



# Corporate Report

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**DATE:** November 12, 2013

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: December 2, 2013

**FROM:** Edward R. Sajecki  
Commissioner of Planning and Building

**SUBJECT:** **Report on Comments – Draft Port Credit Local Area Plan And  
Built Form Guide - Ward 1**

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- RECOMMENDATION:**
1. That the Draft Port Credit Local Area Plan and Port Credit Built Form Guide, dated January 2012, be revised in accordance with the report titled “Report on Comments – Draft Port Credit Local Area Plan and Built Form Guide – Ward 1” dated November 12, 2013 from the Commissioner of Planning and Building;
  2. That an Official Plan Amendment to Mississauga Official Plan (2011) be prepared to amend the existing Port Credit Local Area Plan in accordance with the revisions proposed in the November 12, 2013 report;
  3. That the Port Credit Built Form Guide, as revised by the November 12, 2013 report, be endorsed; and
  4. That the Draft Port Credit Local Area Plan, as revised by the report dated November 12, 2013, be updated, as appropriate, to incorporate Official Plan Amendments currently adopted by City Council, but not yet in force and effect, if no appeals to the site specific Official Plan Amendments are received.

**REPORT  
HIGHLIGHTS:**

- The Draft Port Credit Local Area Plan (Area Plan) is based upon a Vision of an evolving urban waterfront village with a mixture of land uses, a variety of densities, pedestrian and cycling friendly transit supportive urban forms, a significant public realm, public access to the waterfront and development that incorporates high quality built form; and
- Through the circulation of the Area Plan to agencies and departments, along with the public consultation process, a number of issues were identified, reviewed and proposed modifications recommended, where appropriate.

**BACKGROUND:**

City Council, on September 26, 2012, considered the report titled “Draft Port Credit Local Area Plan”, dated August 28, 2012 from the Commissioner of Planning and Building and received the report for information. Further, submissions and correspondence were received and staff were directed to report back to the Planning and Development Committee.

**COMMENTS:****Circulation and Public Consultation**

The Draft Port Credit Local Area Plan, January 2012 was circulated to departments and agencies for comment. The public consultation program included:

- a presentation to the Port Credit Local Advisory Panel on March 28, 2012;
- a public open house on April 25, 2012;
- staff attendance at the Port Credit community information fair held on May 30, 2012; and
- the statutory public meeting was held on September 17, 2012.

### **Proposed Changes to the Draft Port Credit Local Area Plan**

Attached as Appendix 1 is a summary of the key issues and comments raised through the circulation and public consultation process and proposed changes, where appropriate. Appendix 2 identifies proposed changes to land use designations in Port Credit<sup>1</sup>.

The comments are in order in which the policies appear in the Area Plan, and, unless otherwise noted, the number of sections refers to the January 2012 Area Plan. Where modifications to the Area Plan are recommended, deletions are shown as “~~strikeouts~~” and additions are “*in italics and underlined*”.

Key issues raised during the consultation process are discussed below, however, Appendix 1 should be referred to for a more complete summary of changes.

#### 1. Directing Growth & Managing Change

The extent to which Port Credit should accommodate growth and manage change has been raised by various stakeholders, some suggesting the Area Plan is too restrictive and others suggesting it is not restrictive enough. The Area Plan policies address this issue as follows:

- in preparation of the Mississauga Official Plan (MOP), a Growth Management Strategy (GMS) was prepared which was shaped by the Provincial Policy Statement (PPS) and the Growth Plan. The GMS proposed an urban structure which builds on the existing urban form of the City, and includes a hierarchy of areas to accommodate growth including: the Urban Growth Centre; Major Nodes; Community Nodes; and Neighbourhoods. The GMS concluded that the revised urban structure will be able to absorb planned population and employment and allow for additional growth beyond 2031.

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<sup>1</sup> Local Area Plans do not have a separate land use schedule identifying designations. Proposed modifications will be made to Schedule 10 Land Use designations of the principal Official Plan.

Within the city structure hierarchy, Port Credit includes a Community Node and Neighbourhoods. The GMS concluded with respect to the Port Credit Node that “*care needs to be taken to not overdevelop this node and detract from the existing character and community identity which make it such an attractive location*”;

- the MOP and Area Plan direct growth to appropriate locations in the City and Port Credit. Development is anticipated in Port Credit, however, the form and scale of new development will vary. New development should support the Vision, objectives and policies of the Area Plan, as well as reflect the element of the City’s urban structure, identified in the MOP. Community Nodes are intended to have a mix of uses similar to a Major Node but with lower densities and heights. Port Credit includes an intensification area, however, it is to be planned to reflect its role in the City Structure hierarchy; namely, a Community Node and Neighbourhoods;
- the MOP differentiates between two types of nodes: Major Nodes and Community Nodes. As such, there is now greater recognition and policy emphasis that various nodes will play different roles in accommodating growth. Identifying Port Credit as a Community Node reinforces that the form and density of new development should complement the existing character and complete the Vision for the area;
- as noted in Section 5.3.3 of the MOP, Port Credit already exhibits many of the desirable characteristics of an established Community Node; and
- Community Nodes are intended to achieve a density of between 100 and 200 residents and jobs combined per hectare. The existing density in the Community Node at 115 residents and jobs per hectare, is within the targeted range. Future development in the Community Node will further increase the density, however, intensification on its own is not sufficient planning justification for an increase in height and density.

## 2. Community Node – Appropriate Boundary

The extent of the Community Node boundary was raised as an issue, with some suggesting a more limited area (stopping at the Credit River) and others suggesting an expanded boundary to include more of the Lakeshore Road East and West Mainstreet commercial area.

The Community Node boundary reflects its purpose as both a focus for the community and as an intensification area. The boundary remains the same as the previous District Policies in Mississauga Plan and the City's GMS confirmed that this was already the densest community node in the City. The limits of the node reflect a combination of factors, including:

- facilities and services that attract people and make it a focus for surrounding neighbourhoods (e.g. swimming pool, library);
- local landmarks and gathering places that create a community identity (e.g. lighthouse, Clarke Hall);
- urban waterfront parks that contribute to the waterfront character of the area (e.g. Charter boats at Marina Park) and also provide access through the area (e.g. waterfront trail);
- concentration of High and Medium Density residential uses that provide for a diversity of housing, reinforcing the urban nature of the area differentiating the Community Node from surrounding low density residential neighbourhoods;
- concentration of existing and planned mixed-use developments that can provide commercial services to residents and contribute to the character of the area (e.g. main street environment);
- proximity to an existing GO station and proposed transit facilities in order to plan for a transit supportive environment;
- the general characteristics of the area reflect a more urban condition (e.g. variety of densities and built form, mixed of uses, paid parking). Stable low density residential areas have been excluded;
- physical barriers (e.g. railway), and transitional features (e.g. parks, the right-of-way and lay-by parking associated with Mississauga Road) can increase the separation distance

- between low density residential Neighbourhoods and the higher density Community Node; and
- the geographical area should be a discrete area, large enough to contain a critical mass of uses and density necessary to act as the focus for the community, with a boundary that is definitive enough to reduce pressures for development to “creep” into adjacent areas.

It should be noted that the Community Node boundary is intended to reflect more than an area where intensification is to be directed. A community node is intended, amongst other things, to provide a central gather place, strong sense of place, in a compact form with higher densities, and location for community infrastructure. As such, it is appropriate to include lands within the Community Node where limited intensification is anticipated.

### 3. Community Node - Appropriate Heights

Concern has been raised as to the appropriateness of the heights in the Area Plan and how they were derived. In general, the previous policies pertaining to height in the Port Credit District Policies were reaffirmed as appropriate, subject to some modifications. Attached as Appendix 3, is the proposed height schedule for the Community Node.

The heights in the Community Node were reviewed based on:

- Growth Management Strategy findings;
- Mississauga Official Plan policies;
- Vision and Planned Function For Precincts; and
- Existing Context and Character of the area.

*Growth Management Study:* The GMS suggested that the form and scale of Community Nodes should have a minimum height of 2 storeys and a maximum height of 6 storeys for village nodes and a maximum of 12 storeys in other community nodes;

*Official Plan policies:* MOP has an urban hierarchy intended to accommodate future growth and addresses appropriate height and

density throughout the City. Major Nodes have a maximum height limit of 25 storeys and Neighbourhoods and Community Nodes have a maximum height limit of 4 storeys. MOP does allow for alternative height limits.

In considering the appropriate height for the Community Node, it is important to reflect the urban hierarchy. As such, there should be a material difference between the maximum permitted building heights in the Community Node and the maximum 25 storeys permitted for Major Nodes. Although Port Credit is identified as a village node, given the Community Node includes a Mobility Hub, heights greater than 4 storeys are appropriate. The Area Plan identifies specific heights within the Community Node in accordance with the planned function and character of individual precincts.

*Vision and Planned Function:* Heights within the Community Node reflect the Vision and planned function for the various precincts. Appendix 3 contains a schedule identifying the location of each precinct.

Similar to the approach taken by the previous Port Credit District Policies, heights generally transition downwards towards Lake Ontario, the Credit River and stable residential neighbourhoods. Further, the Area Plan speaks to providing an appropriate transition to the Lakeshore Road Mainstreet precinct, which represents an important aspect of the area's character.

The Central Residential Precinct is to have the greatest heights within the Community Node, reflecting in-part the Mobility Hub aspects of the area. Although 15 storeys is generally the maximum height permitted for new development, the Area Plan identifies the lands in the immediate vicinity of the GO station parking lot and potential Light Rail Transit station, as having opportunity for additional height, potentially up to 22 storeys, as well as employment uses, subject to further study.

The Mainstreet Precinct is intended to preserve and promote a low rise village feel with permitted heights of 2 to 3 storeys. As height

can create or reinforce the quality of place, a 3 storey height limit will reinforce the uniqueness of the area and help offset the greater height and density located to the north and south of the precinct. In addition, a 3 storey height limit is more sympathetic to the heights of buildings that are listed on the heritage registry.

The Harbour Mixed-Use Precinct is intended to generally contain mid-rise buildings in the range of 6 to 10 storeys with step-backs in order to provide a sense of openness along the waterfront with water and skyviews. Much of the precinct has either recently been developed or approved within this range.

The Riverside Precinct building heights are intended to represent a transition between heights in the Central Residential Precinct to the east and stable residential neighbourhoods to the west. Building heights ranging from 2 to 8 storeys will reinforce the principle of having a transition of heights.

*Existing Character and Context:* In determining appropriate heights, it is important to consider, among other matters, the experience, identity and character of the surrounding existing urban context.

There are a limited number of existing buildings which exceed the Area Plan height limits. Although these buildings are part of the urban fabric, caution is required when they are used as justification for additional height throughout the Community Node.

The situational specific issues that support their heights are not necessarily appropriate elsewhere in the Community Node. For example, the 22 storey building recently developed at the corner of Hurontario Street and Lakeshore Road was approved in-part to create a new visual landmark. In addition, it was determined that the 22 storey building in conjunction with the additional 6 and 7 storey buildings on the property achieved a better built form than previously permitted.



#### 4. Use of Floor Space Index

Concern has been raised with the proposed removal of Floor Space Index (FSI) for high density residential development. In this regard, staff note the following:

- infill and redevelopment should focus on achieving a built form that complements the character of the area and not on the overall amount of floor area that can be built on a site. The use of FSI can detract from the importance of design policies by establishing what is often argued as “as-of-right” density;
- there are numerous factors that influence the appropriate FSI for a development and make it difficult to use a generic FSI figure in an infill situation, including:
  - character of area;
  - gradation of height and transition;
  - size of the site;
  - design of building; and
  - above ground parking is not included in the FSI calculation and the actual building mass on the ground is not necessarily reflected by the figure;
- a number of potential infill sites were tested in the Community Node, using the same assumptions regarding FSI and building floorplate, and it was found that there was no relationship between what the FSI permitted and what the Area Plan policies and Built Form Guide intended; and,
- the recommended approach is to remove FSI from the Area Plan but retain it in the Zoning By-law. When reviewing infill development proposals, the appropriate FSI will be determined on a site-by-site basis, with proper review of the policies in the MOP and Area Plan.

#### 5. Residential Neighbourhood Precincts Height and Character

Concern was raised that a maximum building height limit of 3 storeys is too high in the Neighbourhoods, and the manner in which building height is measured is inappropriate. Attached as Appendix 5, is the proposed height schedule for the Neighbourhoods. Residential neighbourhoods are divided into South and North Neighbourhoods.

*South Residential Neighbourhoods:* Upon further review, the maximum height permitted in the South Residential Neighbourhoods, known as Cranberry Cove and Hiawatha, have been reduced from 3 storeys to 2 storeys in order to reflect the character and land use designations in the area. Policy 10.3.5 has been revised to state that “New development will have a maximum height generally equivalent to 2 storeys”. Use of the phrase “generally equivalent” is necessary as it provides a measure of flexibility, while reinforcing that built form should “fit” into a context of 1 to 2 storey buildings. Use of the term “generally equivalent” may allow a property owner to make modest changes to a roof line and convert attic space above a second storey into habitable area, subject to a rezoning or variance process.

*North Residential Neighbourhoods:* The maximum height permitted in the North Residential Neighbourhoods, known as Shawnmarr/Indian Heights and Credit Grove, remains 3 storeys. The North Residential Neighbourhood is predominantly designated “Residential Low Density II” which permits a range of residential uses, including: detached; semi-detached; duplex; triplexes; street townhouses and other forms of low-rise dwellings with individual frontages. A triplex is an example of a permitted use that could exceed 2 storeys. Although single-storey bungalows are common on a number of streets, that should not preclude modestly taller buildings that are still considered low rise in nature.

The recommended approach to addressing issues of building height and built form are the following:

- the Area Plan should provide some flexibility and have a maximum height limit of 2 storeys for the south residential neighbourhoods and 3 storeys for the north residential neighbourhoods; and
- the Zoning By-law for neighbourhoods should be reviewed with regulations potentially revised to better reflect the character of the area. The Hiawatha neighbourhood has recently gone through a review of zoning and could form the basis for other neighbourhoods.

6. Residential Neighbourhood – Access Over Private Land to the Waterfront

Concern was raised that policies pertaining to preserving physical and visual access to Lake Ontario and ample side yards, may be interpreted as providing inappropriate access across private property (policy 10.2.5.1 c and 10.3.5.4).

The intent of the policies was not to provide public access across private property. For clarification, policy 10.3.5.1 c has been revised to clarify that the physical and visual access to Lake Ontario is from parks and the terminus of streets. Upon further review, policy 10.3.5.4 has been removed as the City's ability to regulate views between houses can be affected by numerous issues including landscaping, fencing, gates, and depth of property.

7. Mainstreet Neighbourhood Precinct Heights & Character

Concern was raised that the maximum 4 storey height limit along Lakeshore Road, outside of the Community Node, should either be reduced to 3 storeys or increased to 6-8 storeys. The proposed height of 4 storeys is supported by the following:

- recognizing that the MOP permits a maximum height of 4 storeys in neighbourhoods, the Lakeshore Road corridor is an appropriate location within the Neighbourhood Character Area for buildings with a height of 4 storeys;

- there are existing examples of 4 storey buildings along Lakeshore Road (primarily on the east side of the Community Node) that are considered compatible with adjacent low density residential neighbourhoods; and
- Lakeshore Road is not identified as an Intensification Corridor. Therefore, the Area Plan directs modest infill to the Lakeshore Corridor, supporting the height of 4 storeys.

#### 8. Multi-Modal Network

Upon further review, the Transportation and Works Department has determined that it is important to provide additional policies and direction related to transportation issues. The additional policies respond to, among other things, the department's involvement in recent City initiatives (e.g. Inspiration Port Credit and planning for light rail transit on Hurontario Street).

The transportation system plays an important role in the overall livability and development of the area and how Port Credit evolves as an urban waterfront village. Planned higher order transit will improve the area's transportation infrastructure, however, constraints such as the Credit River, the CN railway, and the existing road network, represent challenges to the overall functioning and capacity of the system. Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW, serving both the local community and regional travel. The City is concerned with exacerbating the problem with significant additional development, in the absence of transportation infrastructure improvements.

In order to address these challenges, the Area Plan includes a number of new policies, including:

- undertaking a Lakeshore Road Transportation Master Plan for the Lakeshore Corridor. This includes Lakeshore Road

(between the east and west City limit) and an examination of transportation issues specific to Port Credit. The study will address improving current mobility for all modes of transportation, the implication of future growth on the network, placemaking initiatives that promote the animation of the corridor, improvements to the road network including additional pedestrian, cyclist and vehicular crossings of the Credit River, and a review of higher order transit needs;

- identifying opportunities for road connections that promote a fine grain road network. Potential road connections would be evaluated should an application to redevelop a property be submitted or through a Transportation Master Plan. A figure will be added to the Area Plan to illustrate these opportunities (see Appendix 6);
- identifying issues to be considered through the development application process, including consolidating access along Lakeshore Road, considering vehicular access from existing or proposed north-south streets, providing transportation studies that discuss measures such as pedestrian/cycling connections; and
- indicating that the transportation network is approaching its motor vehicle capacity and that development applications for additional height and density will be discouraged, unless to the City's satisfaction, it is determined that the proposed development includes measures to limit the amount of additional vehicular demand.

9. Proposed Height Along The West Side Of Stavebank Road

It has been suggested that a height limit of 8 storeys at High Street, stepping down to 2 storeys on Lakeshore Road would be more appropriate. It is proposed that a special site policy permitting a maximum of 6 storeys be included in the Area Plan, based on the following:

- redevelopment of this block can contribute positively to the area;
- the situational specific characteristics of this block of land suggest that 6 storeys could be accommodated on this site while respecting vision of the area, subject to confirmation of appropriate transitions and setbacks; and
- additional information regarding built form and massing and a detailed design review is required in order to approve additional height above 6 storeys.

#### 10. Inspiration Port Credit - Key Waterfront Sites & Heights

Inspiration Port Credit is preparing master plans for the key waterfront sites located at the marina property owned by Canada Lands Corporation and the former refinery property owned by Imperial Oil. As these studies are underway and will address heights, the Area Plan has removed the specific height limits on these properties and indicated the height is “To Be Determined”.

In addition, based on findings from Inspiration Port Credit, the Area Plan policies will have to be reviewed to identify whether further amendments are required.

#### 11. Potential For Additional Height

There may be sites, other than the key waterfront sites, that could accommodate buildings taller than what is permitted in the Area Plan without adverse impacts on the overall Vision.

The proposed height limits are considered appropriate, however, site specific circumstances may provide opportunities to accommodate some additional height.

As the Community Node, and the Neighbourhood Mainstreet Precinct are intended to accommodate intensification, it may be appropriate to consider additional height on some properties in these areas. The Area Plan provides direction for evaluating

Official Plan Amendment applications for additional height, including demonstrating:

- the achievement of the overall intent, goals, objectives, and policies;
- appropriate site size and configuration;
- appropriate built form compatible with the immediate context and planned character of the area;
- appropriate transition to adjacent land uses and buildings, including built form design that maximize sky views and minimize visual impact, overall massing, shadow and overlook;
- particular design sensitivity in relation to adjacent heritage buildings; and,
- measures to limit the amount of additional vehicular and traffic impacts on the transportation network.

The Official Plan Amendment process allows for a detailed review of proposed built form, among other matters, and how additional height would not adversely impact the overall Vision. Official Plan Amendments require supporting studies and rationale to justify the proposed amendment, as outlined in Section 19 Implementation of the MOP.

## 12. Drive-Through Policies

Concern has been raised by the Ontario Restaurant Hotel and Motel Association (ORHMA) regarding the proposed prohibition on drive-throughs in Port Credit. The association appealed the drive-through policies in MOP. The Area Plan policies have been revised to incorporate the settlement agreement between the City and ORHMA. A new schedule has been added to the Area Plan to identify areas where drive-throughs are prohibited (see Appendix 7). The policies in MOP are appropriate to regulate drive-through development in the remainder of the area.

**STRATEGIC PLAN:** The Area Plan reflects the Strategic Plan directions for Port Credit. In many aspects, Port Credit has already developed into a “place where people choose to be”. The challenge that the Area Plan addresses, is how Port Credit can continue to change while respecting what is important in the area, including “celebrating our historic villages, Lake Ontario and the Credit River valley”.

**FINANCIAL IMPACT:** Not Applicable

**CONCLUSION:** This report recommends the Area Plan and Built Form Guide be revised, where appropriate, based on input and comments made by the public, agencies and departments. Following City Council’s decision on the Area Plan, staff will undertake a zoning conformity review to ensure the policies are implemented in the Zoning By-law.

**ATTACHMENTS:**

- Appendix 1: Response To Comments Table - Draft Port Credit Local Area Plan
- Appendix 2: Summary of Proposed Redesignations and Modifications to Schedule 10 Land Use Designations (Mississauga Official Plan)
- Appendix 3: Schedule 1 Port Credit Character Areas and Precincts
- Appendix 4: Schedule 2B Port Credit Community Node Height Limits
- Appendix 5: Schedule 2A Port Credit Neighbourhood Height Limits
- Appendix 6: Potential Opportunities for Road Network Improvements and Higher Order Transit
- Appendix 7: Schedule 3 Port Credit Drive-Through Prohibitions

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Edward R. Sajecki  
Commissioner of Planning and Building  
*Prepared By: Paul Stewart, Policy Planner*



**Response To Comments Table – Draft Port Credit Local Area Plan**

<b>Respondent</b>	<b>Section</b>	<b>Issue</b>	<b>Comments</b>	<b>Recommendation To Draft Port Credit Local Area Plan</b>	
<b>Entire Plan</b>					
Region of Peel	Draft Local Area Plan	An amendment to the principal Official Plan would be exempt from approval under the <i>Planning Act</i> by Peel Region.	A Regional Official Plan amendment is not required to approve the Local Area Plan.	1	No action required
<b>Section 2 (Historical Context) and Section 3 (Current Context)</b>					
Ministry of Culture and Tourism	2. Historical Context, first paragraph	The precontact archaeological evidence indicates the presence of other groups beyond the Mississaugas.	Agreed. Wording should be revised to incorporate information from the Heritage Mississauga Website.	2	That the two sentences of the first paragraph in Section 2.0 be deleted and replaced with:  <i><u>Port Credit has a long history of habitation traced back to before the arrival of non-native settlers. Archaeological evidence suggests that native people were attracted to the Credit River Valley over a period of thousands of years, and by the 1700’s the mouth of the Credit River had been settled by an Ojibwa group known as the Mississaugas. In the 1720s, French Fur traders are known to have exchanged goods with the</u></i>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
				<u>Mississauqas, and as a result of allowing them to trade on credit, the river came to be known as the Credit River.</u>
Strategic Community Initiatives	3. Current Context, fifth paragraph	Current context should make reference to employment uses on the waterfront.	Agreed.	3 That a new sentence be added to the end of the fifth paragraph of Section 3.0 to read:  <u>The community's location on the waterfront helps support local businesses and provides employment opportunities in the area.</u>
Community Services Department	3. Current Context, sixth paragraph	Reference to cultural landscapes is incomplete.	Agreed.	4 That the sixth paragraph of Section 3.0 be deleted and replaced with:  <u>Cultural and heritage resources include heritage buildings, the Old Port Credit Village Heritage Conservation District, and cultural landscapes that include: Port Credit Harbour, Port Credit Pier, the CN Bridge over the Credit River, Credit River Corridor and Mississauga Road Scenic Route.</u>
<b>Section 5: Vision</b>				
Town of Port Credit Association (TOPCA presentation Public Meeting Sept.	5.0 Vision, first paragraph	The vision for Port Credit should include the word "evolving" in front of the term urban waterfront village	Agreed.	5 The first sentence in Section 5.0 be revised to read:  The Vision, is for an <u>evolving</u> urban waterfront village with a mixture of land uses, ...

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
17, 2012)				
Community Services Department	5.0 Vision	The term “landscapes” should be added to “heritage buildings” to capture the notion that the properties are of heritage value not just the buildings.	Agreed	6 The first sentence in the second paragraph of Section 5.0 be revised to read:  Significant elements which give Port Credit its sense of place are to be preserved and enhanced, such as the main street village character along portions of Lakeshore Road (east and west), heritage buildings <i>and landscapes</i> , community facilities....
Transportation and Works Department	5.2.4 Corridors	Additional description required regarding Lakeshore Road and its role in the community.	Agreed	7 That Section 5.2.4 be revised to include a new paragraph at the end of the section to read:  <i><u>Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW, serving both the local Port Credit community and regional travel. As such, movement within and through the Port Credit area is restricted by the limited road network, which is at or near capacity at peak travel times. Maintaining Lakeshore Road as a four-lane roadway during peak travel times is, therefore, a transportation priority to meet current demand. Lakeshore Road is a constrained corridor that requires a context sensitive design approach. Trade-offs will be required to accommodate the envisioned multi-modal function of the corridor.</u></i>

Respondent	Section	Issue	Comments		Recommendation To Draft Port Credit Local Area Plan
<b>Section 6: Direct Growth</b>					
Davies Howe Partners, on behalf of F.S.6810 Limited Partnership	6.0 Direct Growth	Redevelopment is intended to concentrate around the GO Station, marina, and refinery lands. Policies allow for only modest infilling elsewhere.	<p>One of the purposes of the principal Official Plan and Local Area Plan is to direct growth to appropriate locations in the City and in Port Credit. The form and scale of future development will vary; however, this development should support the Vision, objectives and policies of the plan.</p> <p>As noted in Section 5.3.3 of the principal Official Plan, Community Nodes such as Port Credit already exhibit many of the desirable characteristics of an established Community Node.</p> <p>Future redevelopment in Port Credit should support the character and planned function of the Community Node. It is not intended for this area to become a Major Node or Urban Growth Centre.</p>	8	No action required.
Davies Howe Partners, on behalf of F.S.6810	6.0 Direct Growth, population to employment ratios	While there is a demonstrable need for employment this should not	Care needs to be taken to ensure that residential development is not done at the expense of protecting	9	No action required.

<b>Respondent</b>	<b>Section</b>	<b>Issue</b>	<b>Comments</b>	<b>Recommendation To Draft Port Credit Local Area Plan</b>	
Limited Partnership		preclude residential development.	opportunities for employment uses and creating a balanced complete community.		
Public	6.0 Direct Growth, Density	The Local Area Plan should include a specific cap on the ultimate population plus employment ratio for Port Credit.	The planned density for Community Nodes of 100 to 200 people plus employment is an important policy consideration as it gives direction on the extent to which growth should be accommodated in an area. However, determining the specific density within this range should be based on an evaluation of individual development applications.	10	No action required.
Town of Port Credit Association (TOPCA presentation Public Meeting September 17, 2012)	6.0 Direct Growth, Community Node Boundary	There is confusion regarding the boundary of the Community Node as it relates to the Heritage Conservation District.	The Community Node Boundary as it is located within the Heritage Conservation District has not been changed and it continues to be located in the centre of Front St. S.	11	No action required.
Town of Port Credit Association (TOPCA presentation)	6.0 Direct Growth, Limits of the Community Node	Concern with the limits of the Community Node	The Community Node boundary is intended to reflect its planned function (e.g. focus for surrounding neighbourhoods, compact mixed use, strong sense of place and as an	12	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Public Meeting September 17, 2012)			intensification area).  The Community Node boundary remains the same as the previous District Policies and is generally the same as those used in the City's Growth Management Strategy.		
<b>Section 7: Value the Environment</b>					
Planning and Building	7.0 Value The Environment	Description of the Port Credit Natural Areas System should be general to avoid amendments to the Plan every time there is a change in classification.	Agreed.	13	That the fourth paragraph in Section 7.0 be deleted and replaced with:  <u>Lands within the Port Credit Natural Area System perform an essential ecological function as they sustain biodiversity by providing habitat for plants and animals and they clean the air and water.</u>
Transportation and Works	7.3.2 Living Green	Should include reference to the City's Water Quality Control Strategy.	Agreed.	14	That 7.3.2 be revised to read:  Development will strive to minimize the impact on the environment and incorporate sustainable development practices in accordance with the City's Green Development strategy <u>and the Water Quality Control Strategy.</u>
<b>Section 8 Complete Communities</b>					
Ministry of Culture and	8.2 Cultural Heritage	Description of Port Credit cultural	Agreed.	15	That Section 8.2 be amended to include a fourth bullet to read:

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Tourism		heritage resources should include a reference to registered archaeological sites within the area.			- <u>Registered archaeological sites.</u>
Ministry of Culture and Tourism	8.2 Cultural Heritage	Should consider including a policy encouraging adaptive re-use of heritage properties / buildings.	The recommended policy is more appropriate in the principal Official Plan and should be reviewed as part of the next update or housekeeping amendment.	16	No action required.
Ministry of Culture and Tourism	8.2.1 Cultural Heritage	Should update Heritage Conservation District Plan (HCD) before undertaking a Community Improvement Plan (CIP). Need to ensure any financial incentives, associated with a future CIP support and do not conflict with the HCD.	Agreed, however, these suggestions are not appropriate for the Official Plan and should be included in Terms of Reference or workplan for a Community Improvement Plan.	17	No action required.
Strategic Initiatives	8.5.1 Lake Ontario Waterfront	Should make reference to Mississauga supporting marine	Agreed.	18	That 8.5.1 be revised to read: Mississauga supports the continuation and improvement of water dependent activities <u>and related employment uses</u> ,

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		related employment.			such as ....
Ministry of Culture and Tourism	8.5 Lake Ontario Waterfront	Sensitive marine heritage resources may be located in or directly adjacent to the shoreline, and, therefore, it is encouraged to incorporate marine archaeological policies in the document.	Agreed, however, the recommended policy is more appropriate in the principal Official Plan as it would then be applicable to the entire shoreline. Policy should be considered as part of the next update or housekeeping amendment.	19	No action required.
<b>Section 9: Multi-Modal City</b>					
Transportation and Works	9.0 Multi-Modal City	Greater description is required in the preamble related to role transportation system plays in the community, capacity constraints and future higher order transit.	Agreed.	20	That the three paragraphs which constitute the preamble in Section 9.0 be deleted and replaced with:  <i><u>Integral to Port Credit is the transportation system which includes: transit, vehicular, active transportation (e.g. walking and cycling) and rail.</u></i>  <i><u>Tables 8-1 to 8-4 and Schedule 8 (Designated Right-of-Way Width) of the principal document identify the basic road characteristics. The long-term multi-modal transportation system is shown on Schedule 5 (Long Term Road</u></i>



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				<p><u>Network), Schedule 6 (Long Term Transit Network), and Schedule 7 (Long Term Cycling Network) of the principal document.</u></p> <p><u>The Port Credit transportation system plays an important role in the overall livability and development of the area and in how Port Credit evolves as an urban waterfront village. Planned higher order transit will improve the area’s transportation infrastructure; however, constraints such as the Credit River, the CN railway, and the existing road network, represent challenges to the overall functioning and capacity of the system.</u></p> <p><u>On Lakeshore Road, during the weekday morning and evening peak travel times, there are travel-time delays and long queues experienced from approximately west of Mississauga Road to Hurontario Street. Vehicles travelling through this stretch experience “saturated flow”, meaning that this stretch of roadway is approaching its motor-vehicle capacity, with vehicle travel speeds being very low.</u></p> <p><u>As Lakeshore Road is the only east-west road that crosses the Credit River south of the QEW serving both the local Port</u></p>

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				<p><u>Credit community and regional travel, the City is concerned with exacerbating the problem with significant additional development in Port Credit.</u></p> <p><u>The City is proposing to undertake a Lakeshore Road Transportation Master Plan, which will include Lakeshore Road (between the east and west City limit) and an examination of the transportation issues specific to the Port Credit area. As part of the future study, the City will review the higher order transit needs in the Port Credit area and opportunities to improve the transportation system for all modes.</u></p> <p><u>Hurontario Street is identified as a higher order transit corridor, with Light Rail Transit (LRT) being the recommended transit technology. In addition, a future Higher Order Transit corridor has been identified along Lakeshore Road East, extending from Hurontario Street, to the City of Toronto boundary. A preferred transit solution (e.g. bus or rail) has not yet been identified for this corridor.</u></p> <p><u>Depending on the density and transportation requirements of future development on significant land parcels or through land assembly, the extension</u></p>

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					<i>of rapid transit to the west of Hurontario Street may be required.</i>
Transportation and Works	9.1.2 Multi-Modal Network	Important to include, for clarity, reference to the limits of the Hurontario Higher Order Transit Corridor	Agreed.	21	That policy 9.1.2 be revised to read: Mississauga <del>will</del> <i>may</i> acquire lands for a public transit right-of-way along the Lakeshore <del>Road East</del> and Hurontario <del>Street Corridors</del> where the creation of a public transit right-of-way, separate from, adjacent to, or in addition to, a road right-of-way is deemed appropriate.
Transportation and Works	9.1.3 Multi-Modal Network	Not necessary at this time to identify Port Street as a specific location of an LRT stop or the terminus of the LRT.	Agreed.	22	That policy 9.1.3 be deleted and replaced with:  <i><u>The proposed LRT stop in Port Credit represent potential place making opportunities and locations for public art. Development applications adjacent to LRT transit stops may be required to incorporate placemaking elements into their design.</u></i>
Transportation and Works	9.1.7 Multi-Modal Network	Important to elaborate on access issues that will be reviewed as part of redevelopment applications.	Agreed.	23	That policy 9.1.7 be deleted and replaced with:  <i><u>During the review of development applications, consideration will be given to eliminating and/or consolidating vehicular turning movements to and from Lakeshore Road (east and west)</u></i>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<u>and direct traffic towards signalized intersections, where appropriate. Vehicular access to redevelopment opportunities should be considered from existing north-south side streets or existing or proposed laneways parallel to Lakeshore Road (east and west).</u>
Transportation and Works	9.1.12 Multi-Modal Network	Upon further review, a policy is required to identify a future Transportation Master Plan for Port Credit and Lakeshore Road	Agreed	24	That a new policy 9.1.12 be added to read:  <u>A Transportation Master Plan for Lakeshore Road (between the east and west City limit) and Port Credit may be undertaken that addresses improving current mobility for all modes of transportation, the implications of future growth on the network and consider placemaking initiatives that would promote the animation of the corridor. The Plan may assess improvements to the Port Credit road network, including additional pedestrian, cyclists and vehicle crossings of the Credit River as well as review the higher order transit needs in the Port Credit area.</u>
Transportation and Works	9.1.13 Multi-Modal Network	Important to elaborate on improvements to the fine grain road network.	Agreed.	25	That a new policy 9.1.13 be added to read:  <u>Improvements to the road network and active transportation routes that provide connectivity and a fine grain network</u>

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				<p><u>through Port Credit may be identified through a future Transportation Master Plan for the Lakeshore Road Corridor or through the development applications process. Improved connections will provide pedestrian, cyclists and vehicles a greater variety of routes and accessibility within the area. Potential opportunities for network improvements include but are not limited to the following:</u></p> <ul style="list-style-type: none"> <li>- <u>Queen Street West between Harrison Avenue and Wesley Avenue;</u></li> <li>- <u>High Street West between Harrison Avenue and Wesley Avenue;</u></li> <li>- <u>High Street West between Peter Street North to John Street North;</u></li> <li>- <u>Iroquois Avenue, from Cayuga Avenue to Briarwood Avenue;</u></li> <li>- <u>Extension of Minnewawa Road southerly to connect with Wanita Road; and</u></li> <li>- <u>Additional crossing(s) of the Credit River.</u></li> </ul> <p><u>When reviewing the appropriateness of potential road connections, the City will consider the volume and type of traffic that would be accommodated on the road.</u></p>
Transportation	9.1.13 Multi-Modal	Local Area Plan	Agreed.	26 That a new figure be added that

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and Works	Network	should conceptually illustrate potential road and transit network improvements.		illustrates potential opportunities for road network improvements and higher order transit.
Transportation and Works	9.1.14 Multi-Modal Network	Local Area Plan should clarify that transportation and traffic studies are required for new development in Port Credit and that these studies have to identify strategies for limiting impacts.	Agreed.	27 That a new policy 9.1.14 be added to read: <i><u>Development applications will be accompanied by transportation and traffic studies. Studies will address, amongst other matters, strategies for limiting impacts on the transportation network, where appropriate, including measures such as:</u></i> <ul style="list-style-type: none"> <li>- <i><u>reduced parking standards;</u></i></li> <li>- <i><u>transportation demand management;</u></i></li> <li>- <i><u>transit-oriented design of the development;</u></i></li> <li>- <i><u>pedestrian/cycling connections; and</u></i></li> <li>- <i><u>access management plan.</u></i></li> </ul>
Transportation and Works	9.1.15 Multi-Modal Network	Local Area Plan should clarify expectations regarding minimizing vehicular traffic impacts on the transportation network.	Agreed.	28 That a new policy 9.1.15 be added to read: <i><u>Due to capacity constraints on the Port Credit transportation network, development applications requesting increases in density and height, over and above what is currently permitted in the Port Credit Local Area Plan will be discouraged unless it can be</u></i>

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					<u>demonstrated, to the City's satisfaction, that the proposed development has included measures to limit the amount of additional vehicular demand.</u>
Cranberry Cove Ratepayers Association Comments at the Public Meeting September 17, 2012	9.1 Multi-Modal Network	There is no reference to enhancing pedestrian safety along Lakeshore Road and traffic signals.	<p>Pedestrian safety is a priority. The principal Official Plan includes policy 8.3.1.2 which states that within Intensification Areas and Neighbourhoods, the design of roads and streetscapes will create a safe, comfortable and attractive environment for pedestrians, cyclists and motorists by ... creating safe road crossings for pedestrians and cyclists.</p> <p>In addition, one of the objectives identified for the Neighbourhood Character Area in Section 10.3 is to ensure Lakeshore Road (east and west) will undergo appropriate development and provide for a public realm that reinforces its planned role as a location that helps connect the community and fosters an active pedestrian and cycling environment.</p>	29	No action required.
Town of Port Credit	9.1.4 Multi-Modal Network	Policy could still be interpreted as permitting	Policy 9.1.4 states that Lakeshore Road will not be expanded beyond four lanes	30	No action required.

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Association (TOPCA presentation Public Meeting September 17, 2012)		expansion of Lakeshore Road beyond four lanes.	unless it can be demonstrated that additional lanes will not result in a major deterioration of the residential and commercial environments. This policy requires an Official Plan Amendment and public process for any major roadway modifications.		
Town of Port Credit Association (TOPCA presentation Public Meeting September 17, 2012)	9.1.5 Multi-Modal Network	The Transportation Review Study of Lakeshore Road was not comprehensive enough and should have considered options of Lakeshore Road consisting of 2 lanes of vehicular traffic, a centre turning lane, and bicycle lanes.	Traffic operations for the year 2031 were assessed with one through-traffic lane removed in each direction. The analysis indicated minimal diversion of traffic to transit or alternate corridors would occur as a result of a lane closure. As a result, maintaining Lakeshore Road as a four lane roadway during peak travel times is a transportation priority.	31	No action required.
Town of Port Credit Association (TOPCA presentation Public Meeting September 17,	9.1 Multi-Modal Network	Concern that the Local Area Plan identified Higher Order Transit corridor extending to the waterfront.	The appropriateness of extending Higher Order Transit to key waterfront sites will be addressed through Inspiration Port Credit.	32	No action required.



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2012)					
Public	9.1 Multi-Modal Network	Lakeshore Road should be made into 5 slightly narrower lanes.	<p>Policy 9.1.4 states that Lakeshore Road will not be built in excess of four lanes, excluding turning lanes, bus bays, space for bicycles, higher order transit and parking.</p> <p>Lakeshore Road is a constrained corridor that requires a context sensitive design to accommodate the envisioned multi-modal corridor.</p>	33	No action required.
Public	9.1 Multi-Modal Network	A surcharge should be considered on new development to pay for roads.	As part of the development approval process, the City collects development charges to be used for growth related improvements including transportation infrastructure	34	No action required.
Public	9.1 Multi-Modal Network	Traffic congestion has become more intense in the last 10 years and is bumper to bumper during rush hour.	The Lakeshore Road Transportation Review was based on traffic data collected by the City and Region, over a 10-year period. As Port Credit is a mature area, the analysis revealed that little change in volume has taken place over the last decade. Forecasts showed that for the most part, peak direction volumes will not increase in the next 20 years.	35	No action required.

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			Traffic volumes in the off-peak direction are forecast to increase resulting in more balanced flows.		
<b>Section 10: Desirable Urban Form</b>					
Weston Consulting, on behalf of Fabio Capobianco & 175266 Ontario Inc.	10.1.1 Development will be in accordance with height limits shown on Schedule 2B	Properties 41 and 45 Park St. E. should have their heights increased from 15 storeys to 22 storeys to be consistent with the existing Northshore tower and proposed development at Ann St. and High St.	<p>The Northshore development, at the northeast corner of Hurontario Street and Lakeshore Road, was approved at 22 storeys for a number of reasons (e.g. create a new visual landmark, the 22 storey building in conjunction with the additional 6 and 7 storey achieves a better built form than permitted in previous OMB decision for the site ).</p> <p>The justification for additional height at the Northshore development is not necessarily applicable to all sites.</p>	36	No action required.
Davies Howe, on behalf of F.S.6810 Limited Partnership	10.1.1 Development will be in accordance with height limits shown on Schedule 2B	Redevelopment is concentrated around the GO Transit Station and the marina and refinery and allow only modest infilling elsewhere in the	The Local Area Plan implements policies in the Official Plan related to city structure and the role in accommodating development. The Official Plan states that Port Credit already exhibits many of the desirable characteristics of an established	37	No action required.

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		<p>Community Node.</p> <p>Policies of the Local Area Plan may inappropriately limit growth on individual sites without consideration for site specific circumstances and good planning.</p>	<p>Community Node.</p> <p>As noted in the Port Credit Mobility Hub Master Plan, “Port Credit already has many of the elements of a successful mobility hub including compact built form with a mix of uses, a well-connected and walkable street network, and access to rapid transit service. Therefore, the study is not recommending any major changes to the land uses or the community structure. Where opportunities for infill development exist, the new structures should continue to be in harmony with the existing framework and character of the community. However, there are two areas where opportunities for coordinated new development exist – around the GO Station and along the waterfront”.</p> <p>The long term City structure and urban hierarchy can absorb and allow for additional growth beyond 2031. As such, development within Port Credit should reflect the planned role of the area as a Community Node. Some intensification may</p>	

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			<p>occur, however, significant increases, particularly if they jeopardize the existing character of the node are not required nor encouraged.</p> <p>If there are situational circumstances related to a specific property where additional growth can be justified as good planning, an Official Plan amendment is the appropriate approach.</p>		
Planning and Building	10.1.1 Development will be in accordance with height limits shown on Schedule 2B	Central Residential Precinct transition of heights towards Stavebank Road.	<p>Staff have revisited the heights and note that the use of a 10-storey height limit generally between Stavebank Road and Elizabeth Street, should be revised.</p> <p>There are a number of buildings that exceed the 10-storey height limit immediately adjacent to Stavebank Road. As such, should any properties behind those fronting Stavebank Road be redeveloped at 10 storeys, the intent of providing a transition towards the Credit River will not be achieved. As such, continuation of the 15-storey height limit is appropriate in this area.</p>	38	<p>That Schedule 2B to be revised by:</p> <p><u>increasing height limit from 10 storeys to 15 storeys for lands generally between Stavebank Road and Elizabeth Street.</u></p>

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Davies Howe, on behalf of F.S.6810 Limited Partnership	10.1.1 Development will be in accordance with height limits shown on Schedule 2B	<p>The tallest buildings in the Community Node are permitted around the GO station at 22 storeys and 15 storeys on the subject property.</p> <p>No rationale provided for heights and the tallest building at 27 storeys exceeds the height limits.</p> <p>Disagrees with the measures prescribed by the Plan related to transition of heights.</p>	<p>The range of permitted heights reflect a number of issues including:</p> <p><b>Growth Management Study:</b></p> <p>Building heights in Community Nodes should have a minimum height of 2 storeys and maximum height of 6 storeys in village nodes and up to 12 storeys in other nodes. Heights in Port Credit are generally within this range and vary according to the planned function of individual precincts in the node (e.g. less along mainstreet and higher in closer proximity to GO Station).</p> <p><b>Principal Official Plan policies:</b></p> <p>Within the City’s urban hierarchy, Port Credit is a Community Node intended to provide for a similar mix of uses as in Major Nodes, but with lower densities and heights.</p> <p>Previous Port Credit policies had a maximum height limit of 15 storeys (limited to the Central Residential precinct). The Local Area Plan generally continues this height limit as it represents</p>	39	No action required.

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			<p>a material difference between the building heights in the Community Node and the maximum 25 storeys permitted for Major Nodes.</p> <p>Additional height, up to 22 storeys, has been permitted in the Local Area Plan for the immediate vicinity between the GO station and future LRT stop; however, this maximum height still respects height direction in the principal Official Plan as it is lower than the maximum height permitted in a Major Node.</p> <p><b>Vision and Planned function of Central Residential:</b></p> <p>Central Residential Precinct should accommodate a variety of building heights and massing. Buildings with the greatest heights should be used to reinforce landmark locations, way finding, and avoid an overly uniform built environment. Building heights should incorporate an appropriate transition to adjacent precincts.</p> <p>Land within closest proximity to GO Station and future LRT stop represent location for greater</p>	

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			<p>height associated with signature building(s) in a more dense and urban environment as opposed to remainder of the precinct where established residential environment is to be promoted.</p> <p>Provision for additional height in vicinity of the GO station also supports the proposed redesignation of these lands from “Residential High Density” to “Mixed Use” as the opportunity for additional height may also provide an incentive for the development of additional employment uses.</p> <p><b>Existing Character Central Residential Precinct:</b></p> <p>The predominate character consists of buildings ranging from 2 to 16 storeys which reinforce community node height limits.</p> <p>A notable exception to the general height limits is an existing 27 storey building located on a site across from the GO station. This development is not indicative of the broader area. This building which predates the City of</p>	

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			<p>Mississauga was built at a time when floor to ceiling heights were lower. As such the 27 storey building is only slightly higher than the recently constructed 22 storey building located at the corner of Hurontario Street and Lakeshore Road.</p> <p>Within other Port Credit precincts there are existing buildings that exceed height limits. These buildings either represent land mark locations and/or predate the current Official Plan.</p> <p>Building heights are intended to reflect an appropriate transition towards the Credit River, Lake Ontario Shoreline, the mainstreet area and surrounding neighbourhoods.</p>		
Planning and Building	10.1.1 Development will be in accordance with height limits shown on Schedule 2A and Schedule 2B	There may be sites that can accommodate additional height without adverse impacts on the overall Vision for Port Credit.	<p>The proposed height limits are considered appropriate; however, site specific circumstances may provide opportunities for some additional height.</p> <p>It is appropriate to include a policy that provides direction for evaluating applications for</p>	40	<p>That a new policy 10.1.2, and subsequent policies be renumbered, to read:</p> <p><u>Heights in excess of the limits identified on Schedules 2A and 2B within the Community Node precincts and Mainstreet Neighbourhood precinct may be considered through a site-specific Official Plan Amendment application.</u></p>



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			<p>additional height.</p> <p>An Official Plan Amendment process allows for detailed review of proposed built form and how additional height would not adversely impact overall Vision for Port Credit.</p>	<p><u>subject to demonstrating, among other matters, the following:</u></p> <ul style="list-style-type: none"> <li>a. <u>The achievement of the overall intent, goals, objectives of this Plan;</u></li> <li>b. <u>Appropriate site size and configuration;</u></li> <li>c. <u>Appropriate built form that is compatible with the immediate context and planned character of the area;</u></li> <li>d. <u>Appropriate transition to adjacent land uses and buildings, including built form design that will maximize sky views and minimize visual impact, overall massing, shadow and overlook;</u></li> <li>e. <u>Particular design sensitivity in relation to adjacent heritage buildings; and</u></li> <li>f. <u>Measures to limit the amount of additional vehicular and traffic impacts on the Port Credit transportation network.</u></li> </ul>
Victor Labreche, Labreche Patterson & Associates, on behalf of	10.1.3 Desirable Urban Form	Object to the proposed prohibition of drive-through facilities in the entire Local Area Plan.	On July 8, 2013 the Ontario Municipal Board issued a decision regarding the appeals to Mississauga Official Plan regarding drive-through facilities. The decision reflects a settlement agreement between	<p>41 That policy 10.1.3 be deleted and replaced with a new policy in Section 12 as follows:</p> <p><u>12.6.2 Notwithstanding the Mixed Use policies of the Plan, drive-through facilities are not permitted on sites</u></p>

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members of the Ontario Restaurant Hotel and Motel Association		It is not appropriate to proceed with amending the Local Area Plan as many policies contained within the principal Official Plan, have been appealed by client and others.	<p>the City and the appellants which addresses a number of issues including:</p> <ul style="list-style-type: none"> <li>- Existing Port Credit drive-through facility prohibitions will remain in place.</li> <li>- Drive-through facilities may be permitted where it can be demonstrated that it will not interfere with the intended function and form of the Character Area.</li> </ul> <p>The Local Area Plan now includes a schedule that identifies sites where drive-through facilities are prohibited, based on previous Local Area Plan policies.</p>	<u>identified on Schedule 3.</u>
Community Services, Heritage Planning	10.2 Community Node	For additional clarity, when discussing the objectives for the Community Node, the last bullet point should make reference to heritage resources.	Agreed.	42 That the last bullet point in Section 10.2 be revised to read: <ul style="list-style-type: none"> <li>• To ensure development will be sensitive to the existing context, <u>heritage resources</u> and planned character of the area.</li> </ul>
John Cassin, representing	10.2.3 Mainstreet	Should permit a 3 <sup>rd</sup> and 4 <sup>th</sup> floor	The Mainstreet within the Community Node permits 3	43 No action required.

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owner of three properties on the west side of Stavebank Road	(Node)	(including stepbacks) for buildings on Lakeshore Road.	storeys on Lakeshore Road. Height creates a quality of place. A three storey height limit will help reinforce the uniqueness of the area and offset the greater height and density located to the north and south of the mainstreet precinct.		
Canada Lands Corporation, 1 Port Street East	10.2.4.1 Harbour Mixed Use	The marina property is currently undergoing a detailed review and it would be appropriate to defer policies on the height limits.	Canada Lands Corporation has prepared a master plan for the site which recommends additional height.  The City initiated Inspiration Port Credit project will review and confirm height limits for the site. It is appropriate to remove reference to height limits so as to avoid confusion as to a City position at this time.	44	That 10.2.4.1 be revised to read:  The scale of development will be supportive of an urban waterfront village theme. <del>Building heights will be a maximum of 6 storeys fronting Port Street, stepping down to 3 storeys towards the waterfront and stepping up to 10 storeys towards the Mainstreet Precinct.</del>
Community Services, Heritage Planning	10.3.2 Old Port Credit Village Heritage Conservation District	Use of the term “truly historic” when describing pockets of housing in the heritage district is counter to the spirit of the plan. Should be replaced with “contains pockets	Agreed.	45	That the second paragraph in Section 10.3.2 be revised to read:  While some of the housing stock is relatively new, the neighbourhood contains pockets of housing <del>which are truly historic</del> <i>that date back to the nineteenth century</i> , representing various time frames and a pleasing sense of “time depth”.

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		of housing that date back to the nineteenth century”.			
Local Residents	10.3.4 North Residential Neighbourhoods (Shawnmarr/Indian Heights and Credit Grove)	Object to Shawnmarr and Indian Heights being combined.	Within the city structure of the Official Plan, both Shawnmarr, and Indian Heights are located within the same “Neighbourhood” element. The different characteristics of each area are recognized in-part by their different land use designations. Shawnmarr is designated Medium Density and Indian Heights is designated Residential Low Density II.	46	No action required.
Planning and Building	10.3.4.1 a. North Residential Neighbourhoods	Policy states that the predominant characteristics of these areas will be preserved including existing low rise building heights.	Single storey bungalows are common on a number of streets; however, that should not preclude modestly taller buildings that are still considered low rise in nature. Use of the word “existing” could lead to confusion as the Official Plan indicates neighbourhoods are intended to be stable but not static. Policy should remain; however, the word “existing” should be removed.	47	That 10.3.4.1 a. be revised to read as follows:  a. <del>existing</del> low rise building heights;

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Planning and Building	10.3.4.2 North Residential Neighbourhoods	Policy states that a third storey may be permitted, subject to compatibility with adjacent properties.	<p>A large portion of the North Residential Neighbourhood is designated “Residential Low Density II” II which permits a range of residential uses, including: detached, semi-detached, duplex, triplexes, street townhouses and other forms of low-rise dwellings with individual frontages. Although single storey bungalows are common on a number of streets; that should not preclude modestly taller buildings that are still considered low rise in nature.</p> <p>A triplex is an example of a permitted use that could exceed two storeys, therefore, the policy needs to be revised.</p>	<p>48</p> <p>That 10.3.4.2 be deleted and replaced with:</p> <p><u><i>New development is encouraged to reflect 1 to 2 storey residential building heights and should not exceed 3 storeys.</i></u></p>
Planning and Building	10.3.4.5 b.North Residential Neighbourhoods	Policy states that development of lands adjacent to the railway should have a maximum height generally equivalent to a 2 storey residential building.	It is important to qualify that concern for height relates to larger land intensive uses such as warehousing, self- storage, and manufacturing, where floor to ceiling heights can be taller than typical residential buildings in the area. In addition, the size of the building floorplate, combined with the height of the building, could result in massing	<p>49</p> <p>That 10.3.4.5 b. be revised to read as follows:</p> <p>have a maximum height generally equivalent to a 2 storey residential building <u><i>for warehousing, self-storage, wholesaling and manufacturing.</i></u></p>

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			on site that is not compatible with the character of the area.		
Public	10.3.5.1 c South Residential Neighbourhoods	Policy states the predominant characteristics of the area will be preserved including the physical and visual access to Lake Ontario.  Concern has been raised that it will be interpreted as permitting access across private properties.	This policy was not intended to permit access over private land, but to describe access and views to the lake from parks and the terminus of streets. For clarity policy should be revised.	50	That 10.3.5.1 c. be revised to read:  The physical and visual access to Lake Ontario <u>from parks and the terminus of streets;</u>
Public	10.3.5.4 South Residential Neighbourhoods	Policy states that development between the lake and the continuous lakefront trail should provide ample side yards to ensure visual access to the lake between buildings.	Upon further review, it is noted that visual access to the lake between residential houses can be affected by numerous issues other than width of side yards, such as landscaping, fencing, gates, depth of property.  Further, the built form guide only identifies view corridors at the terminus of streets and through parks. There are no identified view corridors across side yards of residential lots.	51	That 10.3.5.4 be deleted.

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Public, Cranberry Cove Ratepayers	10.3.5 South Residential Neighbourhoods	This precinct includes Hiawatha and Cranberry Cove which are separated from each other and should be identified separately.	While these neighbourhoods are geographically separated, the planning policies are equally applicable as both are largely planned as Residential Low Density 1 areas, that are located between the Lake Ontario Shoreline and Lakeshore Road.	52	No action required.
Cranberry Cove Ratepayers	10.3.5 South Residential Neighbourhoods	A description reflecting the history of Cranberry Cove should be included.	The Local Area Plan in Section 2.0 Historical Context includes a general description of the history of the area.  Including additional history just related to Cranberry Cove, could be confusing as it is not part of the Heritage Conservation District.	53	No action required.
Cranberry Cove Ratepayers	10.3.5, South Residential Neighbourhoods	Second sentence states “these predominately stable residential areas will be maintained” lacks teeth and should require the measurement of roof heights to the highest point on the ridgeline of the roof	The method of measuring the height of a building is more appropriately addressed through the Zoning By-law.	54	No action required.

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		and not to the mid-point of the roof apex.			
Cranberry Cove	10.3.5 South Residential Neighbourhood	Cranberry Cove enjoys a healthy tree canopy which is slowly being reduced year by year.	Section 7.2 Urban Forest in the Local Area Plan speaks to encouraging improvements to the urban forest. In addition, the City has a Private Tree Protection By-law that protects and enhances Mississauga's tree cover while respecting a landowner's rights to make changes to the landscape of their property in an environmentally responsible manner.	55	No action required.
Public	10.3.5 South Residential Neighbourhood	The Hiawatha Neighbourhood requires changes to control overbuilding, including replacing FSI with building footprint. It is essential that regulations are in place (height, mass, footprint) to preserve the areas character and prevent monster	The Local Area Plan is intended to provide broad general policies related to neighbourhoods (e.g. an area should be low density residential). Specific regulations about the residential buildings within the neighbourhood are best addressed through the Zoning By-law.  A number of the issues raised were reviewed in the study of zoning for the Hiawatha Neighbourhood, which resulted in City Council adopting a	56	No action required.



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		homes.	number of recommendations to change the Zoning By-law for the area.		
Public	10.3.5 South Residential Neighbourhood	Prefer that a third storey not be permitted in Neighbourhoods.	<p>Upon further review, the maximum height permitted in the South Residential Neighbourhoods has been reduced from 3 storeys to 2 storeys to reflect the character and land use designation of the area.</p> <p>Policy 10.3.5 has been revised to state that “New development will have a maximum height generally equivalent to 2 storeys”. Use of the phrase “generally equivalent” is necessary as it provides a small measure of flexibility, while reinforcing that built form should “fit” into a context of 1 to 2 storey buildings.</p> <p>Use of the term “generally equivalent” allows a property owner to make modest changes to a roof line and convert attic space above a second storey into habitable area, subject to a rezoning or variance process.</p>	57	<p>That policy 10.3.5.2 be revised to read as follows:</p> <p><u><i>New development will have a maximum height generally equivalent to 2 storeys.</i></u></p>


Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Public	10.3.6 Mainstreet (Neighbourhood)	Height limit should be changed from a maximum of 4 storeys to a maximum of 3 storeys along Lakeshore Road.	Recognizing that the principal Official Plan permits a maximum of 4 storeys in Neighbourhoods, it is appropriate in Port Credit to permit the 4 storey height limit along the Lakeshore Road corridor. There are existing examples of 4 storey buildings along Lakeshore Road that are compatible with adjacent low density residential neighbourhoods. Unlike the Community Node Mainstreet Precinct there is not the same existing context, including heritage buildings, to require a 3 storey height limit.	58	No action required.
<b>Section 12: Land Use Designations (Permitted Uses &amp; Density) and Section 13: Special &amp; Exempt Sites</b>					
Planning and Building	12.0 Land Use Designations, first paragraph	Introductory paragraph references Schedule 3: Port Credit Local Area Plan Land Use Map.	For consistency, Schedule 10 Land Use Designation in the principal Official Plan document will be the only schedule identifying land use designations in the City. Schedule 3 is to be removed.	59	That the second sentence in the first paragraph of Section 12.0 be revised to read:  <i>Schedule 3: Port Credit Local Area Plan Land Use Map, <del>Schedule 10 (Land Use Designations) of the principal document,</del> identifies the use of land permitted and will be read in conjunction with the other schedules and policies in the Plan.</i>

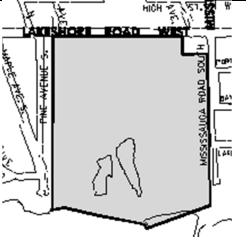
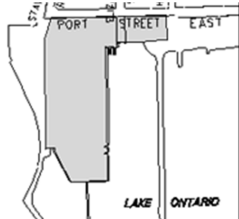
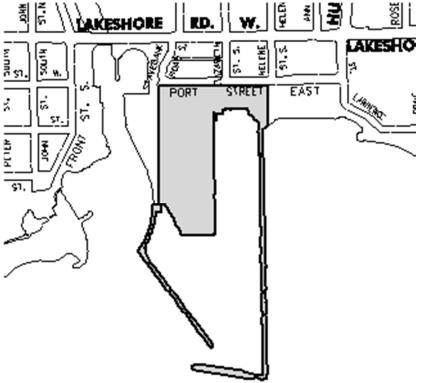
Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Planning and Building	12.4 Residential Land Use Designation – Medium Density	Concern that when the phrase “will be permitted” is used to list uses under a land use designation it may be interpreted to mean uses will be permitted regardless of circumstances. The use of the phrase “may be permitted” better reflects intent of the plan.	<p>Change is required in order to be consistent with proposed modifications to the principal Official Plan where the phrase “will be permitted” has been replaced with “may be permitted”.</p> <p>Where policy is recognizing an existing use it is appropriate to continue to use the phrase “will be permitted”.</p> <p>Where a policy is restricting uses it is appropriate to use the phrase “will be restricted”.</p>	60	<p>That policy 12.4.1 be deleted and replaced with:</p> <p><u><i>Notwithstanding the Residential Medium Density policies of the Plan, the following additional use may be permitted:</i></u></p> <p style="padding-left: 40px;"><i>a. low rise apartment dwellings</i></p> <p><u><i>Notwithstanding the Residential Medium Density policies of the Plan, the following additional use will be permitted:</i></u></p> <p style="padding-left: 40px;"><i>a. existing office uses</i></p> <p>That policy 12.7.1 be amended to replace “use will be permitted” to <u><i>“use may be permitted”</i></u></p>
Local Residents and property owners interested in redeveloping properties	Floor Space Index (FSI)	The Port Credit Local Area Plan proposes to remove the use of FSI. Whereas, the Mississauga Official Plan (2011) identifies permitted FSI ranges for lands that are designated Medium Density	<p>Infill and redevelopment within Port Credit should focus on achieving a built form that complements the character of the area and not on the overall amount of floor area that can be built on a site.</p> <p>The use of FSI can detract from the importance of design policies in the Official Plan by establishing what is often</p>	61	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
		<p>and High Density.</p> <p>It has been requested by some local residents and ratepayer groups that the existing FSI figures be reintroduced so as to provide additional control for new high density residential development.</p> <p>Weston Consulting, representing a property owner interested in redeveloping two residential lots in the Central Residential Precinct has also questioned the lack of permitted density ranges and believes there should be some general maximum density requirements, rather than simply relying upon</p>	<p>argued as “as-of-right” density.</p> <p>There are numerous factors that influence the appropriate FSI for a development and make it difficult to use a generic FSI figure in an infill situation in Port Credit, including:</p> <ul style="list-style-type: none"> <li>• use of stepbacks (e.g. FSI will decrease with extent to which stepbacks are used on the upper floors of a building);</li> <li>• character of area (e.g. development in a residential neighbourhood requires more landscaping than a more urban mixed use area which affects the appropriate FSI figure);</li> <li>• height gradation and transition in the area (e.g. decreasing building height for purposes of transition will be reflected in the FSI figure);</li> <li>• size of site (the amount of permissible floor area can vary dramatically based on site of site, and does not necessarily reflect built form for the area); and,</li> <li>• above ground parking is not</li> </ul>	


Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
		<p>maximum height limitations and massing models based on Built Form Guidelines.</p>	<p>included in FSI calculation but can affect the built form.</p> <p>The current FSI limits on high density residential sites (1.0 - 1.8) does not necessarily reflect infill development envisioned for various areas in Port Credit. For example, the Regatta building, which is often used as a good example of waterfront development, is a 6 storey building transitioning to 3 storeys with an FSI of 2.5, which is almost 40 percent higher than the permitted maximum FSI limit of 1.8.</p> <p>It has been suggested that the Northshore development, constructed at the northeast corner of Hurontario Street and Lakeshore Road could be used as an example of an appropriate FSI figure for development in Port Credit. The FSI for this site is 4.7, however, it is not necessarily an appropriate comparable for other infill sites given its large size (i.e. 1.04 ha) and its approval included a combination of buildings (i.e. a 22 storey building and two 7</p>	


Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>storey buildings), as well as a commercial podium.</p> <p>As noted above, providing an alternative FSI that can be used for all development in Port Credit is difficult.</p> <p>Maximum FSI requirements still remain in the zoning by-law.</p>		
Planning and Building	13.0 Special Sites	Concern that when the phrase “will be permitted” is used to list uses under Special Site it may be interpreted to mean uses will be permitted regardless of circumstances. The use of the phrase “may be permitted” better reflects intent of the plan.	<p>Change is required in order to be consistent with proposed modifications to the principal Official Plan where the phrase “will be permitted” has been replaced with “may be permitted”.</p> <p>Where policy is recognizing an existing use it is appropriate to continue to use the phrase “will be permitted”.</p> <p>Where a policy is restricting uses it is appropriate to use the phrase “will be restricted”.</p>	62	<p>That special site policies 13.1.4.2 a., and 13.1.9.3 a.</p> <p>be amended to replace “use will be permitted” to <u>“use may be permitted”</u></p>
Planning and Building	13.1.1 Special Site 1	Policy requiring access from Lakeshore Road only, is overly restrictive regarding future road network.	<p>There may be opportunity, subject to type and volume of traffic, to extend Queen Street West and further the fine grain road pattern in the area, as part of a development application.</p> <p>Additionally, it may be</p>	63	<p>That 13.1.1.2 be revised to read:</p> <p>Notwithstanding the provisions of the Business Employment designation, <u>and the Desirable Urban Form policies</u>, the following additional policies will apply:</p> <p>a. development (including</p>


Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		<p>Neighbourhood Height limit of 3 storeys for office uses may be overly restrictive.</p>	<p>appropriate to allow access to Wesley Street for emergency vehicles.</p> <p>Upon further review, given the size of the parcel of land, and adjacency to Credit Landing Plaza, which has a height limit of 4 storeys, it would be appropriate to permit maximum building height of 4 storeys for secondary office uses, whereas policies permit a maximum height of 3 storeys.</p>		<p>servicing) will be permitted following the filing of a Record of Site Condition (RSC) on the Ministry of Environment's Registry in accordance with Ont. Regulation 153/04 as amended; and</p> <p><del>vehicular access to the site will be from Lakeshore Road West only, with no access permitted from the surrounding residential streets</del></p> <p><i>b. <u>vehicular access to the site will be provided from Lakeshore Road West through an existing easement. Access from surrounding residential streets will only be permitted subject to addressing the potential extension of Queen Street West, and the appropriateness of the volume and type of traffic that would be accommodated on residential streets; and</u></i></p> <p><i>c. <u>building heights for secondary offices uses will be a maximum of 4 storeys.</u></i></p>
Transportation and Works	13.1.3 Special Site 3	Addition policies required to address	Agreed.	64	That 13.1.3.3 a. be revised to read: a. <del>determine contamination on</del>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
		potential contamination.		<p>the site determine the type(s) and extent of contamination on the site, investigate remedial strategies and identify any constraints with respect to land uses proposed for the site;</p>
Strategic Community Initiatives	<p>13.1.8 Special Site 8</p> 	Limits of the Special Site should be expanded to include breakwaters (including Ridgetown).	Agreed.	<p>65 That 13.1.8 site map be replaced with the following:</p>  <p>That 13.1.8.2 be revised to read:</p> <p>Notwithstanding the provisions of the Mixed Use <i>and Greenbelt</i> designations and the Desirable Urban Form policies, the following additional policies will</p>




Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
				<p>apply:</p> <ul style="list-style-type: none"> <li>a. marina, boat repair, service and storage will be permitted; and</li> <li>b. further study is required to determine the appropriate type of redevelopment on these lands</li> </ul> <p>That in the Port Credit Local Area Plan, Schedule 1, Schedule 2A and 2B and the Land Use Designation Schedule be revised to include the Ridgetown breakwater.</p>
Canada Lands Corporation	13.1.8 Special Site 8	Recommend deferring site-specific policies on the property until master plan has been completed.	The preparation of the Master Plan has included significant public engagement. The City initiated Inspiration Port Credit project will be undertaking an Official Plan Amendment for these lands once the Master Plan is adopted.	66 No action required.
Community Services, Heritage	13.1.12 Special Site 12 	The objective of having the greatest heights and density in close proximity to the GO station needs to be tempered as there are several heritage resources in the area that are 2	The special site policies around future development around the GO station and future LRT stop should recognize that heritage resources have to be considered in any comprehensive master plan.	67 That the second sentence in 13.1.12.3 be revised to read:  A comprehensive master plan will be prepared to the City's satisfaction that will address, among other matters, land use, built form and transportation, <u>and heritage resources</u> .

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
<p>John Cassan And Beacon Planning Services representing owners of properties on the west side of Stavebank Road</p>	<p>13.1.13 Special Site Policies  Six properties fronting Stavebank Road, South of High Street</p>	<p>storeys in height.</p> <p>The differential between the permitted heights on the east side of Stavebank (10 storeys) and the west side of Stavebank (4 storeys) is not so much a transition as an abrupt stop.</p> <p>Height limit of 8 storeys at High Street, stepping down to 2 storeys on Lakeshore Road would be more appropriate.</p>	<p>Upon further review, staff note that redevelopment of this block can contribute positively to area as existing streetscape lacks a cohesive presence as setbacks and built form provide little sense of predictability and legibility of the streetscape.</p> <p>Most southerly properties are within the Mainstreet Precinct which has a 3 storey maximum height limit; however, depth of this precinct does vary.</p> <p>A six storey building can be accommodate on the site and is generally consistent with the direction in the Local Area Plan and Built Form Guide.</p> <p>There are, however, aspects that need further review, including confirming any necessary transition or stepback in building height from the Lakeshore Road commercial area, St. Andrews Church, and along Stavebank Road.</p> <p>The City is concerned that a taller building of 8 storeys will have, amongst other matters,</p>	<p>68</p> <p>That 13.1 of the plan be amended by adding the following:</p>  <p><b>13.1.13 Site 13</b></p> <p><b>13.1.13.1</b> <u>The lands identified as Special Site 13 are located west of Stavebank Road, south of High Street and north of Lakeshore Road East.</u></p> <p><b>13.1.13.2</b> <u>Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 6 storeys and a minimum of 2 storeys, subject to:</u></p> <ol style="list-style-type: none"> <li><u>Appropriate transition to buildings fronting Lakeshore Road East;</u></li> <li><u>Appropriate transition to St. Andrews Church; and</u></li> <li><u>Appropriate stepbacks from</u></li> </ol>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
			adverse impacts (e.g. shadows) on land to the north (St.Andrews church) and the pedestrian realm along Stavebank Road. Therefore, the appropriateness of additional height should be reviewed through a development application where detail information on massing and built form can be assessed.	<u>Stavebank Road, above the third storey.</u>
Planning and Building	13.1 Special Site Policies Ports Hotel 30 Port Street East	The Ports Hotel has a 7 <sup>th</sup> floor that is not stepped back from the 6 <sup>th</sup> floor as indicated in the Draft Local Area Plan.	The 7 <sup>th</sup> floor is modest in size (represents approximately 15 percent of an average floor plate for the building) and as such it is appropriate to include as a special site.	69 That 13.1 of the plan be amended by adding the following:  <u>13.1.14 Site 14</u> <u>13.1.14.1 The lands identified as Special Site 14 are located on the north side of Port Street East and the west side of Elizabeth Street South.</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<p><u>13.1.14.2 Notwithstanding the provisions of the Desirable Urban Form policies, building heights will be a maximum of 7 storeys.</u></p>
<p>Planning and Building</p>	<p>13.1. Special Site Policies</p> <p>91-93 &amp; 99 Lakeshore Road East and 42 Port Street East, South side of Lakeshore Road East, east of Stavebank Road</p>	<p>Recognition of City Council approval in principle of the proposed No Frills Property redevelopment.</p>	<p>The Planning and Development Committee on June 11, 2012 approved in principle an application to redevelop the No Frills supermarket site.</p> <p>At the time of the preparation of this report, the implementing Official Plan Amendments have not yet been brought forward for adoption by City Council and gone through the statutory appeal period.</p> <p>Once the appeal period has been completed, it would be appropriate to include a special site policy into the Local Area Plan permitting the proposed development.</p>	<p>70</p>	<p>No action required at this time.</p> <p>A recommendation has been added to the Corporate Report associated with this table that directs staff to update the Port Credit Local Area Plan, as appropriate, to incorporate Official Plan Amendments currently approved by City Council, but not yet in force and effect, if no appeals to the site specific Official Plan Amendments are received.</p>
<p>Dr. Edwards, 46 Port Street East</p>	<p>13.1 Special Site</p>	<p>Recommend new Special Site Policy for block bound by Elizabeth St., Helene St., Port St., and Lakeshore Rd. to require a comprehensive</p>	<p>A comprehensive master plan is not required for any specific block or the entire precinct as majority of the land has been considered through review of previous development applications or will be considered through "Inspiration</p>	<p>71</p>	<p>No action required.</p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		<p>master plan for the area.</p> <p>Recommend making entire Harbour Mixed Use District subject to a comprehensive plan.</p> <p>Recommend policy to recognize opportunities to share parking and consolidate driveways in the Node and Harbour Areas</p>	<p>Port Credit". Review of development applications also provides opportunity to consider implications on adjacent properties.</p> <p>The Local Area Plan includes policies 9.2.1 and 10.2.1.5 which address reduced parking and minimizing vehicular access points.</p> <p>City has the ability to address issues such as compatibility and shared parking through development review process. For example, staff recommended the proposed No Frills redevelopment include a "knock-out" panel to provide for the possibility of future shared underground parking.</p>		
Townsend and Associates	<p>13.2.2 Exempt Site 2</p> <p>305-315 Lakeshore Road West</p> <p>Southside of Lakeshore Road West, east of Pine Street South</p>	<p>Draft Local Area Plan does not recognize the existing motor vehicle sales establishment.</p>	<p>Site was previously occupied by Briarwood Chev-Olds car dealership which was partially redeveloped with a Shoppers Drug Mart and medical office building. Last remnant parcel is occupied by Peel Chrysler Fiat.</p> <p>A car dealership does not reflect the long term vision for this portion of Lakeshore Road as a commercial main street.</p>	72	<p>That 13.2.2 site map be replaced with the following:</p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
			<p>However, it is appropriate to recognize this legally existing use and should be included as an Exempt Site.</p>	 <p>That 13.2.2.1 be revised to read as follows:</p> <p>The land identified as Exempt Site 2 are located on the north side of Lakeshore Road Wet, west of Wesley Avenue, <u>and on the south side of Lakeshore Road West, east of Pine Avenue South.</u></p>
Frank Giannone	Ports Hotel	Policies do not encourage the Ports Hotel redevelopment as the heights are restrictive.	<p>The Ports Hotel is 6 to 7 storeys in height. Although the area may benefit from redevelopment, the implications on planning for the area have to be considered (e.g. if good planning to permit greater height on this site, then should other sites in the area also permit greater heights).</p> <p>Encouraging renovation to the existing building through a</p>	73 No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>community improvement plan may be an acceptable alternative to redevelopment.</p> <p>Additional planning review can be done without a special site designation. Inspiration Port Credit should help to understand future development in the area and associated implications of additional height. Upon completion of Master Plan for marina property it may be necessary to review heights in the area.</p>		
Frank Giannone	Elmwood Plaza, north east corner of Elmwood Road and Lakeshore Road East	Policies pertaining to height do not encourage redevelopment of Elmwood Plaza to support main street environment.	<p>The Local Area Plan policies for the site permit a 4 storey mixed use development that is supportive of a main street environment, while limiting the impact on adjacent residential properties.</p> <p>Requests for additional height can be reviewed in detail through an Official Plan Amendment.</p>	74	No action required.
Frank Giannone	City/LCBO parking lot	Policies do not encourage redevelopment conducive to main street	The City owned parking lot plays an important role in the parking supply for Port Credit.	75	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Planning and Building	Special Site & Exempt Site Map	Summary map should be revised to include additional special sites.	Agreed.	76	That the map in Section 13 identifying the locations of all Special & Exempt Sites be revised to reflect changes and additions associated with: Special Site 13, Special Site 14, Special Site 8, and Exempt Site 2.
<b>Section 14 Implementation</b>					
Port Credit Village Project	Granting bonuses for height and/or density	<p>Support the use of Section 37. More clarification to the process is required and it should be transparent.</p> <p>Priority are public spaces as focal points in the urban landscape. Public art is a final layer for creating quality spaces.</p>	<p>The policies in the principal Official Plan document permit the use of Section 37. As well, Corporate Policies and Procedures are in place for the use of Section 37. It is noted in the Corporate Policies that staff prepare a Section 37 report for City Council to consider prior to enactment of the amending Zoning By-law.</p> <p>In addition to suggestions made by PCVP, potential benefits could include parks, community and recreation spaces, streetscape improvements, affordable housing, heritage and additional employment uses. However, additional community consultation is required in order to prepare a more specific list as per policy 14.2 in the Local Area Plan.</p>	77	No action required.



Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
<b>Schedule 2A Port Credit Neighbourhood Height Limits  (Please refer to Section 10.0 Desirable Urban Form for additional discussion on height limits)</b>				
Planning and Building	Schedule 2A, Notes Section	Clarify that the Zoning By-law determines the appropriate height as measured in metres.	<p>The Mississauga Official Plan addresses building heights in terms of the number of storeys. To be consistent, the Local Area Plan uses the same approach.</p> <p>The Zoning By-law provides information pertaining to height and its measurement in metres, including issues such as where to start measuring the height of a building.</p> <p>A note should be included to emphasize to the reader that building height is both a function of storeys (as identified in the Official Plan) and of metres (as measured in the Zoning by-law).</p>	<p>78</p> <p>That Schedule 2A be revised by adding an additional bullet under the heading Notes that reads:</p> <p><i><u>Building heights, as measured in metres, are regulated through the zoning by-law.</u></i></p>
Planning and Building	Schedule 2A, Permitted height on Vacant Former Refinery	Schedule 2A should show heights for the Vacant Former Refinery.	To be consistent with treatment of the two key waterfront sites (i.e. former refinery and marina) that are being reviewed by “Inspiration Port Credit”, it is appropriate to remove height limits on the Imperial Oil property (excluding the portion fronting Lakeshore Road which is part of the Mainstreet	<p>79</p> <p>That Schedule 2A Port Credit Neighbourhood Height Limits be revised on the Vacant Former Refinery so that the height limits (in storeys) be deleted:</p> <p><del>1 to 3</del></p> <p>and replaced with:</p> <p><i><u>To Be Determined</u></i></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>Precinct).</p> <p>As the City initiated Inspiration Port Credit project will review and confirm the height limits for the site, it is appropriate to remove reference to height limits so as to avoid confusion as to a City position.</p>		
<p><b>Schedule 2B Port Credit Community Node Height Limits</b>  <b>(Please refer to Section 10.0 Desirable Urban Form for additional discussion on height limits)</b></p>					
Planning and Building	Schedule 2B, Notes Section	Clarify that the Zoning By-law determines the appropriate height as measured in metres.	<p>The Mississauga Official Plan addresses building heights in terms of the number of storeys. To be consistent the Local Area Plan uses the same approach.</p> <p>Given number of high rise apartment buildings in the node, it is appropriate to include additional explanation pertaining to floor to ceiling heights.</p>	80	<p>That Schedule 2B Port Credit Community Node Height Limits be revised by adding an addition bullet point that reads as:</p> <p><i><u>Building heights, as measured in metres, are regulated through the zoning by-law. As a general guide to converting storeys to metres for new development, a height of 3.1 metres may be used. Typically there may be modest increases in height for lobby areas and/or commercial space.</u></i></p>
Planning and Building	Schedule 2B, Height Limits on lands south of Lakeshore Road mainstreet between Front Street South and the Credit River.	Schedule indicates height limit is 2 storeys, however all other areas provide both a minimum and maximum limit for building heights.	For consistency, the height limit should be revised to reflect a minimum building height limit of 1 storey and a maximum height limit of 2 storeys, given lands are located adjacent to the Credit River.	81	That Schedule 2B Port Credit Community Node Height Limits be revised for lands south of Lakeshore Road mainstreet precinct that are between Front Street South and the Credit River, so that that height limits (in storeys) be revised as follows: <u>1 to 2</u>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Canada Lands Corporation	Schedule 2B, Permitted Height On Marina	The marina property is currently undergoing a detailed review and it would be appropriate to defer policies on the height limits	Canada Lands Corporation has prepared a master plan for the site which recommends some additional height.  As the City initiated "Inspiration Port Credit" is preparing a Master Plan that should be completed in the near future and will review and confirm the height limits for the site, it is appropriate to remove reference to height limits so as to avoid confusion as to a City position on heights.	82	That Schedule 2B Port Credit Community Node Height Limits be revised on the Canada Lands Corporation marina site so that the height limits (in storeys) be deleted:  <del>2 to 3-6 and 2-3</del>  and replaced with:  <u>To Be Determined</u>
Planning and Building	Schedule 2B, Height Limits on lands south of the Lakeshore Road Mainstreet Precinct between the Credit River and Canada Lands Corporation Marina property	Schedule is not clear as to the height limits if marina property is identified as To Be Determined.	Upon further review, these lands should have a minimum building height of 1 storey and a maximum building height of 2 storeys given lands are adjacent to the Credit River and are primarily used for recreational purposes.	83	That Schedule 2B, Port Credit Community Node Height Limits, be revised for the lands south of the Lakeshore Road Mainstreet Precinct between the Credit River and Canada Lands Corporation Marina property to read:  <u>1 to 2</u>
Planning and Building	Schedule 2B, Height Limits on lands north of the Lakeshore Road Mainstreet Precinct that are between	Requirement for a minimum 2 storey height limit is not necessary given recreational uses that are included in	Upon further review these lands should have a minimum building height requirement of 1 storey. It is not appropriate to require expansion to any recreational building to be two	84	That Schedule 2B Port Credit Community Node Height Limits be revised on the lands north of the Lakeshore Road Mainstreet Precinct that are between Front Street North and Stavebank Road North so that the

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
	Front Street North and Stavebank Road North	this area.	storeys given location in or adjacent to the Credit Valley.  Height requirement for mixed-use buildings fronting Stavebank road are addressed through a special site policy.		height limits be deleted: <del>2 to 4</del>  And replaced with: <u>1 to 4</u>
<b>Land Use Designations</b>					
Planning and Building	Schedule 3, Draft Port Credit Local Area Plan Land Use Map	Official Plan should not have multiple Land Use Schedules	<p>For consistency, Schedule 10 Land Use Designation in the principal Official Plan document is to be the only schedule identifying land use designations in the City.</p> <p>Although appropriate to include land use designation schedule when circulating a draft Local Area Plan for comment, it should be removed in the final document. Readers will have to refer to the principal document Schedule 10 Land Use Designations. As an appendix to this report, a summary of the changes to be made to the Land Use Designation Schedule is provided.</p> <p>Proposed changes to land use designations will be made to Schedule 10 Land Use Designations of the principal</p>	85	Schedule 3, Port Credit Local Area Plan Land Use Map to be deleted.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			document.		
<p>Zelinka Priamo 375 Lakeshore Road West &amp; 14 Ben Machree Drive</p>	<p>Land Use Designation – Schedule 10  From “Residential Medium Density” and “Residential Low Density I” to “Residential Medium Density – Special Site”</p>	<p>An application has been submitted to redesignate the two properties to Residential Medium Density Special Site to permit 19 townhouse dwellings with a height of 4 storeys. It is requested that the Land Use designation map be modified to reflect the requested redesignation.</p>	<p>The Planning and Development Committee on June 4, 2013, approved in principal an application to permit eighteen townhouses that are four storeys in height.  At the time of the preparation of this report the implementing Official Plan Amendments have not yet been brought forward for adoption by Council and gone through the statutory appeal period.  Once the appeal period has been completed it would be appropriate to include the special site policy, and redesignated rear lands of 14 Ben Machree Drive as “Medium Density – Special Site”.</p>	86	<p>No action required.  A recommendation has been added to the Corporate Report associated with this table that directs staff to update the Port Credit Local Area Plan, as appropriate, to incorporate Official Plan Amendments currently approved by City Council, but not yet in force and effect, if no appeals to the site specific Official Plan Amendments are received.</p>
<p>Zelinka Priamo 345, 361, 371 Lakeshore Road West</p>	<p>Land Use Designation – Schedule 10</p>	<p>The proposed redesignation from “Residential High Density” to “Residential Medium Density” residential will significantly alter the value of</p>	<p>Upon further review it is noted that:  Mississauga Official Plan permits in policy 16.1.2.5 medium density uses as infill on High Density Residential sites.  In addition, there are other Neighbourhoods in the city</p>	87	<p>The High Density Residential designation should remain.</p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		property	which contain High Density residential designations, and as such the continuation of a High Density residential designation on this property is appropriate.		
Credit Valley Conservation 35 Front St	Land Use Designation – Schedule 10	Natural Hazards Overlay should apply to site.	Agreed	88	That Schedule 10 be revised to include the Natural Hazards overlay for 35 Front Street
Planning and Building 35 Front St	Land Use Designation – Schedule 10	Proposed redesignation from Residential High Density to Mixed Use is not supportive of the Heritage Conservation District	Upon further review it is noted that the Heritage Conservation District Plan’s first objective is to maintain the districts predominately low-density residential character and it limits the properties where mixed-uses are permitted to those directly opposite Marina Park.  Although 35 Front Street is within the Community Node, the Heritage Conservation District policies need to be respected.	89	Residential High Density designation should remain.
Peter Nolet	42 Front Street South and 45 John Street South	Request redesignation from Residential Low Density I to Mixed Use	Upon further review it is noted that the Heritage Conservation District Plan’s first objective is to maintain the districts predominately low-density residential character and it	90	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			<p>limits the properties where mixed-uses are permitted to those directly opposite Marina Park.</p> <p>The Heritage Conservation District policies need to be respected.</p>		
<b>Port Credit Built Form Guide</b>					
Davies Howe, on behalf of F.S.6810 Limited Partnership,	Application Of entire Built Form Guide When Reviewing Development Applications	Built form guide if interpreted by staff as illustrating planning requirements, will result in unduly restrictive interpretation of the policies of the plan which does not recognize the uniqueness of development on individual sites.	Through the development review process, staff have the opportunity to review and address any relevant unique issues associated with individual sites. The Local Area Plan states that the Guide demonstrates how the urban form policies <u>can be</u> achieved which allows for flexibility in reviewing applications. In order to effectively illustrate how developments can reflect the unique characteristics of the area and the City's vision, it is important that the guide provide information that can then be used as a benchmark for development applications.	91	No action required.
Planning and Building	1.2 Purpose	Guide should be clear that there should be some	When reviewing development applications, there can be circumstances which may result	92	That Section 1.2 Purpose be revised to include the following sentence at the

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
		flexibility when reviewing developments.	in deviation from direction in the Guide. It is appropriate to include statement in the Guide that acknowledges flexibility should be provided.	end of the section: <u>Depending on the context or site, exceptions and variation from the Built Form Guide may be considered at the discretion of the City, in order to provide some flexibility.</u>
Planning and Building	2.2 Planned Building Heights	Guide should elaborate on location of buildings with the greatest heights	Explanation should be provided regarding location of buildings with the greatest heights and how a few existing buildings exceed planned height limits	93 That Section 2.2 Planned Building Heights be revised to include the following:  <u>In general, buildings with the greatest heights should be limited to sites that can be used for way-finding and/or landmark locations.</u>  <u>In a limited number of situations, existing building heights exceed the maximum limits. However, the intent of the Guide and related Area Plan policies is to generally reinforce the prevailing character, as opposed to increasing the overall height of buildings in the area.</u>
Planning and Building	2.3.2 Central Residential Precinct	Guide should discuss vicinity of the GO Station	The Guide should recognize that the immediate vicinity around the GO station is intended to be more urban that the remaining central residential precinct and is subject to additional study.	94 That Section 2.3.2 Central Residential Precinct be revised to include the following:  <u>The vicinity between the GO station and future LRT stop on Hurontario Street has the potential to accommodate the greatest heights in the area and may have a more urban built form in order to provide a more conducive environment</u>



Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan
				<i>for pedestrians walking between the LRT stop and GO station. The specific heights, built form and land uses are subject to further study.</i>
Ministry of Culture and Tourism	2.3.3 Mainstreet Precinct	<p>The Riverside Precinct and Mainstreet Precinct appear to be directly adjacent to the Old Port Credit Heritage District.</p> <p>The Guide should make reference in development in these precincts being compatible / sympathetic to the Heritage District</p>	<p>The Mainstreet Precinct is located immediately adjacent to the Heritage District, and separates the Riverside Precinct from the Heritage District. In some locations, a small portion of the Heritage District is within the Mainstreet Precinct (south side of Lakeshore Road).</p> <p>Agree that Guide should include reference to new development in the Mainstreet Precinct should being compatible with the Heritage District. However, additional language is not needed for the Riverside Precinct.</p>	<p>95</p> <p>That Section 2.3.3 Mainstreet Precinct be revised to include the following:</p> <p><i><u>Buildings adjacent to the Old Port Credit Village Heritage Conservation District should be designed so that they are sensitive to and compatible with the adjacent built form.</u></i></p> <p><i><u>For lands on the south side of Lakeshore Road, between Mississauga Road and the Credit River , the Old Port Credit Village Heritage Conservation District applies.</u></i></p>
Michael Spaziani, speaking as an interested citizen	2.3.3 Community Node Mainstreet Precinct and 3.3.2 Neighbourhood Mainstreet Precinct	The Port Credit Directions Report called for a 45 degree setback from the centre of the street which in many cases would allow heights greater than 2 to 4	<p>The Direction Report and angular planes are an input when deciding how to accommodate future growth, however, it is not the definitive factor.</p> <p>When reviewing development applications a 45 degree angular plane is a starting point, which</p>	<p>96</p> <p>No action required.</p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		storeys	<p>may be subsequently refined based on the character of the area.</p> <p>Strict adherence to angular planes could promote precinct creep where lands are assembled that encroach and destabilize residential neighbourhoods.</p>		
Planning and Building	2.3.4 Harbour Mixed Use Precinct	Redevelopment of the marina property is subject to preparation of a master plan.	Guide should include reference that permitted built form on the marina lands will be determined through further study.	97	<p>That Section 2.3.4 Harbor Mixed Use Precinct be revised to include the following:</p> <p><u><i>The Port Credit Harbour Marina Lands are subject to further study through Inspiration Port Credit to determine appropriate heights, built form, and land uses.</i></u></p>
Bell	2.4.11 Pedestrian Realm / Streetscape	Concern with the description that “utilities are a significant hindrance to developing an appropriate streetscape” as it is negatively written and doesn’t recognize that utilities are part of a complete	Guide should revise wording so as to more appropriately reflect importance of utilities.	98	<p>That Section 2.4.11 Pedestrian Realm / Streetscape be revised to remove the sentence referencing utilities are significant hindrances and include the following:</p> <p><u><i>Utilities such as overhead wires and underground cables are important uses that occur within the road right of way. Careful consideration will be given when planning streetscape improvements such as tree planting, to ensure compatibility with utilities.</i></u></p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		community.			
Strategic Initiatives	2.4.15 Scenic Routes and Views	A mid-block view to the lake, between Stavebank Road and Elisabeth Street would be appropriate	Master Plan for the marina will address this issue in greater detail. The guide has been amended to illustrate potential view.	99	That the figure illustrating scenic views be revised to include a view corridor between Stavebank Road and Elisabeth Street.
Ministry of Culture and Tourism	2.4.18 Cultural Heritage Resources	Cultural Heritage policies in the Official Plan principal document and Old Port Credit Village Heritage District Conservation Plan should be repeated.	The Local Area Plan and Built Form Guide, to the extent possible do not duplicate existing policies found in the principal official plan document.  Section 1.1 of the Guide directs the reader to review other documents including Official Plan and Old Port Credit Village Heritage Conservation Plan.	100	No action required.
Community Services	2.4.18 Community Node Cultural Heritage Resources and  3.4.2 Neighbourhood Cultural Heritage Resources	Direction in the Guide to retain and enhance heritage resources should differentiate between heritage designated and heritage listed properties.	Guide should differentiate between designated and listed heritage properties	101	That section 2.4.18 Community Node Cultural Heritage Resources and section 3.4.2 Neighbourhood Cultural Heritage Resources be revised by deleting general comment that these structures will be retained and enhanced and replaced with the following:  <i><u>Designated properties are to be retained. The retention and enhancement of heritage listed properties is strongly encouraged.</u></i>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
<p>Weston Consulting, on behalf of Fabio Capobianco &amp; 175266 Ontario Inc. 41&amp;45 Park Street East</p>	<p>Section 2: Community Node Policies</p>	<p>Intersection Of Park Street and Elizabeth Street is a prominent intersection and a tall building will enrich the urban legibility.</p> <p>Built Form Guide conflicts with development of a 15 storey building at 41&amp;45 Park St. E,</p>	<p>Vision for Port Credit and any precinct is more that achieving the maximum height. The Local Area Plan and Built Form Guide identify a range of building heights that are considered appropriate.</p> <p>Building height is only one element of the Port Credit built form, and development of a site must consider a variety of issues (e.g. landscaping, streetscape, surrounding uses and character, etc.).</p> <p>The existing character of the area includes a variety of building heights. Not every site within the Central Residential Precinct should be expected to accommodate the maximum building height.</p>	<p>102</p>	<p>No action required.</p>
<p>Weston Consulting, on behalf of Fabio Capobianco &amp; 175266 Ontario Inc. 41&amp;45 Park</p>	<p>Section 2: Community Node Setbacks</p>	<p>The recommended setback on “Residential Streets” is 4.5 m to 7.0 m. limits development and impedes the creation of a</p>	<p>As a characteristic of the neighbourhood residential developments consistently have greater setbacks and larger landscaped areas to buffer uses from the street.</p> <p>Buildings closer to the street are encouraged along the</p>	<p>103</p>	<p>No action required.</p>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Street East		positive street-building relationship.	<p>mainstreet but not necessarily along residential streets.</p> <p>Mature trees and landscaping is an important attribute of the area, and setbacks reinforce this character.</p> <p>Opportunity exists through application to demonstrate why alternative is appropriate.</p>		
Weston Consulting, on behalf of Fabio Capobianco & 175266 Ontario Inc. 41&45 Park Street East	Section 2: Community Node Tower Separation	Minimum tower separation of 40 m should be reconsidered to allow for reasonable development assumptions	<p>A 40 m separation distance is based upon the existing character of the area and is appropriate. This is one of the factors that are to be used when evaluating a proposal.</p> <p>Individual site and proposed building circumstances may warrant deviation from 40 m; however, should be addressed through an application.</p>	104	No action required.
Weston Consulting, on behalf of Fabio Capobianco & 175266 Ontario Inc. 41&45 Park Street East	Section 2: Port Credit Community Node Site Size	Whether a small site is suitable for a tall building should not be solely evaluated by site dimensions.	<p>The relationship between the size of the site and size of a building is an important consideration so as to avoid a building overwhelming its site.</p> <p>The size of a site is one of the factors that are to be used when evaluating a proposal.</p> <p>Individual site and proposed</p>	105	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
			building circumstances may warrant deviation, which should be addressed through an application.		
Gavin Clark	Section 3 Neighbourhood Precincts – South Residential Precinct	Guide should address compatibility of new dwellings, replacement housing and additions.	Issue has been addressed through the Port Credit Infill Housing Study – Hiawatha Neighbourhood	106	No action required.
Planning and Building	Section 3.3.4 Vacant Former Refinery Precinct	Redevelopment of vacant former refinery is subject to preparation of a Master Plan	Guide should include reference that permitted built form on the marina lands will be determined through further study.	107	That Section 3.3.4 Vacant Former Refinery Precinct be revised to include the following:  <i><u>The Vacant Former Refinery Precinct, along with associated lands located in the Neighbourhood Mainstreet Precinct are subject to further study to determine appropriate heights, built form, and land uses.</u></i>
Transportation and Works	4.0 Environmental Sustainability	Include reference to additional documents related to environmental sustainability	Last paragraph should be revised to refer to stormwater management design information and guidelines	108	That the last paragraph in section 4.0 Environmental Sustainability be deleted and replace with:  <i><u>For more information, visit Canada Green Building Council for LEED-NC program, CVC/TRCA website for Low Impact Development Stormwater Management Planning and Design</u></i>

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
					<p><u>Guide, City of Mississauga Green Development Strategy and Stage One Development Standards and Mississauga Water Quality Control Strategy.</u></p>
Ministry of Culture and Tourism	Appendix: Should include appendix with reference to the Old Port Credit Heritage Conservation Plan	Including reference to the Heritage Conservation Plan would provide direction regarding preferred building construction / alteration	Reference to Port Credit Heritage Conservation Plan should be included; however, appropriate location is at beginning of the Guide which outlines other documents that have to be reviewed.	109	<p>That the last sentence in Section 1.1 How to Read the Built Form Guide, be revised to read:</p> <p>In addition, there may be other City initiatives and directions such as <u>Urban Design Guidelines, Old Port Credit Heritage Conservation Plan, Green Development Strategy</u>, which need to be consulted.</p>
<b>Other Comments</b>					
Public	Entire Plan	Need to preserve unique characteristics and prevent Port Credit from becoming just another condo / high rise conglomeration. Intensification should not be rationale for destroying neighbourhood.	Local Area Plan directs growth to the Community Node and Neighbourhoods are intended to be stable. New development does not have to mirror existing development, but needs to consider the character of the area.	110	No action required.

Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
Michael Spaziani, speaking as an interested citizen	Schedule 2A and 2B Community Node and Neighbourhood Heights  Section 10: Desirable Urban Form	On corridors that contain commercial uses the cost of land acquisition distorts development viability if heights are limited to 2-4 storeys. The plan should establish height whereby underground parking may be considered which is 6-8 storeys.	<p>The cost to acquire a property should not be the determining factor in establishing appropriate development for a site.</p> <p>Heights should reflect vision for the precinct, role it plays in the urban structure of the City's Official Plan, and surrounding context.</p> <p>Commercial, mixed-use, and live-work units that are between 2 and 4 storeys are possible development options for Lakeshore Road. Adding a floor to existing single or two storey buildings also represent potential development opportunity that can be accommodated within the Local Area Plan.</p> <p>Requests for additional height can be reviewed in detail through an Official Plan Amendment.</p>	111	No action required.
Michael Spaziani, speaking as an interested citizen	Entire Local Area Plan	Do not want a Local Area Plan where every application heads to the Ontario Municipal	The intent of the Local Area Plan is to achieve a built form that best reflects the policies of the Official Plan and the Vision for Port Credit. The extent to	112	No action required.



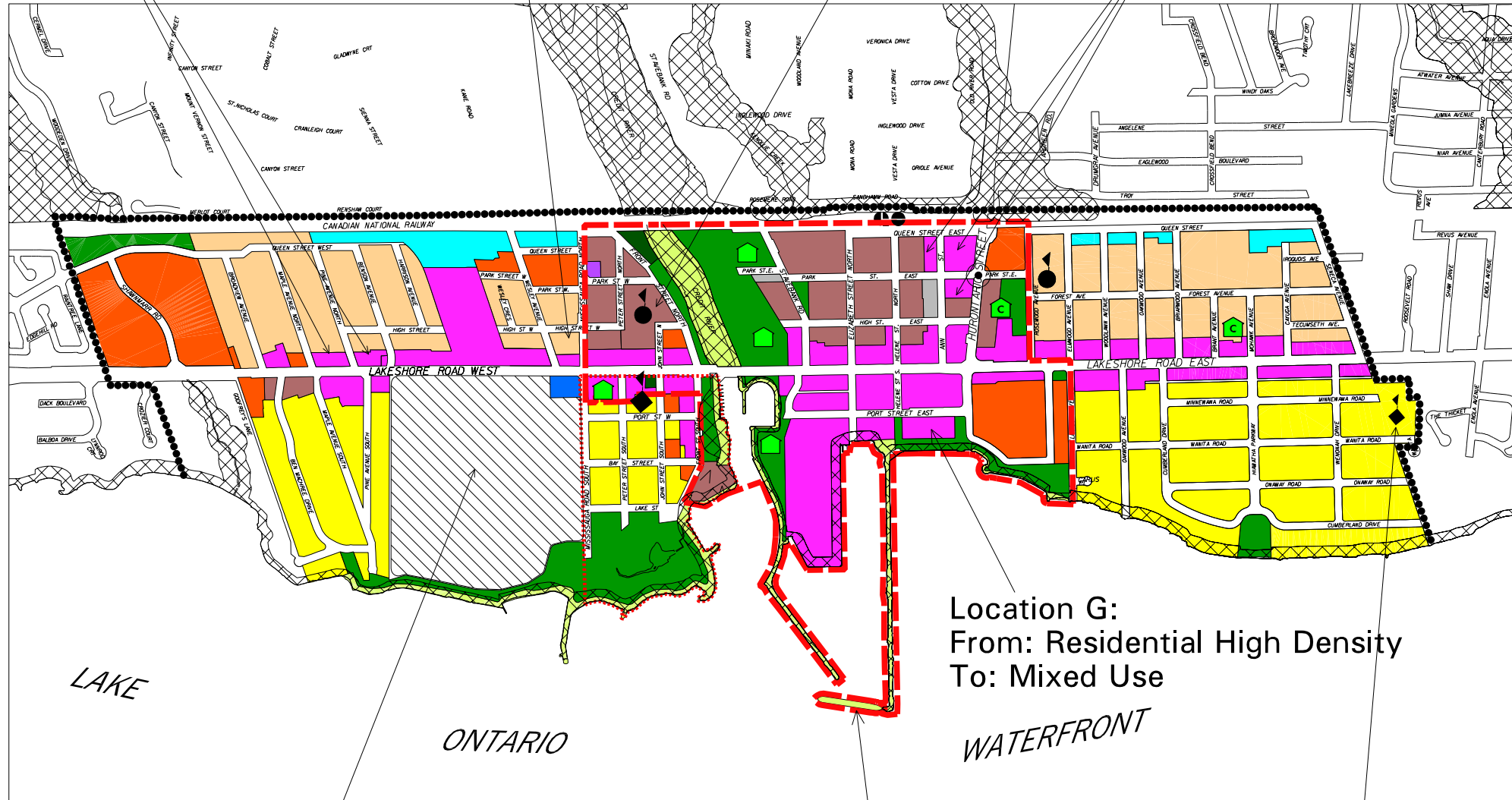
Respondent	Section	Issue	Comments	Recommendation To Draft Port Credit Local Area Plan	
		Board because it does not strictly comply with this Plan.	<p>which developers propose aggressive heights and the potential for appeal to the Ontario Municipal Board can still occur even if heights were raised.</p> <p>An Official Plan Amendment process allows for detailed review and discussion about how a proposal would not adversely impact the overall intent, goals, objectives and policies of the plan. Requiring and Official Plan Amendment does not necessitate an appeal to the Ontario Municipal Board.</p>		
<p>Note:</p> <ul style="list-style-type: none"> <li>(1) Table excludes edits related to the renumbering of policies, grammar, spelling, titles, symbols, photo changes, and minor changes that provide clarity and do not affect the intent of the policy.</li> <li>(2) Words underlined represent additions to the policies and words crossed out represent deletions.</li> <li>(3) Reference to “Public” under the table heading Respondent, represents comments provided at the public open house, or submitted to the City.</li> <li>(4) The Built Form Guide includes excerpts from the Local Area Plan policies. Where those policies have been modified as a result of comments summarized in this table, the excerpts in the Built Form Guide have also been changed. In order to reduce repetition, this table has not repeated the changes when discussing changes to the Built Form Guide.</li> </ul>					

Location A:  
From: Residential Medium Density  
To: Mixed Use

Location D:  
From: Residential Medium Density  
To: Residential High Density

Location C:  
From: Residential High Density  
To: Residential Low Density II

Location E:  
From: Residential High Density  
To: Mixed Use



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

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

**Notes:**

Excludes any redesignations originally proposed in the January 2012 draft that have not been carried forward based on further review.

Excludes any redesignations associated with development applications that have not completed the statutory appeal period.

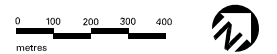
### Summary of Proposed Redesignations and Modifications to Schedule 10 Land Use Designations (Mississauga Official Plan)

Location B:  
From: To Be Determined  
To: Special Waterfront

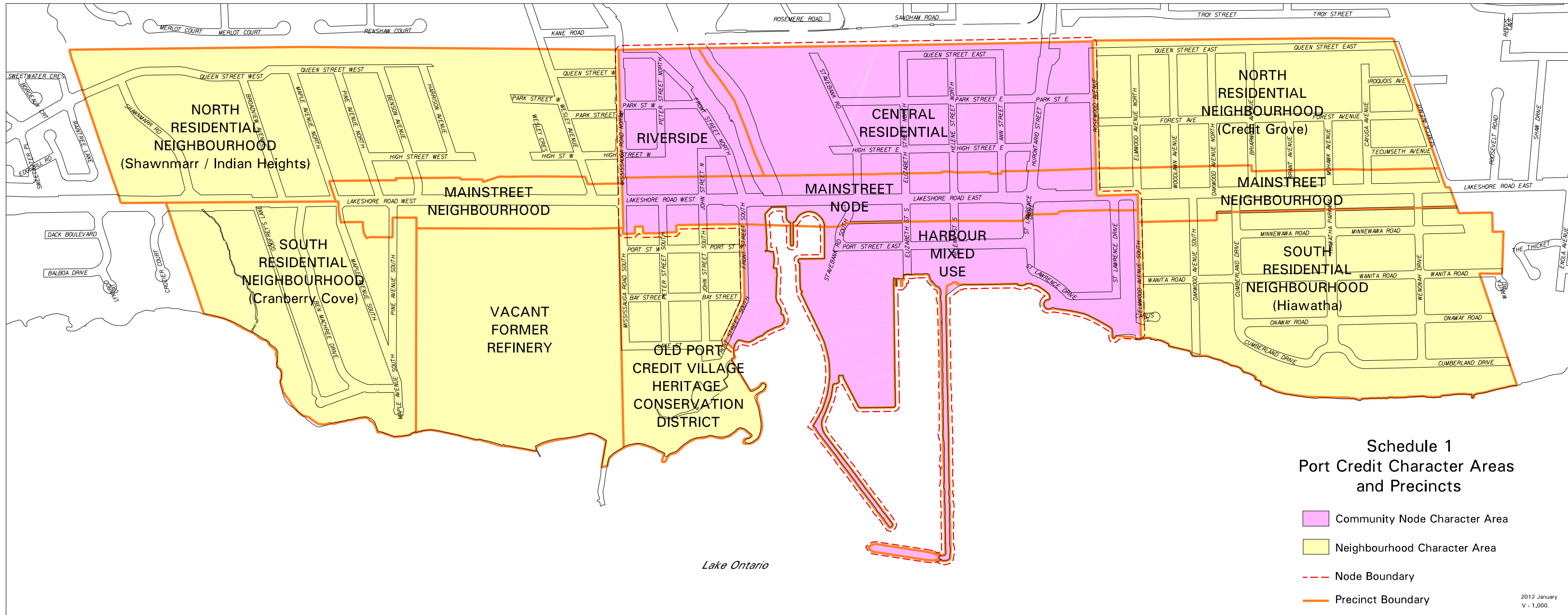
Location F:  
From: Lake Ontario  
To: Greenbelt (with Ridgetown breakwater being added)

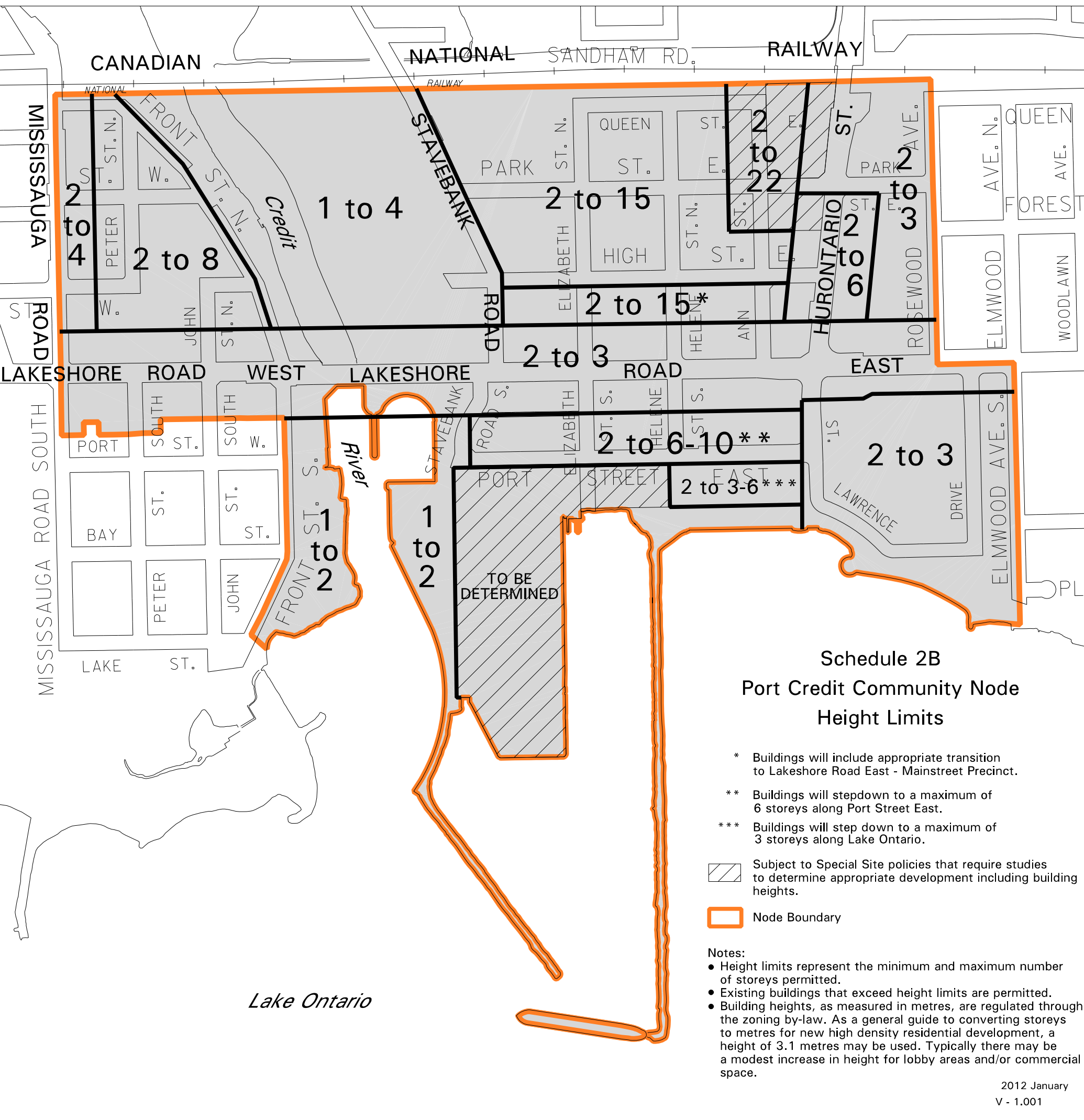
Location H:  
From: Public School Ownership  
To: Catholic School Ownership

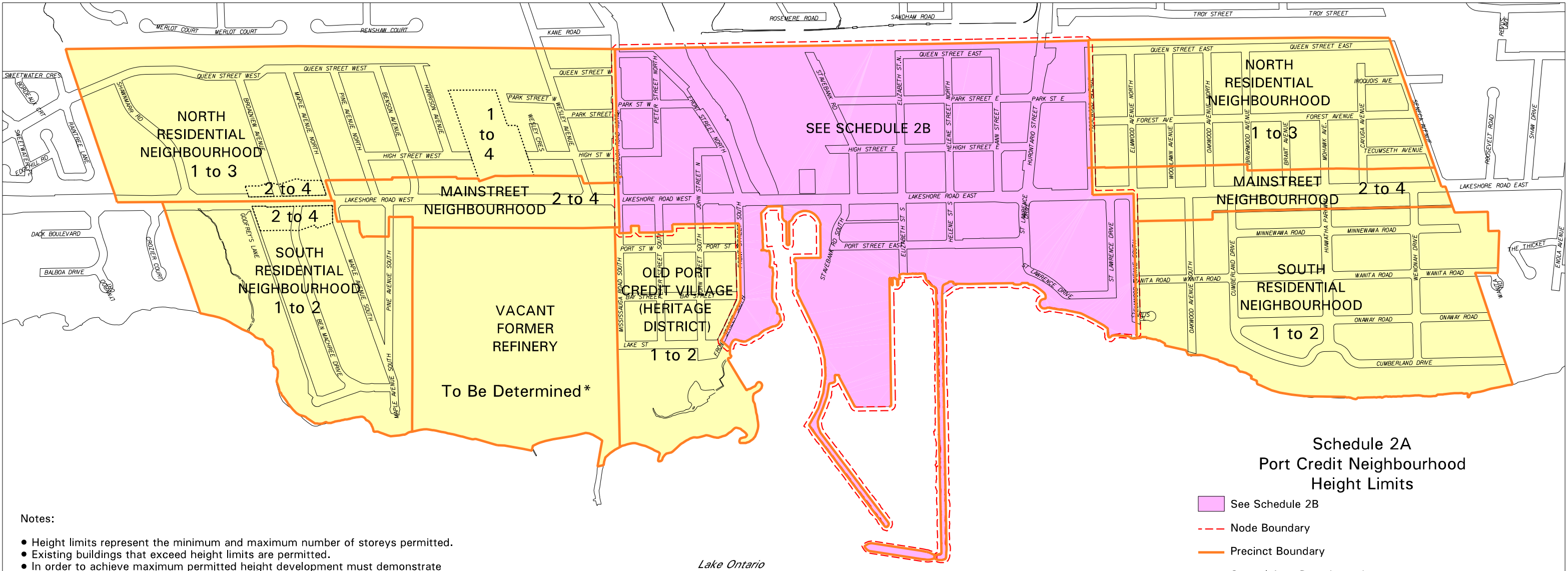
City of Mississauga



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- Notes:
- Height limits represent the minimum and maximum number of storeys permitted.
  - Existing buildings that exceed height limits are permitted.
  - In order to achieve maximum permitted height development must demonstrate compatibility with adjacent properties.
  - Building heights, as measured in metres, are regulated through the zoning by-law

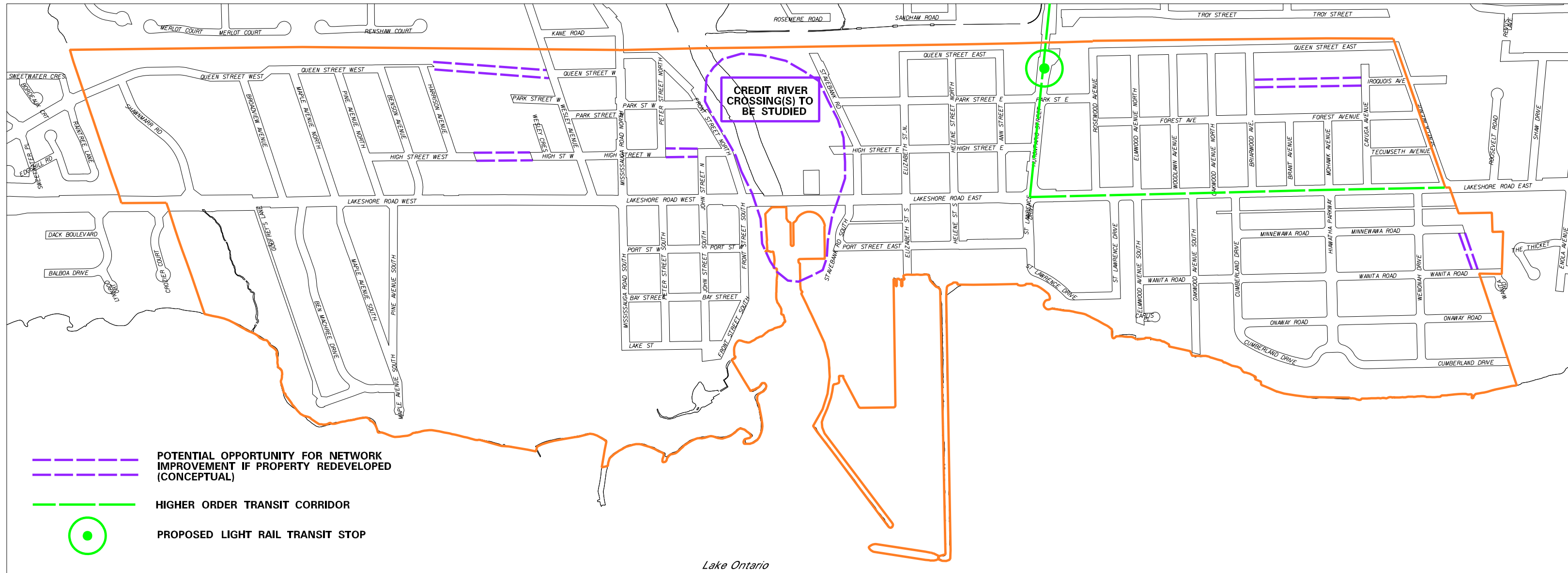
**Schedule 2A  
Port Credit Neighbourhood  
Height Limits**

- See Schedule 2B
- 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.

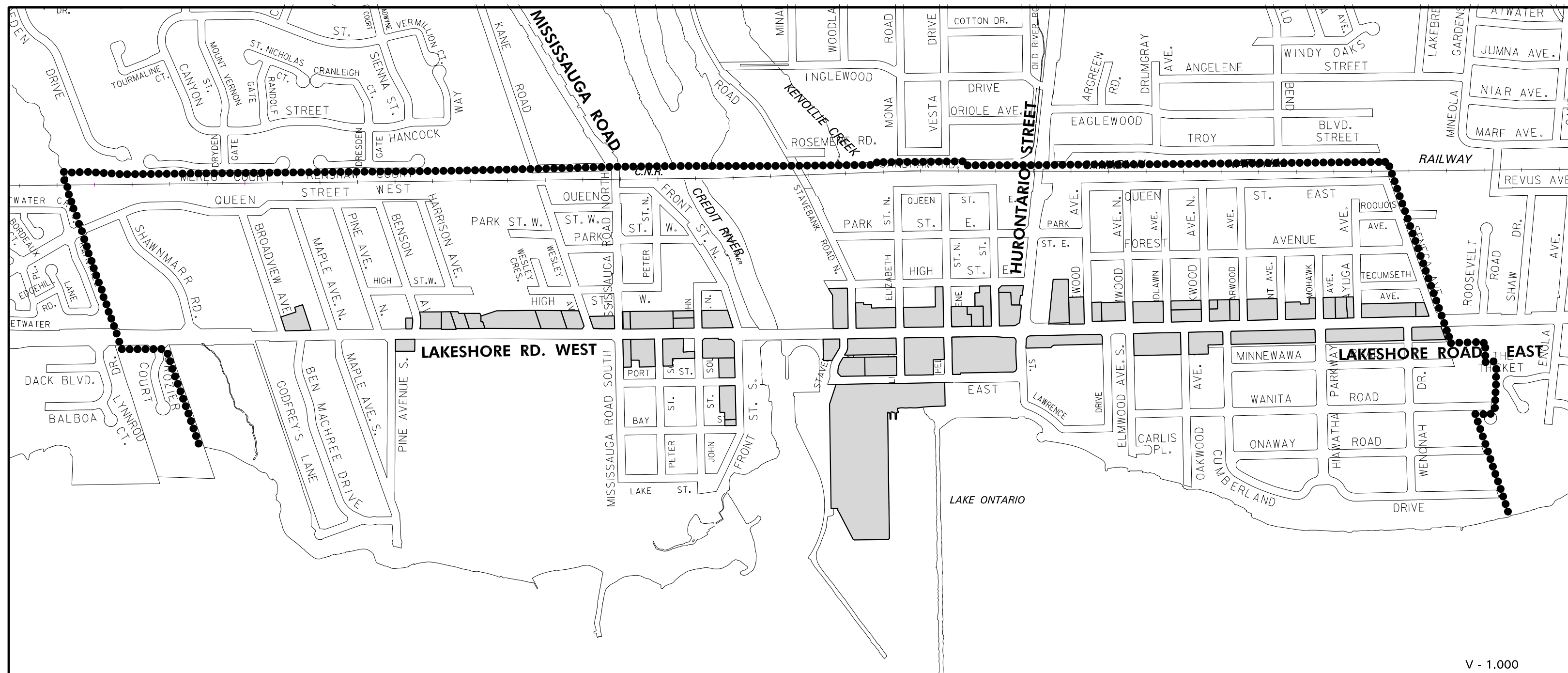
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# Potential Opportunities for Road Network Improvements and Higher Order Transit



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# SCHEDULE 3 - PORT CREDIT DRIVE-THROUGH PROHIBITIONS


 LANDS DESIGNATED MIXED USE WHERE DRIVE-THROUGH FACILITIES ARE NOT PERMITTED, AS PER OMB DECISION ON DRIVE-THROUGH FACILITIES CASE NO: PL 111148, DECISION DATE- JULY 8, 2013



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Leading today for tomorrow

Produced by  
**T&W, Geomatics**