



MISSISSAUGA

December 17, 2015

Mr. Ryan Vandenburg  
Acting Manager, Development Services, Public Works  
Region of Peel  
10 Peel Centre Drive, Suite A, 6<sup>th</sup> Floor, Room 601  
BRAMPTON ON L6T 4B9

Dear Mr. Vandenburg:

RE: (Mississauga) Plan Amendment No. 41  
Northeast corner of Lakeshore Rd. West & Benson Ave.  
OPA 41 - Ward 1

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This is further to the Notice of Decision given on November 27, 2015 under subsection 17(23) of the Planning Act with respect to City of Mississauga Official Plan Amendment Number 41.

Since no appeals were received during the prescribed period within which appeals could be made, Amendment Number 41 came into force on December 17, 2015.

Enclosed for your records is an executed Declaration to be inserted in your duplicate original copy of the amendment.

Yours truly,

Diana Rusnov, Deputy Clerk  
Legislative Services, Corporate Services Department  
905-615-3200 X 5421  
300 City Centre Drive,  
Mississauga, Ontario L5B 3C1

:mj

cc:

Ben Phillips, Planner  
Farah Sharib, Planning & Building (Duplicate Original Amendment & remaining books)  
Applicant: - Freeman Planning Solutions Inc. Att: Rob Freeman: 6424 Edenwood Dr.  
Mississauga, ON L5N 3H3  
Owner: High Benson Holdings Inc. C/O Helmuth Strobel, 6 Leswyn Rd. Toronto, ON M6A  
1K2  
Planning Notification Distribution - Via e-mail

Enclosure



**MISSISSAUGA**

## DECLARATION

Subsection 17 of the Planning Act

**Applicant:** Freeman Planning Solutions Inc.  
**Municipality** City of Mississauga  
**Our File:** OPA 41

I, Diana Rusnov, Deputy Clerk, solemnly declare,

1. That the decision in respect of the above-noted matter was made on November 25, 2015 when By-law Number O280-2015 was enacted and that notice as required by subsection 17 of the Planning Act was given on November 27, 2015.
2. That no appeal to the Ontario Municipal Board of the decision in respect of the above-noted matter was received under subsection 17 of the Planning Act within the time specified for submitting an appeal.

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

Declared before me

at the City of Mississauga

in the Regional Municipality of Peel

This 17th day of December, 2015.

  
\_\_\_\_\_  
Commissioner of Oaths

  
\_\_\_\_\_  
Declarant

DAVID LESLIE MARTIN, a Commissioner, etc.,  
Regional Municipality of Peel, for the  
Corporation of the City of Mississauga.  
Expires May 10, 2017.



MISSISSAUGA

November 27, 2015

Mr. Ryan Vandenburg  
Acting Manager, Development Services, Public Works  
Region of Peel  
10 Peel Centre Drive, Suite A, 6<sup>th</sup> Floor, Room 601  
BRAMPTON ON L6T 4B9

Dear Mr. Vandenburg:

RE: Official Plan Amendment No. 41  
Northeast corner of Lakeshore Rd. West & Benson Ave.  
File: OZ 13/016 - OPA 41 - Ward 1

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Please find enclosed the Notice of Decision for Mississauga Official Plan Amendment 41 and duplicate original copy of the amendment. This amendment was adopted by Council on November 25, 2015, by By-law 0280-2015. The Mississauga Plan (Official Plan) Amendment has been prepared in accordance with PDC Recommendation Number PDC-0063-2015 adopted by City Council on October 28, 2015.

Also enclosed for your records is a copy of the Certificate of Public Meeting and Notification, Record of Written Submissions, minutes of the Planning & Development Committee meeting of October 26, 2015.

Yours truly,

Diana Rusnov, Deputy Clerk and  
Manager Legislative Services  
Corporate Services Department  
905-615-3200 X 5421

: mj

cc:

Ben Phillips, Planning and Building (Working copy of Amendment)  
Farah Sharib, Planning and Building (Viewing copy of Amendment)  
Applicant - Freeman Planning Solutions Inc. Att: Rob Freeman: 6424 Edenwood Dr. Mississauga,  
ON L5N 3H3 (Certified working copy of Amendment)  
Owner - High Benson Holdings Inc. C/O Helmuth Strobel, 6 Leswyn Rd. Toronto, ON M6A 1K2  
(Notice of Decision and By-law)



**PLANNING ACT  
 NOTICE OF THE PASSING OF AN OFFICIAL PLAN AMENDMENT AND  
 A ZONING BY-LAW BY  
 THE CORPORATION OF THE CITY OF MISSISSAUGA  
 BILL 51**

<b>DATE OF NOTICE</b>	November 27, 2015	
<b>OPA NUMBER</b>	OPA 41 (By-law 0280-2015)	
<b>ZONING BY-LAW NUMBER</b>	0281-2015	
<b>DATE PASSED BY COUNCIL</b>	November 25, 2015	
<b>LAST DATE TO FILE APPEAL</b>	December 16, 2015	
<b>FILE NUMBER</b>	OZ -13/016	Ward 1
<b>APPLICANT</b>	Freeman Planning Solutions Inc.	
<b>PROPERTY LOCATION</b>	Northeast corner of Lakeshore Rd. West & Benson Ave.	

TAKE NOTICE that the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment and Zoning By-law, under Sections 17 and 34 of the Planning Act, R.S.O., 1990, c.P.13, as amended.

An explanation of the Purpose and Effect of the Official Plan Amendment Zoning By-law, a description of the lands to which it applies, and/or a key map showing the location of the lands to which it applies, are attached.

To view the Official Plan Amendment and Zoning By-law in their entirety please visit: [www.mississauga.ca/portal/cityhall/publicnotices](http://www.mississauga.ca/portal/cityhall/publicnotices), or in person at the Office of the City Clerk, 300 City Centre Drive, 2<sup>nd</sup> Floor, Mississauga, Ontario.

The Zoning by law shall not come into force until Mississauga Plan (Official Plan) Amendment Number 41 is in full force and effect. A notice of appeal to the Ontario Municipal Board in respect of the by-law must be filed with the Clerk of the City of Mississauga, Attention: Crystal Greer, 300 City Centre Drive, Mississauga, Ontario L5B 3C1, no later than the 16th day of December, 2015.

**The Notice of Appeal must:**

- 1) set out reasons for the appeal; and,
- 2) be accompanied by the fee required by the Ontario Municipal Board in the amount of \$125.00 payable by certified cheque or money order to the Minister of Finance, Province of Ontario, and
- 3) be accompanied by an administration fee of \$150.00, payable by Certified Cheque to the Treasurer of City of Mississauga.
- 4) Four (4) copies of the appeal package.

IF YOU WISH TO APPEAL to the OMB a copy of an appeal form is available from the OMB website at [www.omb.gov.on.ca](http://www.omb.gov.on.ca).

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

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

Diana Rusnov, Deputy Clerk  
 Legislative Services,  
 Corporate Services Department  
 905-615-3200 X 5421

Amendment No. 41

to

Mississauga Official Plan

for the

City of Mississauga Planning Area

By-law No. \_\_\_\_\_

A by-law to Adopt Mississauga Official Plan Amendment No. 41

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

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

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

AND WHEREAS, the Commissioner of Public Works for the Region of Peel has advised that, with regard to Amendment No. 41, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

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

1. The explanatory text and Map "A" attached which constitute Amendment No. 41 to Mississauga Official Plan, specifically being the Port Credit Local Area Plan Policies of Mississauga Official Plan, are hereby adopted.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 2015.

Signed \_\_\_\_\_  
MAYOR

Signed \_\_\_\_\_  
CLERK

Amendment No. 41  
to  
Mississauga Official Plan  
for the  
City of Mississauga Planning Area

The following text and Map "A" attached constitutes Amendment No. 41.

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

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

Appendix II is a copy of the Planning and Building Department report dated October 2, 2015 pertaining to this Amendment.

## PURPOSE

The purpose of this Amendment is to permit retirement dwelling units, apartment dwelling units for seniors, townhouses and street related commercial uses and to change the land use designation of the north portion of the subject lands from Residential Low Density II to Mixed Use. It will delete Site 28, Special Site Policies of the Port Credit Local Area Plan and replace it with Site 40, Special Site Policies of the Port Credit Local Area Plan.

## LOCATION

The lands affected by this Amendment are located on the north side of Lakeshore Road West, east of Benson Avenue. The subject lands are located in the Port Credit Local Area Plan, as identified in Mississauga Official Plan.

## BASIS

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

The subject lands are designated Residential Low Density II, Mixed Use, Mixed Use - Special Site 28 and Mixed Use - Special Site 38 which permits a range of uses including detached, semi-detached, duplex, triplex and street townhouse dwellings, retail stores, personal service establishments, restaurants and financial institutions and are within an area subject to Special Site policies. These policies permit the existing motor vehicle repair uses located adjacent to Lakeshore Road West and prohibit drive-through facilities.

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

1. The proposal is compatible with the surrounding land uses based on the similar residential and commercial land uses adjacent to the site and the complementary nature of the design, which achieves appropriate built form relationships with its context.
2. The proposed Official Plan provisions are appropriate to accommodate the requested uses based on the proposed height, massing, landscaping and general site design.



DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 5.0, Port Credit Local Area Plan Special Site Policies of Mississauga Official Plan, is hereby amended by deleting Section 5.28.
2. Section 5.0, Port Credit Local Area Plan Special Site Policies of Mississauga Official Plan, is hereby amended by adding the following Special Site:

5.40 Site 40



5.40.1 The lands identified as Special Site 40 are located on the north side of Lakeshore Road West, east of Benson Avenue.

5.40.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. a maximum of 16 townhouse dwelling units with building heights not exceeding three storeys of livable space will be provided along the south side of High Street West;
- b. a maximum of 309 retirement dwelling units and/or apartment dwelling units for seniors will be permitted within mixed use buildings that front onto Lakeshore Road West;
- c. a maximum building height of four storeys fronting Lakeshore Road West, stepping up to a maximum building height of eight storeys towards the north, is permitted for the mixed use buildings;

- d. the only commercial uses permitted are retail stores, financial institutions, restaurants, personal service establishments, repair establishments and **secondary office** uses and are to be located within the ground floor of the mixed use buildings fronting Lakeshore Road West.
3. Schedule 10 - Land Use Designations of Mississauga Official Plan is hereby amended by changing the land use designation of the north portion of the subject lands from "Residential Low Density II" to "Mixed Use", as shown on Map "A" of this Amendment.

#### IMPLEMENTATION

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

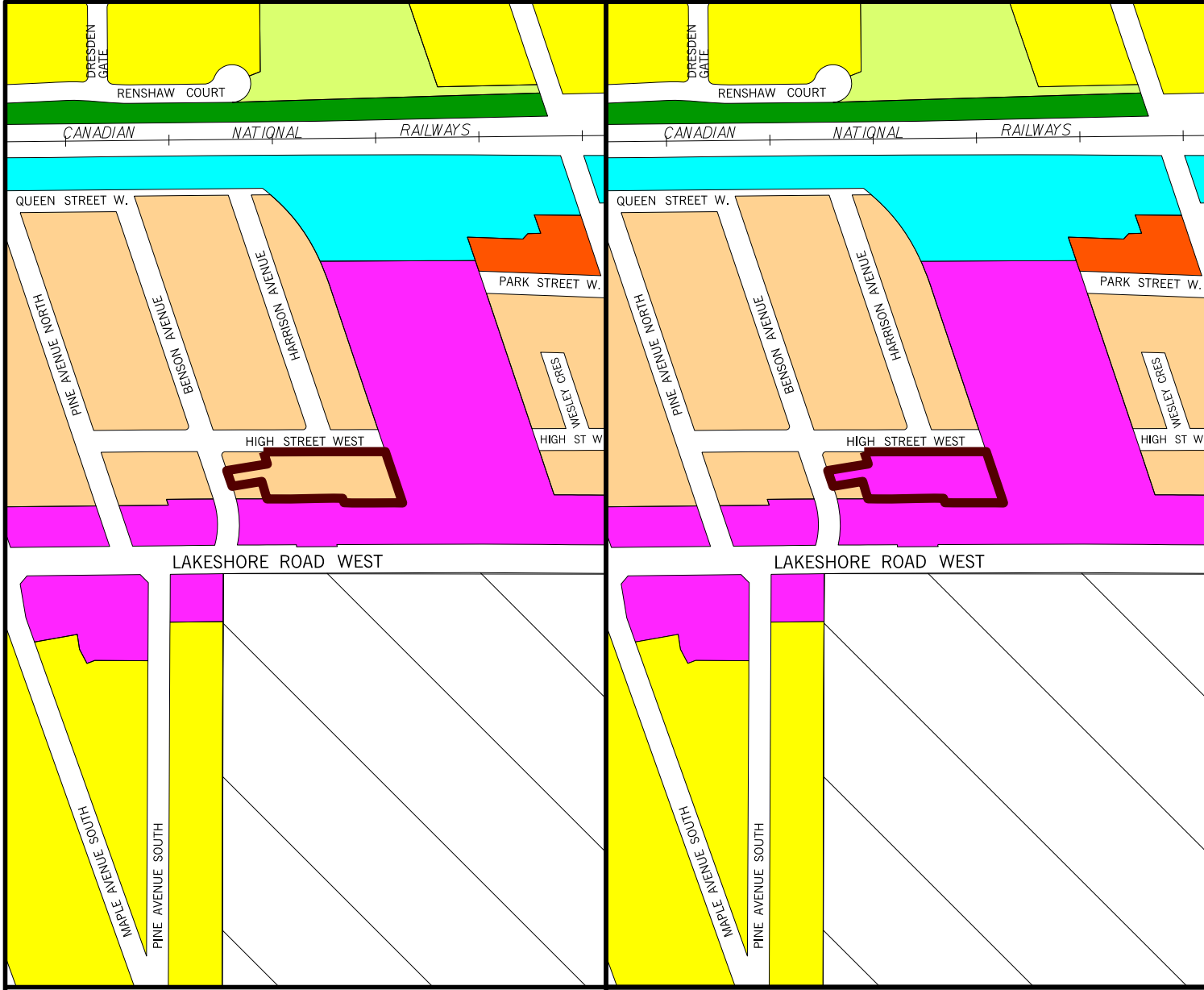
The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated December 5, 2013.

#### INTERPRETATION

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

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



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

- AREA OF AMENDMENT
- FROM:  RESIDENTIAL LOW DENSITY II
- TO:  MIXED USE



**MAP 'A'**  
 Part of Schedule 10  
 Land Use Designations  
 of Mississauga Official Plan



**EXISTING LAND USE DESIGNATION**

**AMENDED LAND USE DESIGNATION**

## APPENDIX I

### PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on February 23, 2015 in connection with this proposed Amendment.

At the Public Meeting, several area residents raised concerns regarding the proposal. These included the height and massing of the proposed buildings, increased density, incompatibility with the neighbourhood, increased traffic and parking demand, lot assembly and the location of the access driveway from Benson Avenue. There were also supportive comments from area residents; they indicated that the buildings reflect the look and feel of Port Credit and will support local small businesses.

City of Mississauga  
**Corporate Report**



<p>Date: October 2, 2015</p>	<p>Originator's file: OZ 13/016 W1</p>
<p>To: Chair and Members of Planning and Development Committee</p> <p>From: Edward R. Sajecki, Commissioner of Planning and Building</p>	<p>Meeting date: 2015/10/26</p>

### Subject

#### RECOMMENDATION REPORT (WARD 1)

266-294 Lakeshore Road West, 125-143 High Street West, 5-7 Benson Avenue, north side of Lakeshore Road West, east of Benson Avenue

Applicant: High Benson Holdings Inc.

Applications to permit an 8 storey, 170 unit rental retirement apartment building, an 8 storey, 139 unit apartment building, 16 townhouses and street level retail commercial uses

### Recommendation

That the Report dated October 2, 2015, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 13/016 W1, High Benson Holdings Inc., 266-294 Lakeshore Road West, 125-143 High Street West and 5-7 Benson Avenue, be adopted in accordance with the following:

1. That notwithstanding that subsequent to the public meeting, changes to the applications have been proposed, Council considers that the changes do not require further notice and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That the application to amend Mississauga Official Plan from **Residential Low Density II, Mixed Use, Mixed Use – Special Site 28 and Mixed Use – Special Site 38 to Mixed Use – Special Site** to permit retirement dwelling units, apartment dwelling units, townhouses and street level commercial uses consistent with the provisions outlined in Appendix 1 (I-9) be approved.
3. That the application to change the Zoning from **RM7 (Detached, Semi-Detached, Duplex and Triplex Dwellings), C4 (Mainstreet Commercial) and C4-17 (Mainstreet Commercial)** to **H-C4-Exception (Mainstreet Commercial with Holding Provision)** to permit retirement dwelling units, apartment dwelling units, townhouses and street level commercial uses in accordance with the proposed revised zoning standards described in Appendix 6 of this report, be approved subject to the following conditions:

- (a) That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development;
- (b) That the school accommodation condition as outlined in City of Mississauga Council Resolution 152-98 requiring that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the Peel District and the Dufferin-Peel Catholic District School Boards not apply to the subject lands.
4. That the "H" Holding Provision is to be removed from the **H-C4-Exception (Mainstreet Commercial with Holding Provision)** zoning applicable to the subject lands, by further amendment, upon confirmation from the applicable agencies and City Departments that matters as outlined in the Report dated October 2, 2015, from the Commissioner of Planning and Building, have been satisfactorily addressed.
5. In the event these applications are approved by Council and that a further amendment to remove the "H" Holding Symbol be applied for, that staff be directed to hold discussions with the applicant to secure community benefits, in accordance with Section 37 of the *Planning Act* and the Corporate Policy and Procedure on Bonus Zoning, and to return to Council with a report outlining the recommended community benefits upon conclusion of the discussions.
6. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 18 months of the Council decision.

### Report Highlights

- Since the public meeting, revisions have been made to the proposal including the introduction of step backs to the 7<sup>th</sup> and 8<sup>th</sup> floors of the north sides of both apartment buildings, a minor reduction in the overall height of the apartment buildings and an increase in the number of parking spaces. The Rezoning application has also been amended to include an "H" Holding Provision.
- Staff are satisfied with the changes to the proposal and find it to be acceptable from a planning standpoint, and recommend that the applications be approved.

## Background

A public meeting was held by the Planning and Development Committee on February 23, 2015, at which time a Planning and Building Department Information Report (Appendix 1) was presented and received for information. The Planning and Development Committee passed Recommendation PDC-0013-2015 which was adopted by Council and is attached as Appendix 2.

## Comments

See Appendix 1 - Information Report prepared by the Planning and Building Department.

### REVISED DEVELOPMENT PROPOSAL

The applicant has been working on the issues raised by staff through the technical review and by the community at the public meeting. On June 8, 2015, the applicant submitted a final revised development proposal along with supporting documents to the City for review. Changes include the following:

- the 7th and 8th floors of the north sides of both apartment buildings have been stepped back to reduce their visibility from the north;
- the overall height of both apartment buildings has been lowered by reducing the floor to ceiling heights for each storey. As a result, the rental retirement apartment building height has been reduced from 26.4 m (86.6 ft.) to 24.9 m (81.7 ft.) and the seniors apartment building from 26.4 m (86.6 ft.) to 24.4 m (80.2 ft.);
- The total gross floor area of the apartment buildings has been increased from 21 782 m<sup>2</sup> (234,467 sq. ft.) to 22 154 m<sup>2</sup> (238,471 sq. ft.) by the addition of massing along the Lakeshore Road West frontage. This results in a floor space index (FSI) increase from 2.22 to 2.26;
- The number of proposed parking spaces has been increased from 256 to 288;
- While the overall number of units remains the same, the number of units in the rental retirement apartment building has been reduced by 3 (from 173 to 170) and the number of units in the seniors apartment building has been increased by 3 (from 136 to 139). The total number of two bedroom units for both apartment buildings has been reduced from 87 to 66. The number of one bedroom units has increased from 222 to 243;
- The access driveway has been shifted 0.5 m (1.6 ft.) to the south to provide greater distance separation to the triplex located at 9 Benson Avenue. This will also provide room for additional landscaping.

The revised concept site plan (Appendix 3), building elevations (Appendix 4) and renderings (Appendix 5) are attached. In light of the outstanding development issues, the applicant also proposes that the Zoning By-law incorporate an "H" Holding Provision.

### COMMUNITY COMMENTS

The issues below were identified by residents through written correspondence and at community meetings held by Ward 1 Councillor Jim Tovey on February 10, 2014 and January 21, 2015, at focus group meetings on March 25, 2014, April 21, 2014 and May 27, 2014 and the February 23, 2015 public meeting held by the Planning and Development Committee.

**Comment**

Any proposal should be in keeping with the Port Credit Local Area Plan and the current zoning permissions.

**Response**

Provincial legislation under the *Planning Act* and the City's official plan allow for site-specific changes in Mississauga Official Plan and the City's Zoning By-law if a proposal meets the test of good planning. This recognizes the fact that appropriate development can include proposals that are outside of the planned land use and built form vision for each property as outlined in the City's planning regulations. The Planning Comments section of this report indicates that after a rigorous review process, this project has been found to represent appropriate redevelopment and therefore the planning permissions for the lands should be changed.

**Comment**

The proposed height, scale and density do not fit in with the character of the area. Further, the proposal is outside of an intensification node and is therefore inappropriate.

**Response**

The Planning Comments section of this report addresses these concerns.

**Comment**

If approved, the project will create a precedent for similar sized developments along Lakeshore Road West.

**Response**

Each development application is reviewed on the basis of its own merits, which includes the area context, relevant official plan policies, specific technical reports, and good planning and design principles.

**Comment**

Assembling many lots should not give the developer the right to construct buildings that are not compatible with the neighbourhood.

**Response**

While land assembly does not grant a proponent any additional rights to build, it is a benefit if it supports good planning. In this particular case, the assembly of lots provides the land needed to create appropriate height transitions and buffering to the low density residential community to the north. As outlined in the Planning Comments section, this proposal has been found to be compatible with the neighbourhood.

**Comment**

The added traffic and parking demand to the area will not be acceptable.

**Response**

A Traffic Impact Study was prepared by Read, Voorhees & Associates (updated May 2015) to assess the traffic impacts for both existing traffic and predicted future traffic volumes. The Transportation and Works Department reviewed this study and is satisfied with its findings and the conclusion that this proposed development will not have a significant impact on the level of



service compared to the existing conditions. The study found that site traffic generation will be low at 53 trips (24 inbound/29 outbound) and 95 trips (52 inbound/43 outbound) in the morning and evening peak hours, respectively.

Staff have reviewed the applicant's parking study (updated October 2014) and recommend reduced parking standards as outlined in Appendix 6. These are based on parking survey data from similar existing developments, proposed on-street layby parking spaces and the proposed mix of uses. While these standards are less than the zoning by-law requirements, they are not as significantly reduced as the applicant had requested.

**Comment**

The project will require the removal of many trees and other landscaping on site.

**Response**

An arborist report prepared by Maple Hill Tree Services updated April 2, 2015 identifies trees that can be preserved as well as those that will have to be removed. Staff have worked diligently with the applicant to preserve as many trees as possible and to obtain upgrades to the proposed streetscape plans in order to maximize the number of new trees and associated landscape elements.

**Comment**

The project will create shadow and wind issues along the abutting streets.

**Response**

A shadow study was prepared by Global Architect Inc. dated July 14, 2014 which confirms that the proposal will meet the City's criteria for producing minimal shadow impacts. A wind study was prepared by Rowan Williams Davies & Irwin Inc. dated October 16, 2013 and does not indicate any wind concerns arising from the proposal on adjacent streets. It does recommend wind reduction measures along Lakeshore Road West to improve comfort for pedestrians at the building entrances, particularly during the winter. These details will be addressed at the site plan approval stage.

**Comment**

There should be no connection to the Credit Landing Shopping Centre from High Street West.

**Response**

There will be no vehicular connection to the Credit Landing Shopping Centre. The possibility of a pedestrian connection will be explored during the site plan application review.

**Comment**

The proposed driveway access is too close to the existing triplex at the southeast corner of Benson Avenue and High Street West.

**Response**

Staff asked the applicant to examine shifting the driveway to the south and providing an enhanced landscape buffer, which has been accomplished. The driveway is now proposed to be 5.0 m (16.4 ft.) away from the triplex property. A preliminary landscape plan shows a new 1.8 m (6 ft.) high privacy fence, continuous cedar hedge, ornamental trees and additional landscaping on top of a berm that will screen views to the driveway.

**Comment**

The proposed access to the site should be from Lakeshore Road West, not Benson Avenue.

**Response**

The Transportation and Works Department has indicated that access to the site from Lakeshore Road West should not be considered due to safety concerns associated with direct access onto an arterial road. This is consistent with the City's Official Plan, which discourages direct access points to streets classified as Arterials. This is particularly the case given the proximity of the signalized access to the Credit Landing Shopping Centre just east of the site.

**Comment**

Bird-friendly window treatments should be used.

**Response**

A patterned glass treatment that is bird friendly will be considered for portions of the building during the site plan approval stage.

**Comment**

More information about the soil contamination is needed.

**Response**

The Proposed Remediation Work Plan, dated August 20, 2015 indicates that subsurface investigations were conducted at the site by Terraprobe Inc. during 2014-2015. Based on the extensive subsurface investigations, it is anticipated that all soil will be removed from the site in the location of the underground garage. Soil removal will be continued until clean soil is found. For a significant portion of the site, there will be no soil remaining (i.e. soil will be removed to the bedrock). A Record of Site Condition (RSC) will be submitted for the site to the Ministry of the Environment and Climate Change (MOECC). Remediation of contamination and filing of the RSC is recommended to be an "H" Holding Provision condition of the Zoning By-law which will prevent any development of the site prior to its clean up. Further, the *Environmental Protection Act* prohibits construction of a building in connection with a change of use prior a RSC being filed for the site.

**UPDATED AGENCY AND CITY DEPARTMENT COMMENTS****Region of Peel**

Comments updated September 18, 2015 state that a Functional Servicing Report (FSR) dated August 6, 2015 has been reviewed and requires further changes and updated information. Additionally, construction of the temporary Beechwood Pumping station is required before development can proceed. As a result, the Region requires the following "H" Holding Provision as part of the Zoning By-law that must be satisfied prior to removal of the "H":

- Confirmation by the Region of Peel that satisfactory arrangements have been made for water and wastewater services to the site.

**City Transportation and Works Department (T&W)**

Comments updated September 11, 2015 state that the applicant's updated Site Plan, Functional Servicing Report, Grading/Servicing Plans, Streetscape Plans, Noise Feasibility Addendum and

Traffic Impact Study have been received and address T&W's preliminary comments and concerns.

The revised Traffic Impact Study, dated May 2015 by Read, Voorhees & Associates confirms to the satisfaction of T&W that the proposed development will have limited impact on the existing conditions of the surrounding road network.

T&W is in receipt of a Noise Feasibility Addendum which has confirmed that, subject to the appropriate mitigation measures, the development will be in compliance with MOECC noise guidelines. Satisfactory arrangements are to be made with the adjacent property owner to the east to complete the necessary off-site noise mitigation works.

T&W has no objection to the applicant's request that the applications be amended to include an "H" Holding Provision. In the event these applications are approved by Council, the following conditions must be addressed prior to removal of the "H" Holding Provision:

- A Record of Site Condition confirming satisfactory environmental remediation of the lands
- Development Agreement
- Servicing Agreement
- An agreement with the Credit Landing Shopping Centre for the implementation of noise mitigation measures
- Updated Grading Plan
- Dedication of lands to the City required to obtain the ultimate right-of-way for Lakeshore Road West

#### PLANNING COMMENTS

##### **Provincial Policy Statement (PPS) and Growth Plan for the Greater Golden Horseshoe**

The Provincial Policy Statement (PPS) contains the Province's policies concerning land use planning for Ontario and all planning decisions are required to be consistent with these policies. It contains policies that encourage intensification within urban areas, the efficient use of land, infrastructure and public facilities, mixed use developments that are transit supportive and densities that enable active transportation. The proposal conforms to the PPS, as it represents mixed use intensification that is compact while being sensitive to its surrounding context. The applications also conform to the Provincial Growth Plan for the Greater Golden Horseshoe (Growth Plan), which directs development to settlement areas and encourages intensification and compete communities with a diverse mix of land uses.

##### **Official Plan**

The proposal requires an amendment to the Mississauga Official Plan Policies for the Port Credit Local Area Plan. As outlined in the Information Report, Section 19.5.1 of Mississauga Official Plan provides criteria for evaluating site specific Official Plan Amendments. Each criterion is summarized below followed by a discussion of how the proposed applications address the intent of the criteria.

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***

- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

The proposal meets the intent, goals and objectives of Mississauga Official Plan. It provides improved housing choices for seniors who live in the neighbourhood and beyond, which is a benefit to the community and is consistent with Policy 7.2.2 of the Official Plan. The main land uses will not change, as residential and retail commercial uses will be maintained on the site, albeit at higher densities. While the lands are not identified as an Intensification Area in Section 5.5, they are beside a Corridor and an Arterial Road and are in proximity to the Port Credit Community Node. As part of a Neighbourhood City Structure element, intensification may be considered where development is compatible in built form and scale to surrounding development and enhances the existing or planning development. Additionally, Section 10.1.2 of the Port Credit Local Area Plan permits heights in excess of existing limits subject to demonstrating several matters including appropriate site size, sky views, shadowing, overall massing and compatible built form.

The word "compatible" is defined in Mississauga Official Plan as not necessarily being the same as, or similar to, the existing or desired development, but coexisting and enhancing an established community without unacceptable adverse impacts. The official plan does not seek replication of the existing building stock but requires sensitivity as new developments integrate into established areas, as well as seeking enhancements for the community. The proposal achieves this, as it will replace a declining commercial strip of buildings with a mid-rise pedestrian and transit supportive mixed-use development that transitions well to the smaller homes located to the north. It will support the objective of establishing a vibrant and walkable mainstreet commercial area along this stretch of Lakeshore Road West. It will provide seniors in Port Credit another housing option so that they can remain in the community as they age, including those that require specialized on-site health care services.

The large assembly of lands has allowed the applicant to address compatibility between the 8 storey apartments and the existing 1 and 2 storey homes. It introduces 3 storey townhomes as a massing transition and makes use of High Street West as an additional separation to the existing community. As noted earlier, the applicant has made changes to the apartments by lowering their overall height and by increasing the 7th and 8th floor step backs on the north side. The result is that the proposed townhouses will almost entirely screen from view the proposed apartments for residents standing in the front yards of the existing High Street West homes. These views are illustrated in Appendix 5, Page 1. For pedestrians walking along the north side of Lakeshore Road West, only the first 4 floors of the mixed-use apartments will be visible due to the significant building step backs (see Appendix 5, Pages 2 and 3).

Regarding site servicing, this development would drain to the Beach Street Sewage Pumping Station, which is currently at capacity. As noted previously, the Region of Peel has requested that a specific condition be incorporated into the Zoning By-law through an "H" Holding Provision to ensure satisfactory site servicing prior to the development proceeding.

An acceptable planning justification report has been submitted by the applicant.

### Zoning

The proposed **H-C4-Exception (Mainstreet Commercial with Holding Provision)** zone is appropriate to accommodate the requested residential and commercial uses. Appendix 6 contains staff's recommended site specific zoning provisions based on its review of the proposed development. An exception schedule will specify the locations of all the buildings as well as the maximum heights and minimum step-backs for each floor of both apartment buildings.

### Bonus Zoning

Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning on September 26, 2012. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application.

Should these applications be approved by Council, it is recommended that one of the conditions for removal of the "H" Holding Provision be a satisfactory community benefits agreement with the City. Details of the recommended community benefits arrangement will be outlined as part of a future report to Council on the lifting of the "H" Holding Provision.

### Site Plan

Prior to development occurring on the lands the applicant will be required to obtain Site Plan approval. A site plan application has been submitted for the proposed development under file SP 15/075 W1. While the applicant has worked with city departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters including architectural details, landscaping, streetscape elements, pedestrian connections and tree preservation.

### "H" Holding Provision

Section 19.7 of Mississauga Official Plan (MOP) permits the enactment of an "H" Holding Provision to implement the policies of MOP for staging of development and specific requirements. In light of the outstanding development issues, the applicant proposes that the Zoning By-law incorporate an "H" Holding Provision until such time as the matters previously noted in this Report and listed in Appendix 6 have been satisfactorily addressed. Upon confirmation of this, the "H" Holding provision would be removed by further amendment to the Zoning By-law.

### Financial Impact

Development charges will be payable in keeping with the requirements of the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

### Conclusion

In accordance with subsection 34(17) of the *Planning Act*, Council is given authority to determine if further public notice is required. Since the proposed changes by the applicant and staff are relatively minor, it is recommended that no further public notice be required.

The proposed Official Plan Amendment and Rezoning are acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is compatible with the surrounding land uses based on the similar residential and commercial land uses adjacent to the site and the complementary nature of the design, which achieves appropriate built form relationships with its context.
2. The proposed Official Plan provisions and zoning standards are appropriate to accommodate the requested uses based on the proposed height, massing, landscaping and general site design.

## Attachments

Appendix 1: Information Report

Appendix 2: Recommendation PDC-0013-2015

Appendix 3: Revised Concept Plan

Appendix 4: Revised Building Elevations

Appendix 5: Building Renderings

Appendix 6: Recommended Zoning Provisions



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Edward R. Sajecki  
Commissioner of Planning and Building

Prepared by: Ben Phillips, Development Planner



# Corporate Report

Clerk's Files

APPENDIX 1

Originator's

Files OZ-13/016 W1

**PDC** FEB 23 2015

**DATE:** February 3, 2015

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: February 23, 2015

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

**SUBJECT:** Official Plan Amendment and Rezoning Applications  
To permit an 8 storey, 173 unit rental retirement apartment building, an 8 storey, 136 unit apartment building, 16 townhouses and street level commercial uses  
266-294 Lakeshore Road West, 125-143 High Street West, 7 Benson Avenue and the rear portion of 5 Benson Avenue  
Owner: High Benson Holdings Inc.

Public Meeting/Information Report

Ward 1

**RECOMMENDATION:** That the Report dated February 3, 2015, from the Commissioner of Planning and Building regarding the applications by High Benson Holdings Inc. to permit an 8 storey, 173 unit rental retirement apartment building, an 8 storey, 136 unit apartment building, 16 townhouses and street level commercial uses under File OZ 13/016 W1, at 266-294 Lakeshore Road West, 125-143 High Street West, 7 Benson Avenue and the rear portion of 5 Benson Avenue, be received for information.

<b>REPORT HIGHLIGHTS:</b>	<ul style="list-style-type: none"> <li>• This report has been prepared for the public meeting of February 23, 2015 to hear from the community;</li> <li>• The project does not conform with the mixed use and residential land use designations and requires a rezoning;</li> <li>• Community concerns include the overall height and massing of the project, the amount of density proposed and increased</li> </ul>
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- traffic in the area;
- Prior to the next report, staff must evaluate a number of the project's features including whether it is compatible with the character of the area, provides adequate building transition to the surrounding homes and meets all the City's technical requirements.

**BACKGROUND:**

The applications have been circulated for comments and community and focus group meetings have been held. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

**COMMENTS:**

**THE PROPERTY AND THE NEIGHBOURHOOD**

Size and Use	
Frontages:	137.3 m (450.5 ft.) – Lakeshore Road West 112.0 m (367.5 ft.) – High Street West 12.2 m (40.0 ft.) – Benson Avenue
Depth:	91.5 m (300.2 ft.)
Gross Lot Area:	1.12 ha (2.76 ac.)
Existing Uses:	- motor vehicle repair uses - office uses - mixed residential/commercial uses - detached homes

The site is made up of 14 properties immediately west of the Credit Landing Shopping Centre in the Indian Heights neighbourhood of Port Credit. On the north half of the site are 9 lots that have detached houses built between the late 1940s and early 1950s. The remaining 5 lots are located along Lakeshore Road West and are stand-alone commercial buildings.

The surrounding neighbourhood has a mixture of commercial and residential uses. Older detached homes are mainly found to the north, although there has been recent infill development including semi-detached houses. A mix of retail, motor vehicle, office and apartment uses are found along this stretch of Lakeshore Road West. The surrounding land uses are described as follows:



North: Detached houses  
East: Credit Landing Shopping Centre  
South: Vacant Imperial Oil lands  
West: Commercial uses, medical office and low-rise apartment buildings

### **DETAILS OF THE PROJECT**

The developer describes the proposal as a continuing care retirement community with different levels of care and independence depending on the needs of the seniors who live there. The project consists of three main parts: a rental retirement apartment (173 units), an apartment building geared towards seniors (136 units) and four blocks of condominium townhouses (16 units).

The rental retirement apartment would contain a common dining room, housekeeping services, on-site medical support, as well as amenities for residents including a hobby room, theatre/chapel, games room, library, crafts room, hair salon, exercise room, and swimming pool. The units will not contain full kitchens.

The seniors' apartment building would contain full kitchens and residents would have to purchase a package of services from the adjacent rental retirement apartment. The developer is uncertain at this time whether the units will be registered as condominiums or whether they will all be rental units. If the units are registered as condominiums, the developer would retain ownership and rent them.

The 16 condominium townhouses would have their main entrance facing High Street West but would have two underground parking spaces directly under each unit. The units would be marketed to seniors. The owners would also have to purchase a package of services from the adjacent rental retirement apartment.

Development Proposal		
Applications Submitted	Received: October 28, 2013 Deemed complete: November 15, 2013 Revised: October 21, 2014	
Developer/Owner	High Benson Holdings Inc.	
Applicant	Freeman Planning Solutions Inc.	
Number of units	325	
Height	8 storeys – apartments 3 storeys – townhouses	
Lot Coverage	49.7%	
Floor Space Index	2.2	
Landscaped Area	38%	
Density	290.6 units/ha 117.6 units/acre	
Gross Floor Area	Residential/Amenity - 24 347 m <sup>2</sup> (262,077 sq. ft.) Commercial - 753 m <sup>2</sup> (8,084 sq. ft.) Total – 25 100 m <sup>2</sup> (270,183 sq. ft.)	
Anticipated Population	823*  *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.  The applicant has estimated the population to be 407 persons given that this is a proposed seniors' retirement development.	
Parking	Required	Proposed
resident spaces	282	202
visitor spaces	31	24
commercial spaces	42	33
Total	355	259 (less 27 for proposed shared parking = 232) 256 shown on site plan (10 surface and 246 underground)

<b>Development Proposal</b>	
<b>Green Initiatives</b>	<ul style="list-style-type: none"> <li>• Use of locally produced materials</li> <li>• Introduction of private Car Share Program featuring hybrid vehicles</li> <li>• Low water requirements for native species landscaping</li> <li>• On-site storm water storage tank and roof-top storage systems</li> <li>• Use of high efficiency systems</li> </ul>

Additional information is provided in Appendices I-1 to I-11.

### **LAND USE CONTROLS**

Due to the developer’s appeal of the new Port Credit Local Area Plan to the Ontario Municipal Board (OMB), the old Area Plan policies are still in effect for this site. These lands are designated **Residential Low Density II, Mixed Use, Mixed Use – Special Site 28 and Mixed Use – Special Site 38** in the old Port Credit Local Area Plan. The developer has requested to redesignate the lands **Mixed Use – Special Site** to permit the proposed seniors’ development.

A rezoning is proposed from **RM7 (Detached, Semi-Detached, Duplex and Triplex Dwellings), C4 (Mainstreet Commercial) and C4 – 17 (Mainstreet Commercial)** to **C4 – Exception (Mainstreet Commercial)** to permit the proposed seniors’ development.

Detailed information regarding the Official Plan and Zoning is in Appendices I-9 and I-10.

### **Bonus Zoning**

Section 37 of the *Planning Act* and policies in the Official Plan allow the City to seek community benefits when increases in permitted height and/or density are found to be good planning by Council. If these applications are approved, staff will report back

to the Planning and Development Committee on the provision of community benefits as a condition of approval.

### WHAT DID THE COMMUNITY SAY?

Community meetings were held by Ward 1 Councillor, Jim Tovey on February 10, 2014 and January 21, 2015, as well as focus group meetings on March 25, 2014, April 21, 2014 and May 27, 2014. While most of the comments were concerns, there have also been supportive remarks. Representatives of the Town of Port Credit Association (TOPCA) and Cranberry Cove Ratepayers Association have advised that their associations do not support the project, while the Port Credit Business Improvement Area (BIA) has indicated its support.

An overview of both the positive and negative comments raised by the community are listed below. Concerns will be addressed along with issues raised at the public meeting in the Recommendation Report, which will come at a later date.

#### Concerns

- Proposed height, scale and density does not fit in with the character of the area, which is mostly detached houses;
- Any project should be in keeping with what the Port Credit Local Area Plan and the current zoning permits;
- This is not an intensification node and so a project of this magnitude is not appropriate;
- If approved, this project will create a precedent for similar sized developments along Lakeshore Road West;
- Assembling many lots should not give the developer the right to construct buildings that are not compatible with the neighbourhood;
- The added traffic and parking demand to the area will not be acceptable;
- The project will require the removal of many trees and other landscaping on site;
- The project will create overshadowing and wind issues along the abutting streets;

- There should be no connection to the Credit Landing Shopping Centre from High Street West;
- The proposed driveway access is too close to the existing triplex at the southeast corner of Benson Avenue and High Street West;
- The proposed access to the site should be from Lakeshore Road West, not Benson Avenue;
- Bird-friendly window treatments should be used;
- More information about the soil contamination is needed.

#### Supportive Comments

- This project will be a great improvement compared to the businesses that exist along Lakeshore Road West, will provide an excellent streetscape and will revitalize the neighbourhood;
- The developer has worked hard to address concerns of residents;
- It will provide much needed seniors' housing to the neighbourhood and will improve the tax base;
- Higher residential densities are needed if we want to create transit supportive development;
- A seniors' development will have much less impact on traffic compared to a standard residential condominium project.

#### **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix I-7 and school information is contained in Appendix I-8. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project;
- Is the proposal compatible with the character of the area given its height, massing, density, uses, landscaping, building configuration and technical requirements;
- Has an appropriate building transition been provided between the existing surrounding homes and commercial buildings and the proposal;

- Is the proposed streetscape design along Lakeshore Road West satisfactory;
- Are the proposed design details and zoning standards appropriate, including the requested reduction in parking rates;
- Have all other technical requirements and studies related to the project been found to be acceptable.

### **OTHER INFORMATION**

A number of studies and reports have been submitted by High Benson Holdings Inc. in support of the applications. The list is below and the studies are available for review.

- Master Plan, Concept Plan, Site Plan
- Draft Reference Plan
- Elevations/Sections, Floor/Roof Plans
- Engineering Plans
- Landscape Plan
- Utility Plan
- Planning Justification Report
- Urban Design Brief
- Arborist Report and Tree Preservation Plan
- Pedestrian Wind Assessment
- Shadow Study
- Traffic Impact Study
- Phase I Environmental Site Assessment
- Preliminary Phase II Environmental Site Assessment
- Record of Site Condition
- Functional Servicing Report
- Noise Feasibility Study
- Parking Study
- Green Initiatives Letter
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment

**Development Requirements**

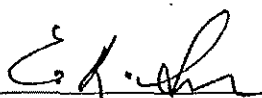
There are certain other engineering matters including storm drainage, noise reduction, sidewalks and utilities which will require the applicant to enter into appropriate agreements with the City.

**FINANCIAL IMPACT:** Development charges will be payable as required by the Development Charges By-law of the City. Also, the financial requirements of any other commenting agency must be met.

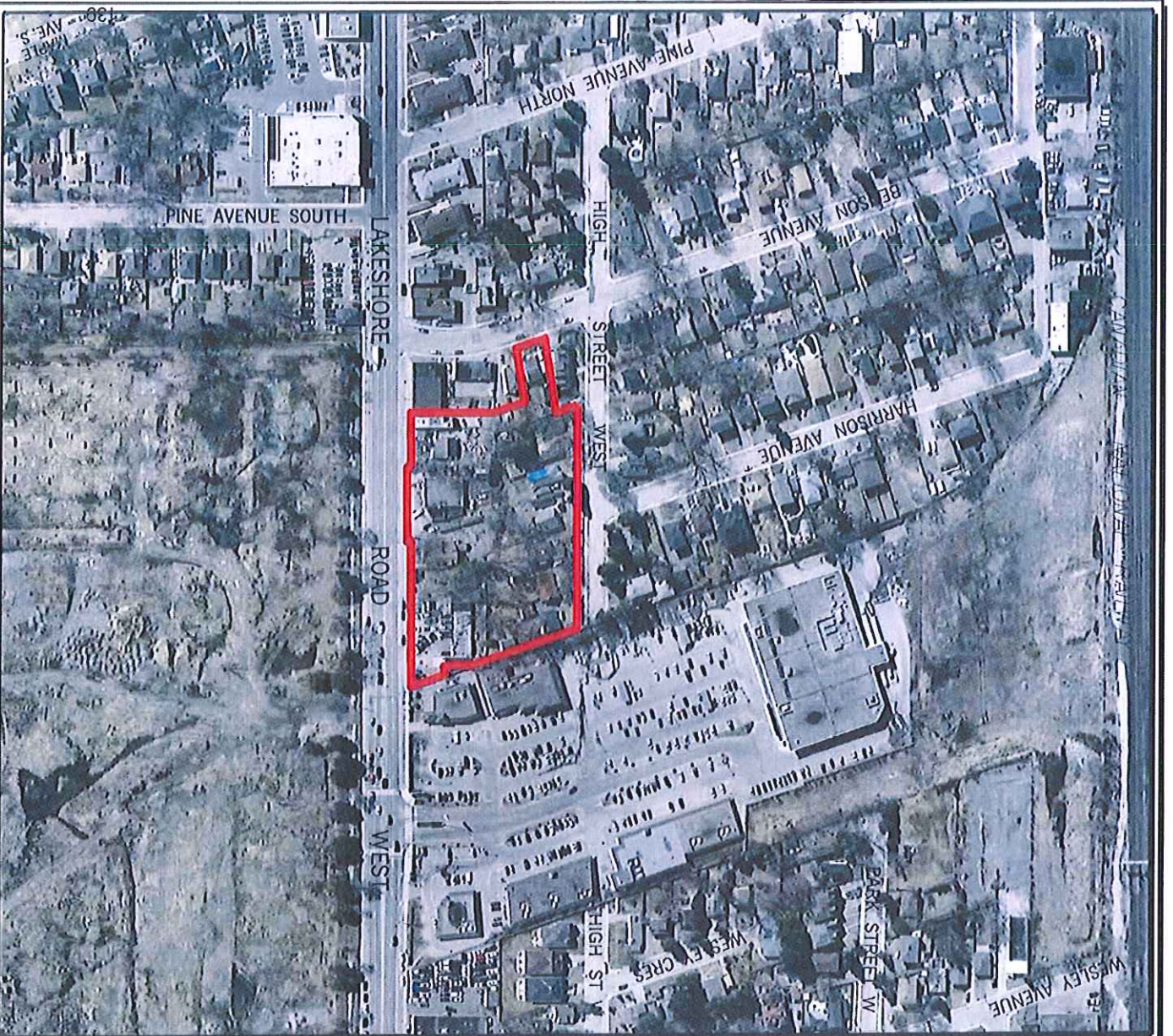
**CONCLUSION:** All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and all issues are resolved.

**ATTACHMENTS:**

- Appendix I-1: Aerial Photograph
- Appendix I-2: Excerpt of Mississauga Official Plan
- Appendix I-3: Existing Land Use and Proposed Zoning Map
- Appendix I-4: Concept Plan
- Appendix I-5: Elevations
- Appendix I-6: Renderings
- Appendix I-7: Agency Comments
- Appendix I-8: School Accommodation
- Appendix I-9: Summary of Existing and Proposed Official Plan Amendment Provisions and Relevant Mississauga Official Plan policies
- Appendix I-10: Summary of Existing and Proposed Zoning Provisions and Applicant's Draft Zoning By-law Amendment
- Appendix I-11: General Context Map

  
\_\_\_\_\_  
Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Ben Phillips, Development Planner*

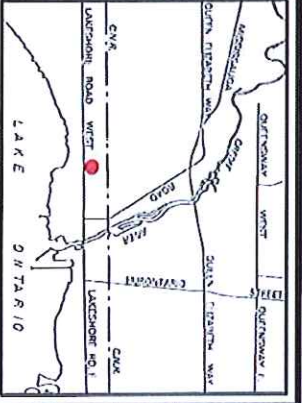


LEGEND:  
 SUBJECT LANDS

DATE OF AERIAL PHOTO: SPRING 2014



SUBJECT:  
**HIGH BENSON HOLDINGS INC.**

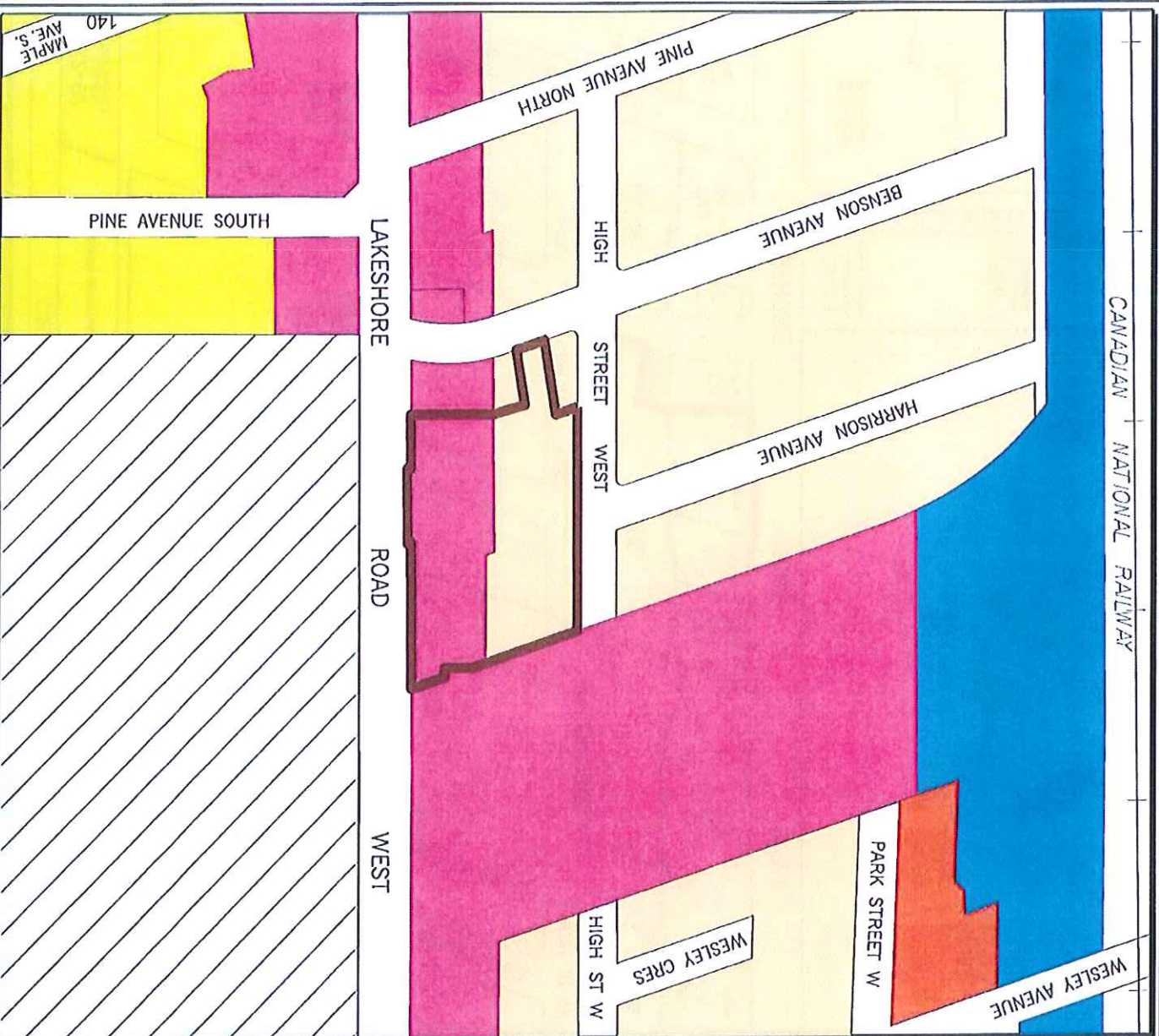
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DWG. NO: 13016A	PDC DATE: 2015 02 23
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MISSISSAUGA Planning and Building  
 Produced by T&W, Geomatics  
 APPENDIX I-1

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CANADIAN NATIONAL RAILWAY



**PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN**

LAND USE DESIGNATIONS

	Residential Low Density I		Business Employment
	Residential Low Density II		Industrial
	Residential Medium Density		Airport
	Residential High Density		Historical
	Downtown Mixed Use		Public Open Space
	Downtown Core Commercial		Private Open Space
	Mixed Use		Crematorium
	Convenience Commercial		Parade Park West
	Major Vehicle Commercial		Utility
	Office		Special Waterfront

LAND USE LEGEND

	Heritage Conservation District		City Centre (City Hall)
	1206 NEP/2005 NEP		City Centre/Transit Terminal
	20 Core/Neighbourhood		GO Rail Transit Station
	LPA Operating Area Boundary		Public School
	See Ancient Neighbourhoods		Catholic School
	LPA Operating Area		Hospital
	LPA Operating Area		Community Facilities
	Natural Features		

CITY STRUCTURE

	Downtown		Corporate Centre
	Major Node		Employment Area
	Community Node		Special Purpose Area
	Neighbourhood		

NDZ Region of Peel Non-Decision

SUBJECT LANDS



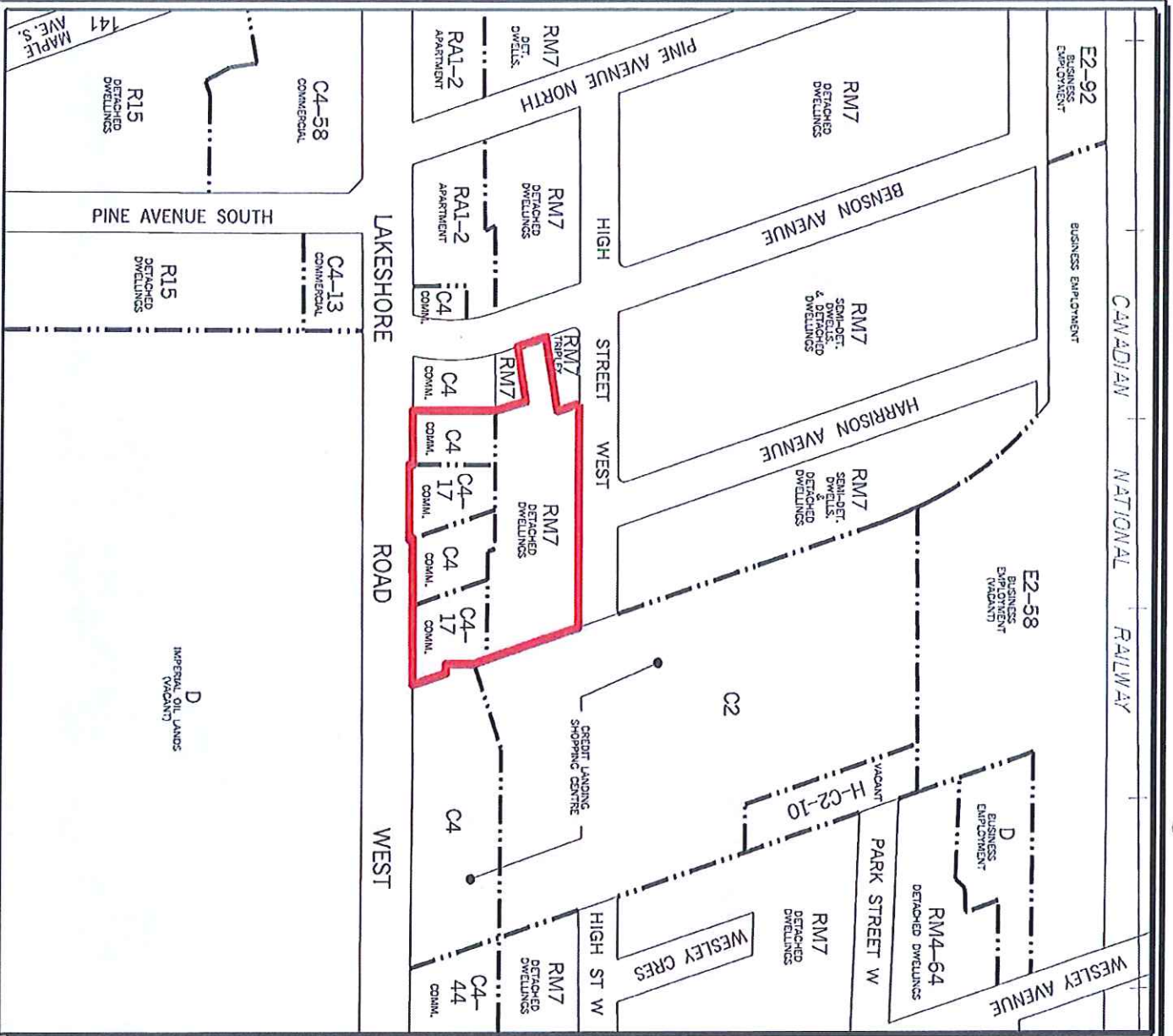
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APPENDIX 1-2

1:3000 MISSISSAUGA OFFICIAL PLAN 2012, PART 10, LAND USE DESIGNATIONS



**LEGEND:**



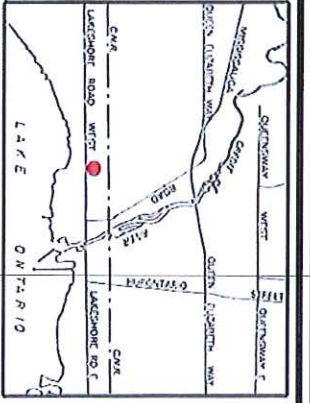
PROPOSED OFFICIAL PLAN AMENDMENT FROM "MIXED USE", "MIXED USE-SPECIAL SITE 28", "MIXED USE-SPECIAL SITE 38" AND "RESIDENTIAL LOW DENSITY 11" TO "MIXED USE-SPECIAL SITE" AND PROPOSED REZONING FROM "RM7" (DETACHED, SEMI-DETACHED DUPLEX AND TRIPLEX DWELLINGS), "C4" (MAINSTREET COMMERCIAL) AND "C4-17" (MAINSTREET COMMERCIAL) TO "C4-EXCEPTION" (MAINSTREET COMMERCIAL) TO PERMIT AN APARTMENT BUILDING, AN 8 STOREY, 136 UNIT APARTMENT BUILDING, AN 8 STOREY, 136 TOWNHOUSES AND STREET LEVEL COMMERCIAL USES.

**NOTE:** EXISTING ZONING DELINEATED ON THE PLAN  
THIS IS NOT A PLAN OF SURVEY.



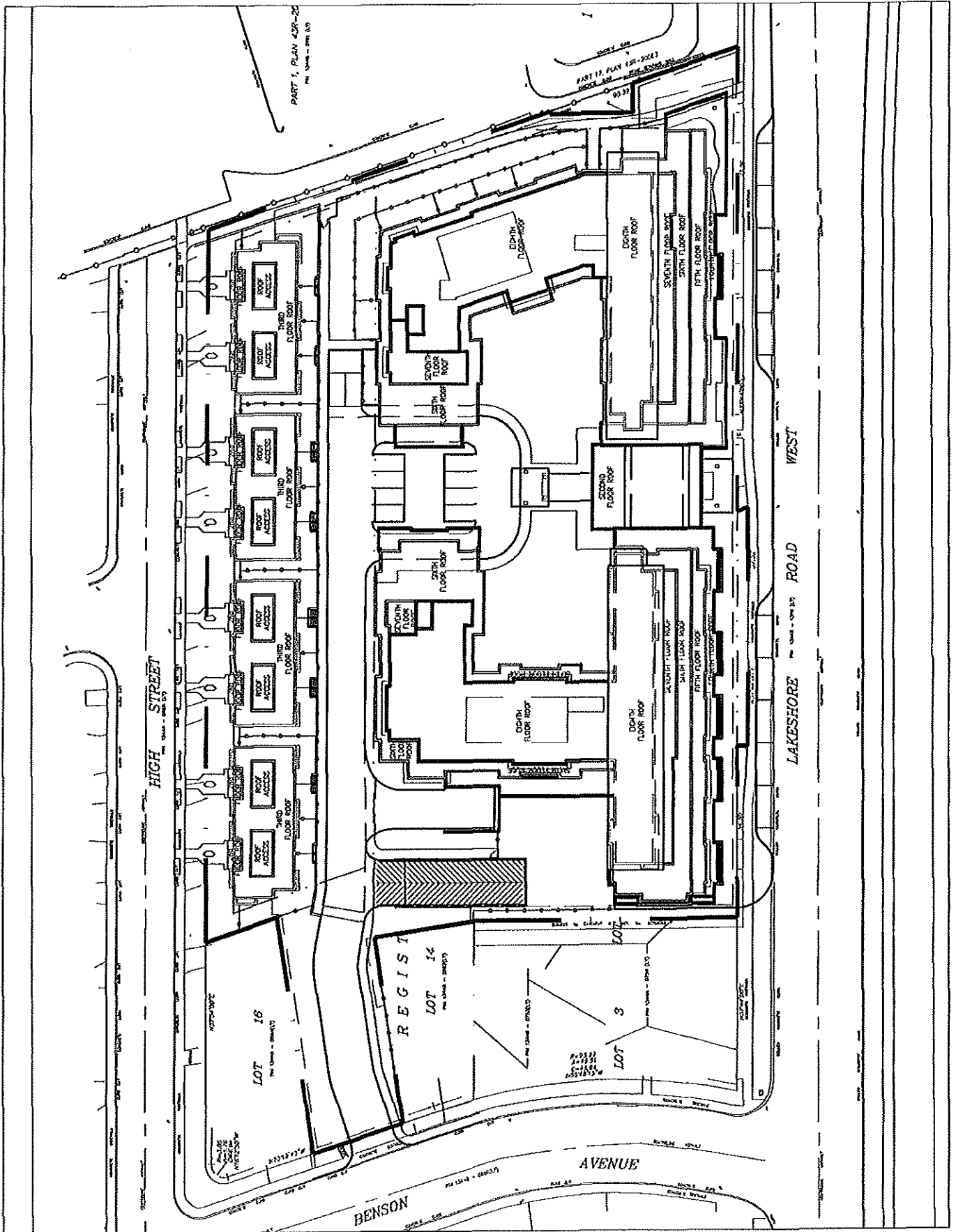
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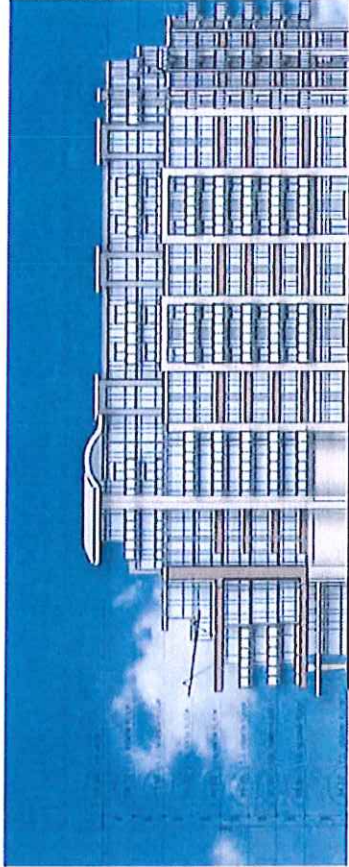


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APPENDIX I-3

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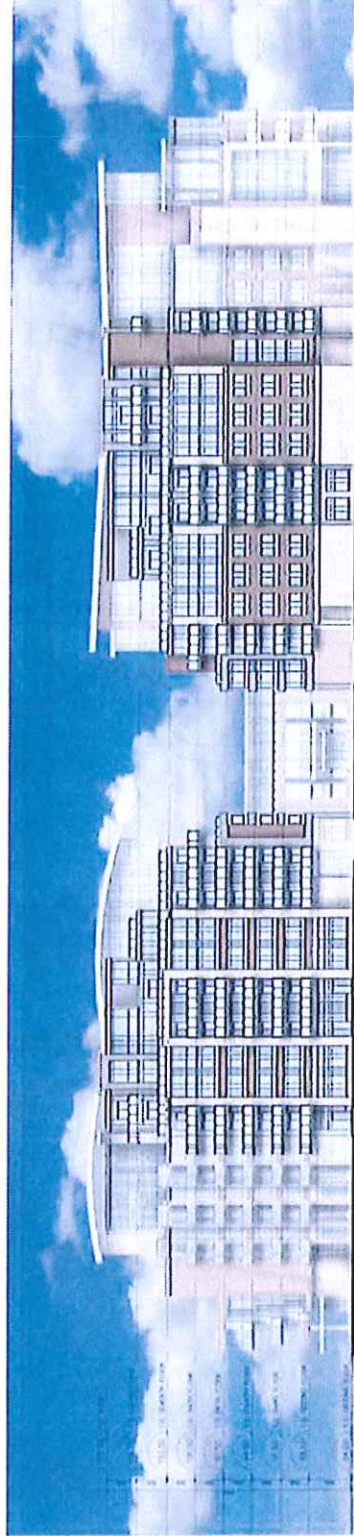
ELEVATIONS



4- WEST ELEVATION RETIREMENT



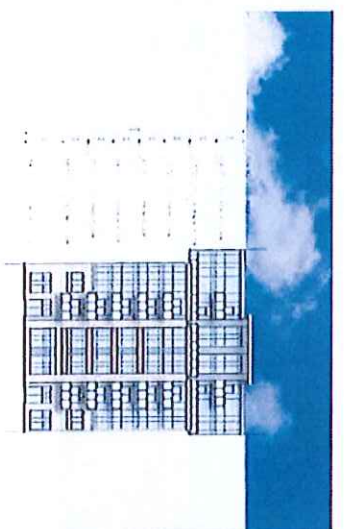
3- EAST ELEVATION APARTMENT



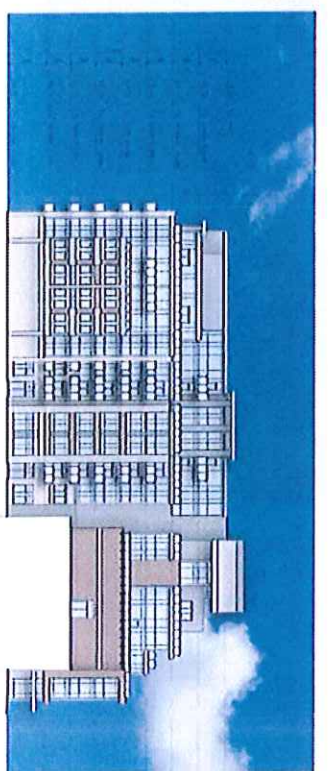
2- NORTH ELEVATION - HIGH STREET



1- SOUTH ELEVATION - LAKESHORE



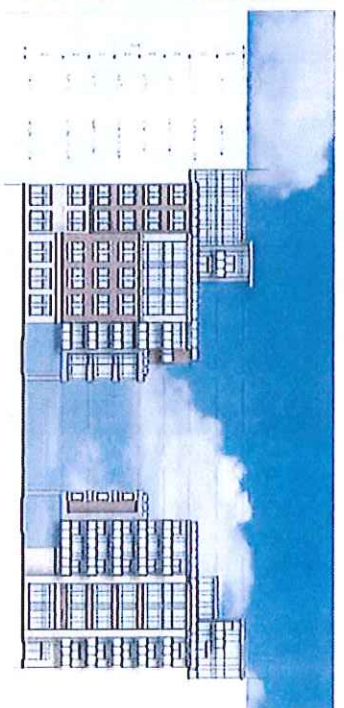
7- COURTYARD PART WEST ELEVATION APT.



8- COURTYARD WEST ELEVATION APT.



5- COURTYARD NORTH ELEVATION / PART NORTH RETIREMENT



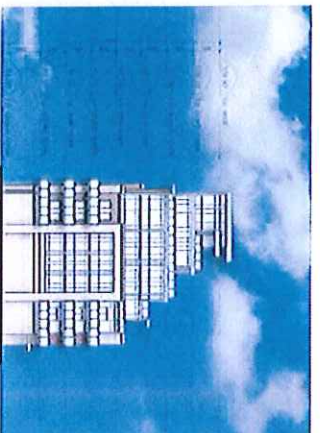
4- COURTYARD SOUTH ELEVATION



3- COURTYARD EAST ELEVATION RETIREMENT

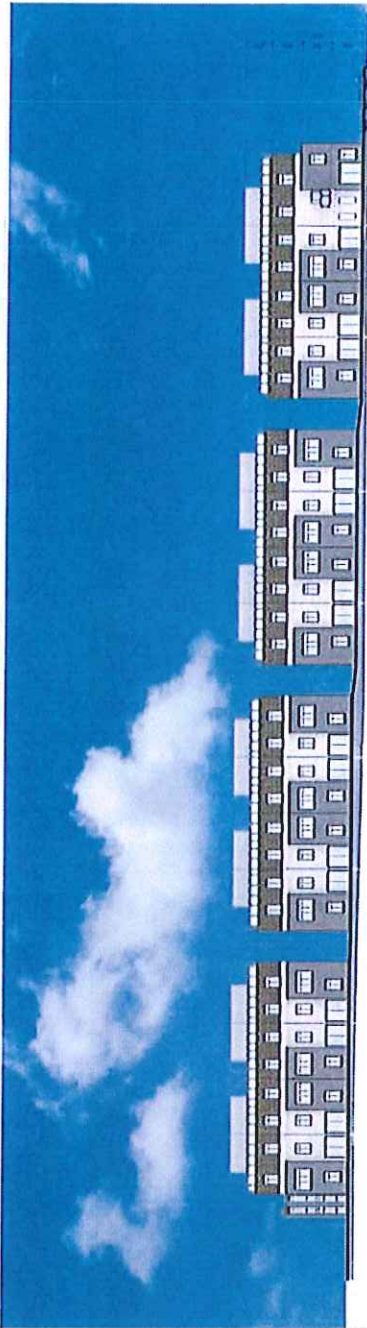


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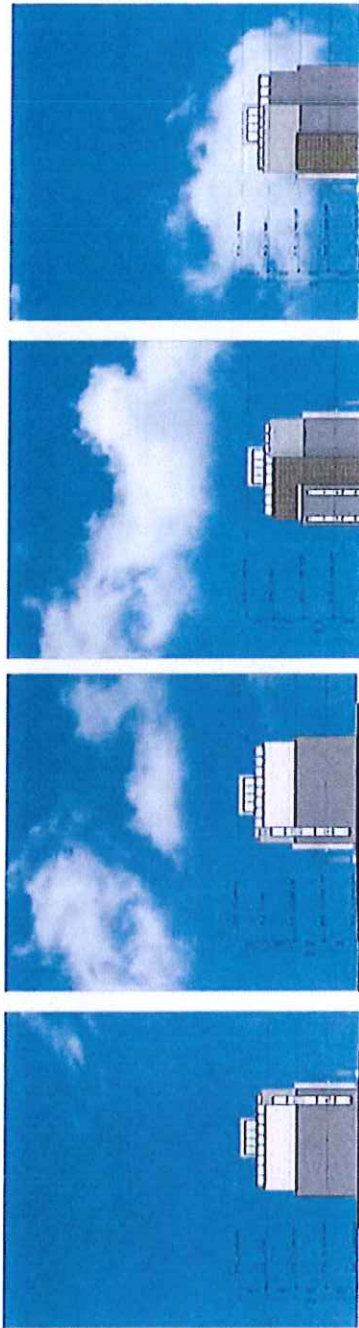


1- PART WEST ELEVATION RETIREMENT

ELEVATIONS



6- SOUTH ELEVATION



5- INSIDE EAST ELEVATION

4- INSIDE WEST ELEVATION

3- EAST ELEVATION

2- WEST ELEVATION



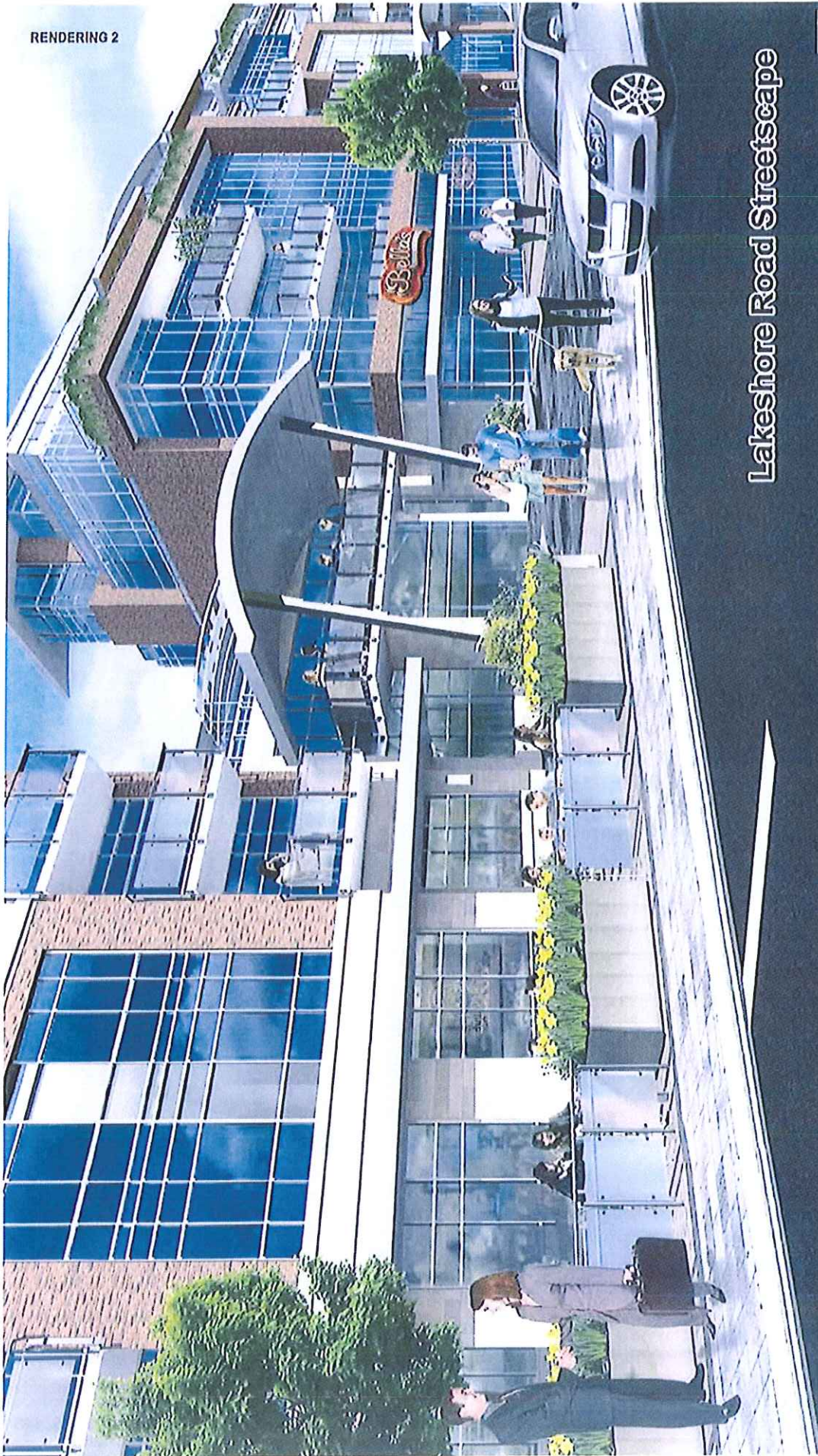
1- NORTH ELEVATION

RENDERING 1



LAKESHORE ROAD WEST (LOOKING EAST)

RENDERING 2



APPENDIX I-6  
PAGE 2

# Lakeshore Road Streetscape

LAKESHORE ROAD WEST - CLOSE UP



RENDERING 3



# Townhouse Frontyard Perspective

APPENDIX I-6  
PAGE 3

HIGH STREET WEST (LOOKING SOUTH)

High Benson Holdings Inc.

File: OZ 13/016 W1

## Agency Comments

The following is a summary of comments from agencies and departments regarding the applications.

Agency / Comment Date	Comment
Region of Peel (December 1, 2014)	<p>An existing 150 mm (6 in.) diameter water main is located on High Street. An existing 300 mm (12 in.) diameter water main is located on Benson Avenue. An existing 400 mm (16 in.) and an existing 300 mm (12 in.) diameter water main are located on Lakeshore Road West.</p> <p>An existing 250 mm (10 in.) diameter sanitary sewer is located on High Street. An existing 250 mm (10 in.) diameter sanitary sewer is located on Benson Avenue. An existing 350 mm (14 in.) and an existing 375 mm (15 in.) diameter sanitary sewer are located on Lakeshore Road West.</p> <p>This property drains to the Beach Street Sewage Pumping Station which is currently at capacity. Sanitary servicing for new services will not be available until the new Beechwood Sewage Pumping Station is operational.</p> <p>Curbside collection will be provided by the Region of Peel for the 16 townhouse units. Mixed use buildings within multi-residential complexes must have separate storage areas. On-site waste collection for the commercial portion of the mixed use buildings will be required through a private waste hauler.</p>
Dufferin-Peel Catholic District School Board (November 7, 2014) and Peel District School Board (November 26, 2014)	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>If approved, both School Boards require that warning clauses with respect to temporary school accommodation and transportation arrangements be included in Development and</p>

High Benson Holdings Inc.

File: OZ 13/016 W1

Agency / Comment Date	Comment
	Servicing Agreements and all Agreements of Purchase and Sale.
City Community Services Department – Parks and Forestry Division/Park Planning Section (January 19, 2015)	<p>Community Services indicated that prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to the <i>Planning Act</i> and in accordance with City's Policies and By-laws.</p> <p>The developer will be responsible for the cost and construction of any required streetscape corridor and boulevard works along Lakeshore Road West as well as supplying a cash contribution for any boulevard planting on High Street West and Benson Avenue. The developer shall enter into the appropriate agreement with the City outlining these works, which will be detailed through comments by the Transportation and Works Department, Community Services Department and Planning and Building Department.</p>
City Community Services Department – Fire and Emergency Services Division (December 4, 2014)	Fire has reviewed the applications from an emergency response perspective and has no concerns. Emergency response time to the site and water supply available are acceptable.
City Transportation and Works Department (T&W) (January 13, 2015)	<p>T&amp;W confirmed receipt of Site Plan, Functional Servicing Report, Grading Plan, Servicing Plan, Composite Utility Plan, Noise Feasibility Study and Traffic Impact Study circulated by Planning and Building.</p> <p>Notwithstanding the findings of these reports and drawings, the applicant has been requested to provide additional technical details. Development matters currently under review and consideration by the department include:</p> <ul style="list-style-type: none"> <li>• Traffic implications</li> <li>• Grading implications</li> <li>• Storm sewer and stormwater management design</li> <li>• Noise impact and mitigation measures</li> <li>• Final Phase II Environmental Site Assessment and a Record of Site Condition</li> </ul> <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>

High Benson Holdings Inc.

File: OZ 13/016 W1

Agency / Comment Date	Comment
<p>GO Transit/Metrolinx (January 12, 2015)</p>	<p>The subject development is within 300 m (984 ft.) of our Lakeshore West rail corridor and as such:</p> <ul style="list-style-type: none"> <li>• The Noise Feasibility Study analysis (prepared by HGC, dated September 12, 2014) contemplates current GO Transit rail traffic forecasts. The report concludes "that with suitable noise control measures integrated into the design of the buildings, it is feasible to achieve the indoor MOE guideline sound levels from the road and rail traffic sources". Outdoor noise levels are not considered to be an issue.</li> <li>• The following warning clause should be included in all development agreements, offers to purchase and agreements of purchase and sale or lease for all residential units within 300 m (984 ft.) of the rail corridor: <p style="margin-left: 40px;">"Warning: Metrolinx, carrying on business as GO Transit, and its assigns and successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the rail facilities on such right-of-way in the future including the possibility that GO Transit or any railway entering into an agreement with GO Transit to use the right-of-way or their assigns or successors as aforesaid may expand their operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). Metrolinx will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid right-of-way."</p> </li> <li>• The Owner shall grant Metrolinx an environmental easement for operational emissions registered on title against the subject residential dwellings in favour of Metrolinx. This easement is essentially a noise warning clause registered on title.</li> </ul>

High Benson Holdings Inc.

File: OZ 13/016 W1

Agency / Comment Date	Comment
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- Bell Canada</li> <li>- Canada Post</li> <li>- Development Services</li> <li>- Economic Development Office</li> <li>- Enersource Hydro Mississauga</li> <li>- Rogers Cable</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Conseil Scolaire de Districte Centre-Sud</li> <li>- Conseil Scolaire Viamonde</li> <li>- Realty Services, Corporate Services Department</li> <li>- Trillium Health Partners</li> </ul>

High Benson Holdings Inc.

File: OZ 13/016 W1

## School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board																																
<ul style="list-style-type: none"> <li>• Student Yield:               <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 20px;">37</td> <td>Kindergarten to Grade 8</td> </tr> <tr> <td>11</td> <td>Grade 9 to Grade 12</td> </tr> </table> </li> <li>• School Accommodation:               <p>Riverside Public School</p> <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 20px;">Enrolment:</td> <td>257</td> </tr> <tr> <td>Capacity:</td> <td>452</td> </tr> <tr> <td>Portables:</td> <td>0</td> </tr> </table> <p>Port Credit Secondary School</p> <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 20px;">Enrolment:</td> <td>1,192</td> </tr> <tr> <td>Capacity:</td> <td>1,203*</td> </tr> <tr> <td>Portables:</td> <td>1</td> </tr> </table> </li> </ul> <p>*Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	37	Kindergarten to Grade 8	11	Grade 9 to Grade 12	Enrolment:	257	Capacity:	452	Portables:	0	Enrolment:	1,192	Capacity:	1,203*	Portables:	1	<ul style="list-style-type: none"> <li>• Student Yield:               <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 20px;">4</td> <td>Junior Kindergarten to Grade 8</td> </tr> <tr> <td>1</td> <td>Grade 9 to Grade 12</td> </tr> </table> </li> <li>• School Accommodation:               <p>St. Luke Catholic Elementary School</p> <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 20px;">Enrolment:</td> <td>533</td> </tr> <tr> <td>Capacity:</td> <td>584</td> </tr> <tr> <td>Portables:</td> <td>0</td> </tr> </table> <p>Iona Catholic Secondary School</p> <table style="margin-left: 20px; border: none;"> <tr> <td style="padding-right: 20px;">Enrolment:</td> <td>1,117</td> </tr> <tr> <td>Capacity:</td> <td>723</td> </tr> <tr> <td>Portables:</td> <td>17</td> </tr> </table> </li> </ul>	4	Junior Kindergarten to Grade 8	1	Grade 9 to Grade 12	Enrolment:	533	Capacity:	584	Portables:	0	Enrolment:	1,117	Capacity:	723	Portables:	17
37	Kindergarten to Grade 8																																
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Portables:	17																																

Note: Notwithstanding the student yield estimates provided by the school boards as noted above, it is recognized that children are generally not anticipated to be part of this proposed seniors' development.

High Benson Holdings Inc.

File: OZ 13/016 W1

### Existing Official Plan Provisions

"Mixed Use" which permits the following uses: commercial parking facility; conference centre; entertainment, recreation and sports facility; financial institution; funeral establishment; motor vehicle rental; overnight accommodation; personal service establishment; post-secondary educational facility; residential; restaurant; retail store; and secondary office. Self-storage facility is not a permitted use.

"Mixed Use – Special Site 28" which notwithstanding the provisions of the Mixed Use designation, the existing motor vehicle repair uses will be permitted; drive-through facilities will not be permitted.

"Mixed Use – Special Site 38" which notwithstanding the provisions of the Mixed Use designation, drive-through facilities will not be permitted.

"Residential Low Density II" which permits detached, semi-detached, duplex, triplex and street townhouse dwellings.

### Proposed Official Plan Amendment Provisions

In addition to redesignating all of the site to Mixed Use – Special Site, the applicant is proposing to add the following new Special Site policies for the site:

The lands are subject to special site policies which state:

Notwithstanding the provisions of the Mixed Use designation, the following additional policies will apply:

- a. Townhouses with building heights not to exceed three storeys of livable space shall be provided along the south side of High Street West;
- b. The total maximum number of retirement dwelling units and/or apartment dwelling units for seniors, with living and health support services will be 325;
- c. A gradation of building heights shall be provided with the maximum building height not to exceed eight storeys;
- d. Street related retail commercial uses, restaurants, personal service uses and office uses will be permitted along Lakeshore Road West.

**Relevant Mississauga Official Plan Policies**

There are numerous policies that apply in reviewing these applications. An overview of some of these policies is found below:

	<b>Specific Policies</b>	<b>General Intent</b>
<b>Section 5 – Direct Growth</b>	Section 5.3.5 Section 5.4	Neighbourhoods should be regarded as stable residential areas where the existing character is to be preserved. Intensification will generally occur through infilling and the development of existing commercial sites as mixed use areas and is to be sensitive to the context. Intensification may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of Mississauga Official Plan. Appropriate transitions in use, built form, density and scale are to be achieved.  Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area. Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.
<b>Section 6 – Value the Environment</b>	Section 6.7.1 Section 6.7.2 Section 6.7.3 Section 6.7.4 Section 6.7.5	Contaminated sites must be identified and appropriately addressed by the proponent of development. This includes the submission of required information identifying potential contamination and planned remedial actions if contamination is confirmed.
<b>Section 7 – Complete Communities</b>	Section 7.2 Section 7.2.1 Section 7.2.2	Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.



<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Section 9 – Building a Desirable Urban Form</p>	<p>Section 9.2.2 Section 9.3.3.10 Section 9.3.3.11 Section 9.5.1 Section 9.5.2 Section 9.5.3</p>	<p>Development in Neighbourhoods is required to be context sensitive and respect the existing or planned character and scale of development.</p> <p>Buildings, in conjunction with site design and landscaping, will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.</p> <p>Development on Corridors will be encouraged to achieve a number of things, including the assembly small land parcels to create efficient development parcels, not locate parking between the building and the street, site buildings that frame the street, support of transit and active transportation modes and consolidation of access points.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">Old Port Credit Local Area Plan (In Effect for this Site)</p>	<p>Section 2.1.2</p>	<p>The North Residential Precinct is a stable residential area that should be maintained while allowing for infill which is compatible with and enhances the character of the area. Among other things, the 1 and 2 storey building heights, the combination of small building masses on small lots, the juxtaposition of industrial, employment, residential and commercial uses and the well landscaped streetscapes should be preserved.</p> <p>For the Mainstreet Precinct, building heights should be a minimum of two storeys and a maximum of three storeys. Mixed use developments with street related retail commercial uses and a rhythm of closely spaced storefronts lining the street are encouraged.</p>
<p style="writing-mode: vertical-rl; transform: rotate(180deg);">New Port Credit Local Area Plan (Shall Have Regard For this Site)</p>	<p>Section 10.3.4 Section 10.3.6 Schedule 2A</p>	<p>In the North Residential Neighbourhoods, the predominant characteristics of these areas will be preserved. New development should not exceed 3 storeys.</p> <p>The Mainstreet Neighbourhood Precinct will contain street related commercial uses with closely spaced storefronts lining the street to encourage and foster an active pedestrian street. The assembly of adjacent low density residential land to enlarge properties fronting the Mainstreet Precinct is discouraged. Height limits are between 2 and 4 storeys.</p>

Section 19 - Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> <li>• the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.</li> </ul>
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High Benson Holdings Inc.

File: OZ 13/016 W1

**Summary of Existing Zoning By-law Provisions**

"RM7" (Detached, Semi-Detached, Duplex and Triplex Dwellings), which permits detached, semi-detached, duplex and triplex dwelling units.

"C4" (Mainstreet Commercial) which permits various retail and commercial uses and apartment dwellings.

"C4 - 17" (Mainstreet Commercial) which permits the uses as specified for a "C4" zone except that a motor vehicle repair facility -- restricted, legally existing on the date of passing of the By-law -- shall also be permitted.

High Benson Holdings Inc.

File: OZ 13/016 W1

## Summary of Proposed Zoning By-law Provisions

Zone Standards	Required "C4" Zoning By-law Standards	Proposed "C4-Exception" Zoning By-law Standards
Uses	Apartment Dwelling; Dwelling Unit located above the first storey of a commercial building; range of commercial uses including Retail Store, Personal Service Establishment, Restaurant, Take-out Restaurant, Financial Institution, Office, Medical office, Repair Establishment, Parking Lot.	Condominium Apartment Dwelling, Rental Apartment Dwelling, Retirement Dwelling, Assisted Living Dwellings, Townhouses, Financial Institution, Office, Medical Office, Personal Service Establishment, Repair Establishment, Retail Store, Parking Lot, Restaurant, Take-out Restaurant, Outdoor patio accessory to a restaurant or take-out restaurant.
New Definition	n/a	"Assisted Living Dwelling" means a dwelling unit within a retirement dwelling where a higher level of supervised support and care is provided such as, but not limited to, memory care and may include one or more amenity areas such as but not limited to common dining, lounge, kitchen and recreational areas.
Maximum No. of dwelling units	n/a	325
Maximum Floor Space Index	n/a	2.3
Maximum Height	3 storeys – 12.5 m (41.0 ft.) for flat roofs	Apartments – stepping up to 8 storeys (see draft zoning by-law schedule) Townhouses – 3 storeys and 11.9 m (39.0 ft.) including mechanical penthouse
Maximum gross floor area for commercial uses	n/a	751 m <sup>2</sup> (8,084 sq. ft.)
Minimum Landscaped Area	n/a	35%
Parking Standards	Varies depending on use	Reductions are proposed, see draft zoning by-law
- See applicant's draft zoning by-law for all requested provisions (following pages)		

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to sections 34 and 36 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the council of a local municipality may pass a zoning by-law and may impose a holding symbol or provision;

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

1. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

6.2.5.XX	Exception: C4-XX	Map # 8	By-law
In a C4-XX zone the applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
<b>Permitted Use</b>			
6.2.5.XX.1	Lands zoned RA2-XX shall only be used for the following:		
	<ul style="list-style-type: none"> <li>(1) Condominium Apartment Dwelling</li> <li>(2) Rental Apartment Dwelling</li> <li>(3) Retirement Dwelling</li> <li>(4) Assisted Living Dwellings</li> <li>(5) Townhouses</li> <li>(6) Financial Institution</li> <li>(7) Office</li> <li>(8) Medical Office</li> <li>(9) Personal Service Establishment</li> <li>(10) Repair Establishment</li> <li>(11) Retail Store</li> <li>(12) Parking Lot</li> <li>(13) Restaurant</li> <li>(14) Take-out restaurant</li> <li>(15) Outdoor patio accessory to a restaurant or take-out restaurant</li> </ul>		
<b>Regulations</b>			
6.2.5.XX.2	The provisions contained in Subsections 2.1.2, 2.1.25 and the regulations of Lines 2.0, 3.0, and 14.0 contained in Table 3.1.2.1 and Lines 16.0, 31.1, 31.2, 33.2, 39.2, 41.2, 42.3 and 42.4 contained in Table 3.1.2.2 and Lines 5.0, 7.0, 8.1, 8.5, 9.1, 9.5, 11.0, 11.1, 12.3, 12.4, 14.0, 15.0 and 16.0 contained in Table 6.2.1 of this By-law shall not apply.		
6.2.5.XX.3	"Assisted Living Dwelling" means a dwelling unit within a retirement dwelling where a higher level of supervised support and care is provided such as, but not limited to, memory care and may include one or more amenity areas such as but limited to a common dining, lounge, kitchen and recreational areas.		
6.2.5.XX.4	Maximum number of dwelling units on lands identified on Schedule C4-XX		325
6.2.5.XX.5	For the purposes of this By-law, all lands zoned C4-XX shall be considered one (1) lot		
6.2.5.XX.6	Maximum Floor Space Index		2.3

6.2.5.XX	Exception, C4-XX	Map # 8	By-law
In a C4-XX zone the applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
6.2.5.XX.7	Maximum gross floor area-non-residential used for any combination of permitted uses contained in Sentence 6.2.5.XX.1		751 m2
6.2.5.XX.8	The non-residential uses permitted in Sentence 6.2.5.XX.1 shall be located on the ground floor of the retirement dwelling and condominium and rental apartment dwelling along Lakeshore Road West		
6.2.5.XX.9	Maximum height of townhouses including mechanical penthouse		11.9 m
6.2.5.XX.10	Minimum landscaped area		35%
6.2.5.XX.11	The lot line abutting Lakeshore Road West shall be deemed to be the front lot line		
6.2.5.XX.12	Minimum setback to underground parking structures from all lot lines		0.0 m
6.2.5.XX.13	Minimum number of parking spaces per one-bedroom or two-bedroom condominium or rental apartment dwelling unit		0.80
6.2.5.XX.14	Minimum number of visitor parking spaces per condominium or rental apartment dwelling unit		0.15
6.2.5.XX.15	Minimum number of parking spaces per retirement dwelling unit for occupants		0.14
6.2.5.XX.16	Minimum number of parking spaces per retirement dwelling unit for visitor and staff		0.26
6.2.5.XX.17	Minimum number of parking spaces per assisted living dwelling unit		0.33
6.2.5.XX.18	Minimum number of parking spaces per 100 m2 gross floor area - non-residential for an Office, Personal Service Establishment, Repair Establishment or Retail Store		3.0
6.2.5.XX.19	Minimum number of parking spaces per 100 m2 gross floor area - non-residential for a Financial Institution, Medical Office or Takeout Restaurant		4.85
6.2.5.XX.20	Minimum number of parking spaces per 100 m2 gross floor area - non-residential for a Restaurant		7.65
6.2.5.XX.21	For the purpose of Article 3.1.2.3 - Mixed Use Development Shared Parking of this By-law, the following formula shall apply		

6.2.5.XX	Exception C4-XX	Map #	By law		
In a C4-XX zone the applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:					
Table	Percentage of Peak Period (Weekday)				
6.2.5.XX.21	Land Use	Morning	Noon	Afternoon	Evening
	Assisted Living	60	75	100	45
	Retirement Visitors and Staff	45	65	100	65
	Independent Living Visitors	20	20	50	100
	Townhouse Visitors	20	20	50	100
	Financial Institution	100	90	95	10
	Office	100	90	95	10
	Medical Office	100	90	95	10
	Personal Service Establishments	50	50	70	75
	Repair Establishments	50	50	70	75
	Retail Store	50	50	70	75
	Take-out Restaurant	25	65	25	100
	Restaurant	25	65	25	100
Percentage of Peak Period (Weekend)					
	Land Use	Morning	Noon	Afternoon	Evening
	Assisted Living	50	60	80	40
	Retirement Visitors and Staff	40	60	90	60
	Independent Living Visitors	20	20	60	100
	Townhouse Visitors	20	20	60	100
	Financial Institution	10	10	10	10
	Office	10	10	10	10
	Medical Office	10	10	10	10
	Personal Service Establishments	50	75	100	10
	Repair Establishments	50	75	100	10
	Retail Store	50	75	100	10
	Take-out Restaurant	20	90	50	100
	Restaurant	20	90	50	100
6.2.5.XX.22	Number of loading spaces required for all lands zoned C4-XX				1
6.2.5.XX.23	Minimum setback from a parking structure completely below or above finished grade to a lot line				0.0 m
6.2.5.XX.24	Notwithstanding Schedule C4-XX of this Exception, the maximum projections permitted beyond the buildable area shall be in compliance with the following:				
	(1) porch				1.5 m
	(2) awnings				1.5 m
	(3) window projections and other architectural elements, with or without a foundation, such as but not limited to fireplaces, pilasters and corbel				1.0 m
	(4) balcony				1.5 m
6.2.5.XX.56	Stairs, walkways, planters and ventilation shafts are permitted to encroach into the required yard and landscaped buffer				

6.2.5.XX	Exception: C4-XX	Map # 8	By law
In a C4-XX zone the applicable regulations shall be as specified for a C4 zone except that the following uses/regulations shall apply:			
6.2.5.XX.26 All site development plans for apartment dwellings, retirement dwellings and townhouse dwellings shall comply with Schedule C4-XX of this Exception			



2. Map Number 8 of Schedule "B" to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from "RM7", "C4" and "C4-17" to "C4-XX" the zoning of Part of Lot 10, Range 1 Credit Indian Reserve, Part of Lot 4, Lot 5 to Lot 13, Part of Lot 14 and Lot 15 on Registered Plan G-22 in the City of Mississauga, PROVIDED HOWEVER THAT the "C4-XX" zoning shall only apply to the lands which are shown on the attached Schedule "A", which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the "C4-XX" zoning indicated thereon.
  
3. This By-law shall not come into force until Mississauga Official Plan (MOP) Amendment Number XXX is in full force and effect.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2015.

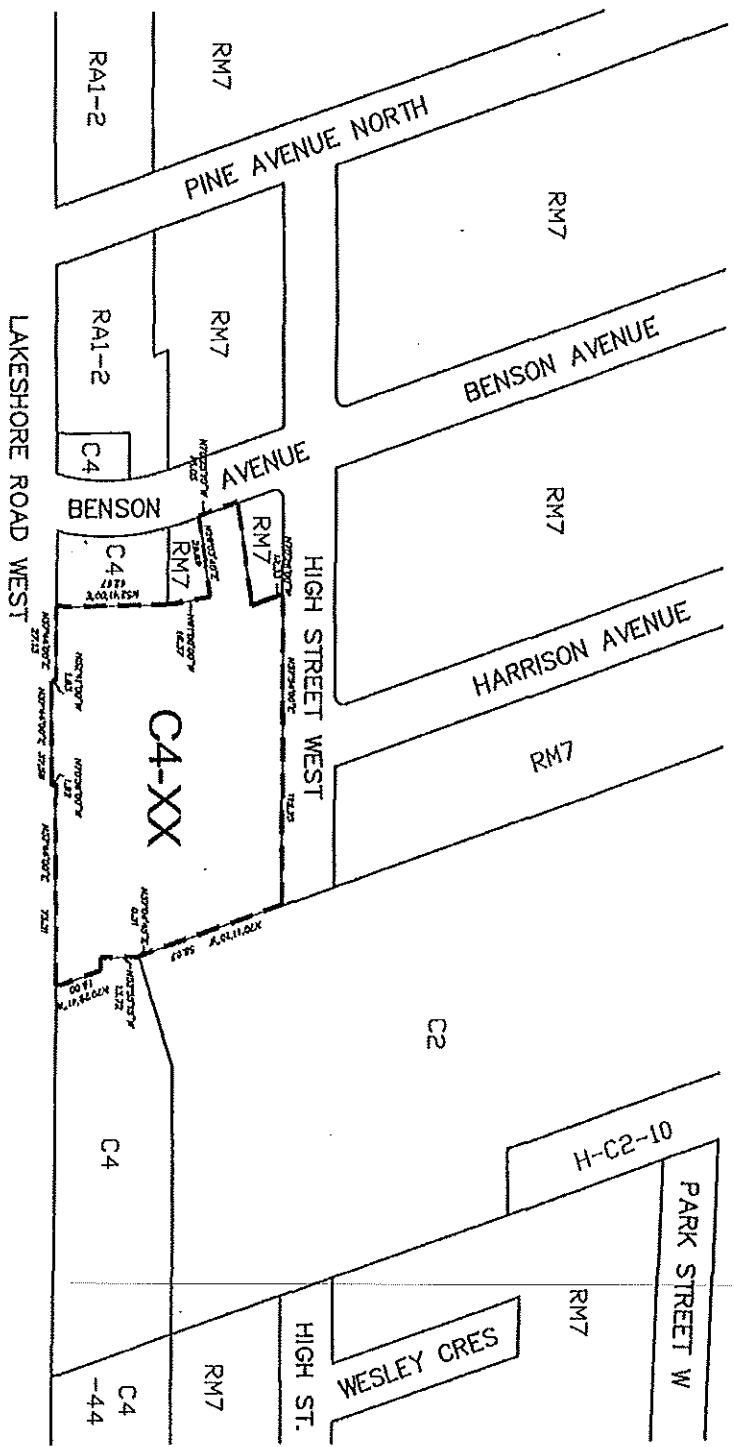
\_\_\_\_\_  
MAYOR

\_\_\_\_\_  
CLERK



This is not a plan of Survey. Dimensions derived from available office records.

SCALE - 1:2000



THIS IS SCHEDULE "A" TO  
 BY-LAW \_\_\_\_\_  
 PASSED BY COUNCIL ON \_\_\_\_\_

PART OF LOT 10, RANGE 1  
 CREDIT INDIAN RESERVE  
 GEOGRAPHIC TOWNSHIP OF TORONTO  
 PART OF LOT 5 & LOTS 6 TO 14 INCLUSIVE  
 REGISTERED PLAN G-22  
 CITY OF MISSISSAUGA

THIS IS NOT A PLAN OF SURVEY.



BUILDABLE AREA

PASSED BY COUNCIL ON \_\_\_\_\_

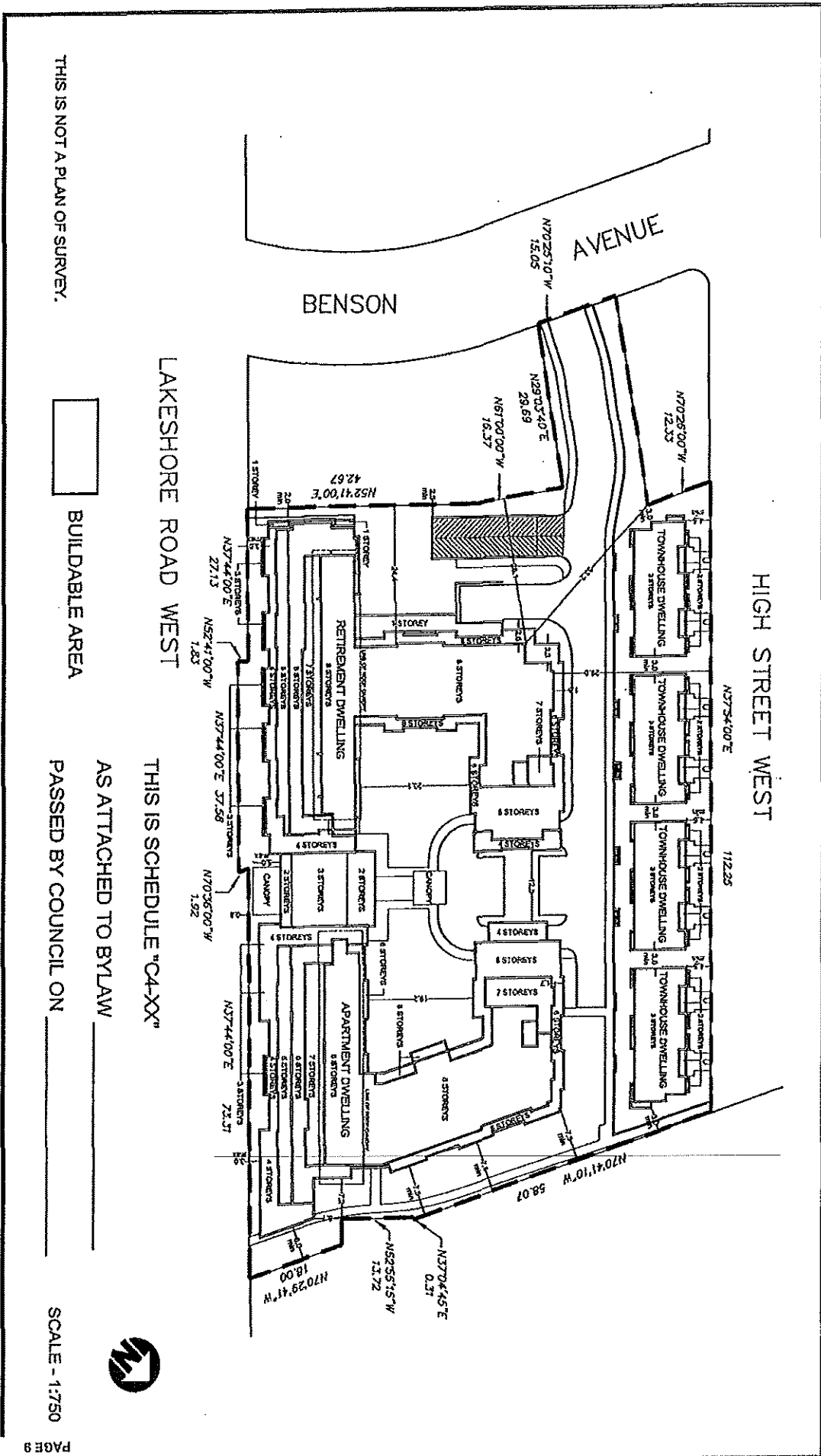
AS ATTACHED TO BYLAW \_\_\_\_\_

THIS IS SCHEDULE "C4-XX"

LAKESHORE ROAD WEST



SCALE - 1:750



**APPENDIX "A" TO BY-LAW NUMBER \_\_\_\_\_**Explanation of the Purpose and Effect of the By-law

To permit a Mixed Use development consisting of apartment dwellings, retirement dwellings, townhouses and non-residential uses including financial institution, office, medical office, personal service establishment, repair establishment, retail establishment, retail store, parking lot restaurant and take-out restaurant provided these non-residential uses are situated on the ground floor and along Lakeshore Road West.

This By-law amends the zoning of the property outlined on the attached Schedule "A" from "RM7", "C4" and "C4-17" to "C4-XX".

"RM7" permits detached dwellings, semi-detached dwellings, duplex dwellings and triplex dwellings.

"C4" permits Mainstreet Commercial uses.

"C4-17" permits Mainstreet Commercial uses and a motor vehicle repair facility - restricted uses that legally existed on the date that Zoning By-law 0225-2007 as enacted.

"C4-XX" permits apartment dwellings, retirement dwellings with assisted living dwellings, townhouses and non-residential uses including financial institution, office, medical office, personal service establishment, repair establishment, retail store, parking lot, restaurant, take-out restaurant and outdoor accessory patios provided these non-residential uses are situated on the ground floor and along Lakeshore Road West.

Location of Lands Affected

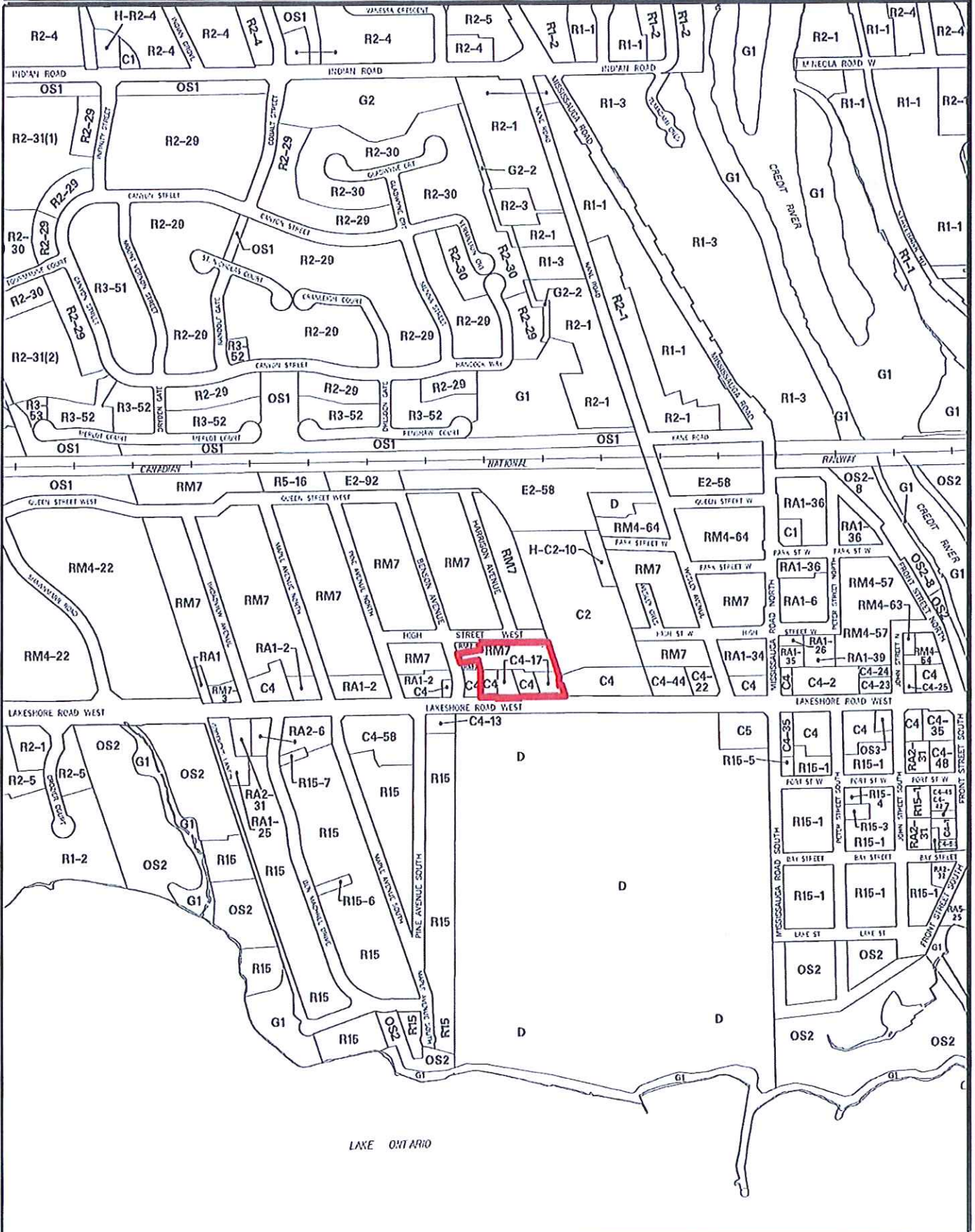
The lands described as Part of Lot 10, Range 1 Credit Indian Reserve, Part of Lot 4, Lot 5 to Lot 13, Part of Lot 14 and Lot 15 on Registered Plan G-22 located between Lakeshore Road West and High Street West, east of Benson Avenue, in the City of Mississauga, as shown on the attached Map designated as Schedule "A".

Further information regarding this By-law may be obtained from Ben Phillips of the City Planning and Building Department at 905-615-3200 ext. 5751.

GENERAL CONTEXT MAP

OZ 13016 W1

APPENDIX I-II



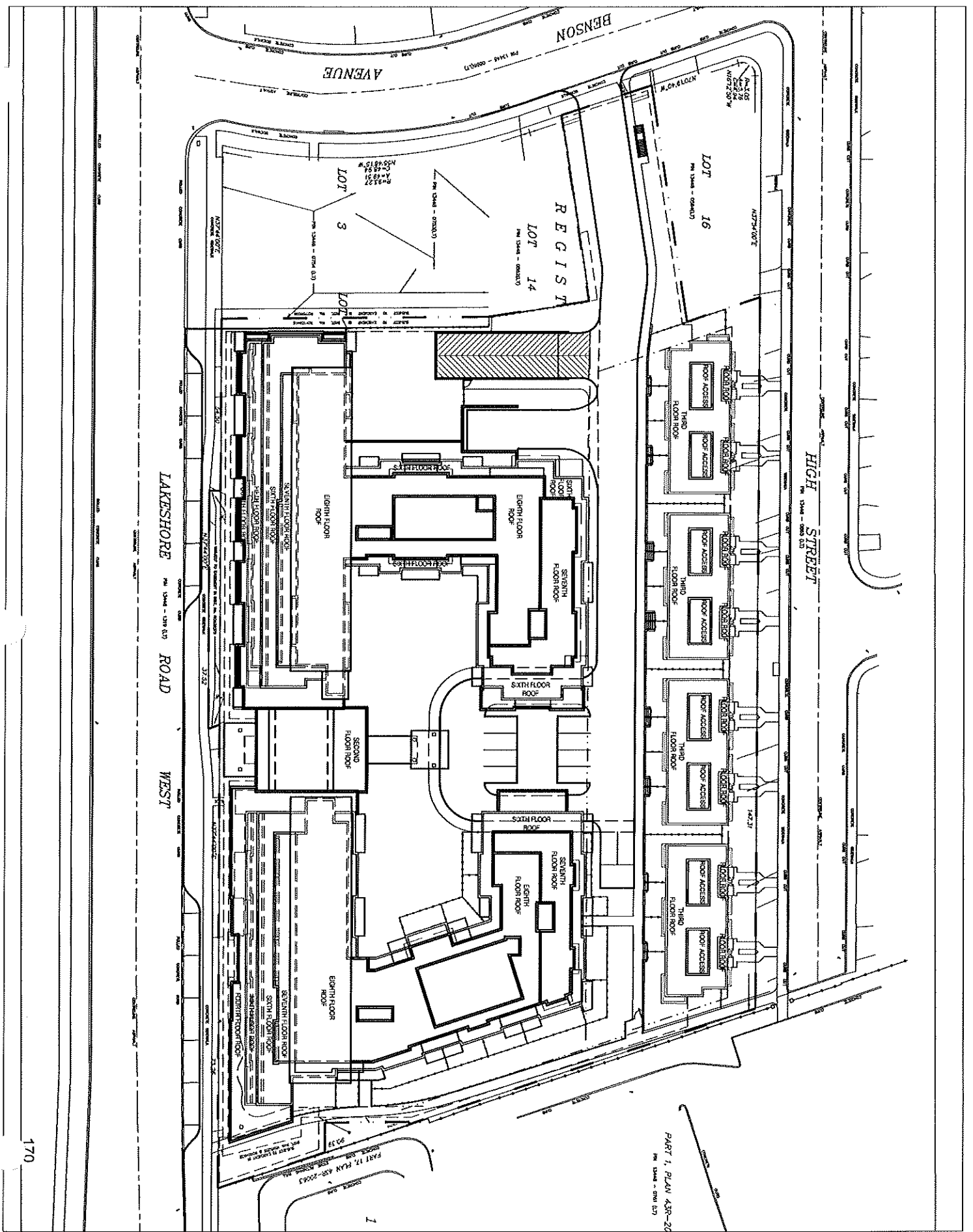
**High Benson Holdings Inc.**

**File: OZ 13/016 W1**

**Recommendation PDC-0013-2015**

PDC-0013-2015

That the Report dated February 3, 2015, from the Commissioner of Planning and Building regarding the applications by High Benson Holdings Inc. to permit an 8 storey, 173 unit rental retirement apartment building, an 8 storey, 136 unit apartment building, 16 townhouses and street level commercial uses under File OZ 13/016 W1, at 266-294 Lakeshore Road West, 125-143 High Street West, 7 Benson Avenue and the rear portion of 5 Benson Avenue, be received for information.

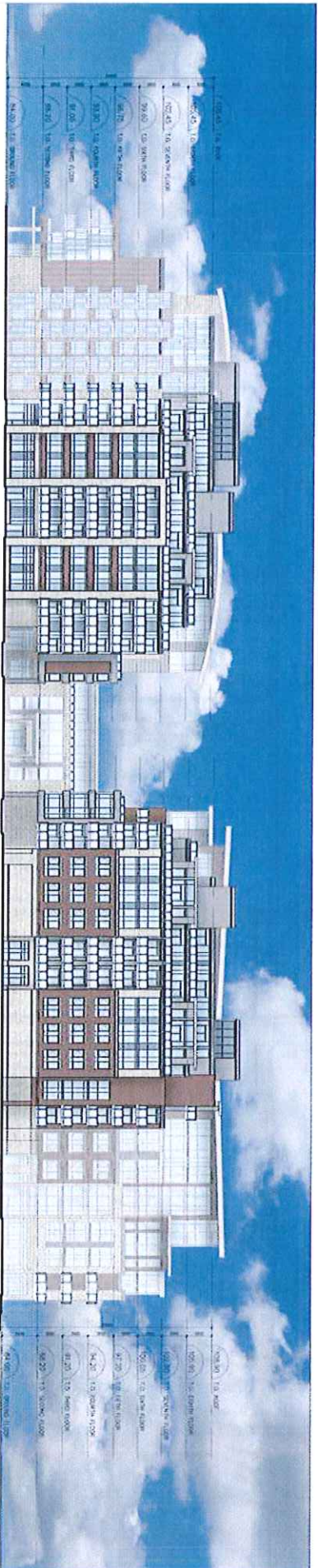




4- WEST ELEVATION RETIREMENT  
ASD SCALE: 1/200



3- EAST ELEVATION APARTMENT  
ASD SCALE: 1/200



2- NORTH ELEVATION - HIGH STREET  
ASD SCALE: 1/200



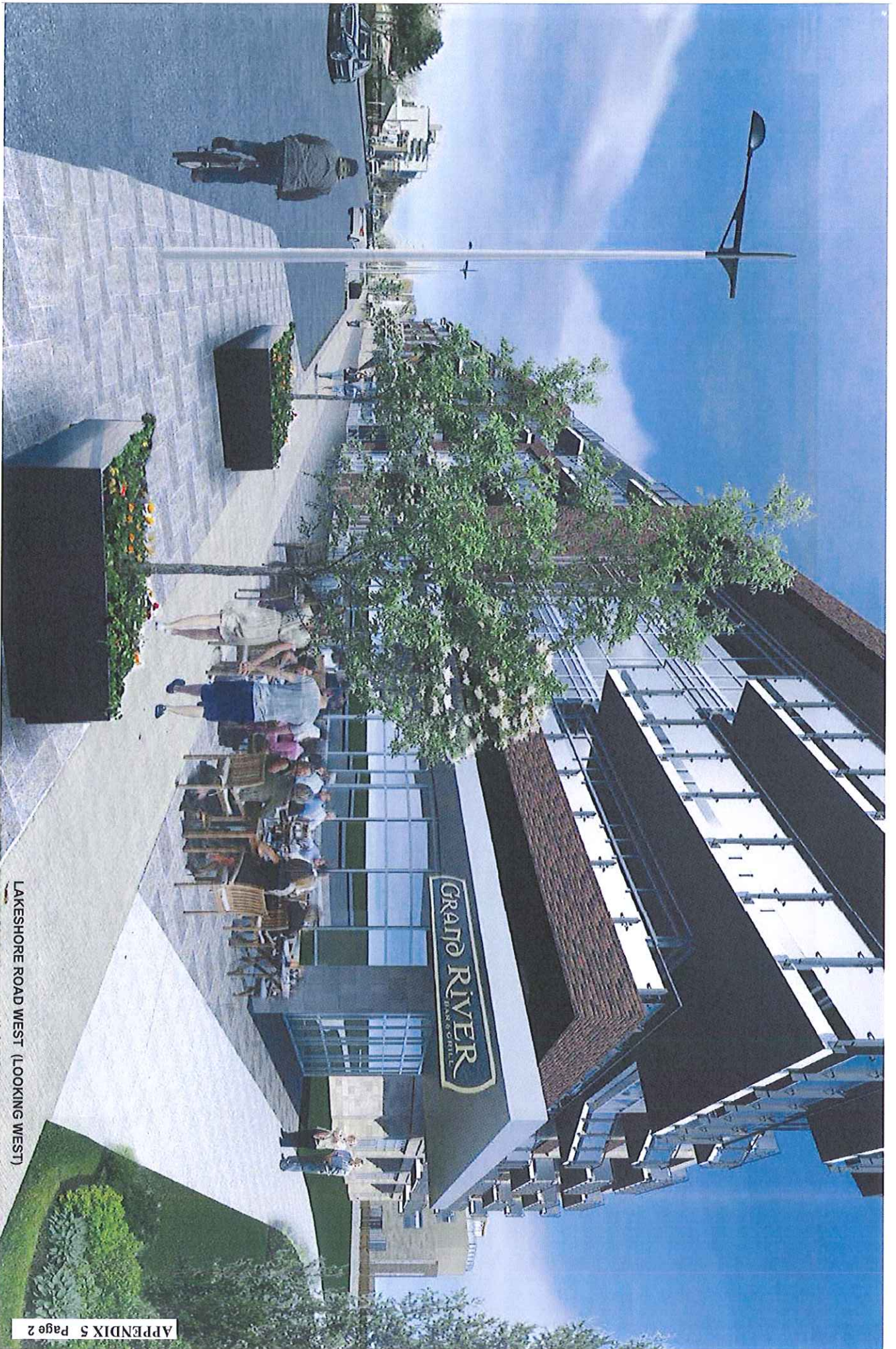
1- SOUTH ELEVATION - LAKESHORE  
ASD SCALE: 1/200





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HIGH STREET WEST (LOOKING SOUTH)



LAKE SHORE ROAD WEST (LOOKING WEST)



LAKESHORE ROAD WEST (LOOKING EAST)

High Benson Holdings Inc.

File: OZ 13/016 W1

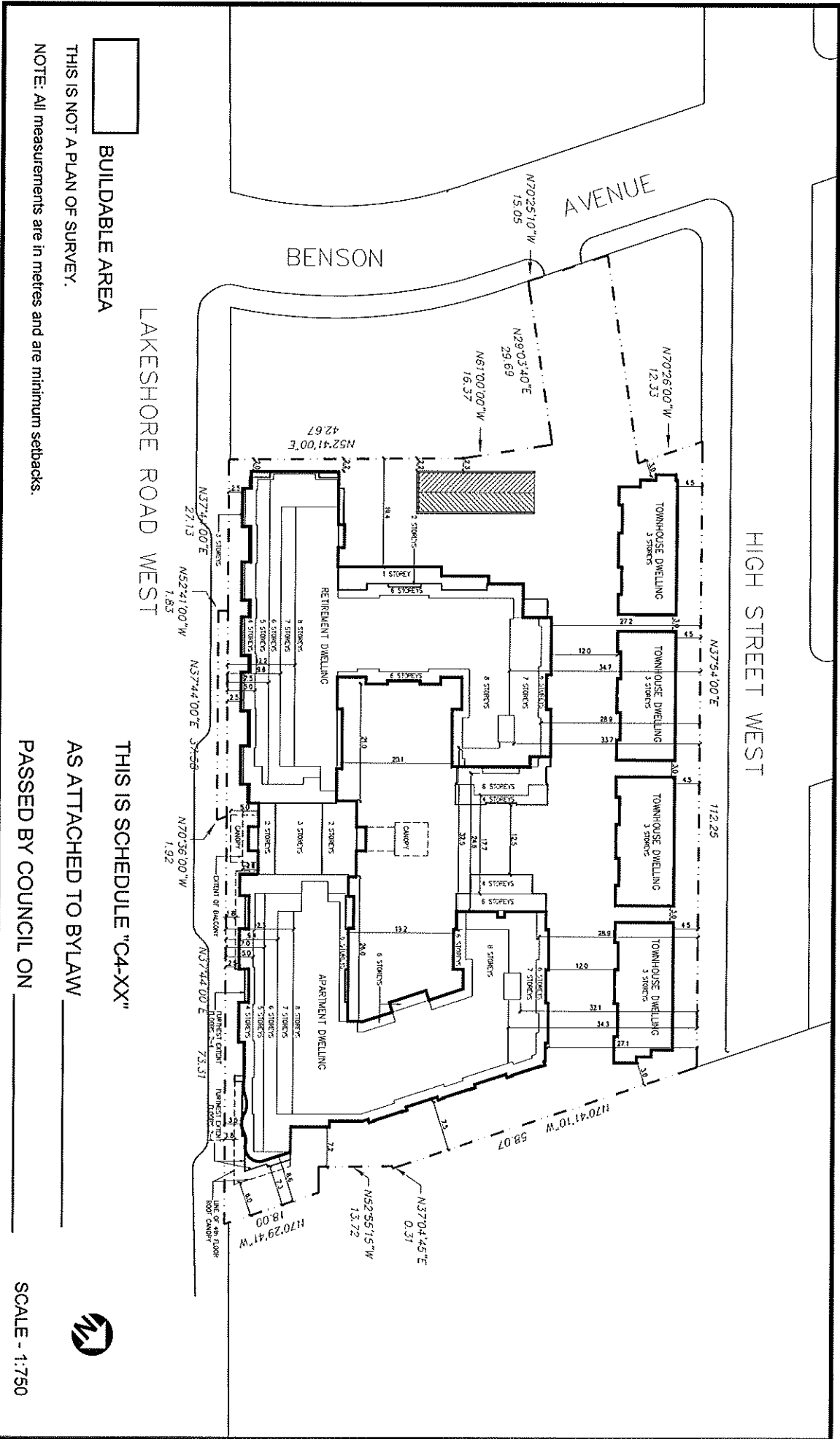
## Recommended Zoning Provisions

Zone Standard	Proposed C4-Exception Zoning By-law Standard
Permitted Uses	Condominium apartment Dwelling, Rental Apartment Dwelling, Assisted Living Dwellings, Townhouses, Financial Institution, Office, Medical Office, Personal Service Establishment, Repair Establishment, Retail Store, Parking Lot, Restaurant, Take-out Restaurant, Outdoor Patio accessory to a restaurant or take-out restaurant
Maximum gross floor area for any combination of permitted non-residential uses	775 m <sup>2</sup> (8,342 sq. ft.)
Minimum Parking Space Requirements: <ul style="list-style-type: none"> <li>• Per 1 or 2 bedroom condominium or rental apartment dwelling unit</li> <li>• Visitor parking spaces per 1 or 2 bedroom condominium or rental apartment dwelling unit</li> <li>• Per retirement dwelling unit</li> <li>• Per assisted living dwelling unit</li> <li>• Per 100 m<sup>2</sup> (1,076 sq. ft.) gross floor area – non-residential for an Office, Medical Office, Financial Institution, Personal Service Establishment, Repair Establishment, Takeout Restaurant or Retail Store</li> <li>• Per 100 m<sup>2</sup> (1,076 sq. ft.) gross floor area – non- residential for a Restaurant</li> </ul>	1.0  0.19 0.40 0.33  1.0 7.65
Maximum number of dwelling units	325
Maximum Floor Space Index	2.4
Maximum Number of Storeys - Condominium apartment Dwelling, Rental Apartment Dwelling and Assisted Living Dwellings	8
Maximum Number of Storeys – Townhouses	3
Maximum height of townhouses including mechanical penthouse	13.0 m (42.6 ft.)
Minimum Landscaped Area	35%
Minimum setback from a parking structure completely below or above finished grade to a lot line	0.0 m
Number of required loading spaces	1
Maximum projections permitted into required	

High Benson Holdings Inc.

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Zone Standard	Proposed C4-Exception Zoning By-law Standard
<p>setbacks:</p> <ul style="list-style-type: none"> <li>• Porch</li> <li>• Awnings</li> <li>• Window projections and other architectural elements such as fireplaces, pilasters and corbel</li> <li>• Balcony</li> </ul>	<p>1.5 m (4.9 ft.)</p> <p>1.5 m (4.9 ft.)</p> <p>1.0 m (3.3 ft.)</p> <p>1.8 m (5.9 ft.)</p>
<p>An "H" Holding Provision will be added to the Zoning. The following are conditions that must be met to the satisfaction of the City for its removal:</p> <ul style="list-style-type: none"> <li>• A Record of Site Condition confirming satisfactory environmental remediation of the lands</li> <li>• Section 37 Community Benefits Agreement</li> <li>• Development Agreement</li> <li>• Servicing Agreement</li> <li>• An agreement with the Credit Landing Shopping Centre for the implementation of noise mitigation measures</li> <li>• Updated Grading Plan</li> <li>• Dedication of lands to the City required to obtain the ultimate right-of-way for Lakeshore Road West</li> <li>• Confirmation by the Region of Peel that satisfactory arrangements have been made for water and wastewater services to the site</li> </ul>	
<p>Any other development standards required to be generally consistent with the revised concept plan (Appendix 3), revised building elevations (Appendix 4) and Appendix 6, Page 3 (illustrates the buildable area, minimum setbacks/stepbacks and maximum heights, as prepared by the applicant).</p>	



BUILDABLE AREA

THIS IS NOT A PLAN OF SURVEY.

NOTE: All measurements are in metres and are minimum setbacks.

LAKESHORE ROAD WEST

THIS IS SCHEDULE "C4-XX"

AS ATTACHED TO BYLAW

PASSED BY COUNCIL ON

APPLICANT'S PROPOSED EXCEPTION SCHEDULE

SCALE - 1:750

