

Local Planning Appeal Tribunal
Tribunal d'appel de l'aménagement
local



ISSUE DATE: November 15, 2019

CASE NO(S): PL180196

The Ontario Municipal Board (the “OMB”) is continued under the name Local Planning Appeal Tribunal (the “Tribunal”), and any reference to the Ontario Municipal Board or Board in any publication of the Tribunal is deemed to be a reference to the Tribunal.

PROCEEDING COMMENCED UNDER subsection 22(7) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	Port Credit West Village Partners Inc.
Subject:	Request to amend the Official Plan - Failure of the City of Mississauga to adopt the requested amendment
Existing Designation:	Special Waterfront/Motor Vehicle Commercial
Proposed Designated:	Port Credit West Village Precinct within the Port Credit Local Area Plan
Purpose:	To permit mixed use development
Property Address/Description:	181 Lakeshore Road West, 70 Mississauga Road South
Municipality:	City of Mississauga
Approval Authority File No.:	OPA/OZ 16/013
OMB Case No.:	PL180196
OMB File No.:	PL180196
OMB Case Name:	Port Credit West Village Partners Inc. V. Mississauga (City)

PROCEEDING COMMENCED UNDER subsection 51(34) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	Port Credit West Village Partners Inc.
Subject:	Proposed Plan of Subdivision - Failure of City of Mississauga to make a decision
Purpose:	To permit mixed use development
Property Address/Description:	181 Lakeshore Road West, 70 Mississauga Road South
Municipality:	City of Mississauga
Municipality File No.:	OPA/OZ 16/013
OMB Case No.:	PL180196
OMB File No.:	PL180198

PROCEEDING COMMENCED UNDER subsection 34(11) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

Applicant and Appellant:	Port Credit West Village Partners Inc.
Subject:	Application to amend Zoning By-law No. 0225-2007 Refusal or neglect of City of Mississauga to make a decision
Existing Zoning:	Zone D – vacant land not yet developed
Proposed Zoning:	Site Specific (To be determined)
Purpose:	To permit to provide a number of West Village Zones that allow for retail, office, institutional, and residential development and parks and open spaces, in appropriate locations in the Port Credit West Village
Property Address/Description:	181 Lakeshore Road West, 70 Mississauga Road South
Municipality:	City of Mississauga
Municipality File No.:	OPA/OZ 17/012
OMB Case No.:	PL180196
OMB File No.:	PL180197

Heard: August 7, 2019 in Mississauga, Ontario

APPEARANCES:

Parties

Counsel

Port Credit West Village Partners Inc.	Denise Baker
City of Mississauga	Quinto Annibale Mark Joblin Lia Magi
Regional Municipality of Peel	R. Arti Sanichara
Peel District School Board	James Easto

MEMORANDUM OF ORAL DECISION DELIVERED BY DAVID BROWN AND GERRY DIVARIS ON AUGUST 7, 2019 AND ORDER OF THE TRIBUNAL

INTRODUCTION

[1] This hearing of the Local Planning Appeal Tribunal (the “Tribunal”) concerns appeals by Port Credit West Village Partners Inc. (“WVP”) of the failure of the Council of the City of Mississauga (“City”) to make decisions within the statutory timeframes on WVP’s applications for an Official Plan Amendment (“OPA”), a Zoning By-law Amendment (“ZBA”) and Draft Plan of Subdivision under the *Planning Act*. (the “Act”) regarding its lands municipally known as 181 Lakeshore Road West and 70 Mississauga Road South (the “Lands”).

[2] The Parties notified the Tribunal that they had reached a settlement and requested that the hearing session originally scheduled as a pre-hearing conference be converted to a settlement hearing as provided for in the disposition from the second pre-hearing conference.

[3] The Parties filed with the Tribunal in support of the settlement the Minutes of Settlement executed among them by which the Tribunal was asked to allow the appeals and grant the applications as detailed in the Minutes of Settlement.

[4] The Lands comprise a 72 acre (29.14 hectare), vacant former oil refinery and service station site located in the Port Credit community of the City. The Lands are bounded by Lakeshore Road West to the north, Mississauga Road South to the east, Lake Ontario along the southerly boundary and a residential neighborhood to the west. The former oil refinery site was decommissioned in 1990 and has remained vacant for the past almost 30 years. There are currently extensive environmental remediation works underway on the site.

THE PROPOSAL

[5] The proposed development represents an unprecedented opportunity in the City. The proposal will see a massive remediation of a former refinery site and the creation of

parkland and open space comprising 25% of the total site. The balance of the site will be developed with 2,995 residential units plus 150 affordable housing units, retail space, employment uses and community space. There will be a mix of residential units including townhouses, live-work units and apartment dwellings with heights ranging from two storeys to 29 storeys, transitioning from the lowest heights at the outer edges to the greatest heights located in the centre of the site. The site will achieve a density of 240 units per hectare.

[6] The original proposal has been revised to address issues raised by the City, the Regional Municipality of Peel ("Region") and the Peel District School Board. The revisions have been reflected in the Minutes of Settlement. The revised draft plan of subdivision and conditions of approval were addressed in the Minutes of Settlement. WVP and the City have finalized the OPA and ZBA and have provided same to the Tribunal for its endorsement and inclusion in the Order.

[7] The Minutes of Settlement were endorsed by City Council following the recommendation from its Planning and Development Committee meeting on July 31, 2019. A copy of the Minutes of Settlement was filed with the Tribunal as Exhibit 3.

EVIDENCE AND FINDINGS

[8] In support of the Minutes of Settlement, the WVP's consulting planner, Cyndi Rottenberg-Walker was qualified to provide professional land use planning evidence. She reviewed in detail the Proposal and the terms of the Settlement. After describing the context of the Lands and the variety of built form of the properties surrounding the Lands, Ms. Rottenberg-Walker provided an overview of the planning process for the Proposal.

[9] The City's "Inspiration Port Credit" policy document provided a framework for the renewal of the former refinery lands. This document provided five drivers of influence for the structure of the master plan framework. An extensive community consultation process was undertaken together with consultation with City staff.

[10] The applications have been revised to address issues raised by the City; specifically, the road network configuration, site servicing, active transportation concerns and storm water management issues. Revisions to the built form controls included transitioning the height towards the middle of the site and scaling down the height toward the edges of the site, as well as reconfiguring the parks and open space resulting in a seamless joining of the open spaces while maximizing access to the waterfront and connecting it with existing parks to the east and west of the proposed development.

[11] Ms. Rottenberg-Walker advised that the Settlement Plan provides for a maximum of 2,995 residential units plus an additional proposed 150 affordable housing units, and 36,937 square metres of non-residential floor area. The residential dwelling types will be a mix of townhouses, back to back row houses, live-work units and apartment dwellings. The apartment dwellings will include midrise between seven and 14 storeys and high-rise up to 29 storeys. A new elementary school will be incorporated along the easterly side of the Lands and a public park will be reworked to accommodate the proposed school site. The Lakeshore Road West corridor treatment will include live-work units and a 4-metre setback from Lakeshore Road West to create a pedestrian oriented streetscape.

[12] It was determined that s. 37 of the Act would apply. Ms. Rottenberg-Walker advised that WVP will: gratuitously dedicate the proposed Block D to the Region for development as an affordable housing site, contribute \$250,000 towards a pedestrian bridge across the Credit River, contribute \$150,000 towards traffic calming measures within the residential community immediately abutting and to the east the Lands, and enter into a letter of intent with the Young Men's Christian Association ("YMCA") to occupy space within the proposed development for a community facility.

[13] Ms. Rottenberg-Walker reviewed the Proposal in the context of the matters of provincial interest set out in s. 2 of the Act. It was noted by her that the Proposal will: have regard for natural features such as the shoreline of Lake Ontario, give attention to the lands to the east being of historical interest, will provide a full range of housing

including affordable housing, provide employment opportunities, support public transit, be oriented to pedestrians and will represent a well-designed built form encouraging a sense of place together with public spaces that are of high quality, safe, accessible, attractive and vibrant. Ms. Rottenberg–Walker offered that, in her opinion, the proposed Settlement Plan has regard to the matters of provincial interest identified in s. 2.

[14] Ms. Rottenberg–Walker continued with a review of s. 51(24) of the Act, and a review of the proposed conditions of Draft Plan Approval contained in Tab D of the Minutes of Settlement. The proposed plan of subdivision has been the subject of extensive consultation with public bodies and the local community. The Settlement Plan addresses the wide range of public interests articulated in the Act. Ms. Rottenberg–Walker declared that the Settlement Plan and the recommended conditions of draft approval have had regard for the matters and the criteria outlined in s. 51(24) of the Act.

[15] With regard to the Provincial Policy Statement, 2014 (“PPS”), Ms. Rottenberg–Walker stated that the proposal is consistent with the PPS. The proposed development: will include the rehabilitation of a large brownfield site, has included consultation with stakeholders, will provide employment and a range of housing, open space and parks, and the opportunity to construct green infrastructure.

[16] Ms. Rottenberg–Walker then took the Tribunal through A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2019 (Growth Plan, 2019). The Growth Plan, 2019 provides policy direction for housing, transportation, infrastructure, urban form, and natural heritage protection. The proposed Settlement Plan will redevelop a brownfield site into a complete community. The proposed transportation system will enhance connectivity through the site and will promote active transportation with a focus on linkages to the nearby Port Credit GO Station. The Settlement Plan provides publicly accessible parkland and proposes connections between existing parks to the east and west through the Lands. The proposed built form has been designed to be respectful of the transition to the Old Port Credit Neighborhood Heritage Conservation District to the east. Ms. Rottenberg–Walker concluded that the proposed development and implementing OPA, ZBA and Draft Plan conform to the Growth Plan, 2019.

[17] A review of the Region's Official Plan ("ROP") policies included the attention given to Lake Ontario, recreation, heritage features and energy efficiency. The ROP includes policies with the objectives of: achieving sustainable development, healthy and complete communities, compact form and a mix of land uses, urban structure that is pedestrian friendly and transit supportive, promoting crime prevention, and addressing the needs of the Region's changing age structure. It was the opinion of Ms. Rottenberg-Walker that the proposed Settlement Plan conforms to the ROP.

[18] Ms. Rottenberg-Walker reviewed the proposed land use schedule of the Settlement Plan in the context of Schedules 1, 9 and 10 of the City's Official Plan. Ms. Rottenberg-Walker opined that the Settlement Plan conforms to the City's Official Plan. She took the Tribunal through the Port Credit Local Area Plan, which includes environment related policies, direction in regard to creating complete communities, and a multi-modal transportation system. The Port Credit Local Area Plan includes policy direction specific to the vacant former refinery lands including: building height compatibility, access to the Lake Ontario waterfront, and a landscape buffer to the residential neighbourhood to the west.

[19] The City's Official Plan identifies the Lands as a Special Site, which directs the need for a further study to determine the feasibility and appropriate type of development of these lands. Ms. Rottenberg-Walker advised that the City's Official Plan directs that a comprehensive master plan be prepared which will address, amongst other matters: a remedial action plan, regard for other City policies, significant parklands and access to the waterfront, views to Lake Ontario, the continued main street mixed use function along Lakeshore Road West, unique opportunities that arise as a result of the site's size and location on the waterfront, and opportunities for employment uses. The master plan will involve comprehensive consultation and the ultimate approval of an Official Plan Amendment to implement it.

[20] Ms. Rottenberg-Walker was of the opinion that the Settlement Plan conforms with all policies of the City's Official Plan and the Port Credit Local Area Plan and that the applications will implement these policies.

[21] With respect to the application to amend the Zoning By-law, Ms. Rottenberg–Walker advised that the Minutes of Settlement, Tab B, recommends a range of zoning categories to address the proposed uses and includes performance standards for each of the proposed zone categories. The proposed zoning conforms to and implements the proposed Official Plan Amendments.

[22] Ms. Rottenberg–Walker concluded that the proposed redevelopment of the Lands as set out in the Minutes of Settlement represents good planning.

[23] Dorothy Tomiuk appeared on behalf of the Town of Port Credit Association in support of the Minutes of Settlement.

[24] Robert Denhollander, an area resident, attended and expressed concerns surrounding the redevelopment proposal. His concerns related to: the assurances of the inclusion of the proposed community use, the timeframe of the pedestrian bridge construction over the Credit River, the impact of the remediation works and construction access on the surrounding residential properties, the proposed building heights, and the additional traffic that will be generated by the proposed development.

[25] The Tribunal is satisfied that the Minutes of Settlement and the draft conditions for the approval of the Plan of Subdivision will address the concerns raised by Mr. Denhollander. WVP is working with the City in relation to the community use, pedestrian bridge construction over the Credit River, a construction management plan, road alignments, and traffic related matters.

[26] Mr. Annibale, on behalf of the City, Ms. Sanichara, on behalf of the Region and Mr. Easto, on behalf of the Peel District School Board, indicated the support of those Parties for the Minutes of Settlement and the terms and conditions contained therein.

[27] The Tribunal recognizes that this development proposal will result in the regeneration of a large brownfield site in one of the older communities of the City. The proposed development will implement the results of extensive community consultation.

The proposed redevelopment will include a campus on the waterfront with a large open space across the waterfront of the entire site. The heights proposed in the Settlement Plan are sensitive to the surrounding community while delivering a range of housing types. The proposal includes a range of uses and will incorporate sustainable development practices.

[28] The Tribunal is satisfied, based upon the evidence tendered, that the Settlement Plan is consistent with the PPS and conforms with the Growth Plan, 2019. Further, the Tribunal is satisfied that the Settlement Plan conforms with the ROP and the City's Official Plan.

[29] The Tribunal finds that the Settlement Plan represents good planning. The expert professional planning opinion evidence was comprehensive and addressed the requisite planning instruments. The opinions and evidence offered were uncontested and supported by the Parties. Having considered the totality of the evidence, the Tribunal finds that the conditions, as agreed to by the Parties, are appropriate to facilitate the proposed development.

DECISION

[30] The appeal with respect to the Official Plan Amendment is allowed. The Official Plan Amendment as provided is approved and is appended here as Attachment 1.

[31] The appeal with respect to the Zoning By-law Amendment is allowed. The Zoning By-law Amendment as provided is approved and is appended here as Attachment 2.

[32] The appeal of the Draft Plan of Subdivision is allowed, and the Draft Plan as shown in Exhibit 3, Tab C, page 27 is approved subject to the fulfilment of conditions as set out in Exhibit 3, Tab D, pages 28-33 inclusive.

[33] The Tribunal orders that pursuant to subsection 51(56.1) of the Act, the City shall have the authority to clear the conditions of Draft Plan Approval and to administer final

approval of the Plan of Subdivision for the purposes of s. 51(58) of the Act.

[34] If there are any difficulties with respect to settlement of the form of the amendments or with respect to any of the conditions of the Draft Plan Approval or if any changes are required to be made to the Draft Plan, the Tribunal may be spoken to.

“David Brown”

DAVID BROWN
MEMBER

“Gerry Divaris”

GERRY DIVARIS
MEMBER

If there is an attachment referred to in this document,
please visit www.elto.gov.on.ca to view the attachment in PDF format.

Local Planning Appeal Tribunal

A constituent tribunal of Tribunals Ontario - Environment and Land Division
Website: www.elto.gov.on.ca Telephone: 416-212-6349 Toll Free: 1-866-448-2248

ATTACHMENT 1

Amendment No. 97

to

Mississauga Official Plan

Amendment No. 97
to
Mississauga Official Plan

The following text and Maps "A" to "I" attached constitute Amendment No. 97.

PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from Special Waterfront, Motor Vehicle Commercial and Public Open Space to Mixed Use, Residential Medium Density, Residential High Density and Public Open Space; change Special Site 3 of the Port Credit Local Area Plan; and, change the Long Term Road Network.

LOCATION

The lands affected by this Amendment are located at the southwest quadrant of Lakeshore Road West and Mississauga Road South. The subject lands are located in the Port Credit Neighbourhood Character Area, as identified in Mississauga Official Plan.

BASIS

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

The subject lands are designated Special Waterfront, Motor Vehicle Commercial and Public Open Space and are subject to Special Site policies. The Special Waterfront designation and Special Site 3 policies require a comprehensive master plan to determine the appropriate use of the lands, following which the Plan is to be amended. Motor Vehicle Commercial permits a gas bar, motor vehicle repair, motor vehicle service station and a motor vehicle car wash. Public Open Space permits a range of uses including parkland, golf courses, recreational facilities, nursery gardening, conservation uses and accessory uses.

An Official Plan Amendment is required to identify land uses, maximum heights, a maximum floor space index, a parks system, a road network and provide a range of policies to guide the future development of these lands.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 11.3.2, Land Use Designation in Local Area Plans, of Mississauga Official Plan is hereby amended by deleting policy “c”.
2. Section 2.0, Historical Context, of the Port Credit Local Area Plan, is hereby amended by deleting the second sentence of the second paragraph and replacing it with the following:

Significant historical uses formed the Port Credit Village including a port (now predominately a marina and charter fishing centre), an oil refinery (being redeveloped into the Port Credit West Village mixed-use neighbourhood), the St. Lawrence Starch Works (redeveloped into a mixed-use neighbourhood), and a local **landfill** (which was capped and developed for municipal facilities including a library).
3. Section 3.0, Current Context, of the Port Credit Local Area Plan, is hereby amended by deleting the ninth paragraph.
4. Section 5.2.3, Neighbourhoods, of the Port Credit Local Area Plan, is hereby amended by deleting the second sentence of the third paragraph and replacing it with the following:

In addition, this Neighbourhood also includes a former refinery site which is now called the Port Credit West Village Precinct. This site presents a significant brownfield redevelopment opportunity for a new mixed use waterfront community as envisioned through the policies in this Area Plan.
5. Section 6.1, Community Node Character Area, of the Port Credit Local Area Plan, is hereby amended by deleting the reference to “former refinery site” from the fifth paragraph and replacing it with “Port Credit West Village Precinct”.
6. Section 6.1.3, Community Node Character Area, of the Port Credit Local Area Plan, is hereby amended by deleting the reference to “former refinery site” from policy “c” and replacing it with “Port Credit West Village Precinct”.
7. Section 6.2.1, Neighbourhood Character Areas, of the Port Credit Local Area Plan, is hereby amended by deleting the policy and replacing it with the following:

6.2.1 Intensification will occur through modest infilling or redevelopment along Lakeshore Road **Corridor**, commercial plazas, and the Port Credit West Village Precinct.
8. Section 7.0, Value the Environment, of the Port Credit Local Area Plan, is hereby amended by deleting the reference to “Imperial Oil Waterfront trail extension” from the second last paragraph and replacing it with “Port Credit West Village trail extension”.
9. Section 10.0, Desirable Urban Form, of the Port Credit Local Area Plan, is hereby amended by deleting the “Vacant Former Refinery” text and replacing it with “Port Credit West Village.”

10. Section 10.1, General Policies, of the Port Credit Local Area Plan, is hereby amended by deleting the first sentence of Policy 10.1.1 and replacing it with the following:

10.1.1 Development will be in accordance with the minimum and maximum height limits as shown on Schedule 2A, 2B and 2C.

11. Section 10.3, Neighbourhood Character Area, of the Port Credit Local Area Plan, is hereby amended by deleting the reference to “vacant former refinery site” from the first paragraph and replacing it with Port Credit West Village Precinct.

12. Section 10.3, Neighbourhood Character Area, of the Port Credit Local Area Plan, is hereby amended by deleting the term “large vacant brownfield site” from the second paragraph and replacing it with “redevelopment of the large brownfield site”.

13. Section 10.3, Neighbourhood Character Area, of the Port Credit Local Area Plan, is hereby amended by deleting the fourth bullet of the third paragraph and replacing it with the following:

- to recognize the former refinery site as an important location along the waterfront that requires special attention; and

14. Section 10.3.2, Old Port Credit Village Heritage Conservation District Precinct, of the Port Credit Local Area Plan, is hereby amended by deleting Policy 10.3.2.2.

15. Section 10.3.3, Vacant Former Refiner Precinct, of the Port Credit Local Area Plan, is hereby amended by deleting the complete section and replacing it with the following:

10.3.3 Port Credit West Village Precinct

The precinct consists of a property formerly used as a refinery that is undergoing a significant revitalization through remediation and redevelopment. It will be transformed into a complete community supporting a mix of residential, commercial, institutional and open space uses. A range of housing types and building heights will be developed across the site in a way that is compatible with and enhances the character of the surrounding area.

A new sizable Waterfront Park is among the public realm amenities that will benefit new residents as well as the larger Port Credit community. The precinct policies and Special Site policies provide additional direction regarding the future development of these lands.

10.3.3.1 This mixed use community will consist of:

- a. new parks, including those that will contribute to a vibrant, animated waterfront that will be a regional destination;
- b. connections with existing parks and open space;
- c. a fine grain street network that is integrated into the broader community;
- d. multi-modal mobility options, including active transportation;
- e. a diversity of built form and housing types for all ages and incomes;

- f. design and architectural excellence;
- g. Sustainable development including innovative infrastructure where feasible;
- h. a high quality public realm and other community gathering spaces;
- i. place making and cultural vibrancy; and
- j. a legacy for future generations.

10.3.3.2 Land uses, built form and public open spaces will provide appropriate transitions to the adjacent South Residential and Old Port Credit Heritage Conservation District Precincts.

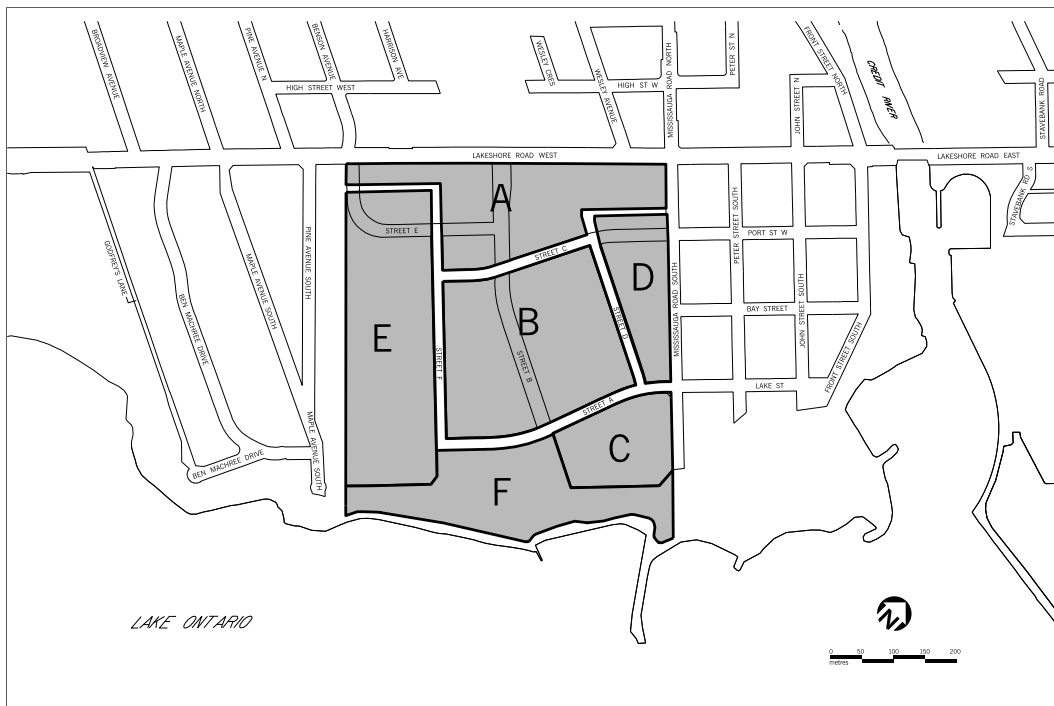
10.3.3.3 Development will provide view corridors to Lake Ontario, where appropriate.

10.3.3.4 Extensive remediation will be completed prior to development.

16. Section 12.9, Special Waterfront, of the Port Credit Local Area Plan, is hereby deleted.

17. Section 13.1, Special Sites, Port Credit Local Area Plan of Mississauga Official Plan, is hereby amended by deleting and replacing Section 13.1.3, Site 3 map and policies with the following:

13.1.3 Site 3



13.1.3.1 The lands identified as Special Site 3 are located on the south side of Lakeshore Road West, between Mississauga Road South and the rear yards of residential home fronting onto Pine Avenue South.

13.1.3.2 General Policies

13.1.3.2.1 The City will require a mix of housing unit types, sizes and tenure to accommodate changes in community needs over time.

13.1.3.2.2 A maximum of 2,995 residential units and a maximum gross floor space index of 1.45 will be permitted for the entire site, excluding the 0.3 ha parcel of land at the northwest quadrant of Mississauga Road South and Port Street West that will be developed for affordable housing. Roads, parks and hazard lands will be included for gross floor space index calculation purposes.

13.1.3.2.3 The Public Open Space network and the street system will be designed to create view corridors and **active transportation** connections from Lakeshore Road West to Lake Ontario and the shoreline.

13.1.3.2.4 A diverse range of local and destination open spaces will be incorporated into the development and will connect the built form and natural area elements. This network will include public parks, trails, privately owned public space (POPS) and **natural hazard lands**.

13.1.3.2.5 In order to ensure proper and orderly development in accordance with this Plan, development will occur by way of one or more plans of subdivision which will determine the alignment of municipal roads, the location of parkland and conditions respecting development phasing.

Area A (West Village Square)

13.1.3.2.6 West Village Square is the gateway to the site from Lakeshore Road West and contains its primary access point. It will contain a multi-seasonal public square on private lands that will serve as a gathering space for residents and visitors of all ages and abilities. It will feature retail, personal service and office uses to serve the needs of the neighbourhood and will also incorporate residential uses.

13.1.3.2.7 Development on the Lakeshore Road West frontage will consist of low to mid-rise commercial buildings and mixed use residential/commercial buildings.

13.1.3.2.8 While minimum building heights fronting Lakeshore Road West will be two storeys, small portions of buildings may be one storey with a two storeys height to allow for minor architectural variations. Buildings or portions of buildings that do not front directly onto Lakeshore Road West may be one storey in height if they are behind buildings that are at least two storeys.

Area B (The Promenade)

13.1.3.2.9 The Promenade is located in the centre of the site. A linear park leading from West Village Square to the Waterfront Park and the Campus will form the central spine of this precinct and will be the dominant public realm feature. A public street will be located along the western edge of the linear park. Together, the linear park and public street will create views and connections south to Lake Ontario and the Waterfront Park.

13.1.3.2.10 This precinct will contain a variety of housing forms and will contain the highest densities and tallest buildings on the site.

Area C (The Campus)

13.1.3.2.11 The Campus is located at the southeast portion of the site, beside the Waterfront Park. This precinct will act as a catalyst to attract movement into and through the site throughout the day and year and will contain a mix of uses. Integration of privately owned public space (POPS) with the abutting public Waterfront Park should be prioritized.

13.1.3.2.12 Only non-residential uses are permitted in the first two storeys of all buildings and may include a range of community, cultural, recreational, educational, institutional, retail and office uses. Amenity areas provided for residential uses are also permitted on the first two storeys of all buildings.

13.1.3.2.13 The lowest building heights will be at the northeast corner of The Campus and will be a maximum of four storeys.

13.1.3.2.14 The maximum building height is eight storeys along the south portion of the Campus abutting the Waterfront Park.

13.1.3.2.15 Surface parking lots are not permitted.

Area D (Old Port Transition)

13.1.3.2.16 The Old Port Transition precinct is along the eastern edge of the site and provides a transition to the adjacent Old Port Credit Village Heritage Conservation District. A mix of residential, school and park uses will be designed to ensure built form and land use compatibility.

13.1.3.2.17 The public park identified by the Public Open Space designation may be moved to the south without amendment to this Plan. The relocation of the park block will be required should a public school be developed within the Old Port Transition precinct.

Area E (Parkside)

13.1.3.2.18 Parkside is located along the west boundary of the site and provides an appropriate transition to the existing Cranberry Cove neighbourhood by incorporating a linear landscaped public trail, built form massing, additional landscape treatments and compatible land uses.

13.1.3.2.19 While this precinct will be primarily comprised of low rise townhouses, a mid-rise residential building is permitted abutting the Waterfront Park. The west portion and majority of this building will not exceed six storeys in height to ensure appropriate built form massing adjacent to the Cranberry Cove neighbourhood. The east portion of the building will have a maximum height of 12 storeys.

Area F (Waterfront Park)

13.1.3.2.20 A new Waterfront Park will incorporate the existing Waterfront Trail and contribute to this area becoming a regional waterfront destination. It will integrate ecological habitats and programmable space.

13.1.3.3 Transportation

13.1.3.3.1 The street and block pattern will be integrated into the surrounding neighbourhood context. A street network with multiple connection points will be designed for several modes of transportation. A high quality, pedestrian focused streetscape is to be provided.

13.1.3.3.2 The street network will be comprised of public streets, unless arrangements for private streets are made that are satisfactory to the City.

13.1.3.3.3 **Stormwater best management practices** are encouraged to be integrated into design of the streets.

13.1.3.4 Environment

13.1.3.4.1 The development of a district energy system will be encouraged. Where a district energy system is not provided, development is encouraged to include on-site **renewable energy** systems.

13.1.3.4.2 A **cogeneration** facility will be permitted as an accessory use within the Residential High Density designation.

18. Section 14.0, Implementation, of Port Credit Local Area Plan, is hereby amended by deleting policy 14.4.
19. Schedule 1, Urban System, of Mississauga Official Plan, is hereby amended by changing the boundary of the Green System, as shown on Map A.
20. Schedule 1a, Urban System – Green System, of Mississauga Official Plan, is hereby amended by changing the boundary of Green System, as shown on Map B.
21. Schedule 4, Parks and Open Spaces, of Mississauga Official Plan, is hereby amended by changing the boundary of Public and Private Open Spaces, as shown on Map C.
22. Schedule 5, Long Term Road Network, of Mississauga Official Plan, is hereby amended by adding Future Minor Collector roads, as shown on Map D.
23. Schedule 10, Land Use Designation, of Mississauga Official Plan, is hereby amended by changing the land use designation of a portion of the subject lands from Special Waterfront, Motor Vehicle Commercial and Public Open Space designations to Mixed Use, Residential Medium Density, Residential High Density and Public Open Space, as shown on Map E.

24. Schedule 1, Port Credit Character Areas and Precincts, of the Port Credit Local Area Plan, is hereby amended removing the “Vacant Former Refinery” text and making other revisions, as shown on Map F.
25. Schedule 2A, Port Credit Neighbourhood Height Limits, of the Port Credit Local Area Plan, is hereby amended removing the “Vacant Former Refinery” text and making other revisions, as shown on Map G.
26. Schedule 2C, Port Credit Neighbourhood Height Limits, of the Port Credit Local Area Plan, is hereby added, as shown on Map H.
27. Schedule 3, Port Credit Drive Through Prohibitions, of the Port Credit Local Area Plan, is hereby amended, as shown on Map I.

IMPLEMENTATION

Upon receipt of the Local Planning Appeal Tribunal's Final Order, Mississauga Official Plan will be amended in accordance with the Order.

The lands will be rezoned as part of the same Tribunal Order.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated March 13, 2019.

INTERPRETATION

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

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

LEGEND

GREEN SYSTEM

Green System

CITY STRUCTURE

Downtown

Major Node

Community Node

Neighbourhood

Corporate Centre

Employment Area

Special Purpose Area

CORRIDORS

Corridor

Intensification Corridor

AREA OF AMENDMENT

Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'A'

Part of

Schedule 1-Urban System

of Mississauga Official Plan



EXISTING

AMENDED



LEGEND

GREEN SYSTEM

Green System

AREA OF AMENDMENT

Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'B'
Part of
Schedule 1a
Urban System - Green System
of Mississauga Official Plan



AMENDED

EXISTING

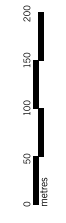


LEGEND

- Public and Private Open Spaces
- Parkway Belt West
- Educational Facilities
- Utilities
- AREA OF AMENDMENT

Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenlands as shown on Schedule 10.



MAP 'C'







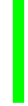





Part of Schedule 4 Parks and Open Spaces of Mississauga Official Plan




EXISTING

AMENDED

LEGEND

-  Provincial Highway and Interchange
-  Regional Arterial
-  Arterial
-  Future Arterial (conceptual)
-  Major Collector
-  Future Major Collector (conceptual)
-  Major Collector (Scenic Route)
-  Regional Major Collector (Scenic Route)
-  Minor Collector
-  Future Minor Collector
-  Minor Collector (Scenic Route)
-  Future Road Link to be added.

 AREA OF AMENDMENT

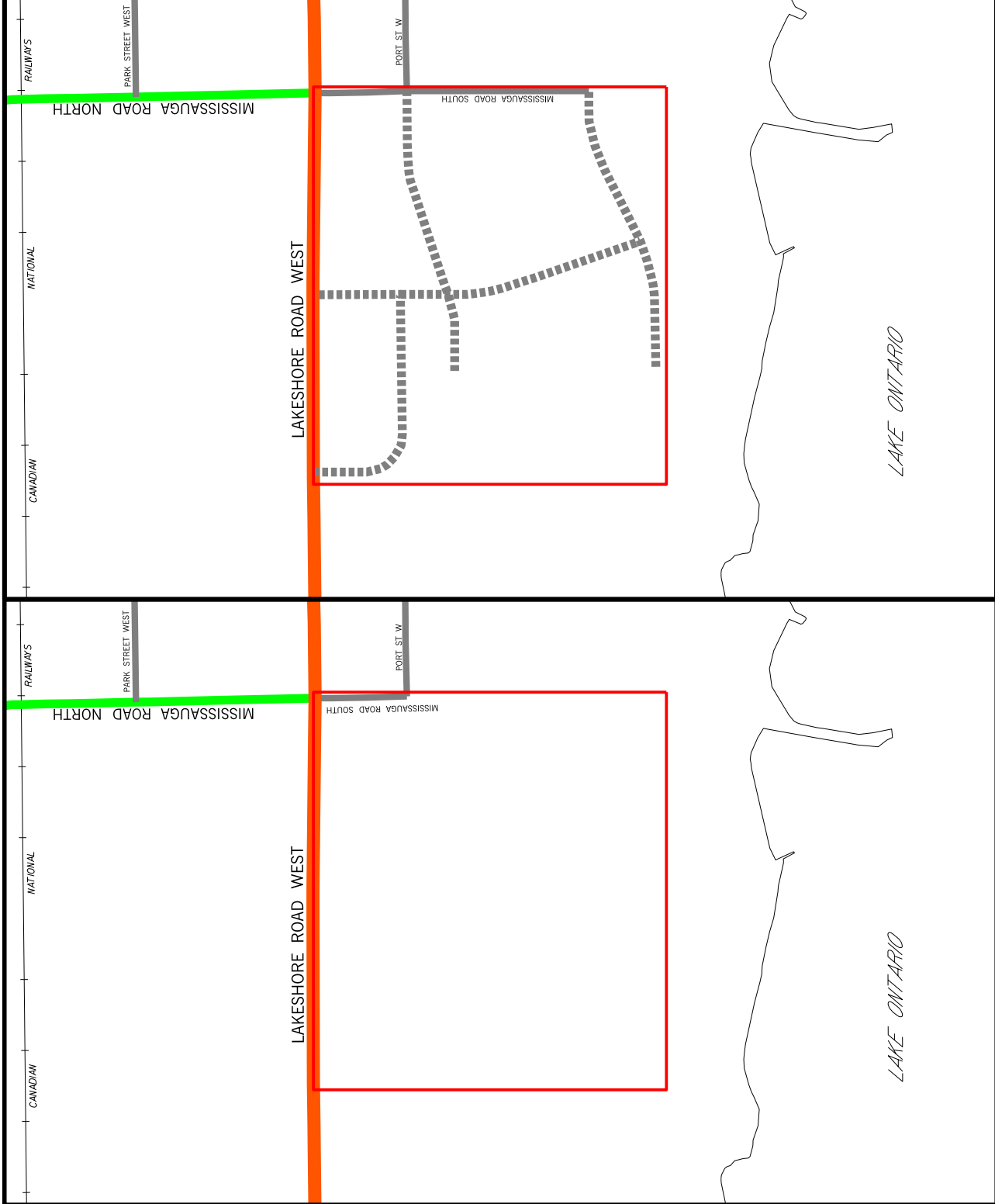
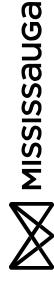
Notes:

1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Base map information (eg. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'D'

Part of Schedule 5 Long Term Road Network of Mississauga Official Plan



EXISTING

AMENDED

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

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

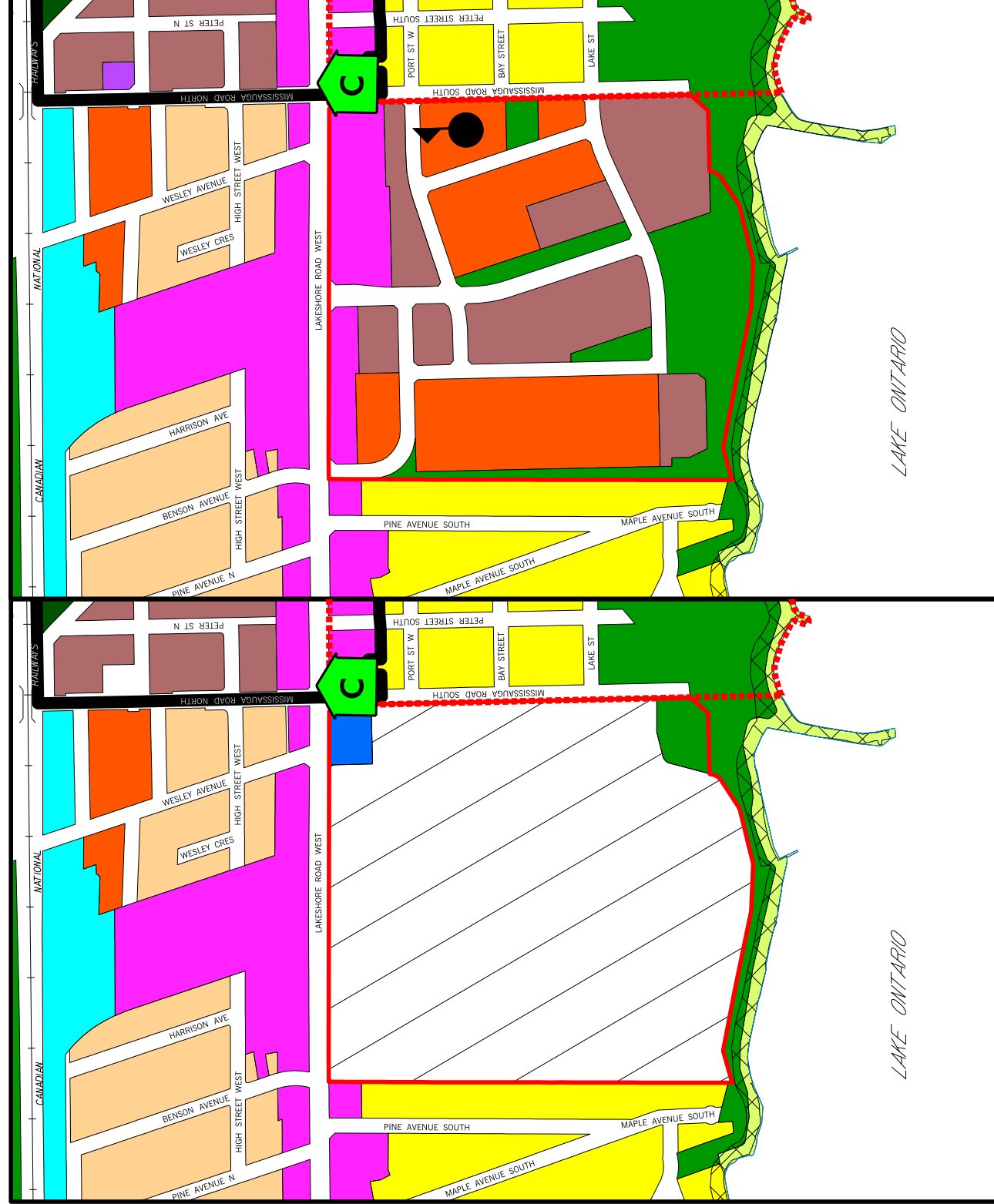
- ### City Structure
- Downtown
 - Major Node
 - Community Node
 - Neighbourhood
 - Corporate Centre
 - Employment Area
 - Special Purpose Area

- ### AREA OF AMENDMENT
- FROM:
- SPECIAL WATERFRONT
 - PUBLIC OPEN SPACE
 - MOTOR VEHICLE COMMERCIAL
- TO:
- RESIDENTIAL HIGH DENSITY
 - RESIDENTIAL MEDIUM DENSITY
 - MIXED USE
 - PUBLIC OPEN SPACE



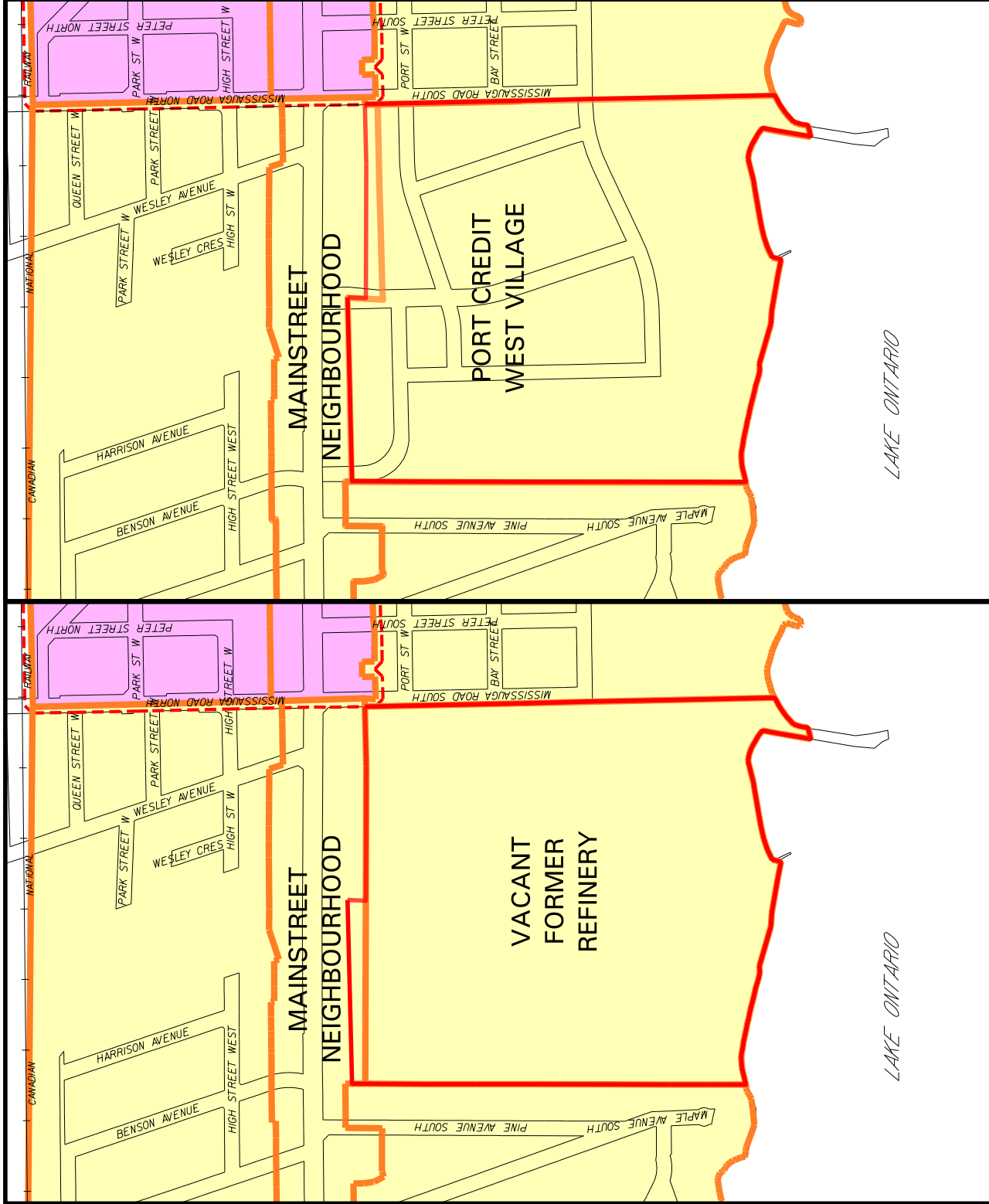
MAP 'E'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan



EXISTING

AMENDED



LEGEND

- Neighbourhood Character Area
- Schedule 2B
- Node Boundary
- Precinct Boundary
- AREA OF AMENDMENT

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.
- Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



MAP 'F'

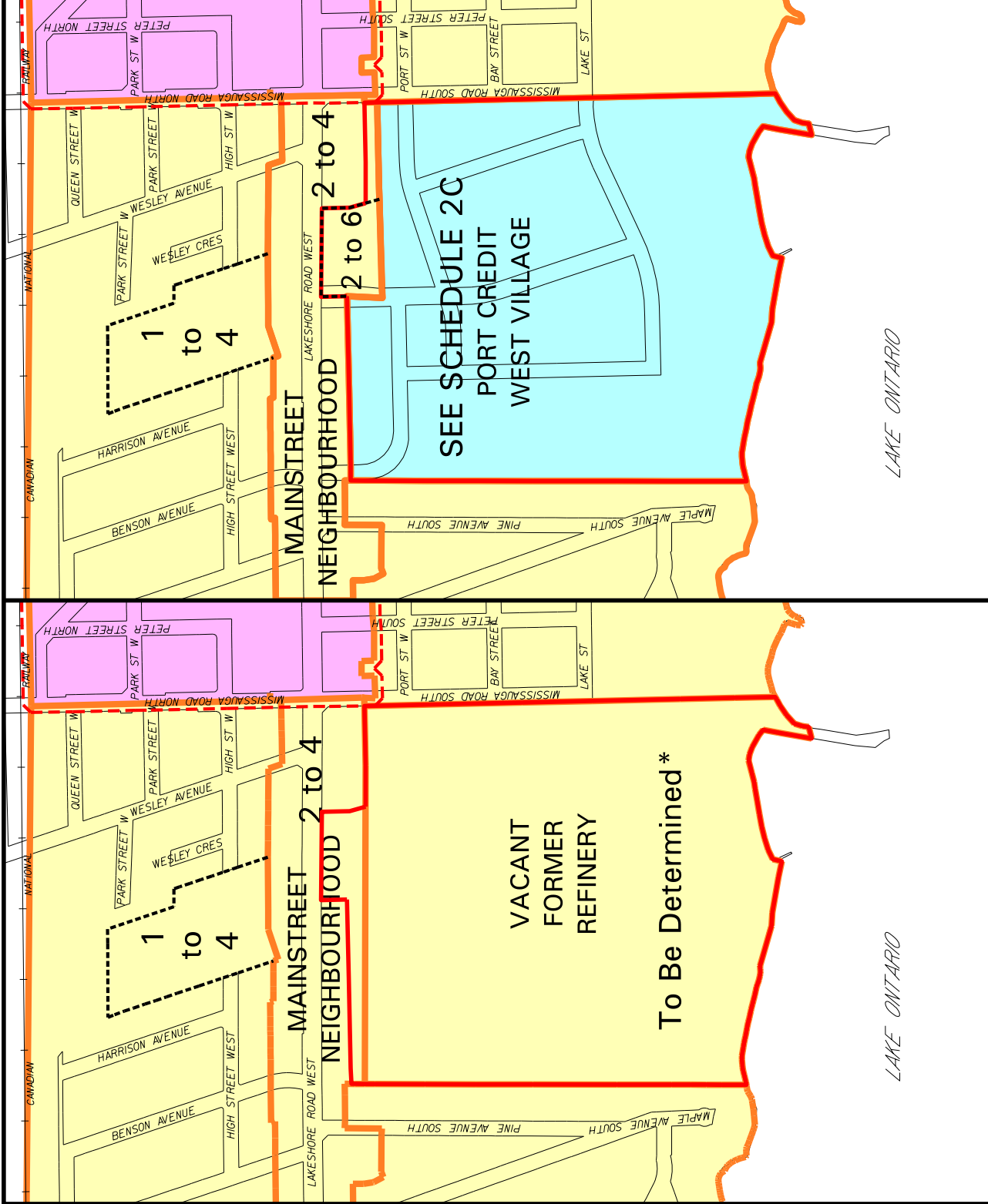
Part of Schedule 1
 Port Credit Character Areas
 and Precincts
 of Mississauga Official Plan



MISSISSAUGA

AMENDED

EXISTING



LEGEND

- Neighbourhood Character Area
- Schedule 2B
- Schedule 2C
- Node Boundary
- Precinct Boundary
- Special Area Boundary where additional height permitted.

* Subject to Special Site policies that require studies to determine appropriate development including building heights.

AREA OF AMENDMENT

Notes:
 1. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



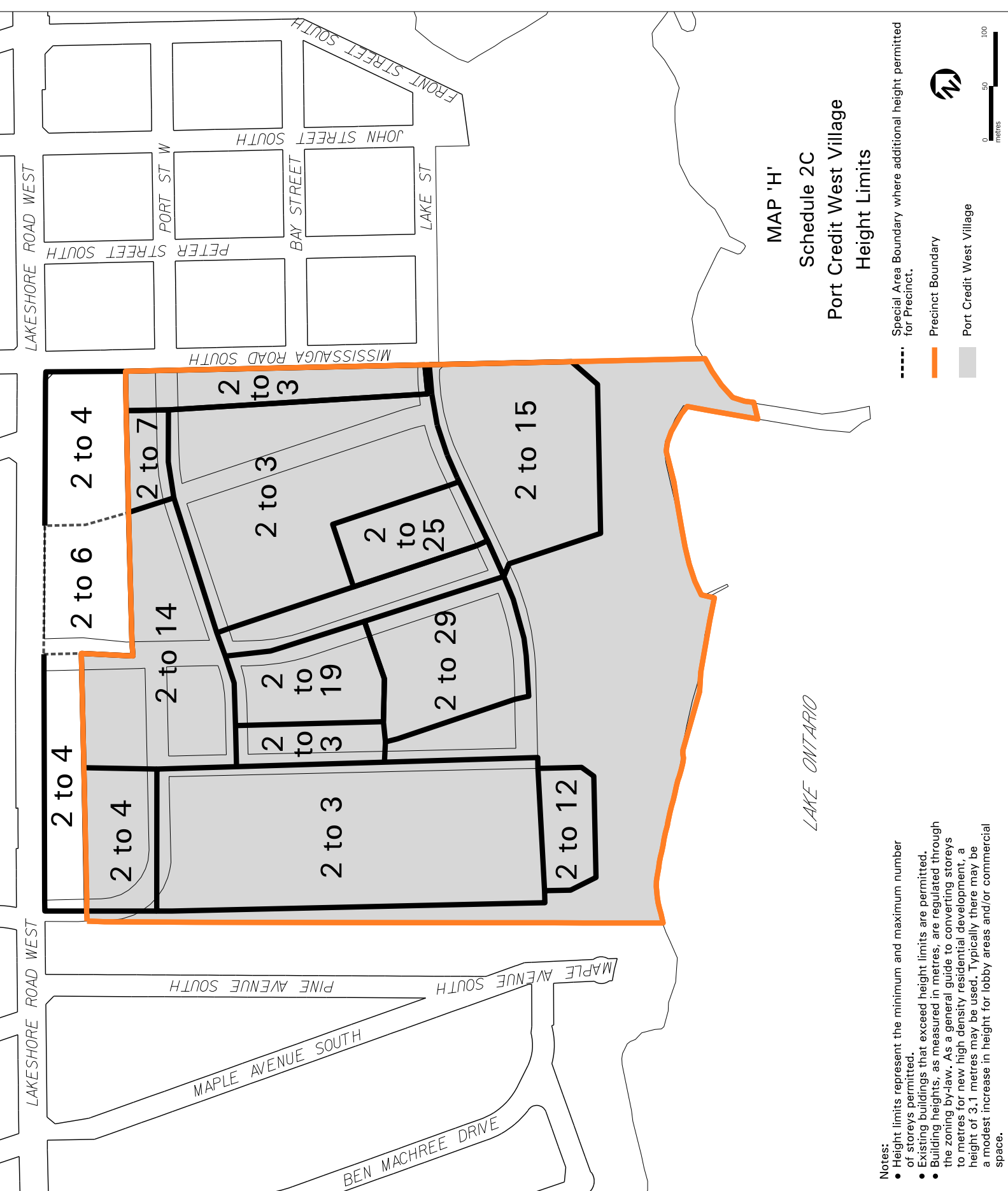
MAP 'G'

Part of Schedule 2A
 Port Credit Neighbourhood
 Height Limits
 of Mississauga Official Plan



AMENDED

EXISTING



LEGEND

 LANDS DESIGNATED 'MIXED USE' WHERE DRIVE-THRU FACILITIES ARE NOT PERMITTED

 AREA OF AMENDMENT

Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

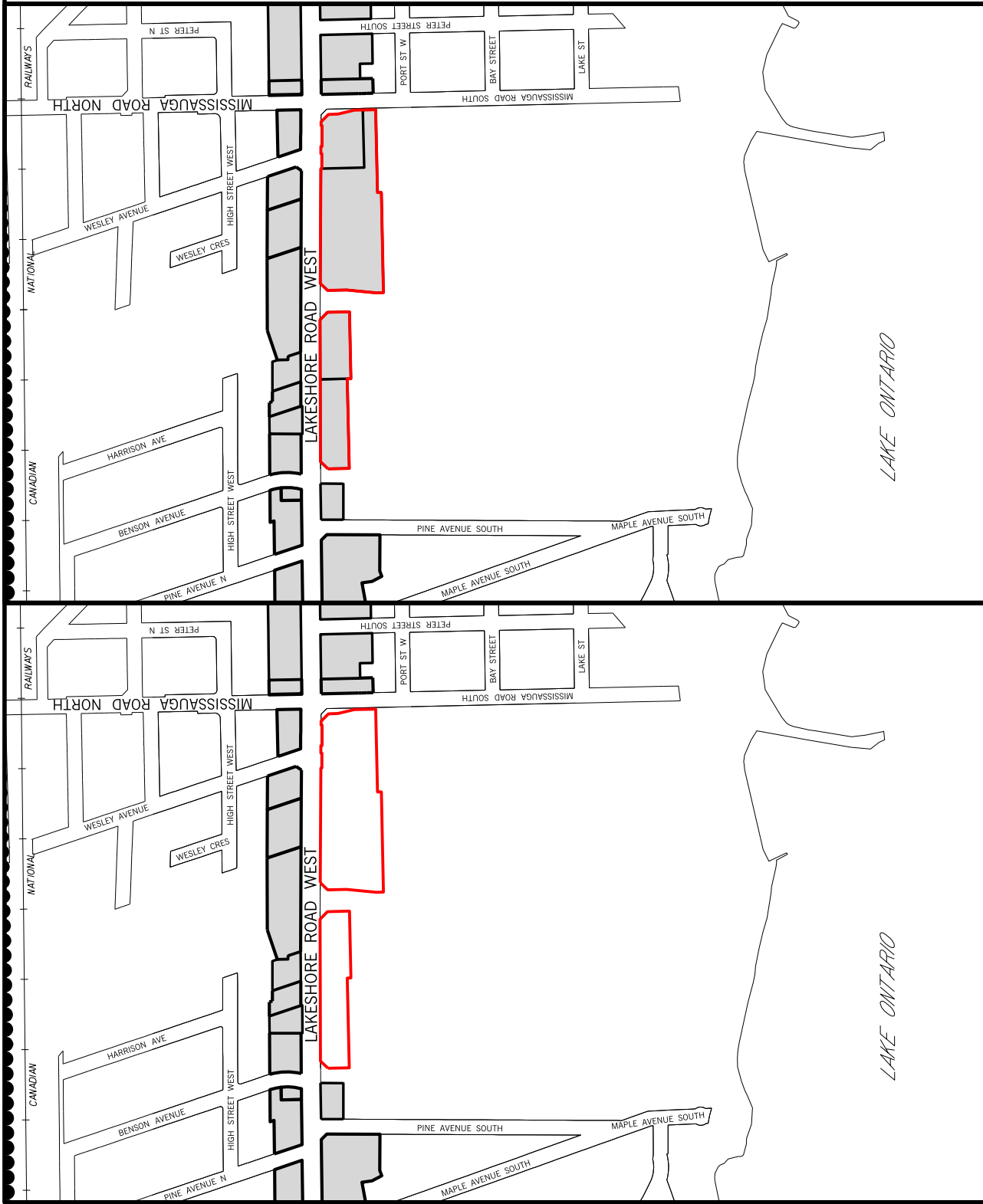


MAP 'I'

Part of Schedule 3
 Port Credit Drive -Through Prohibitions
 Port Credit Local Area Plan
 of Mississauga Official Plan



MISSISSAUGA



AMENDED

EXISTING