



MISSISSAUGA

DECLARATION

Subsection 17 of the Planning Act

Applicant: The City of Mississauga

Municipality City of Mississauga

Our File: OPA 55

I, Diana Rusnov, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on September 28, 2016 when By-law Number 0192-2016 was enacted and that notice as required by subsection 17 of the Planning Act was given on October 6, 2016.
2. That no appeal to the Ontario Municipal Board of the decision in respect of the above-noted matter was received under subsection 17 of the Planning Act within the time specified for submitting an appeal.

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

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

This 26th day of October, 2016.

Commissioner of Oaths

Declarant

DONNA RAE LEBRETON, a Commissioner, etc.,
Regional Municipality of Peel, for the
Corporation of the City of Mississauga,
Expires May 3, 2019.



MISSISSAUGA

Notice of the Passing an Official Plan Amendment By-law (OPA 55)

City-Initiated By-law affecting various lands in the Port Credit Community Node Character Area in Ward 1, in the City of Mississauga

Date of Decision: September 28, 2016
Date of Notice: October 6, 2016
Last Date of Appeal: October 25, 2016

On the date noted above, the Council of the Corporation of the City of Mississauga passed By-law 0192-2016, to amend Zoning By-law 0225-2007, under Subsection 17(42) of the Planning Act, R.S.O., 1990, c.P.13, as amended.

The Purpose and Effect: The purpose of this Amendment is to update the Port Credit Local Area Plan Policies to reflect the Recommendations of the Port Credit GO Station Southeast Area Master Plan.

To view the By-law in its entirety please visit www.mississauga.ca/portal/cityhall/publicnotices, or in person at the Office of the City Clerk, 300 City Centre Drive, 2nd Floor, Mississauga, Ontario.

Location of Lands: The lands affected by this Amendment are located west of Hurontario Street, south of the Canadian National Railway, east of Helen Street and north of High Street. The subject lands are located in the Port Credit Community Node Character Area.

When and How to File an Appeal: Any appeal of the zoning by-law amendment to the Ontario Municipal Board must be filed with the Clerk of the City of Mississauga no later than the 25th of October, 2016. An appeal form is available from the OMB website at www.omb.gov.ca

The Notice of Appeal must:

- 1) set out reasons for the appeal; and,
- 2) be accompanied by the fee required by the Ontario Municipal Board in the amount of \$300.00 payable by certified cheque or money order to the Minister of Finance, Province of Ontario, and
- 3) be accompanied by an administration fee of \$150.00, payable by Certified Cheque to the Treasurer of City of Mississauga.
- 4) Four (4) copies of the appeal package.

Only individuals, corporations or public bodies may appeal a decision of the City of Mississauga to the Ontario Municipal Board. A notice of appeal may not be made by an unincorporated association or group. However, a notice of appeal may be made in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the By-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the council or, in the opinion of the Ontario Municipal Board, there are reasonable grounds to add the person or public body as a party.

Getting Additional Information: A copy of the by-law is available for viewing during regular office hours at the City of Mississauga at the address noted below, or from Paul Stewart of the City of Mississauga, Planning and Building Department at (905) 615-3200 X-5813, or on the City's website at: www.mississauga.ca/portal/cityhall/publicnotices.

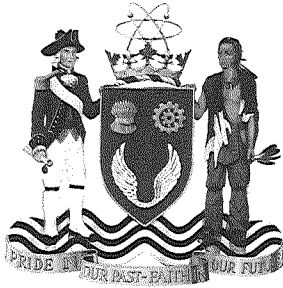
Mailing Address for Filing a Notice of Appeal

City of Mississauga
Office of the City Clerk,
300 City Centre Drive, 2nd Floor, Mississauga ON L5B 3C1

Amendment No. 55

to

Mississauga Official Plan



THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER 0192-2016

A by-law to Adopt Mississauga Official Plan Amendment No. 55

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, (the "*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

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

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

AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. 55 in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding policy changes and schedule modifications to the Port Credit Local Area Plan that reflect the recommendations of the Port Credit GO Station Southeast Area Master Plan.

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

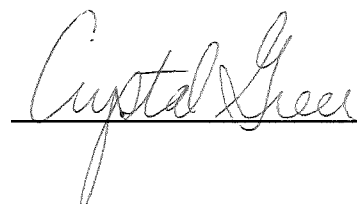
1. The document attached hereto, constituting Amendment No. 55 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 28 day of September, 2016.

APPROVED AS TO FORM City Solicitor MISSISSAUGA			
MST			
Date	19	09	16



MAYOR



CLERK

Amendment No. 55
to
Mississauga Official Plan

The following text and Map "A" attached constitutes Amendment No. 55.

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

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

Appendix II is a copy of the Planning and Building Department report dated June 7, 2016, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to update the Port Credit Local Area Plan Policies to reflect the recommendations of the Port Credit GO Station Southeast Area Master Plan.

LOCATION

The lands affected by this Amendment are located west of Hurontario Street, south of the Canadian National Railway, east of Helene Street and north of High Street. The subject lands are located in the Port Credit Community Node Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Ontario Municipal Board.

The Port Credit Local Area Plan came into effect on November 7, 2014. The subject lands and associated policies are not under appeal to the Ontario Municipal Board.

The subject lands are designated both Mixed Use and Utility. They are also subject to Special Site policies, which required the preparation of a master plan to determine the appropriate type of redevelopment.

This amendment revises the Desirable Urban Form policies, the Special Site 12 policies, and Schedule 2B, Port Credit Community Node Height Limits of Port Credit Local Area Plan.

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

1. The subject lands have been comprehensively reviewed to determine appropriate conditions by which future development can proceed on the Port Credit GO Station site and surrounding lands.
2. The policies will further advance the recommendations of the Port Credit Mobility Hub Study.

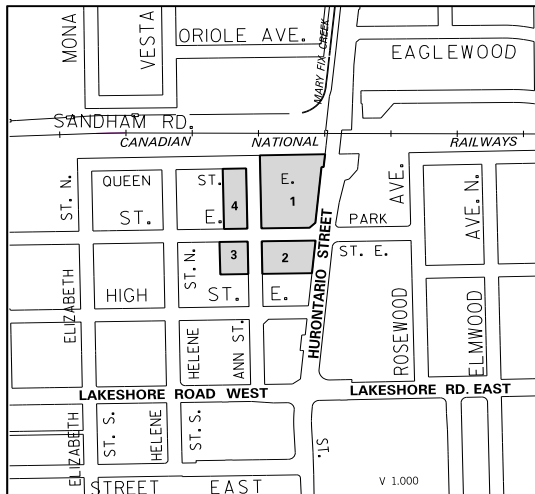
DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Policy 10.2.2.3, Port Credit Local Area Plan, of Mississauga Official Plan, is hereby deleted and replaced with the following:

10.2.2.3 The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.

2. Section 13.1, Special Sites, Port Credit Local Area Plan of Mississauga Official Plan, is hereby amended by deleting and replacing Section 13.1.12, Site 12 policies with the following:

13.1.12 Site 12



13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the Canadian National Railway, east of Helene Street, and north of High Street. These lands are in an important location that has the potential to support further development of the Port Credit Mobility Hub.

13.1.12.2 Notwithstanding the, policies of this Plan, the following provisions shall apply, with the Port Credit GO Station Southeast Area Master Plan, also to be used in the review of development applications:

- a. Minimum and maximum building heights are shown in Schedule 2B and described below:
 - Maximum building heights of 22 storeys are permitted throughout the special site area where the tower component of a building is primarily residential, with the exception of lands fronting Hurontario Street. Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and have greater floor to ceiling heights;
 - Residential and non-residential buildings fronting Hurontario Street shall have building heights not exceeding eight storeys, with a setback

consistent with a 45 degree angular plane generally required after six storeys.

The maximum permitted height of buildings fronting Hurontario Street may be exceeded by one storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a maximum of two storeys. The ability to achieve up to ten storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City; and

- All buildings shall be a minimum of two storeys.
- b. Variation in building heights and form should be achieved, including the position of towers relative to each other;
- c. A minimum of 30 metres shall be provided between any portion of a building that is eight storeys or higher to another building that is eight storeys or higher;
- d. The maximum size of residential floor plates beyond the 15th storey shall generally be 800 square metres or less;
- e. Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation);
- f. Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the streetscape and help animate the area, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. The building envelope that faces a public street or gateway entry point will have street level animation. The intent is to achieve visual animation, interest and streetscape improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along two thirds of a building envelope;
- g. All future developments over 1,000 square metres shall provide an appropriate mix of non-residential, employment generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. Where land parcels are too small to accommodate large mixed use development, non-residential land uses are encouraged but not required;
- h. The following minimum gross floor areas (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:
 - Block 1: 2,800 square metres
 - Block 2: 1,400 square metres
 - Block 4: 250 square metres

- i. Developments should be encouraged to provide office space in larger, contiguous floorplates (at-grade or above-grade) in order to accommodate a variety of businesses and services;
 - j. Development applications shall demonstrate how transit use, pedestrian circulation, cycling, car and bike sharing, car-pooling, shared parking and other travel demand management measures will be achieved;
 - k. Reduced, transit supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants shall be required to provide a parking study to justify the appropriateness of the specific parking standards being proposed;
 - l. Development applications shall demonstrate how a seamless integration of modes of travel and access is achieved, especially at-grade and on the lower floors of buildings;
 - m. Development applications shall demonstrate how both the City of Mississauga and Region of Peel Affordable Housing initiatives are being addressed; and
 - n. Development applications shall demonstrate how proposed built forms and landscaping adjacent to heritage designated properties will respect heritage attributes and mitigate negative impacts on the heritage resources.
3. Schedule 2B, Port Credit Community Node Height Limits, Port Credit Local Area Plan, of Mississauga Official Plan, is hereby amended by removing cross-hatching from lands located south of the Canadian National Railway, west of Hurontario Street, north of High Street and east of Helene Street, as shown on Map "A" of this amendment.
 4. Schedule 2B, Port Credit Community Node Height Limits, Port Credit Local Area Plan, of Mississauga Official Plan, is hereby amended by changing the height limits, as shown on Map "A" of this amendment for lands fronting the west side of Hurontario Street, north and south of Park Street, to "2 to 8" storeys.

IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.

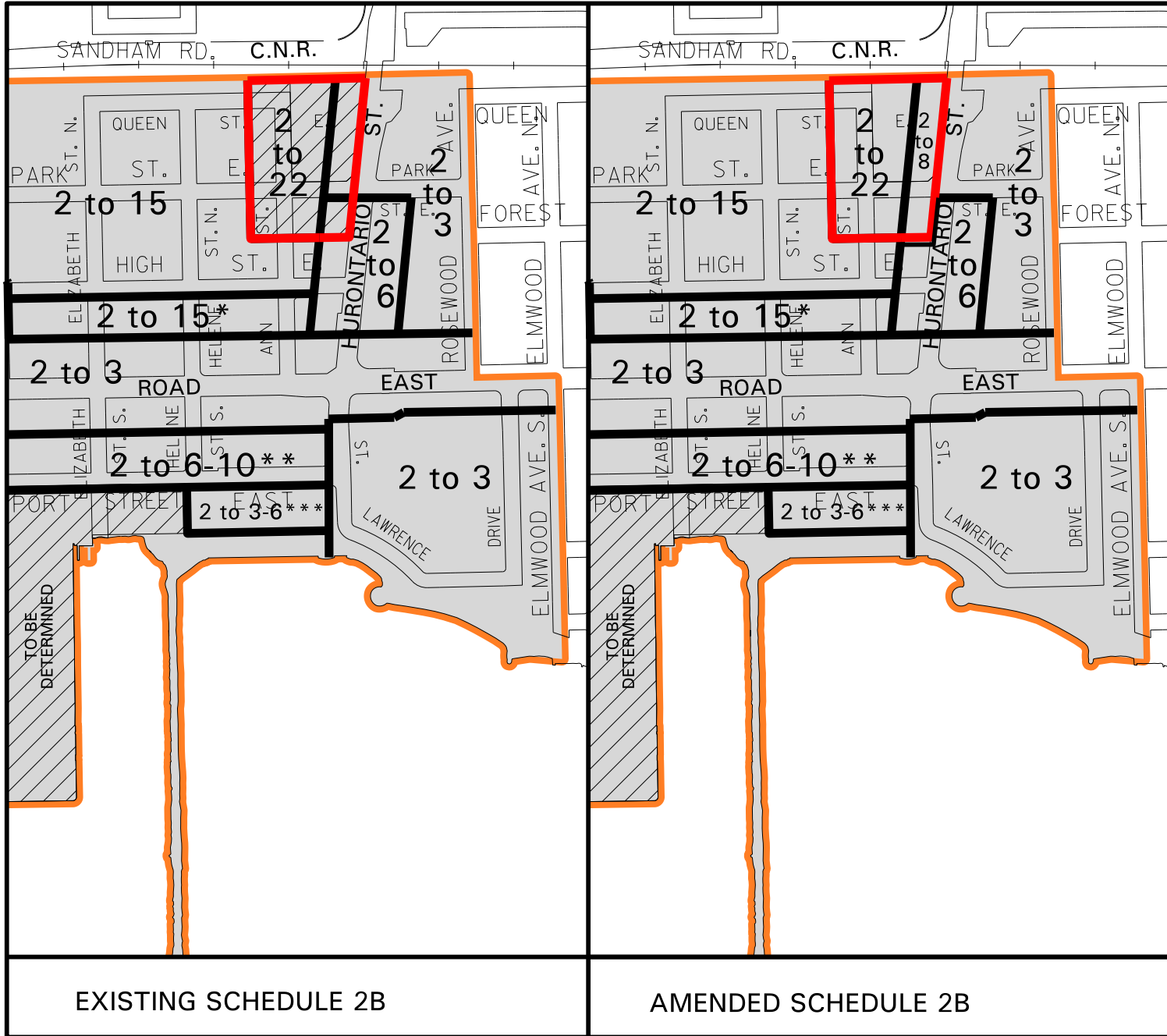
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated July 13, 2016.

INTERPRETATION



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

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

[http://teamsites.mississauga.ca/sites/18/MOPA/MOPA 55.ps.fs.docx](http://teamsites.mississauga.ca/sites/18/MOPA/MOPA%2055.ps.fs.docx)



LEGEND:

- * Buildings will include appropriate transition to Lakeshore Road East - Mainstreet Precinct.
- ** Buildings will stepdown to a maximum of 6 storeys along Port Street East.
- *** Buildings will step down to a maximum of 3 storeys along Lake Ontario.
-  Subject to Special Site policies that require studies to determine appropriate development including building heights.
-  Node Boundary

Notes:

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

 AREA OF AMENDMENT



MAP 'A'
 Schedule 2B
 Port Credit Community Node
 Height Limits



EXISTING SCHEDULE 2B

AMENDED SCHEDULE 2B

APPENDIX I
PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on February 1, 2016 in connection with this proposed Amendment.

Issues discussed at the public meeting included concerns over the mass of the proposed parking structure, preservation of the former Lawn Bowling Club site as a park, and accommodating vehicles at the expense of transit, pedestrians and broader community building initiatives.

The residents raised issues that were addressed in the Planning and Building Department Corporate Report dated June 7, 2016 attached to this amendment as Appendix II.

City of Mississauga
Corporate Report



<p>Date: 2016/06/07</p> <p>To: Chair and Members of Planning and Development Committee</p>	<p>Originator's files: CD.04-POR</p>
<p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: 2016/06/27</p>

Subject

Report On Comments (Ward 1)

Port Credit GO Station Southeast Area Master Plan

Implementation – Proposed Changes To Mississauga Official Plan

File: CD.04-POR

Recommendation

That the amendments to Mississauga Official Plan proposed in the report titled “Report on Comments (Ward 1) Port Credit GO Station Southeast Area Master Plan Implementation – Proposed Changes To Mississauga Official Plan ” dated June 7, 2016, from the Commissioner of Planning and Building, be approved.

Report Highlights

- A public meeting was held on February 1, 2016 to hear comments regarding the proposed amendment to Mississauga Official Plan to implement the findings of the Port Credit GO Station Southeast Area Master Plan.
- The proposed amendment allows for intensification on lands generally located between the Port Credit GO Station and the future Hurontario/Main Light Rail Transit Station.
- Through the circulation of the proposed amendment to agencies and departments, along with the public consultation process, a number of comments were provided, reviewed and proposed modifications recommended, where appropriate.
- As per Council direction, City staff continue to dialogue with Metrolinx on issues related to the size of the parking structure, and City review of development proposals for the Port Credit GO station southeast parking lot.

Background

On October 26, 2015, the Planning and Development Committee considered the report titled “Port Credit GO Station Southeast Area Master Plan Study” and approved that planning staff be directed to prepare an amendment to Mississauga Official Plan and the Port Credit Local Area Plan, amongst four other recommendations (Appendix 1).

On February 1, 2016, a public meeting of the Planning and Development Committee was held to consider proposed revised policies intended to implement the Port Credit GO Station Master Plan (Appendix 2). Submissions were received at the public meeting and staff were directed to report back. In addition, the draft policies were circulated to departments and agencies for comment.

The purpose of this staff report is to provide a summary of comments received from agencies, departments and the public, and to recommend modifications to the draft policies.

As identified in the October 26, 2015 staff report, the City has concerns regarding the size of the proposed parking structure. Additionally, in order to ensure development proposals are responsive to the Master Plan, the City has requested involvement in the review of development proposals for the GO parking lot. Metrolinx has advised that they have commenced an update on the need for parking and have suggested face-to-face meetings to review potential options for the City’s role in the review of development proposals (Appendix 3). City and Metrolinx staff continue to discuss these and other issues (e.g. use of lawn bowling lands for interim parking, transfer of Queen Street East road allowance) and will report back on these matters in the future.

Comments

The proposed Official Plan Amendment is intended to allow for appropriate intensification in the area and is based upon the findings of the Master Plan. Through the circulation and public consultation process a number of questions/concerns were raised and modifications suggested which have been summarized and discussed (Appendix 4). Where modifications are recommended deletions are shown as “~~strikeouts~~” and additions are “*in italics and underlined*”.

A summary of the proposed policies illustrating the recommended modifications to those presented at the February 1, 2016 Public Meeting has been prepared (Appendix 5). The revised proposed Official Plan Amendment has been prepared (Appendix 6).

Department and Agency Comments:

In general, modifications from departments and agencies are intended to provide greater clarity and consistency in language; however, two new policies have been added and are discussed below:

- **Heritage:** At the request of the Community Services Department, a new policy has been added to reinforce the importance of heritage resources in the area and to help ensure heritage issues are considered early in the development approval process.
- **Affordable Housing:** At the request of the Region of Peel and the Mississauga Planning and Building Department a new policy has been added to reinforce the importance of affordable housing and to ensure through the development approval process that affordable housing initiatives are considered. The City is currently preparing an Affordable Housing Program which will provide further direction.

Public Comments:

The following comments were made by the public and are also included in Appendix 4:

- **Public input:** More public discussion on the master plan and proposed policies are required. City staff note that preparation of the Master Plan included public consultation, and the Official Plan Amendment included a statutory public meeting. Further, any rezonings associated with development will include a public process including a public meeting.
- **Connections & Funding For Bridge:** A pedestrian bridge across the Credit River was supported and bonus zoning or development charges used to pay for its construction should be contemplated. City staff are investigating the opportunity of accessing the Metrolinx Mobility Hub Active Transportation Fund for potential crossing of the Credit River, and that the Lakeshore Road Transportation Master Plan will be examining the need and justification of any additional crossings of the Credit River.
- **Parking Structure Size:** Concern about the size of the parking structure and increase in free parking being contrary to the goal of supporting transit. City Council has also raised this issue and passed a resolution requesting Metrolinx to consider a smaller parking structure. Metrolinx has advised they are examining the issue but have not finalized the study. City staff note that Metrolinx has responsibility and jurisdiction over parking for GO Stations and will continue to discuss this matter with them.
- **Density, Built Form & Design:** Concern about the prospect of impermeability on the ground level, wall effect of the parking structure, and high rises above the parking structure. City staff note a number of objectives (e.g. large parking structure, LRT station, future regional express rail, transit oriented development) are required on a relatively small site which results in a very compact built form. The subject lands, given proximity to higher order transit, are intended to be the focal point of the hub with the greatest heights and densities. A draft policy is included that encourages full block buildings to provide connections and provide variation in the façade to break up the massing. There is the opportunity to advocate for design excellence through City

involvement in Metrolinx's process of redeveloping their parking lot. City staff will continue to discuss these issues with Metrolinx.

- **Maintain Context (Green Space):** Concerns were raised about the future development of the former lawn bowling site and it was suggested these lands should be preserved as a park, remain public, contribute to the liveability of the area and be surrounded by development which enhances this role. One resident believes the lands were a gift from the Town of Port Credit to the City at the time of amalgamation that should be preserved. City staff note that the City acquired the lands when it rebuilt the lawn bowling facility as part of the Carmen Corbasson Community Centre. The site is designated Mixed Use in Mississauga Official Plan and the proposed amendment does not change the designation. Mixed Use permits a range of uses including parkland and community gardens and therefore does not preclude the use of the site as green space. The designation provides the City with greater flexibility and opportunities in the future should it wish to consider using a portion or all of the site (potentially in conjunction with adjacent lands) to achieve City goals such as additional employment or affordable housing. Given City ownership and control of the lands, any long term redevelopment would undergo appropriate review to ensure it contributes to liveability and enhances the area. As an interim use the City is discussing with Metrolinx the use of these lands for replacement parking during construction of the parking structure.
- **Economic Development:** It is important to ensure office development happens and that proposed development provides both an appropriate built form (e.g. height) and an appropriate built function (e.g. mixed uses). City staff note that the proposed policy includes requirements for a minimum amount of space for non-residential uses and includes incentives which allow an additional two storeys along Hurontario Street if occupied by office uses. City input into the RFP evaluation may also provide an opportunity to emphasize the importance of office space.
- **Oversight:** Concern about making the Master Plan "stick" once developers are selected. City staff note, Plan policy creates the vision and general criteria for evaluating new development. Development applications will be required to undergo further detailed review (e.g. zoning by-law and site plan approval processes) which will consider how the proposal addresses the Master Plan, along with other relevant policies, regulations, and guidelines. City involvement in the RFP process may also assist in ensuring proposed development is responsive to the Master Plan.
- **Expropriation:** A question was asked whether expropriation of private land in order to implement the Master Plan would occur. Expropriation is not required. The area can evolve over time. Existing regulations, policies and guidelines will mitigate impacts of new development (e.g. require sun shadow studies). Intensification in the area will cause disruptions (traffic, construction, etc.) however, these disruptions will be temporary and the City has some ability to manage them (e.g. noise by-law).

- **Alternative Parking Locations:** Does the Master Plan nullify the idea of adding a second level of parking to the existing GO station parking lot on the north side of the railway? Staff note the previous Port Credit Mobility Hub study (2011) concluded that the north site had a number of constraints (e.g. Mary Fix Creek) and was the most expensive option. The southeast parking lot was the recommended location and formed a base assumption used in the preparation of the GO Station Master Plan and OPA. Staff are not aware of any future plans for a parking structure on the north side of the railway, but expect Metrolinx would contact the City if they had new plans.
- **Incentives:** A comment was made that the construction of commercial and retail spaces are difficult to finance and that investment should be incentivized. Staff concur with this comment and note the draft policy includes incentives (i.e. maximum permitted height along Hurontario Street may be exceeded by one storey for every storey of additional office use up to a maximum of two storeys, and there is the potential to reduce parking standards).

Financial Impact

Not applicable.

Conclusion

The proposed Official Plan amendment should be approved as it meets the overall intent, goals, objectives and policies of the Official Plan and implements the recommendations of the Port Credit GO Station Southeast Area Master Plan. Discussions continue between Metrolinx and the City on issues pertaining to the size of the GO station parking structure and City involvement in the review of development proposals.

Attachments

Appendix 1: October 26, 2015 Planning and Development approved recommendations

Appendix 2: February 1, 2016 Planning and Development Public Meeting Report

Appendix 3: December 22, 2015 letter from Metrolinx

Appendix 4: Response to Comments Table

Appendix 5: Revisions To Proposed Policies Presented At February 1, 2016 Public Meeting

Appendix 6: Draft Proposed Official Plan Amendment



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Paul Stewart, Planner

The following PDC Recommendations were approved at the Planning and Development Committee Meeting held on October 26, 2015, and subsequently adopted by Council at its meeting held on October 28, 2015 via Resolution 0253-2015:

PDC-0065-2015

1. That the report entitled "Port Credit GO Station Southeast Area Master Plan Study", dated October 2, 2015 from the Commissioner of Planning and Building, be endorsed; and
2. That planning staff be directed to prepare an Official Plan Amendment to Mississauga Official Plan and the Port Credit Local Area Plan that implements the Port Credit GO Station Southeast Area Master Plan Study.
3. That realty services staff be directed to initiate the process of declaring the City owned closed Queen Street East road allowance lands surplus for the purposes of negotiating the transfer of these lands to Metrolinx in support of the redevelopment of the Port Credit GO station southeast parking lot.
4. That the Planning and Building Department advise Metrolinx of City Council's request that staff be formally included in the review of redevelopment proposals for the Port Credit GO station southeast parking lot.
5. That the Planning and Building Department advise Metrolinx of City Council's request that a smaller parking structure be considered at the Port Credit GO Station in order to promote active transportation and transit usage.

File: CD.04-POR

City of Mississauga
Corporate Report



<p>Date: January 12, 2016</p>	<p>Originator's files: CD.04-POR</p>
<p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: 2016/02/01</p>

Subject

PUBLIC MEETING

Port Credit GO Station Southeast Area Master Plan Implementation - Proposed Changes To Mississauga Official Plan

Recommendation

1. That the submissions made at the Planning and Development Committee Public Meeting held on February 1, 2016, regarding the report titled "Port Credit GO Station Southeast Area Master Plan Implementation - Proposed Changes To Mississauga Official Plan - Public Meeting" dated January 12, 2016, from the Commissioner of Planning and Building, be received.
2. That staff report back to Planning and Development Committee on the submissions made from the public, and comments made from circulated departments and agencies, regarding the proposed changes to Mississauga Official Plan to implement the Port Credit GO Station Southeast Area Master Plan.

Report Highlights

- The City is proposing changes to Mississauga Official Plan policies for the Port Credit Local Area Plan to allow for intensification on lands generally located between the Port Credit GO Station and the future Hurontario/Main Light Rail Transit station.
- The changes implement the findings of the Port Credit GO Station Southeast Area Master Plan and provide direction on built form, land use and height.
- A statutory public meeting is a requirement under the *Planning Act* and represents the next step in the process of amending the Official Plan to incorporate the findings of the Master Plan.

Background

On October 28, 2015, Council considered the report titled Port Credit GO Station Southeast Area Master Plan Study (see Appendix 1) and approved a number of recommendations including that planning staff be directed to prepare an Official Plan Amendment to Mississauga Official Plan and the Port Credit Local Area Plan that implements the Port Credit GO Station Southeast Area Master Plan Study .

The proposed amendment will affect 12 separate parcels totalling approximately 5 acres (2.0 hectares). These lands are generally located between the Port Credit GO Station and the future Hurontario/Main Light Rail Transit station and are identified as Special Site 12 in the Local Area Plan (see Figure 1).

These lands include the GO Station southeast parking lot which Metrolinx plans to redevelop with a new garage and mixed-use transit oriented development.

The purpose of this report, and associated public meeting, is to provide information and seek comments from the community on the proposed changes. Additional information on the Master Plan and supporting documents can be viewed at:

<http://www.mississauga.ca/portal/residents/pcgomasterplan>.

A statutory public meeting is a requirement under the *Planning Act* and represents the next step in the process of amending the Official Plan. In addition to the public meeting, the proposed changes have been circulated to various departments and agencies for comment.

Comments

The proposed changes are intended to allow for appropriate intensification in the area. The new policy ensures the findings of the completed Master Plan are implemented and adequate guidance is provided on matters of critical importance, such as built form, land use (e.g. required employment uses), and height.

The proposed amendment does not change any land use designations. The subject lands are currently designated either Mixed Use or Utility (see Figure 2).



Figure 1: Subject Lands / Master Plan Area – east of Hurontario Street, south of the CN Railway, west of Helene Street and North of High Street

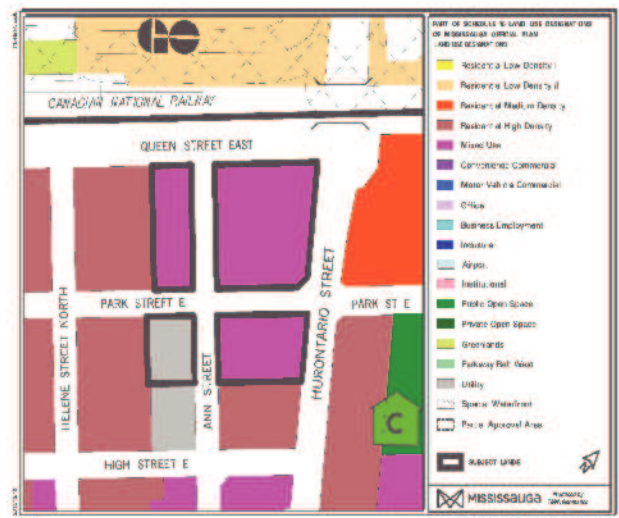


Figure 2: Official Plan Designations

The Mixed Use designation permits a range of uses including residential and employment. The Utility designation permits uses including telecommunication facility (site is currently owned by Bell) along with parking and accessory uses.

A general overview of the changes and rationale are provided in the table below. A specific comparison between current and proposed policies is provided in Appendix 2.

Table 1 - Summary And Rationale For Proposed Major Changes To Mississauga Official Plan Policies	
Proposed Change	Rationale
Delete desirable Urban Form policy 10.2.2.3 which requires a detailed land use study to verify appropriate heights in the vicinity of the GO Station and replace it with a policy that states the Port Credit GO Station Southeast Area Master Plan is to be used in the review of development applications.	The policy is redundant as a detailed study has been complete and adopted by Council. The proposed policy states the adopted master plan is to be used in the review of development applications. As the master plan provides clear direction while allowing for some flexibility and creativity, this policy is an appropriate implementation approach.
Delete Special Site policy 13.1.12 which outlines matters that had to be addressed by a master plan for lands in the vicinity of the GO Station and replace these with policies that provide direction on built form and land uses as recommended in the Port Credit GO Station Southeast Area Master Plan.	The policy is redundant as a detailed study has been complete and adopted by Council. The proposed policy provides appropriate direction on key matters including: <ul style="list-style-type: none"> - Variation in height, separation distances between buildings, size of floor plates - Design of parking structures - Amount of required non-residential gross floor area and mix of uses - Achieving transit supportive design including reduced parking standards, and integration of modes of travel.
Delete the requirement of Schedule 2B Port Credit Community Node Height Limits, for further study and amend the height limit on lands fronting Hurontario Street from either 2 to 3 or 2 to 6 storeys to 2 to 8 storeys with appropriate setbacks. Additionally, add a provision that the maximum height may be increased to 10 storeys to accommodate additional office space.	The width of Hurontario Street, including LRT station, and public realm (public walkway, landscaping, etc.) is sufficient to accommodate additional height without adversely impacting the surrounding lands.

Next Steps:

The following are the next steps that need to be undertaken:

- Respond to any questions from the public and stakeholders regarding the proposed policies.
- Continue discussions with Metrolinx regarding Council's requests for City involvement in the review of development proposals and development of a smaller parking structure.
- A report on comments will be prepared for consideration by the Planning and Development Committee, which will address comments received from the public and from the circulation of the Draft policies.
- Metrolinx and City staff will confirm issues such as application fees, cash-in-lieu of parkland and any potential future community benefits, such as funds for public art, as part of any Section 37 (Bonus Zoning) Agreement.
- Staff will review the current zoning for lands designated Mixed Use along Ann Street in order to determine appropriate changes necessary to permit additional commercial uses in the existing buildings.
- Staff will review detail site design and development applications upon submission by applicant.

Financial Impact

Not applicable.

Conclusion

The proposed amendment to Mississauga Official Plan for the Port Credit Local Area implements the findings from the Port Credit GO Station Southeast Area Master Plan. The public meeting provides members of the community the opportunity to provide comments on the proposed changes. A report on comments will be brought back to Planning and Development Committee for final consideration.

Attachments

Appendix 1: PDC Corporate Report October 2, 2015

Appendix 2: Current and Proposed (Amended) Policies



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Paul Stewart, Planner

City of Mississauga Corporate Report



<p>Date: October 2, 2015</p>	<p>Originator's files: CD.04-POR</p>
<p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: 10/26/2015</p>

Subject

Port Credit GO Station Southeast Area Master Plan Study

Recommendation

1. That the report entitled "Port Credit GO Station Southeast Area Master Plan Study", dated October 2, 2015 from the Commissioner of Planning and Building, be endorsed; and
2. That planning staff be directed to prepare an Official Plan Amendment to Mississauga Official Plan and the Port Credit Local Area Plan that implements the Port Credit GO Station Southeast Area Master Plan Study.
3. That realty services staff be directed to initiate the process of declaring the City owned closed Queen Street East road allowance lands surplus for the purposes of negotiating the transfer of these lands to Metrolinx in support of the redevelopment of the Port Credit GO station southeast parking lot.
4. That the Planning and Building Department advise Metrolinx of City Council's request that staff be formally included in the review of redevelopment proposals for the Port Credit GO station southeast parking lot.
5. That the Planning and Building Department advise Metrolinx of City Council's request that a smaller parking structure be considered at the Port Credit GO Station in order to promote active transportation and transit usage.

Report Highlights

- Metrolinx is interested in redeveloping property within Special Site 12 (lands identified in the Port Credit Local Area Plan) for a new parking structure and mixed-use transit oriented development on their southeast parking lot.
- Plan Policy stipulates a comprehensive master plan is required before future redevelopment of Special Site 12. Further, the City must be satisfied the master

plan effectively addresses, among other matters, land use, built form, transportation and heritage.

- Metrolinx engaged IBI Consulting to complete a draft master plan including a public engagement program.
- The proposed Master Plan envisions a vibrant, pedestrian friendly and cohesive area with improved transit facilities and services, a concentrated mix of uses and activities, an engaging and attractive public realm, a minimized ecological foot print, and design excellence.
- The master plan recommendations satisfy the policies of the Port Credit Local Area Plan. The recommendations establish a planning framework to guide future redevelopment of this area and to ensure the built form, land use, heritage and transportation issues are appropriately managed.
- Additional issues and initiatives outside of the master plan, which may have bearing on the effectiveness of the Mobility Hub have been identified including: a pedestrian/cycling bridge over the Credit River and potential reduction in the overall amount of new GO Transit parking.

Background

The redevelopment of the Port Credit GO Station plays an important role in building a City where transit underpins an environmentally responsible, inclusive, vibrant and successful community. As such, under Special Site 12 (see Appendix 1) of the Port Credit Local Area Plan, detailed planning for the site is required. Specifically, plan policy stipulates a comprehensive Master Plan be prepared to ensure a successful transformation of the site to support a mobility hub, addressing, among other matters, land use, built form, transportation and heritage.

The Proposed Redevelopment

The Port Credit Mobility Hub Study completed in 2011 examined the opportunity for accommodating additional parking and mixed-use transit supportive development on their lands. Subsequently, Metrolinx approached the City of Mississauga in 2014 with respect to their interest in building a new 800 space parking structure (representing a new increase of 400 parking spaces) and mixed-use transit oriented development on their southeast parking lot. Metrolinx also proposed to consolidate the closed portion of the Queen Street East road which they currently lease from the City to support the redevelopment.



Figure 1: Master Plan Area

Preparation Of Master Plan:

The Master Plan applies to lands shown in Figure 1. The Master Plan covers 12 separate parcels totaling approximately 2 hectares (5 acres), including both private and publicly owned land. This generally includes all of the land south of the Port Credit GO Station, west of Hurontario Street, south of the C.N. railway, east of Helene Street and north of High Street.

Metrolinx, with assistance from the City staff, retained IBI Group to prepare the Port Credit GO Station Southeast Area Master Plan. Preparation of the plan involved research and analysis which informed specific recommendations for managing change and redevelopment in the area.

A comprehensive consultation program supported the planning process including the establishment of a website: www.mississauga.ca/portal/residents/pcgomasterplan, an Advisory Panel, and using various public engagement opportunities. Each of these tactics were designed to solicit a broad range of input from all stakeholders including adjacent land owners, the general public, and advisory and external groups, including:

- Four Advisory Panel meetings;
- One Public Open House;
- One Urban Design Panel meeting;
- Notices were placed in the newspaper regarding initiation of the study and the public open house;
- Individual meetings with landowners; and
- Departmental and Agency discussions.

The Master Plan made a number of policy and guideline recommendations regarding built form and land use, illustrated in Figure 2, including:

- The GO Station southeast parking lot (Block1) could potentially accommodate two towers (up to 22 storeys in height). Most likely the towers would be residential, although if opportunity arises one tower could incorporate office uses within a 19 storey building. The site could also accommodate a minimum 2,800 sq. m. / 30,140 sq. ft. of employment generating space. Depending on market opportunities and success of proposed incentives, the amount of employment space could increase on the site. In addition to parking required for the mixed-use transit oriented development an 800 space parking structure (net increase of 400 spaces) for GO Transit users is to be accommodated on the site.
- The remaining lands designated mixed-use (Blocks 2 and 4) also have potential to accommodate additional development. Depending on issues such as heritage and property consolidation, an additional two towers containing a mix of residential and employment generating uses could be accommodated. Towers that are illustrated at 10 storeys and 18 storeys reflect size and configuration of properties, and

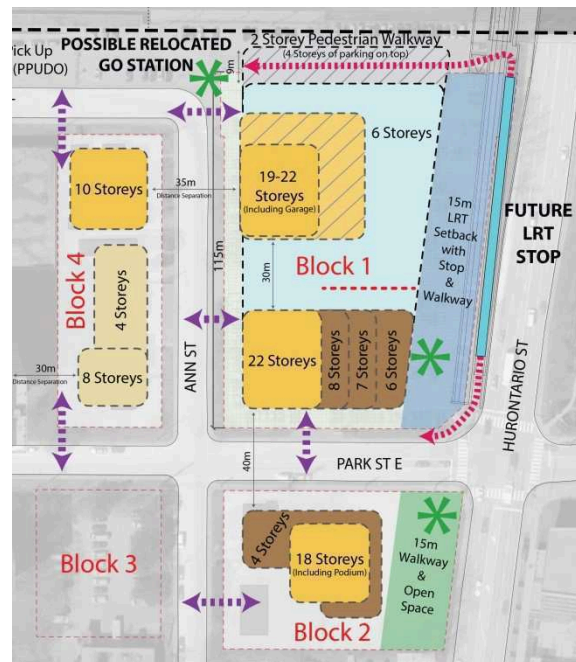


Figure 2: Potential Development/ Built Form (IBI)

further review is required to confirm whether or not the blocks can physically accommodate buildings up to 22 storeys. The Bell Parking lot which is currently designated Utility (Block 3) would require an Official Plan Amendment (OPA) to redevelop which would allow the proposal to be examined in detail.

Comments

The Master Plan is an important document which forms the basis for future planning and evaluation of development applications in the vicinity of the Port Credit GO Transit station. Due to the size of the Master Plan it has not been attached but can be viewed at the following link: [http://www7.mississauga.ca/documents/pb/main/2015/Port Credit GO Station Area Master Plan.pdf](http://www7.mississauga.ca/documents/pb/main/2015/Port_Credit_GO_Station_Area_Master_Plan.pdf) The stated vision for the Master Plan area is:

- To create a vibrant, pedestrian friendly and cohesive area with improved transit facilities and services, seamless integration of modes of travel, a concentrated mix of uses and activities, an engaging and attractive public realm, a minimized ecological footprint, and design excellence;
- To build upon the success of Port Credit as a transit-supportive community. The Master Plan envisions development that respects and complements the character of the surrounding area; and
- To set a precedent for community planning where transportation, intensified land use and urban design are integrated in a sustainable manner to support a thriving Mobility Hub in Port Credit.

Overall, the Master Plan satisfies the Local Area Plan policy objectives. The following comments outline staff's rationale for supporting the Master Plan specifically as it relates to the following policy considerations:

- Built Form;
- Redevelopment of GO Parking Lot;
- Parking Structure Design;
- Employment; and
- Traffic Management.

Is The Envisioned Redevelopment Appropriate?

The massing of buildings and structures is greater within the Master Plan area than elsewhere in the Port Credit Community Node; however, as illustrated in Figure 3 it is appropriate given:

- this mixed-use area represents the focal point of the Port Credit mobility hub, and is intended to have the



Figure 3: Conceptual Bird's Eye 3-D Modelling – West View Across Hurontario Street (IB)

greatest heights, densities as well as a mix of uses;

- the site is required to fulfill a number of objectives which impact built form, including accommodating a parking structure, Hurontario/Main Light Rail Transit (HMLRT) station and associated public realm, providing a connection between the HMLRT and GO Station, preserving land for future improvements to accommodate Regional Express Rail, and accommodating transit oriented development; and
- the context supports the envisioned redevelopment (e.g. railway and parking lot to the north act as a buffer; parking garage is a good use of land in immediate vicinity of railway, width of Hurontario Street and public realm support building heights).

Is The Built Form Appropriate?

Built form policies and guidelines provide direction on height and building mass for the area. A maximum height of 22 storeys is proposed, with the exception of Hurontario frontage. This is consistent with the maximum height identified in the Local Area Plan. A maximum height along Hurontario Street frontage of 8 storeys is proposed. This is supportable based on the width of the street (see Figure 4).

Stepbacks to reinforce the transition between taller elements on the site and existing lower density development to the east (townhouses and mid-rise buildings) are also recommended. The Master Plan also makes provisions for respecting and integrating local heritage resources into the redevelopment. The built form will be reviewed in greater detail through the development approval process.

Is The

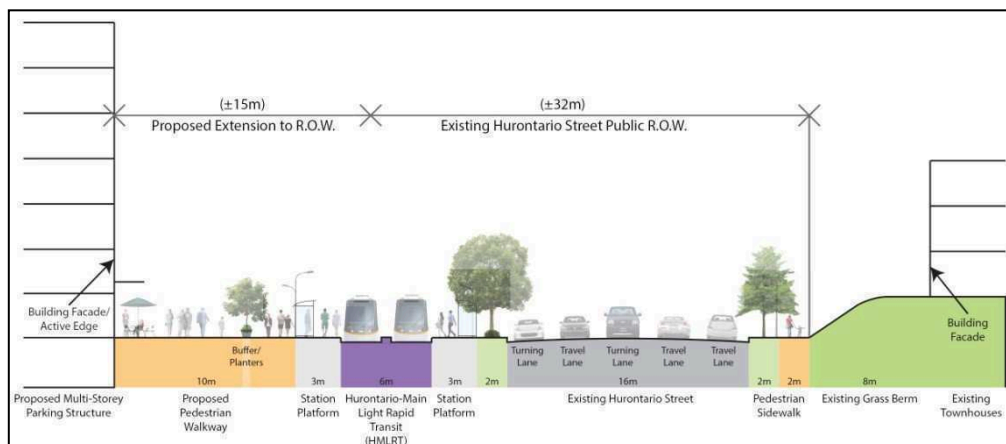


Figure 4: Width And Potential Interface Across Hurontario Street (IBI)

Proposed Number of GO Transit Parking Spaces Appropriate?

It is clear that there is a need for more parking currently and in the future at the Port Credit GO Station. Metrolinx, an agency of the Government of Ontario, has the responsibility for determining an appropriate amount of parking for the site and have jurisdiction on transit facilities and supporting infrastructure. However, concern has been expressed from the public and City departments as to the necessity of having an 800 space parking structure (representing a new increase of 400 spaces) for GO Transit. Such a substantive addition in parking appears to be contrary to creating a transit supportive environment in the area. It is recommended that a more ambitious approach to strategic parking management be considered

which could result in a reduced number of spaces and smaller parking structure at the Port Credit GO Station, and promote active transportation and transit.

Is The Design Of The Parking Structure Appropriate?

The Master Plan provides appropriate guidelines related to built form and design to guide the development of the parking structure. For the portions of the parking structure which cannot incorporate other uses (e.g. office, residential), the Master Plan requires the structure make a positive contribution to the streetscape.

Figure 5 and 6 provide additional examples of parking structures in Indianapolis and Cardiff which have been well designed and visually interesting. These parking structures serve as examples of how a typically utilitarian structure can incorporate design features which translate into urban art works.



Figure 5: Cardiff Bay, Wales (Light Bureau)



Figure 6: Eskenazi Hospital, Indianapolis (Serge Hoeftsch)

However, the specific design of the parking structure and associated transit oriented development is ultimately the responsibility of the developer chosen by Metrolinx to develop the site. The proposed design elements will be assessed for appropriateness in the Port Credit context as well as feasibility and longevity given climate conditions, during the approval process.

Why Lot Consolidation Is Appropriate:

The most appropriate use for these lands (see Figure 7) is a parking structure given proximity to railway which is both a constraint (e.g. sensitive land uses cannot be located in this area) and an opportunity (e.g. potential to provide weather protected environment for people travelling between the HMLRT and GO Station). Not including the closed portion of the Queen Street East road allowance in the development would result in a smaller site, accommodating the same amount of parking and likely less transit oriented development.

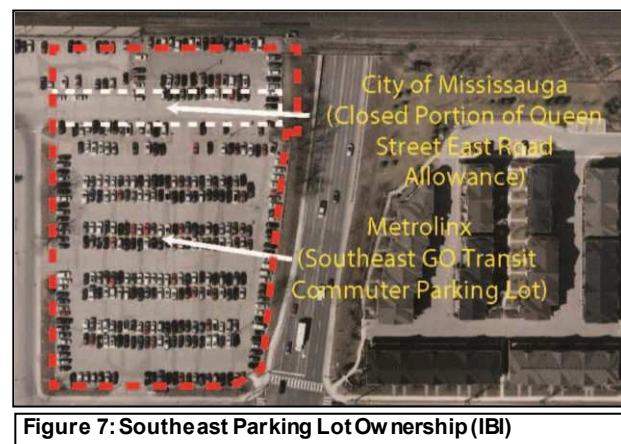


Figure 7: Southeast Parking Lot Ownership (IBI)

How Will A Balance Of Residential and Employment Be Achieved?

It is desirable to enable employment uses at this site to ensure a balanced and well planned development. Although the area benefits from its close proximity to higher order transit, this

alone is not sufficient to foster significant new office or commercial development. The master plan recommends an appropriate approach to getting employment which utilizes a variety of strategies including:

- requiring a minimum amount of space for non-residential uses;
- using incentives (e.g. evaluating proposals based in-part on provision of additional employment space); and
- providing direction on built form.

This approach is reasonable for attaining an appropriate amount of employment uses, and for not over mandating the provision of office and commercial space which could have negative impacts on the area (e.g. create long-term vacancies).

How Will The Traffic Be Managed?

A transportation analysis was completed. The analysis concludes the local road network can accommodate future development. However, traffic studies will be required for all development applications to confirm findings.

The area benefits from excellent access to public transit and provides opportunities for shorter trips to be made by walking or cycling which helps reduce vehicular traffic demand. The Master Plan also made a number of important recommendations to minimize traffic impacts (e.g. require Transportation Demand Management in new development, examine how to prioritize bus access, etc.). In addition, staff recommend Metrolinx consider reserving parking spaces in their structure to be used solely during off-peak hours in order to better promote all day usage of the system and reduce traffic at peak periods.

Can More Be Done To Support Active Transportation (e.g. opportunity for a bridge over the Credit River)?

As part of the Lakeshore Road Transportation Master Plan and Implementation Strategy, the Transportation and Works Department will be examining any necessary improvements to the Port Credit transportation infrastructure, including the need and justification of an additional crossing (either for active transportation or a combined active transportation / automobile based crossing) of the Credit River (Figure 8). In advance of any findings from this study, the Transportation and Works Department, with support from other departments, is investigating the opportunity of accessing the Mobility Hub Active Transportation Fund for any crossings that maybe justified through the Lakeshore Road Transportation Master Plan study process. This investigation of funding is not intended to predetermine the outcome of the study but rather to off-set any future costs to the City should a new crossing be warranted.



Figure 8: Credit River and Railway Bridge (Adishesan Shankar)

Is There A Role For The City In The Metrolinx Request For Proposal (RFP) Process?

Metrolinx will release an Request For Proposal (RFP) in order to select a development partner. The Master Plan will form part of the RFP whereby the bidders will have a clear description of Metrolinx and the City's expectations for future development. Metrolinx has prepared a short-list of three companies that will be sent the RFP and Master Plan, as a result of a Request For Qualifications (RFQ) that was released earlier in the year.

In order to ensure proposed redevelopment of the GO Station Parking Lot is responsive to the Master Plan, it is recommended that City representation be included in the review of the developer submissions to Metrolinx. It should be noted that when the Sheridan Campus was being developed in downtown Mississauga, City staff had the opportunity to review submissions and provide comments. Given the City will be transferring land to the redevelopment site, and may be accommodating temporary parking on other City owned lands (e.g. former lawn bowling site) in order to facilitate the development, a strong case can be made for City participation in the selection process.

Next Steps

The following are the next steps that need to be undertaken, subsequent to Council endorsement:

- Planning staff prepare the implementing OPA, based on the Master Plan, circulate to department and agencies for comment, and hold a statutory public meeting. It should be noted that the Region has advised they are generally satisfied with the Master Plan, and further detailed comments will be provided after review of the OPA and any subsequent development applications. Additional investigations regarding pumping station capacity will be required based on all potential development in the area, which the Region is undertaking as part of their Distribution and Collection System Master Plan for Greenfield and Intensification projects;
- Realty Services staff initiate the process of declaring the City owned closed Queen Street East road allowance lands surplus for the purpose of negotiating the transfer of the lands to Metrolinx for incorporation into Metrolinx's parking lot redevelopment;
- Council request Metrolinx to include City participation in review of proposals and consider a more ambitious approach to parking management at the GO Station;
- City staff continue discussions with Metrolinx regarding the opportunity of accessing the Mobility Hub Active Transportation Fund;
- Metrolinx and City confirm issues such as funds for public art, applications fees, cash-in-lieu of parkland, and any potential future community benefits and Section 37 bonus provisions associated with the transit oriented development in order to ensure all bidders for the Metrolinx RFP properly understand both planning and financial obligations;
- Planning staff review zoning for lands designated Mixed Use along Ann Street and determine appropriate changes in order to permit additional commercial uses in the existing buildings; and
- Detailed site design and development applications submitted to the City for evaluation.

Strategic Plan

Aspects of the Master Plan touch upon a number of the Pillars in the Strategic Plan. Specifically it addresses the Pillar entitled "Move – Developing a Transit-Oriented City" and is consistent with the strategic goal to direct growth by supporting transit-oriented development policies and deliberate civic actions.

The Master Plan builds upon the successes of Port Credit as a transit-supportive community, while respecting and complementing the character of the surrounding area.

Financial Impact

The cost of retaining the IBI Group to prepare the Master Plan was the responsibility of Metrolinx, with the exception of expenses associated with advertising and providing space for public and advisory panel meetings that were covered by the City.

The proposed policy framework is anticipated to result in new development appropriate for the area that will contribute to the City's tax base and finances as well as help support investments being made in higher order transit.

Conclusion

The Master Plan, represents a comprehensive study that is appropriate to support an amendment to the Local Area Plan as well as to be used in the review of subsequent development applications. Based on the information available at this time (e.g. location of transit station, maximum 400 additional parking spaces, land reserved for Regional Express Rail, mixed use development) the study satisfies the requirements of Special Site policies. Should any key assumptions change then the findings may have to be revisited.

The Queen Street Road allowance should be included in the GO Transit parking lot redevelopment in order to provide a large area which can better accommodate uses envisioned for the site. City staff are investigating the opportunity to access funding in the Mobility Hub Active Transportation Hub for another crossing of the Credit River. City staff acknowledge the need for additional parking, however, suggest Metrolinx consider a more ambitious approach to strategic parking management which could result in a reduction in the number of spaces and promote active transportation and transit.

Attachments

Appendix 1: Port Credit Local Area Plan Policies Special Site 12



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Paul Stewart, Planner

13.1.12 Site 12

13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N. Railway, east of Helene Street, and north of High Street.

13.1.12.2 Notwithstanding the provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies, further study is required to determine the appropriate type of redevelopment on these lands.

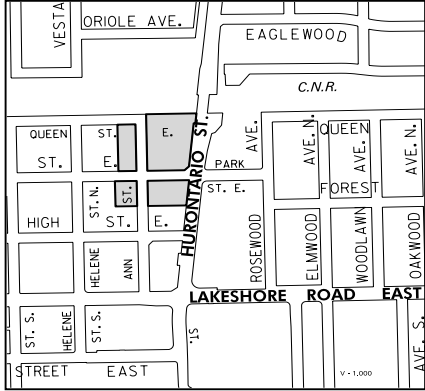
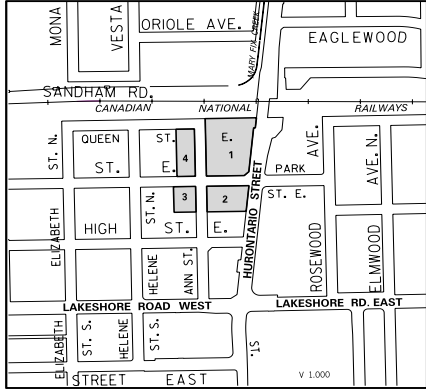
13.1.12.3 These lands are in an important location that can further the development of the Port Credit Mobility Hub. A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form, transportation and heritage resources. In addition, the master plan will:

- a) have regard for other City and Provincial plans, policies and reports such as those related to the future Light Rapid Transit on Hurontario and Mobility Hubs;
- b) determine appropriate access improvements and linkages for pedestrians,

cyclists, and commuters traveling between the GO station and future LRT stop;

- c) provide amenities such as secure storage facilities for bicycles, car share drop-off areas, heated waiting areas, traveler information centres, cafes and restaurants, as well as services such as daycares, or grocery stores;
- d) address appropriate design of any parking structures; and
- e) provide of opportunities to accommodate employment uses.

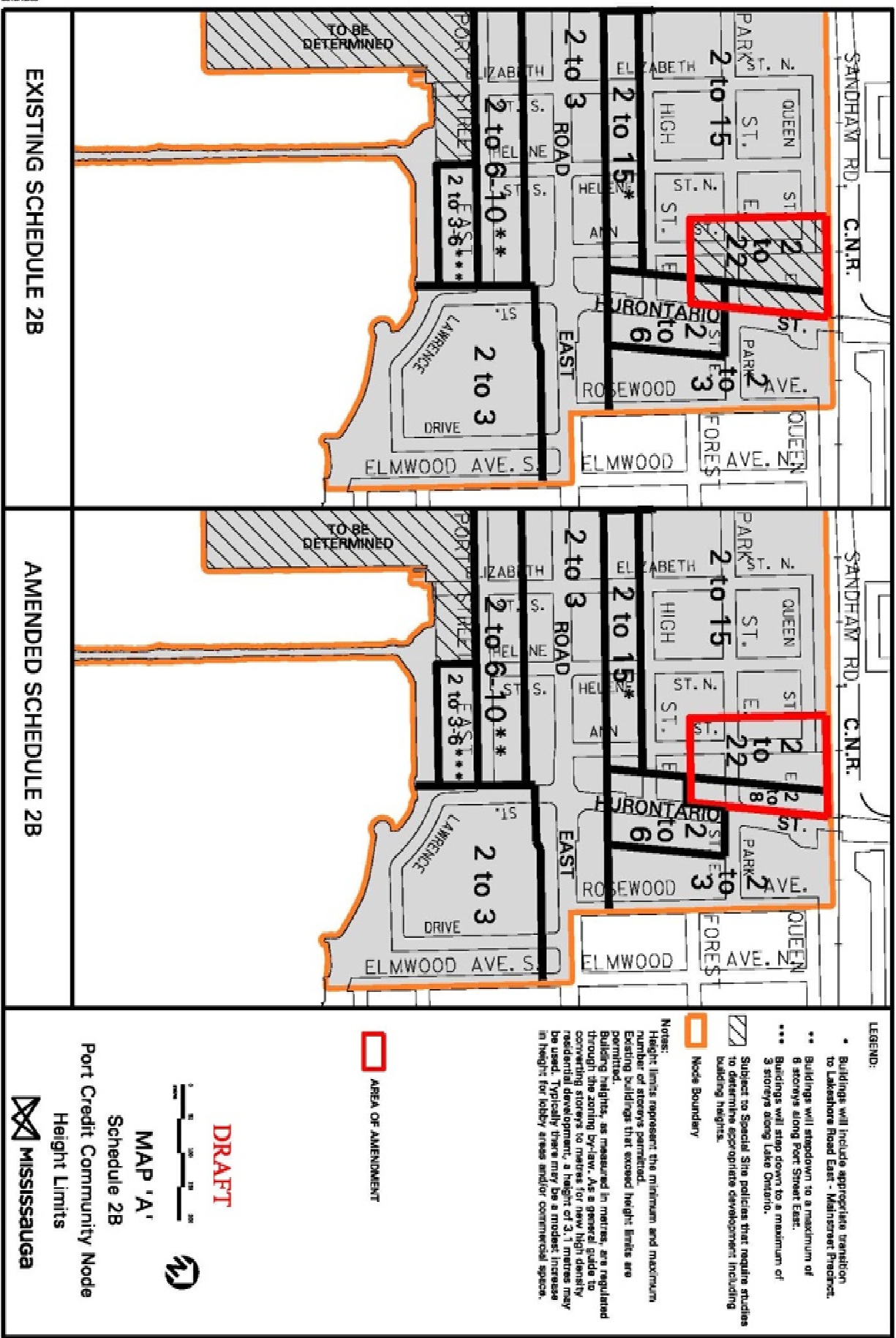
13.1.12.4 Consultation on the comprehensive master plan will occur with the landowners, local community and other stakeholders.

COMPARISON OF CURRENT AND PROPOSED MISSISSAUGA OFFICIAL PLAN POLICIES FOR THE PORT CREDIT LOCAL AREA PLAN THAT IMPLEMENT THE PORT CREDIT GO STATION SOUTHEAST AREA MASTER PLAN	
Current Policy	Proposed (Amended) Policy
Desirable Urban Form Policies:	
<p>10.2.2.3 To achieve the maximum heights, as outlined on Schedule 2B, on the lands designated Mixed Use or Utility in the vicinity of the GO station, a detailed land use and urban design study will be required to verify appropriate heights, design, transition to adjacent lands and mix of uses.</p>	<p>10.2.2.3 The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.</p>
Special Site 12 Policies:	
<p>13.1.12 Site 12</p>  <p>13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N.Railway, east of Helene Street, and north of High Street.</p> <p>13.1.12.2 Notwithstanding the provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies, further study is required to determine the appropriate type of redevelopment on these lands.</p> <p>13.1.12.3 These lands are in an important location that can further the development of the Port Credit Mobility Hub. A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form, transportation and heritage resources. In addition, the master plan will:</p> <ol style="list-style-type: none"> a. have regard for other City and Provincial plans, policies and reports such as those related to the future Light Rapid Transit on Hurontario and Mobility Hubs; b. determine appropriate access improvements and linkages for pedestrians, cyclists, and commuters traveling between the GO station and future LRT stop; 	<p>13.1.12 Site 12</p>  <p>13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N.Railway, east of Helene Street, and north of High Street. These lands are in an important location that has the potential to support further development of the Port Credit Mobility Hub.</p> <p>13.1.12.2 Notwithstanding the provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies, the following provision shall apply, with the Port Credit GO Station Southeast Area Master Plan also to be used in the review of development applications:</p> <ol style="list-style-type: none"> a) Minimum and maximum building heights are shown in Schedule 2B and described below: i) Maximum building heights of 22 storeys are permitted throughout the special site area, with the exception of lands fronting Hurontario Street, if the tower component of a building is primarily residential. Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and is to have greater floor to ceiling heights.

CURRENT AND PROPOSED PORT CREDIT LOCAL AREA PLAN POLICIES (Continued)	
Current Policy	Proposed (Amended) Policy
<p>c. provide amenities such as secure storage facilities for bicycles, car share drop-off areas, heated waiting areas, traveler information centres, cafes and restaurants, as well as services such as daycares, or grocery stores;</p> <p>d. address appropriate design of any parking structures; and</p> <p>e. provide of opportunities to accommodate employment uses.</p> <p>13.1.12.4 Consultation on the comprehensive master plan will occur with the landowners, local community and other stakeholders.</p>	<p>ii) Residential and non-residential buildings fronting Hurontario Street shall be no more than 8 storeys, with a setback consistent with a 45 degree angular plane generally required after 6 storeys.</p> <p>The maximum permitted height of buildings fronting Hurontario Street may be exceeded by one storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a maximum of two storeys. The ability to achieve up to 10 storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City.</p> <p>iii) All buildings shall be a minimum of two storeys.</p> <p>b) Variation in building heights and form, including the position of towers relative to each other, should be achieved.</p> <p>c) A minimum of 30 metres shall be provided between any portion of a building that is 8 storeys or higher to another building that is 8 storeys or higher.</p> <p>d) The maximum size of residential floor plates beyond the 15th floor shall generally be 800 square metres or less.</p> <p>e) Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation).</p> <p>f) Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the streetscape, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. Generally, a higher proportion of the building envelop that faces a public street or gateway entry point should be animated at street-level than not. The intent is to achieve visual animation, interest and streetscape improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along 2/3rds of a building envelope.</p>

CURRENT AND PROPOSED PORT CREDIT LOCAL AREA PLAN POLICIES (Continued)	
Current Policy	Proposed (Amended) Policy
	<p>g) All future developments over 1,000 sq. m. shall provide an appropriate mix of non-residential, employment-generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space.</p> <p>h) The following minimum gross floor area (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments: Block 1: 2,800 sq. m. Block 2: 1,400 sq. m. Block 4: 250 sq. m.</p> <p>i) Developments should be encouraged to provide office space in larger, contiguous floorplates (at-grade or above-grade) in order to accommodate a variety of businesses and services.</p> <p>j) Development applications shall demonstrate how transit use, cycling, car and bike sharing, car pooling, shared parking and other travel demand management measures will be achieved.</p> <p>k) Reduced, transit-supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants are to provide a parking study to justify the appropriateness of the specific parking standards being proposed.</p> <p>l) Development applications shall demonstrate how a seamless integration of modes of travel and access is achieved, especially at-grade and on the lower floors of buildings.</p>
Port Credit Community Node Height Limits – Schedule 2B	
See Map A attached for existing height limits.	See Map A for proposed changes, including: removing cross-hatching indicating further study is required and changing the height limit for a portion of Hurontario Street from “2 to 3” storeys and “2 to 6” storeys to “2 to 8” storeys.

20161208



DRAFT

MAP 'A'
Schedule 2B
Port Credit Community Node
Height Limits
Mississauga

\\sdr\geoplan\17294\PortCredit_Use_CPN\mxd\071516\24.aprx

**METROLINX**An agency of the Government of Ontario
Une agence du gouvernement de l'Ontario

December 22, 2015

Edward Sajecki
Commissioner, Planning and Development
City of Mississauga
300 City Centre Drive
Mississauga, ON
L5B 3C1

RE: COUNCIL RESOLUTION – PORT CREDIT GO STATION SOUTHEAST AREA MASTER PLAN STUDY

Dear Mr. Sajecki,

I am writing today to thank City Council for its resolution to endorse the Port Credit GO Station South East Area Master Plan Study and the transfer of the Queen Street East road allowance lands to Metrolinx in support of the redevelopment of the Port Credit GO station southeast parking lot. I am also formally responding to the City's requests to be included in the review of redevelopment proposals for the Port Credit GO station southeast parking lot; and that a smaller parking structure is considered at the Port Credit GO Station in order to promote active transportation and transit usage.

City Participation

The City of Mississauga has played and continues to play a key role in the development of lands at Port Credit GO Station. The City demonstrated its strong support by consenting to the inclusion of its lands in the RFP process and by actively participating in the Master Plan for the Special Site 12 lands.

The Port Credit GO Station Southeast Area Master Plan established a shared vision for Metrolinx and the City of Mississauga. Metrolinx and the City share similar objectives and commitments to maximizing employment opportunities, active transportation, promoting shared parking and achieving innovative, effective and efficient parking management and operations commensurate with the expectations of GO Transit's Mississauga customers. Other shared objectives and commitments include the public realm, City-building and urban design excellence (evidenced by the steps being undertaken now to streamline the review of the selected design proposal by a joint design review panel comprising Mississauga Urban Design Advisory Panel and Metrolinx Design Review Panel).

Going forward, the RFP proponents will need to engage the City as the approval authority for land use planning matters. The RFP will include, as a technical submission requirement, the proponents' design proposals. Although likely to be key RFP considerations, urban design, public realm and built-form considerations will not constitute the sole technical evaluation criteria, given that the transaction involves delivery of certain components required to meet Metrolinx's operational requirements and business objectives. The proposals must conform to the requirements identified in the Master Plan and address applicable policies contained in other municipal documents.

Metrolinx and Infrastructure Ontario ("IO") will give careful consideration to your request and review options for formally engaging the City in the RFP Process taking into consideration the transaction contemplated in the RFP and the constraints of the RFP process and protocols, particularly as they relate to fairness, transparency and confidentiality.

To facilitate the request we propose face-to-face meetings to review the potential options for the City to have a role. Through our collective efforts, I am confident that Metrolinx, IO and City staff can reach agreement on an approach that supports a successful project outcome, protects the integrity of the RFP process and respects Metrolinx's role as the accountable organization and ultimate owner of the station infrastructure.

Parking Structure

The 2013 GO Transit Rail Parking and Station Access Plan, prepared with Mississauga staff input, identified the need for additional parking at the Port Credit GO Station as part of a multifaceted approach to managing station access requirements. The plan confirmed that between 200 and 600 additional parking spaces are required at the Port Credit GO Station to meet existing and forecast needs based on conservative GO ridership growth and enhanced levels of active transportation and transit use.

GO Transit Ridership continues to grow across the system and ridership growth on the Lakeshore GO Line has exceeded original forecasts to the point that 2031 ridership levels are already close to being achieved at many GO stations, including Port Credit. Customer surveys and monitoring show an ongoing shortage of customer parking at the GO Station and we are aware of a significant numbers of GO customers using parking lots at local community facilities including the City-owned Memorial Arena parking lot adjacent to the GO station. An even greater increase in customer volume is anticipated to occur once Regional Express Rail (RER) is introduced, placing additional pressure on station access modes, including parking. The 400 parking stall expansion will address significant, immediate unmet parking shortages that have resulted from this rapid growth in ridership.

We have commenced an update of the 2013 GO Transit Rail Parking and Station Access Plan to determine the impact of RER service on station access and address the changing needs with a greater emphasis on modes that are not dependent on parking. This update is scheduled for completion in Spring/Summer 2016 and will further investigate strategic management of GO station parking facilities and the promotion of active transportation and transit use across the GO system. We have identified Port Credit GO Station as a potential location to pilot station access initiatives and will continue to investigate the appropriateness of their application as the joint development project advances.

Metrolinx looks forward to continuing to work with the City of Mississauga to deliver transit infrastructure and to implement the Port Credit Mobility Hub Plan to serve the residents of Mississauga now and as the community evolves. The City of Mississauga remains a valued partner in transforming mobility in the GTHA.

Sincerely,



Leslie Woo
Chief Planning Officer, Planning and Policy

CC. Andrew Whitemore, Director Policy Planning, City of Mississauga
Lesley Pavan, Director Development & Design
Paul Stewart, Planner, City of Mississauga
Kuda Saburi, Manager, Land Development, Metrolinx

Response To Comments Table – Draft Official Plan Amendment					
Port Credit Local Area Plan Special Site 12 Policies Implementing the Port Credit GO Station Southeast Area Master Plan ¹					
Respondent ²	Section	Issue	Comments		Recommended Action ³
Department and Agency Comments					
Region of Peel	Entire Amendment	Approval Authority: The proposed Official Plan Amendment would be exempt from approval under the <i>Planning Act</i> by the Region of Peel.	Approval from the Region of Peel is not required. A Regional Official Plan amendment is not required.	1	No action required
Credit Valley Conservation (CVC)	Entire Amendment	Hazard Lands: Subject lands are outside the floodplain; however, mapping is in the process of being updated. Notwithstanding the limits of the floodplain, care should be exercised in station grading/design to ensure flood waters do not flood pedestrian underpass through the station.	Development applications will be circulated to CVC for comment to confirm if there have been any changes in floodplain mapping. Existing GO Station where pedestrian underpass exists is outside limits of Special Site 12 and the proposed policies. Metrolinx, however, has been made aware of this comment and this issue will have to be addressed in any potential redevelopment of the station or	2	No action required.

¹ Table excludes edits related to the renumbering of policies, grammar, spelling, titles, symbols, and minor changes that provide clarity and do not affect the intent of the policy.

² Reference to “Public” represents comments submitted to the City, and include generalize summary of ideas provided by TOPCA (Town Of Port Credit Association), Cranberry Cove Ratepayers Association, individual members of the public.

³ Words in italics and underlined represent additions to the policies and words crossed out represent deletions.

Respondent	Section	Issue	Comments		Recommended Action
			any new pedestrian underpasses.		
Planning and Building Department	13.1.12.2	<p>Notwithstanding policy:</p> <p>Official Plan policy states that “notwithstanding the provisions of the Mixed Use and Utility Designations and the Desirable Urban Form policies, the following provisions shall apply”.</p> <p>However, the subsequent policies address a range of issues found throughout various sections of the Plan and not just those specifically referenced (e.g. TDM measures are part of the Multi-Modal City policies).</p> <p>The policy should be revised to recognize policies throughout the entire Official Plan</p>	Agreed, for greater clarification, the policy should be revised to indicate that the following policies address a range of issues found throughout the Official Plan.	3	<p>That the introductory paragraph in policy 13.1.12.2 be revised to read:</p> <p>Notwithstanding the provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies, <u>policies of this Plan</u>, the following provisions shall apply, with the Port Credit GO Station Southeast Area Master Plan, also to be used in the review of development applications.</p>
Planning and Building Department	13.1.12.2 a)i)	<p>Maximum Height:</p> <p>Minor revisions are needed to improve clarity that the 22 storeys maximum</p>	Agreed, the amendment should clearly differentiate that because of different floor to ceiling heights, the maximum	4	<p>That policy 13.1.12.2 a) i) be revised to read:</p> <p>Maximum building heights of 22</p>

Respondent	Section	Issue	Comments	Recommended Action
		height limit is applicable to residential buildings and 19 storeys is the maximum height limit applicable to office buildings.	permitted height (as measured in storeys) is different between residential and office buildings.	storeys are permitted throughout the special site area <u>where the tower component of a building is primarily residential</u> , with the exception of lands fronting Hurontario Street, if the tower component of a building is primarily residential . Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and is to have greater floor to ceiling heights.
Region of Peel & Mississauga Planning and Building	Special Site 12 - New Policy	Affordable Housing: Policies should address provision of affordable housing.	Agreed, characteristics of the area (e.g. access to public transit, walkability to stores and services, higher density buildings) make it an important location for affordable housing and this issue should be highlighted. New policy will reinforce importance and ensure through development approval process that Region and City initiatives and programs for affordable housing are being met. City is currently preparing an Affordable Housing Program which should provide further direction.	5 That Policy 13.1.12.2 be amended to include a new policy: <u>m) Development applications shall demonstrate how both the City of Mississauga and Region of Peel Affordable Housing initiatives are being addressed.</u>

Respondent	Section	Issue	Comments		Recommended Action
Community Services Department	New Policy	<p>Heritage Resources:</p> <p>Policies should address implications of new development on heritage resources in the area.</p>	<p>Agreed, there are a number of properties on the Heritage Register and it is important to ensure new development is respectful.</p> <p>The Master Plan notes the City's heritage resources must be respected and further analysis is necessary. The City's Official Plan requires a Heritage Impact Statement for development adjacent to a listed or designated cultural heritage resource.</p> <p>Provincial and municipal heritage policies continue to apply, however, the proposed policy will reinforce existing policy framework and should help ensure heritage issues are recognized early in the development approval process.</p>	6	<p>That Policy 13.1.12.2 be amended to include a new policy:</p> <p><i><u>n) Development applications shall demonstrate how proposed built forms and landscaping adjacent to heritage designated properties will respect heritage attributes and mitigate negative impacts on the heritage resources.</u></i></p>
CN Rail	Block 1: Lands Immediately Adjacent To Railway Corridor	<p>Proximity of Sensitive Land Uses:</p> <p>Although Metrolinx owns this portion of the railway line, CN Rail still runs freight on the line and has an interest regarding uses, buildings, and structures proposed immediately</p>	Development applications that abut the railway corridor will be circulated to CN Rail for comment (as per our standard procedure).	7	No action required.

Respondent	Section	Issue	Comments	Recommended Action
		adjacent to railway.		
Peel District School Board & Dufferin-Peel Catholic District School Board	Entire Amendment	Future Population: New development will generate new school enrolment	The Boards are interested in development as it will have impact on schools. Development applications and zoning by-law amendments will be circulated to the Boards (as per our standard procedure) for comment.	8 No action required.
Economic Development Division	13.1.12.1.2 a, ii 13.1.12.2 g and h	Provision of non-residential uses: Agree with use of incentives to support additional office space along Hurontario Street and the inclusions of minimum gross floor area employment-generating uses	Proposed policies require a minimum gross floor area of non-residential space and encourages additional employment generating uses be provided in large redevelopment projects. Policies will help ensure a mixed-use area is developed in the area.	9 No action required.
Transportation and Works Department	13.1.12.2 (j)	Transportation Demand Management (TDM): Policy should require pedestrian circulation be considered as a Transportation Demand Management measure.	Agreed, pedestrian circulation was not identified as a TDM measure, but is an important issue to examine as it can help create an environment (e.g. short pedestrian crossings, wide sidewalks) that is conducive to active transportation.	10 That policy 13.1.12.2 (j) be revised to read: Development applications shall demonstrate how transit use, <i>pedestrian circulation</i> , cycling, car and bike sharing, car pooling, shared parking and other travel demand management measures will be achieved.

Respondent	Section	Issue	Comments	Recommended Action
Planning and Building Department	13.1.12.2 k	<p>Parking Standards:</p> <p>Minor revisions are needed to improve clarity that a parking study is required to confirm standards are appropriate</p>	Agreed, ensuring parking is not over or undersupplied is important and a parking study is necessary to justify the proposed amount is appropriate.	<p>11</p> <p>That policy 13.1.12.2 (k) be revised to read:</p> <p>Reduced, transit-supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants <u>shall be required</u> are to provide a parking study to justify the appropriateness of the specific parking standards being proposed.</p>
Planning and Building Department	13.1.12.2 f)	<p>Parking Structure Design:</p> <p>Minor revisions are needed to improve clarity that parking structure design elements are to be included that will help animate the streetscape.</p>	Agreed, for greater clarification, the policy should be revised to indicate that design elements must help animate the area, and clarify that where the structure faces a street or entry point it will include elements to help animate the building and streetscape.	<p>12</p> <p>That policy 13.1.12.2 f) be revised to read:</p> <p>Above grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the streetscape <u>and help animate the area</u>, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards, and service kiosks), building entrances, community display cases, public art, street furniture and landscape features.</p> <p>Generally, a high proportion of the building envelop that faces a public street or gateway entry point should be animated at street level</p>

Respondent	Section	Issue	Comments	Recommended Action
				<p>than not.</p> <p><u>The building envelope that faces a public street or gateway entry point will have street-level animation.</u></p> <p>The intent is to achieve visual animation, interest and streetscape improvements along each elevation of an above-grade parking structure with a target of generally providing animation at street level along 2/3 two-thirds of the building envelope.</p>
<p>Planning and Building Staff</p>	<p>13.1.12.2 g)</p>	<p>Requirement For Non-Residential Mixed-Uses On Small Land Parcels:</p> <p>Policy should clarify that if smaller lots cannot be consolidated sufficiently to accommodate larger mixed-use developments, (i.e. lots with existing single detached dwellings some of which are listed on the heritage registry) then employment generating uses (e.g. retail stores) are encouraged but not required.</p>	<p>Agreed, accommodating mixed use development on one or two lots, can be challenging given amongst other things greater parking requirements for commercial uses.</p> <p>It is the intent of the policy to allow for residential development on lots that cannot be consolidated to accommodate a range of uses.</p> <p>As the Mixed-Use designation in the Official Plan requires residential and non-residential uses to be combined additional policy language can clarify that within Special Site 12, smaller developments do not have to</p>	<p>13</p> <p>That policy 13.1.12.2 g) be revised to read:</p> <p>All future developments over 1,000 sq. m. shall provide an appropriate mix of non-residential, employment generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. <u>Where land parcels are too small to accommodate large mixed-use development, non-residential land uses are encouraged but not required.</u></p>

Respondent	Section	Issue	Comments	Recommended Action	
			include non-residential uses. This policy, however, would still allow commercial uses should commercial uses (e.g. office space) be proposed in an existing detached building.		
Public Comments					
Public	Entire Amendment	Public Input: Much fuller public discussion is required than we have had to date.	Preparation of the Master Plan included: four Advisory Panel meetings; one Public Open House; one Urban Design Panel; notices placed in newspaper; Individual meetings with landowners; Preparation of the Official Plan Amendment, included: a statutory public meeting; notice placed in newspapers and mailed to property owners and tenants within 120 metres. In the future, with rezonings and development applications, additional public consultation is required.	14	No Action Required
Public	Entire Amendment	Connections: Pedestrian cycling bridge into the GO Station is practical, affordable and quick and needs to be part of the Lakeshore Corridor	City staff are investigating the opportunity of accessing Metrolinx Mobility Hub Active Transportation Fund for any crossings of the Credit River. The Lakeshore Road	15	No Action Required

Respondent	Section	Issue	Comments		Recommended Action
		<p>Transportation Study</p> <p>New bridge could provide safe and solid alternative for residents and could be a traffic game changer.</p> <p>Funding For Pedestrian Bridge: Potential bridge would be of significant amenity value to community and City should consider allocating portion of any bonus contribution or development charges to help pay for structure.</p>	<p>Transportation Master Plan and Implementation Strategy will be examining any necessary improvements to transportation infrastructure, including the need and justification of any additional crossings of the Credit River.</p> <p>Once available Provincial funding has been addressed and the transportation study concluded, the City can examine in greater detail financing options.</p>		
Public	GO Station Parking Lot	<p>Parking Structure:</p> <p>More parking is antithetical to goal of supporting and increasing active transportation and encourages people to drive. Why not open more GO Stations? Plastering the side of a giant structure with public art is not a solution, recommend a smaller, well-designed structure that stands on its own merits.</p> <p>Don't support increasing supply of free parking. Should encourage use of Public Transit. Master Plan</p>	<p>The City has recommended that Metrolinx undertake a more ambitious approach to strategic parking management. Metrolinx, however, has responsibility for determining appropriate amount of parking.</p> <p>On October 28, 2016, City Council adopted, via resolution 0253-2015, the Planning and Development recommendation that City Council request that a smaller parking structure be considered at the Port Credit GO Station in order to promote active transportation and transit usage.</p> <p>In response to Council</p>	16	<p>Issue should be referred to discussions between the City and Metrolinx on the size of the parking structure, evaluation of RFP submissions to redevelop the site, and the importance of good design of the garage.</p>

Respondent	Section	Issue	Comments		Recommended Action
		<p>should guide development of the community not a warehouse for vehicles.</p> <p>A smaller parking podium is preferred on the site.</p>	<p>Resolution, <i>Metrolinx</i> advised that with Regional Express Rail (RER) there will be additional pressure on parking and that an update on GO Transit Rail Parking and Station Access Plan will be done in the Spring/Summer of 2016 to address impact of RER and emphasis on modes that are not dependent on parking.</p> <p>At this time, Metrolinx has not finalized and made available the conclusions of this report.</p>		
Public	Former Lawn Bowling Site	<p>Maintain Neighbourhood Context (green space):</p> <p>The former lawn bowling site was a gift at the time of amalgamation, and the site should be preserved as a park.</p> <p>The Master Plan is geared to “uber density”. The Bowling Green is precious green space and City should pay attention to ensure that it</p> <ul style="list-style-type: none"> a) Remains public b) Contributes to liveability of area c) Surrounded by development 	<p>The City acquired the lands when it rebuilt the lawn bowling facility as part of the Carmen Corbasson Community Centre complex.</p> <p>The site is designated Mixed Use in Mississauga Official Plan and the proposed OPA does not change the designation. The designation permits a range of uses including parkland and community gardens and therefore does not preclude the use of the site as green space.</p> <p>The designation provides the City with greater flexibility and opportunities in the future should it wish to consider using</p>	17	No Action Required

Respondent	Section	Issue	Comments		Recommended Action
		<p>which enhances this role</p> <p>Do not assume more land can be assembled later for greater open space.</p>	<p>a portion or all of the site (potentially in conjunction with adjacent lands) to achieve City goals such as additional employment or affordable housing.</p> <p>Given City ownership and control of the lands, any long term redevelopment would undergo appropriate review to ensure it contributes to liveability and enhances the area. Part of the review could include a design competition to explore built form options. As an interim use the City is working with Metrolinx to accommodate replacement parking during construction of their parking structure.</p>		
Public	Entire Amendment	<p>Density Near GO Station: Concern with impermeability on the ground level, high rises above 6 storey garage, wall effect of parking structure on Hurontario Street: a fortress, a monolith. Port Credit Design Guidelines should guide Metrolinx.</p>	<p>The massing, height and density is the result of the following:</p> <ul style="list-style-type: none"> - Intended to be the focal point of mobility hub with greatest heights and mix of uses; - Required to accommodate a number of objectives, on a relatively small area, including: large parking structure, Light Rail Transit Station, future Regional 	18	<p>Issue should be referred to discussions between the City and Metrolinx on the size of the parking structure, evaluation of RFP submissions to redevelop the site, and the importance of good design of the garage.</p>

Respondent	Section	Issue	Comments		Recommended Action
			<p>Express Rail, and Transit Oriented Development;</p> <ul style="list-style-type: none"> - Responsive to the context (parking adjacent to railway is an appropriate buffer; the width of Hurontario supports building heights). <p>The OPA includes a policy that full block buildings are encouraged to provide internal mid-block connection and provide variation in façade to break up the massing.</p> <p>There is the opportunity to emphasize the importance of design through the RFP process.</p>		
Public	Entire Amendment	<p>Economic Development: We need to ensure office development happens. Built form and function need to be balanced and designed together.</p>	<p>The OPA provides direction on requirements for a minimum amount of space for non-residential uses and includes incentive that allows additional 2 storeys along Hurontario Street if occupied by office uses.</p> <p>There is the opportunity to further emphasize importance of office by including in the evaluation of RFPs the provision of additional employment space.</p>	19	<p>Issue should be referred to discussions between the City and Metrolinx on the size of the parking structure, evaluation of RFP submissions to redevelop the site, and the importance of good design of the garage.</p>

Respondent	Section	Issue	Comments		Recommended Action
Public	Entire Amendment	Oversight: Greatest concern is making the Master Plan “stick” once developers are selected.	<p>To ensure future development is responsive to the Master Plan, staff suggested City representation be included in the Request For Proposal process.</p> <p>On October 28, 2016, City Council adopted, via resolution 0253-2015, the Planning and Development recommendation that staff be formally included in the review of redevelopment proposals for the Port Credit GO station southeast parking lot.</p> <p>In response to the Council Resolution, <i>Metrolinx</i> advised that they will give careful consideration to your request and review options for formally engaging the City in the process.</p> <p>Representatives from the City, Metrolinx, and Infrastructure Ontario have met to discuss opportunities for City involvement in the RFP process. However, no formal agreement is in place at this time.</p>	20	Issue should be referred to discussions between the City and Metrolinx on the size of the parking structure, evaluation of RFP submissions to redevelop the site, and the importance of good design of the garage.
Public	Entire Amendment	Expropriation: Is anyone going to expropriate private land in order to implement the Master	<p>Expropriation is not required. The area can evolve over time.</p> <p>Existing regulations, policies and guidelines will mitigate impacts</p>	21	No Action Required

Respondent	Section	Issue	Comments	Recommended Action
		Plan?	of new development (e.g. require sun shadow studies). Intensification in the area will cause disruptions (traffic, construction, etc.) however, these disruptions will be temporary and the City has some ability to manage (e.g. noise by-law).	
Public	Entire Amendment	Alternative Parking Locations: Does the Master Plan effectively eliminate the idea of adding a second level of parking to the existing GO station parking lot on the north side of the railway.	The previous Port Credit Mobility Hub Study (2011) concluded that the north site had a number of constraints (e.g. Mary Fix Creek, vehicular access) and was the most expensive when compared to the benefit. The southeast parking lot was the recommended location and formed a base assumption used in the preparation of the GO Station Master Plan and OPA.	22 No Action Required
Public	Entire Amendment	Incentives: Construction of commercial and retail spaces are tougher to finance and it makes good sense to incentivize investment.	Agreed, the OPA includes incentives, such as additional height on Hurontario Street if office space is proposed, potential to reduce parking standards.	23 No Action Required

Revisions To Proposed (Amended) Policies Presented At The February 1, 2016 Public Meeting

10.2.2.3 The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.

13.1.12 Site 12



13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N.Railway, east of Helene Street, and north of High Street. These lands are in an important location that has the potential to support further development of the Port Credit Mobility Hub.

13.1.12.2 Notwithstanding the ~~provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies,~~ policies of this Plan, the following provisions shall apply, with the Port Credit GO Station Southeast Area Master Plan, also to be used in the review of development applications:

a) Minimum and maximum building heights are shown in Schedule 2B and described below:

i) Maximum building heights of 22 storeys are permitted throughout the special site area where the tower component of a building is primarily residential, with the exception of lands

fronting Hurontario Street, ~~if the tower component of a building is primarily residential.~~

Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and ~~is to~~ have greater floor to ceiling heights.

ii) Residential and non-residential buildings fronting Hurontario Street shall have building heights not exceeding ~~be no more than~~ 8 storeys, with a setback consistent with a 45 degree angular plane generally required after 6 storeys.

The maximum permitted height of buildings fronting Hurontario Street may be exceeded by one storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a maximum of two storeys. The ability to achieve up to 10 storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City.

iii) All buildings shall be a minimum of two storeys.

b) Variation in building heights and form ~~should be achieved,~~ including the position of towers relative to each other, ~~should be achieved.~~

c) A minimum of 30 metres shall be provided between any portion of a building that is 8 storeys or higher to another building that is 8 storeys or higher.

d) The maximum size of residential floor plates beyond the 15th ~~floor~~ storey shall generally be 800 square metres or less.

e) Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation).

f) Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the streetscape and help animate the area, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. ~~Generally, a higher proportion of the building envelop that faces a public street or gateway entry point should be animated at street level than not.~~ The building envelop that faces a public street or gateway entry point will have street-level animation. The intent is to achieve visual animation, interest and streetscape improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along ~~2/3rds~~ two-thirds of a building envelope.

g) All future developments over 1,000 ~~sq. m.~~ square metres shall provide an appropriate mix of non-residential, employment-generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. Where land parcels are too small to accommodate large mixed-use development, non-residential land uses are encouraged but not required.

h) The following minimum gross floor areas (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:

- Block 1: 2,800 ~~sq. m.~~ square metres
- Block 2: 1,400 ~~sq. m.~~ square metres
- Block 4: 250 ~~sq. m.~~ square metres

i) Developments should be encouraged to provide office space in larger, contiguous floorplates (at-grade or above-grade) in order to accommodate a variety of businesses and services.

j) Development applications shall demonstrate how transit use, pedestrian circulation, cycling, car and bike sharing, car-pooling, shared parking and other travel demand management measures will be achieved.

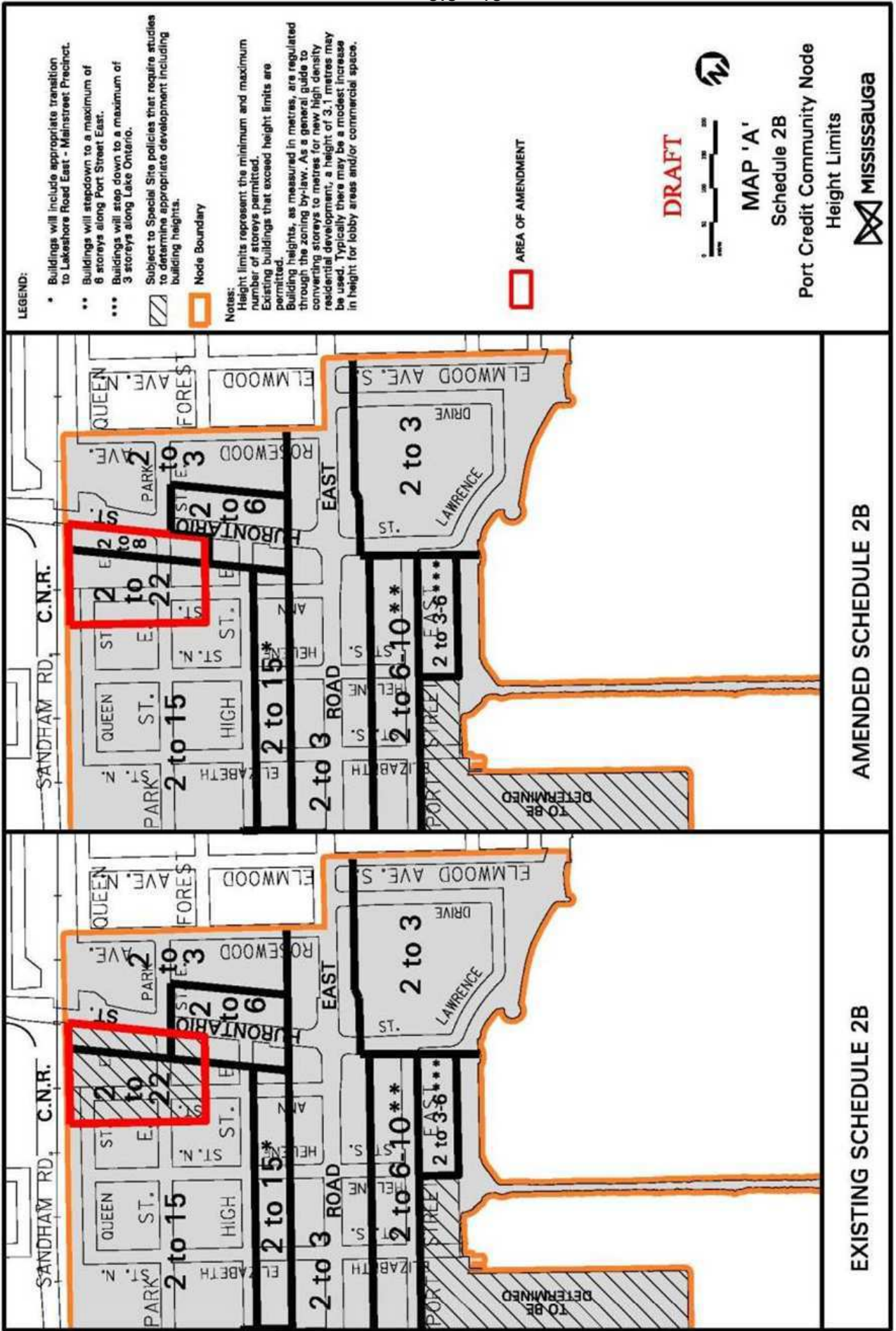
k) Reduced, transit-supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants shall be required ~~are~~ to provide a parking study to justify the appropriateness of the specific parking standards being proposed.

l) Development applications shall demonstrate how a seamless integration of modes of travel and access is achieved, especially at-grade and on the lower floors of buildings.

m) Development applications shall demonstrate how both the City of Mississauga and Region of Peel Affordable Housing initiatives are being addressed.

n) Development applications shall demonstrate how proposed built forms and landscaping adjacent to heritage designated properties will respect heritage attributes and mitigate negative impacts on the heritage resources.

See Map A for proposed changes, including: removing cross-hatching indicating further study is required and changing the height limit for a portion of Hurontario Street from "2 to 3" storeys and "2 to 6" storeys to "2 to 8" storeys.



AMENDED SCHEDULE 2B

EXISTING SCHEDULE 2B

Draft Details of the Proposed Amendment

1. Section 10.2.2.3, Port Credit Local Area Plan of Mississauga Official Plan be deleted and replaced with the following:

10.2.2.3 The Port Credit GO Station Southeast Area Master Plan will be used in the review of development applications on lands designated Mixed Use or Utility in the vicinity of the GO Station.

2. Section 13.1.12, Port Credit Local Area Plan of Mississauga Official Plan is hereby deleted and replaced with the following:

13.1.12 Site 12



13.1.12.1 The lands identified as Special Site 12 are located west of Hurontario Street, south of the C.N.Railway, east of Helene Street, and north of High Street. These lands are in an important location that has the potential to support further development of the Port Credit Mobility Hub.

13.1.12.2 Notwithstanding the, policies of this Plan, the following provisions shall apply, with the Port Credit GO Station Southeast Area Master Plan, also to be used in the review of development applications:

a) Minimum and maximum building heights are shown in Schedule 2B and described below:

i) Maximum building heights of 22 storeys are permitted throughout the special site area

where the tower component of a building is primarily residential, with the exception of lands fronting Hurontario Street. Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and have greater floor to ceiling heights.

ii) Residential and non-residential buildings fronting Hurontario Street shall have building heights not exceeding 8 storeys, with a setback consistent with a 45 degree angular plane generally required after 6 storeys.

The maximum permitted height of buildings fronting Hurontario Street may be exceeded by one storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a maximum of two storeys. The ability to achieve up to 10 storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City.

iii) All buildings shall be a minimum of two storeys.

b) Variation in building heights and form should be achieved, including the position of towers relative to each other.

c) A minimum of 30 metres shall be provided between any portion of a building that is 8 storeys or higher to another building that is 8 storeys or higher.

d) The maximum size of residential floor plates beyond the 15th storey shall generally be 800 square metres or less.

e) Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation).

f) Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the streetscape and help animate the area, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. The building envelope that faces a public street or gateway entry point will have street-level animation. The intent is to achieve visual animation, interest and streetscape improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along two-thirds of a building envelope.

g) All future developments over 1,000 square metres shall provide an appropriate mix of non-residential, employment-generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space. Where land parcels are too small to accommodate large mixed-use development, non-residential land uses are encouraged but not required.

h) The following minimum gross floor areas (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:

- Block 1: 2,800 square metres
- Block 2: 1,400 square metres
- Block 4: 250 square metres

i) Developments should be encouraged to provide office space in larger, contiguous floorplates (at-grade or above-grade) in order to

accommodate a variety of businesses and services.

j) Development applications shall demonstrate how transit use, pedestrian circulation, cycling, car and bike sharing, car-pooling, shared parking and other travel demand management measures will be achieved.

k) Reduced, transit-supportive parking standards are encouraged for future development within the Port Credit GO Station Southeast Area. Through the rezoning process, applicants shall be required to provide a parking study to justify the appropriateness of the specific parking standards being proposed.

l) Development applications shall demonstrate how a seamless integration of modes of travel and access is achieved, especially at-grade and on the lower floors of buildings.

m) Development applications shall demonstrate how both the City of Mississauga and Region of Peel Affordable Housing initiatives are being addressed.

n) Development applications shall demonstrate how proposed built forms and landscaping adjacent to heritage designated properties will respect heritage attributes and mitigate negative impacts on the heritage resources.

3. Schedule 2B: Port Credit Community Node Height Limits, Port Credit Local Area Plan of Mississauga Official Plan is hereby amended by removing cross-hatching that indicate studies are required to determine appropriate development including building heights on lands located south of the CN railway, west of Hurontario Street, north of High Street and east of Helene Street, as shown on Map A of this Amendment.

4. Schedule 2B: Port Credit Community Node Height Limits, Port Credit Local Area Plan of Mississauga Official Plan is hereby amended by changing the height limits, as shown on Map A as follows:

For lands fronting the west side of Hurontario Street, north of Park Street, heights are changed from "2 to 3" storeys to "2 to 8" storeys;

For lands fronting the west side of Hurontario Street, south of Park Street, heights are changed from "2 to 6" storeys to "2 to 8" storeys.

LEGEND:

- * Buildings will include appropriate transition to Lakeshore Road East - Mainstreet Precinct.
- ** Buildings will stepdown to a maximum of 6 storeys along Port Street East.
- *** Buildings will step down to a maximum of 3 storeys along Lake Ontario.
- ▨ Subject to Special Site policies that require studies to determine appropriate development including building heights.
- ▭ Node Boundary

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



AREA OF AMENDMENT

DRAFT



MAP 'A'
 Schedule 2B

Port Credit Community Node

Height Limits



MISSISSAUGA



EXISTING SCHEDULE 2B

AMENDED SCHEDULE 2B