

APPENDIX E.

**Recommended Official
Plan Amendment**

Appendix E. Recommended Official Plan Amendment (OPA)

The Port Credit GO Station Southeast Area Master Plan recommends a number of new policies to provide definitive direction on appropriate land use, built form and transportation. The new policies would be implemented through an amendment to the Port Credit Local Area Plan (2014), which forms part of the Mississauga Official Plan (2014). This proposed draft Official Plan Amendment (OPA) has been prepared in order to assist with the future preparation of an OPA by the City of Mississauga. It is possible following the review of the Master Plan and the draft proposed OPA by various City of Mississauga departments, City Council, commenting agencies and stakeholders, as well as further discussions between the City of Mississauga, Metrolinx and IBI Group, that changes will be made to the draft OPA language.

13.1.2 Port Credit GO Station Southeast Area (Site 12)



Blocks Comprising the Port Credit GO Station Southeast Area (Site 12)

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

13.1.12.2 Notwithstanding the provisions of the Mixed Use and Utility designations and the Desirable Urban Form policies, **the following provision shall apply, with the Port Credit GO Station Southeast Area Master Plan also to be used in the review of development applications: further study is required to determine the appropriate type of redevelopment on these lands.**

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

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

~~e) provide amenities such as secure storage facilities for bicycles, car share drop-off areas, heated waiting areas, traveler information centres, cafes and restaurants, as well as services such as daycares, or grocery stores;~~

~~d) address appropriate design of any parking structures; and~~

~~e) provide of opportunities to accommodate employment uses.~~

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

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

- i) Maximum building heights of 22 storeys are permitted throughout the Master Plan Area, with the exception of lands fronting Hurontario Street, if the tower component of a building is primarily residential. Maximum building heights of 19 storeys are permitted where the tower component is constructed primarily for office or institutional purposes and is to have greater floor to ceiling heights.
- ii) Residential and non-residential buildings fronting Hurontario Street shall be no more than 8 storeys, with a setback consistent with a 45 degree angular plane generally required after 6 storeys.

The maximum permitted height of buildings fronting Hurontario Street may be exceeded by 1 storey for every storey of additional office use provided beyond the recommended minimum requirement, up to a maximum of 2 storeys. The ability to achieve up to 10 storeys along Hurontario Street will require a proponent to provide further built form, design and planning justification, to the satisfaction of the City.

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- iii) All buildings shall be a minimum of 2-storeys.
- b) Variation in building heights and form, including the position of towers relative to each other, should be achieved.
- c) A minimum of 30 metres shall be provided between any portion of a building that is 8 storeys or higher to another building that is 8 storeys or higher.
- d) The maximum size of residential floor plates beyond the 15th floor shall generally be 800 square metres or less.
- e) Long or full block buildings will be permitted but are encouraged to provide internal mid-block connections where possible and shall generally provide variation in the facade to break up the massing (e.g. physical vertical recesses, changes in materials or other forms of articulation).
- f) Above-grade structures must be contextually sensitive and provide for visual interest and elements that contribute to the streetscape, such as space for office, retail/commercial or community uses, services for transit users (e.g. ticketing, interactive information boards and service kiosks), building entrances, community display cases, public art, street furniture and landscape features. Generally, a higher proportion of the building envelope that faces a public street or gateway entry point should be animated at street-level than not. The intent is to achieve visual animation, interest and streetscape improvements along each elevation of an above-grade parking structure, with a target of generally providing animation at street level along 2/3rds of a building envelope.
- g) All future developments over 1,000 sq. m. shall provide an appropriate mix of non-residential, employment-generating uses including office and other uses such as retail stores, restaurants, personal service establishments or community service space.
- h) The following minimum gross floor area (GFA) of employment-generating uses will be required as part of future comprehensive block redevelopments:
 - Block 1: 2,800 sq. m.
 - Block 2: 1,400 sq. m.
 - Block 4: 250 sq. m.
- i) Developments should be encouraged to provide office space in larger, contiguous floorplates (at-grade or above-grade) in order to accommodate a variety of businesses and services.
- j) Development applications shall demonstrate how transit use, cycling, car and bike sharing, car pooling, shared parking and other travel demand management measures will be achieved.
- k) Reduced, transit-supportive parking standards are encouraged for future development within the Port Credit GO Station South Area. Through the rezoning process, applicants are to provide a parking study to justify the appropriateness of the specific parking standards being proposed.
- l) Development applications shall demonstrate how a seamless integration of modes of travel and access is achieved, especially at-grade and on the lower floors of buildings.