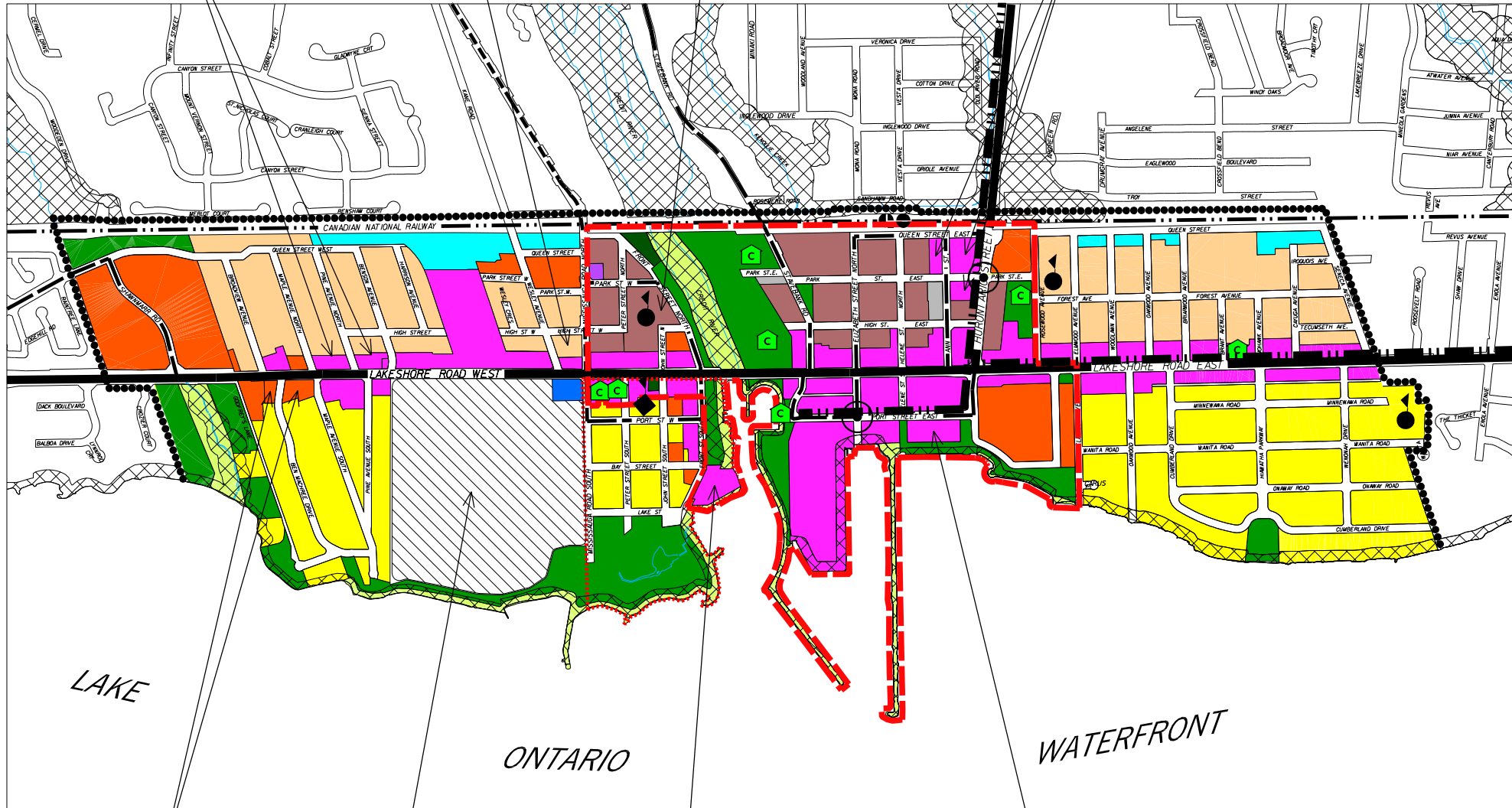
K:\PLAN\POLICY\GROUP\2012 Districts\Port Credit\Corporate Report\Appendix 1 Redesignations.doc

Location No. 1
 From : Residential Medium Density
 To : Mixed Use

Location No. 4
 From : Residential High Density
 To : Residential Low Density II

Location No. 5
 From : Residential Medium Density
 To : Residential High Density

Location No. 8
 From : Residential High Density
 To : Mixed Use



Location No. 2
 From : Residential High Density
 To : Residential Medium Density

Location No. 3
 From : To Be Determined
 To : Special Waterfront

Location No. 6
 From : Residential High Density
 To : Mixed Use

Location No. 7
 From : Residential High Density
 To : Mixed Use

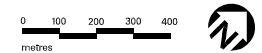
- LAND USE DESIGNATIONS**
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Business Employment
 - Public Open Space
 - Private Open Space
 - Greenbelt
 - Utility
 - Special Waterfront

- TRANSPORTATION LEGEND**
- Arterial
 - Major Collector
 - Major Collector (Scenic Route)
 - Minor Collector
 - Local Road
 - Existing Commuter Rail
 - GO Transit Station
 - Higher Order Transit Corridor

- LAND USE LEGEND**
- Community Node Boundary
 - Heritage Conservation District
 - Natural Hazards
 - Public School
 - Catholic School
 - Community Facilities
 - Local Area Plan Boundary
 - Proposed Light Rail Station

- Notes:**
1. Any part of the road network shown outside the city boundaries is shown for information purposes only.
 2. Refer to Schedule 3, Natural System for the location of the Natural Areas System and Natural Hazards.
 3. The limits of the Natural Hazards shown on this map are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

DRAFT
 Schedule 3
 Proposed Land Use
 Redesignations - Draft
 Port Credit Local Area Plan



City of Mississauga

2012 January
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