



# Corporate Report

Clerk's Files

Originator's  
Files OZ 06/003 W1

---

**DATE:** September 25, 2007

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: October 15, 2007

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

**SUBJECT:** **Information Report**  
**Official Plan Amendment and Rezoning Applications**  
**To permit a 21 storey, 260 unit condominium apartment**  
**building and 6 back-to-back row dwellings**  
**1439, 1451 Lakeshore Road East and 1013, 1017 Deta Road**  
**Northeast corner of Lakeshore Road East and Deta Road**  
**Owner: Queenscorp (Lakeshore) Inc.**  
**Applicant: John D. Rogers and Associates Inc.**  
**Bill 20**

**Public Meeting** **Ward 1**

---

**RECOMMENDATION:** That the Report dated September 25, 2007, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Residential Low Density I" and "Motor Vehicle Commercial" to "Residential High Density II - Special Site" and to change the Zoning from "R4" (Residential Detached) and "AC" (Automotive Commercial) to "RM7D5-Special Section" (Residential Multiple Family) to permit a 21 storey, 260 unit condominium apartment building and 6 back-to-back row dwellings under file OZ 06/003 W1, Queenscorp (Lakeshore) Inc., 1439, 1451 Lakeshore Road East and 1013, 1017 Deta Road, be received for information.

**BACKGROUND:**

The above-noted applications have been circulated for technical comments and a community meeting has been held.

The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

The subject applications were amended by Queenscorp (Lakeshore) Inc. in a letter dated April 19, 2007. The substantive changes include an increase in the total number of units to 266 (260 apartment dwellings and 6 back-to-back row dwellings), up from 245 (235 apartment dwellings and 10 back-to-back row dwellings) as originally proposed and the elimination of live/work units from the 6 storey façade component of the apartment building.

In a letter dated August 8, 2007, the subject applications were appealed to the Ontario Municipal Board by Queenscorp (Lakeshore) Inc. on the basis that the approval authority did not render a decision within the timeframe prescribed under the *Planning Act*. A hearing date has not yet been scheduled.

**COMMENTS:**

Details of the proposal are as follows:

<b>Development Proposal</b>	
Applications submitted: Revised:	February 24, 2006 and considered complete on March 27, 2006 April 19, 2007
Height:	21 storey condominium apartment building with a 6 storey façade and 6 back-to-back row dwellings, 3 storeys in height
Lot Coverage:	35%
Floor Space Index:	3.9
Landscaped Area:	43% of the lot area
Net Density:	493 units/ha (200 units/acre)
Gross Floor Area:	21 160 m <sup>2</sup> (227,772 sq. ft.)

<b>Development Proposal</b>	
Number of units:	266
Anticipated Population:	614* *Average household sizes for all units (by type) for the year 2011 (city average) based on the 2005 Growth Forecasts for the City of Mississauga.
Parking Required:	414
Parking Provided:	422 (9 surface and 413 underground spaces)
Supporting Documents:	Planning Justification Report; Phase I and Phase II Environmental Assessments; Traffic Impact Study; Noise Control Feasibility Study; Functional Servicing Report; Vegetation Analysis Plan; Shadow Study; and, Urban Design and Streetscape Analysis

<b>Site Characteristics</b>	
Frontage:	79.36 m (260 ft.) - Lakeshore Road East
Depth:	60.93 m (200 ft.) – Deta Road
Net Lot Area:	0.54 ha (1.33 ac.)
Existing Use:	Vacant – Previously utilized for detached dwellings and motor vehicle commercial uses

Additional information is provided in Appendices I-1 to I-9.

### **Neighbourhood Context**

The subject lands are located on the north side of Lakeshore Road East near the eastern fringe of the Lakeview Planning District. The southern portion of the subject lands is part of a linear commercial area which runs along Lakeshore Road East; whereas the northern portion of the lands that front onto Deta Road is an integral part of a residential neighbourhood, comprised of detached dwellings to the north and northwest. There are three apartment buildings

located to the northeast of the subject lands which range in height from 12 to 20 storeys.

The surrounding land uses are described as follows:

North: Detached dwellings and Orchard Hill Community Park

East: Manual car wash

South: Across Lakeshore Road East, future City Park (not yet named) on the former Arsenal lands

West: Across Deta Road, gas bar and detached dwellings

### **Current Mississauga Plan Designation and Policies for Lakeview Planning District (May 5, 2003)**

**"Motor Vehicle Commercial"** which permits only gas bars and service stations; motor vehicle washes; establishments for minor motor vehicle repairs; and commercial uses of a convenience nature, including an accessory take-out restaurant which may include a drive through facility, in conjunction with other Motor Vehicle Commercial uses.

**"Residential Low Density I"** which permits detached, semi-detached and duplex dwellings to a maximum density of 17 units per net residential hectare (6.9 units per net residential acre).

The applications are not in conformity with the existing land use designations.

There are other policies in the Official Plan which are also applicable in the review of these applications including, but not limited to:

### **Urban Design Policies**

Section 3.18.2.1 – The most prominent, most intensive and highest built form in terms of density and height will be encouraged in the City Centre.

Section 3.18.2.4 – Building and site design will be compatible with site conditions, the surrounding context, features and surrounding landscape and intended character of the area.



Section 3.18.2.5 – Building, landscaping and site design will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces.

Section 4.17.3.1 – The scale and character of all building and landscape designs will take into consideration the guidelines established in the Lakeshore Road Design Concept.

The Lakeshore Road Design Concept encourages the reduction in the automobile-oriented character and the development of an attractive pedestrian environment along Lakeshore Road East by accommodating mixed use development, two storey building heights and well defined pedestrian walkways along Lakeshore Road East.

### **Criteria for Site Specific Official Plan Amendments**

Section 5.3.2 of Mississauga Plan contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:

- 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;
- the proposed land use is suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;
- there is adequate infrastructure and community services to support the proposed development.

The applicant has provided a Planning Justification Report which discusses how, in their opinion, the proposed development addresses this and other criterion. City staff are in the process of reviewing this report and detailed comments will be provided within the Supplementary Report.

**The *Planning Act* and the Provincial Policy Statement (PPS)**

In 2004 and again on January 1, 2007, the *Planning Act* was changed to require municipal councils and the OMB to make decisions that shall be consistent with policy statements that are in effect on the date of the decision. This is a higher standard of compliance than was contained in previous iterations of the *Planning Act*, where decisions were to "have regard to" the PPS. Further, these changes require decisions to conform with the provincial plans (including the Growth Plan for the Greater Golden Horseshoe) that are in effect on the decision date.

The 2005 PPS contains several other specific policies requiring municipalities to identify and promote opportunities to achieve certain goals, including: intensification; redevelopment; compact form; transit supportive densities; development close to existing public facilities and infrastructure; mixture of land uses; and efficient use of land. These goals differ from the previous PPS, which was approved in 1997, which only spoke generally to the concepts of residential intensification and the efficient use of land in built-up areas.

**Growth Plan for the Greater Golden Horseshoe**

On June 16, 2006, the Growth Plan came into effect, more than four months after the receipt of the applications. However, based upon the above noted changes to the *Planning Act*, the subject applications must conform with the Growth Plan for the Greater Golden Horseshoe.

The Growth Plan contains policies to manage growth and development to a 2031 planning horizon for the defined Greater Golden Horseshoe area. The Plan directs growth to built-up areas, promotes transit-supportive densities and supports a mix of residential and employment land uses. Given recent changes to the *Planning Act*, there are a number of policies contained within the Growth Plan that must be considered in reviewing the subject applications:

Section 2.2.2.1 – "Population and employment growth will be accommodated by – (a) directing a significant portion of new

growth to the built-up areas of the community through intensification; (d) reducing dependence on the automobile through the development of mixed-use, transit supportive, pedestrian-friendly urban environments; encouraging cities and towns to develop as complete communities with a diverse mix of land uses, a range and mix of employment and housing types, high quality public open space and easy access to local stores and services."

Section 2.2.3.6 – "All municipalities will develop and implement through their official plans and other supporting documents, a strategy and policies to phase in and achieve intensification and the intensification target. This strategy and policies will - ....(e) recognize urban growth centres, intensification corridors and major transit station areas as a key focus for development to accommodate intensification.....(g) identify the appropriate type and scale of development in intensification areas..."

Section 2.2.3.7 – "All intensification areas will be planned and designed to – (a) cumulatively attract a significant portion of population and employment growth; (b) provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods; (e) generally achieve higher densities than the surrounding areas; and, (f) achieve an appropriate transition of built form to adjacent areas."

Section 2.2.5.1 – "Major Transit station areas and intensification corridors will be designated in official plans and planned to achieve – (a) increased residential and employment densities that support and ensure the viability of existing and planned transit service levels; and, (b) a mix of residential, office, institutional, and commercial development wherever appropriate."

The Growth Plan defines a Major Transit Station Area as "The area including around any existing or planned higher order transit station within a settlement area; or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 m (1,640 ft.) radius of a transit station, representing about a 10 minute walk."

The applicant has indicated that subject lands are located approximately 720 m (2,362 ft.) from the Longbranch GO Train

Station, outside of the above noted radius defining a Major Transit Station Area.

### **Residential Intensification (Interim Policies)**

On October 26, 2006, interim residential intensification policies came into effect, replacing subsection 3.2.3.8 of Mississauga Plan, with the exception of two site specific appeals. Mississauga Plan was amended in response to numerous changes in the Provincial policy environment, including the Growth Plan for the Greater Golden Horseshoe. The City's Urban Growth Centre has been defined, as have intensification policies within and outside of its boundaries. The term interim has been applied to these policies to permit the incorporation of additional policies resulting from the conclusions of the ongoing comprehensive intensification study. As the subject applications are considered under the local policy framework in place at the time of application submission, only regard can be had for these policies during the review of the subject applications.

Several of the Residential Intensification policies are relevant in the review of the subject applications and have been included in Appendix I-8.

### **Proposed Official Plan Designation and Policies**

**"Residential High Density II - Special Site"** to accommodate the proposed mixture of back-to-back row dwellings and apartments on the site and to permit the proposed development with a maximum Floor Space Index (FSI) of 3.9 which exceeds the maximum FSI range of 1.1 to 1.8 permitted under the Lakeview District "Residential High Density II" policies.

### **Existing Zoning (By-law 5500, as amended)**

**"R4" (Residential Detached)**, which permits detached dwellings with minimum lot frontages of 15 m (49.2 ft.) and **"AC" (Automotive Commercial)**, which permits an automobile service station, which may include a convenience service and retail kiosk.

### **Proposed Zoning By-law Amendment**

The applicant has requested that the lands be rezoned to the following:

**"RM7D5-Special Section" (Residential Multiple Family)**, to permit a 21 storey condominium apartment building having a maximum of 260 dwelling units and 6 back-to-back row dwelling units, 3 storeys in height, with a maximum FSI of 3.9 and a minimum open space of 42% of the lot area.

All zoning setbacks are proposed in accordance with the provisions of a Schedule 'I' as depicted on the applicant's concept plan shown as Appendix I-4.

### **By-law 0225-2007 (Under Motion to Appeal)**

The zoning for this property under By-law 0225-2007 is **"R3" (Detached Dwelling – Typical Lot)**, which permits detached dwellings with minimum lot frontages of 15 m (49.2 ft.) and **"C5" (Motor Vehicle Commercial)**, which permits a gas bar, motor vehicle service station, motor vehicle repair facility – restricted and motor vehicle wash facility – restricted.

Ontario Municipal Board (OMB) Decision/Order 2452, dated September 10, 2007 approved Zoning By-law 0225-2007, with the exception of individual sites which are the subject of active appeals and motions to the new By-law. Although Queenscorp (Lakeshore) Inc. did not appeal By-law 0225-2007 within the prescribed timeframe, a motion was presented to the Board prior to the September 10, 2007 proceedings by legal counsel representing Queenscorp (Lakeshore) Inc. requesting party status at future OMB proceedings. Although the Board did not render a decision specifically pertaining to this motion, the Board did order that the zoning of the subject lands remain under By-law 5500, as amended, for the time being. Further OMB proceedings will commence on December 10, 2007, to in part consider the Queenscorp (Lakeshore) Inc. motion. Accordingly, the subject application will continue to be considered under By-law 5500, as amended, until such time as the Board has rendered a decision pertaining to the applicant's motion.

## COMMUNITY ISSUES

A community meeting was held by Ward 1, Councillor Carmen Corbasson on October 26, 2006, at which more than 80 people were present, including representatives of the Lakeview Ratepayers Association. In addition, numerous phone calls, emails and correspondence, including a 300 person petition have been received subsequent to the submission of the applications.

The following is a summary of issues and comments raised to date by the Community:

- the need for an appropriate built form transition from the proposed building to the low density residential to the north and northwest and to the commercial development east and west along Lakeshore Road East.
- the proposed density and height are similar to those in the City Centre and do not maintain the established character of the area.
- these applications will set an undesirable precedent along the Lakeshore Road East corridor within the Lakeview Planning District.
- too much development is being proposed for such a small parcel of land.
- the proposed apartment building does not provide an adequate setback to accommodate a comfortable pedestrian environment along Lakeshore Road East.
- the proposed development will cast unacceptable shadows onto the adjacent lands, including the detached dwellings and Orchard Hill Park to the north.
- the proposed development will exacerbate existing traffic delays turning left onto Lakeshore Road East from Deta Road, particularly during peak times.

- Deta Road, Orchard Hill Road and Cherriebell Road cannot accommodate the anticipated increases in traffic volume and parking while remaining safe.
- the proposed development will result in an unacceptable overlook condition for the existing detached dwellings to the north and northwest.
- the proposed development will negatively impact property values in the area.
- the proposed development will negatively impact sightlines of Lake Ontario for the existing apartment units at 1485, 1515 and 1535 Lakeshore Road East.
- the proposed development will result in increased noise levels during and after construction.
- the proposed development will impact the ability of adjacent lands along Lakeshore Road East to develop in accordance with their planned function due to increased restrictions for noise.
- The proposed development is not visually compatible with the existing detached dwellings to the north/northwest, the commercial uses along Lakeshore Road East and apartment buildings to the east/northeast.

## **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix I-6 and school accommodation information is contained in Appendix I-7. Based on the comments received and the applicable Mississauga Plan policies the following matters will have to be addressed.

### **Impacts Associated with Height and Massing**

Planning staff have expressed concerns to the applicant about the proposed apartment building massing and height as they relate to the surrounding context. The applicant has been requested to

demonstrate how the proposed apartment building will not detract from the existing established character of the area. Of particular concern are the potential impacts to the abutting low density residential area, established motor vehicle commercial uses and the pedestrian environment surrounding the site, in particular the Lakeshore Road East frontage. The applicant has provided an urban design and streetscape study which is presently being reviewed by the Planning and Building Department.

### **Criteria for Site Specific Official Plan Amendments**

The applicant must demonstrate how the proposed development is superior to the applicable Official Plan designations. The applicant is required to make specific reference to the criteria under Section 5.3.2 of Mississauga Plan which pertains to site specific official plan amendments.

### **Lakeview District Policies Review**

A review of the Lakeview District Policies has been initiated by the Planning and Building Department. The review area covers the entirety of the Planning District, with particular focus on the Lakeshore Road corridor area. The purpose of the review is to examine the existing land use policies/designations in the District and to update them to reflect changes in local circumstances and to be consistent with recent Provincial planning initiatives. This review will include consultation with City departments and agencies as well as local community stakeholder groups.

Notwithstanding the ongoing review, the subject applications will be evaluated on their own merits but also with regard to relevant work that will have been undertaken on the review at the time of the Supplementary Report for these applications.

### **Site Design and Interface with Adjacent Uses**

A number of issues related to site design need to be addressed, including the following:



- appropriate building setbacks, including the underground parking structure;
- pedestrian and open space linkages;
- relationship of the buildings to the pedestrian environment, in particular along the Lakeshore Road East frontage;
- design and functioning of the loading, service, waste collection and surface parking areas;
- transition in built form from the abutting properties.

The applicant will be required to submit a site plan application in accordance with City requirements which indicates proposed grading information.

### **Ground Level Land Uses**

Queenscorp (Lakeshore) Inc. are not proposing any form of commercial uses within the ground level of the building at the street. The applicant is strongly encouraged to explore opportunities to provide commercial uses at grade along the Lakeshore Road East frontage, in particular given the proximity of the built form to the front property line.

### **OTHER INFORMATION**

#### **Development Requirements**

In conjunction with the proposed development, there are certain other engineering matters with respect to site access, storm drainage, site servicing, encroachments, streetscape and utility requirements which will require the applicant to enter into appropriate agreements with the City. The applicant will also be required to obtain site plan approval for the proposed development.

#### **FINANCIAL IMPACT:**

Development charges will be payable in keeping with the requirements of the applicable Development Charges By-law of the City as well as financial requirements of any other official agency concerned with the development of the lands.

**CONCLUSION:** All agency and City department comments have been received and after the public meeting has been held and the review of outstanding materials completed, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

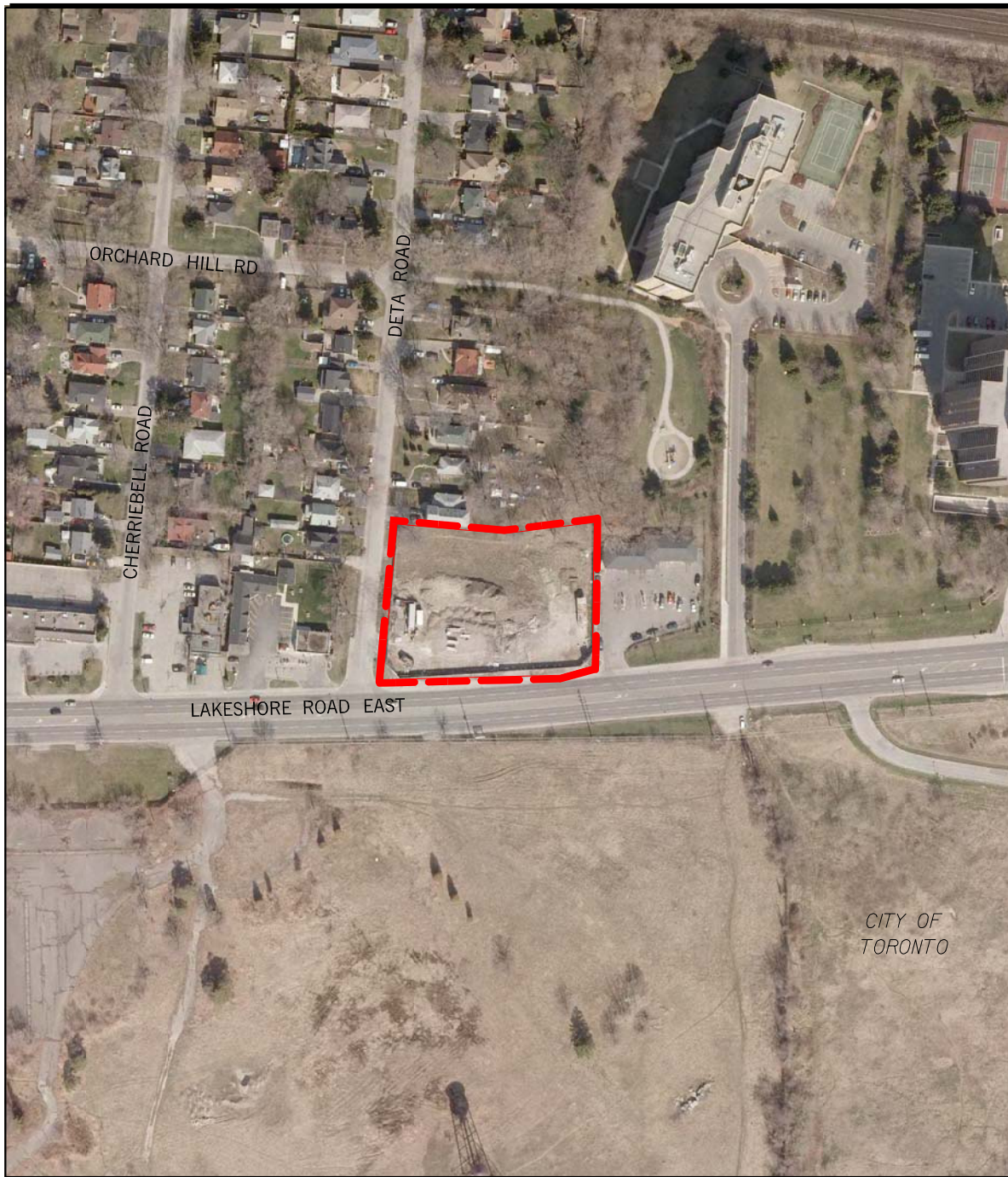
**ATTACHMENTS:**

- Appendix I-1 - Aerial Photograph
- Appendix I-2 - Excerpt of Lakeview District Land Use Map
- Appendix I-3a - Excerpt of Existing Land Use Map-By-law 5500
- Appendix I-3b - Excerpt of Existing Land Use Map-By-law 0225-2007
- Appendix I-4 - Concept Plan
- Appendix I-5 - Elevations
- Appendix I-6 - Agency Comments
- Appendix I-7 - School Accommodation
- Appendix I-8 - Residential Intensification Policies
- Appendix I-9 - General Context Map

---

Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: John Hardcastle, Development Planner*



**LEGEND:**



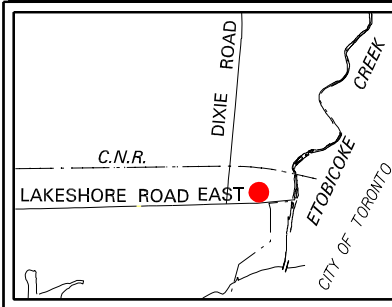
**SUBJECT LAND**

**DATE OF AERIAL PHOTO: APRIL 2007**



**SUBJECT:**

**QUEENSCORP (LAKESHORE) INC.**



**FILE NO:**  
OZ 06003 W1

**DWG. NO:**  
06003A

**SCALE:**  
1:2500

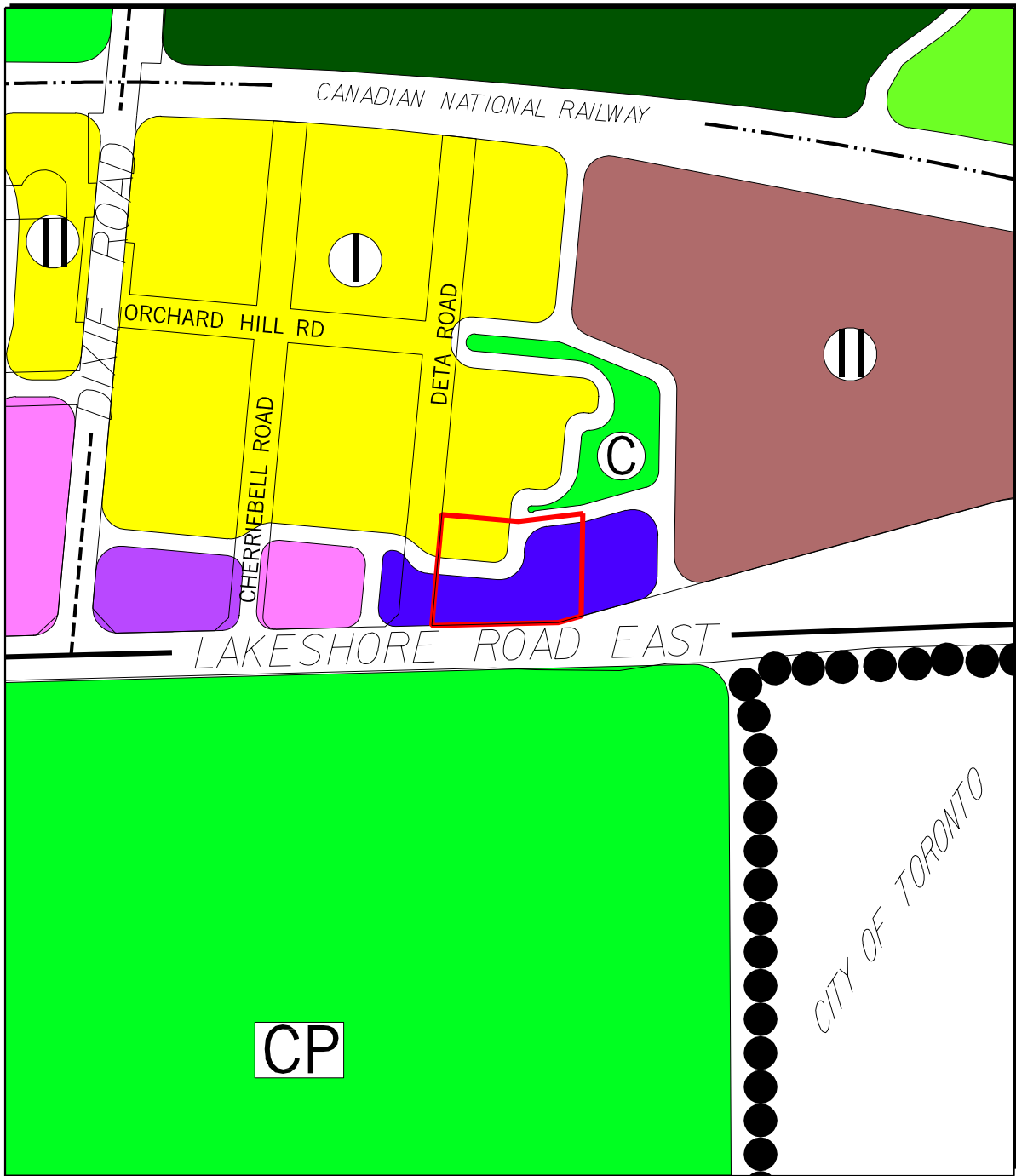
**PDC DATE:**  
2007 10 15

**DRAWN BY:**  
N.H.

**APPENDIX I-1**

**MISSISSAUGA**  
Planning and Building

*Produced by*  
**T&W, Geomatics**



**PART OF LAKEVIEW DISTRICT LAND USE MAP**  
**LAKEVIEW DISTRICT POLICIES OF MISSISSAUGA PLAN**

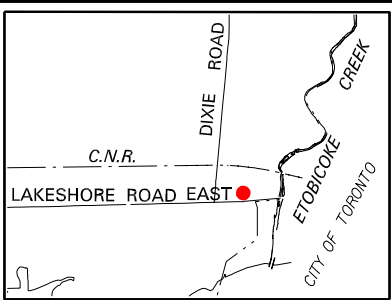
- LAND USE DESIGNATIONS**
- Residential - Low Density I
  - Residential - Low Density II
  - Residential - Medium Density I
  - Residential - High Density I
  - Residential - High Density II
  - Mainstreet Commercial
  - General Commercial
  - Convenience Commercial
  - Motor Vehicle Commercial
  - Business Employment
  - Open Space
  - Private Open Space
  - Greenbelt
  - Utility
- TRANSPORTATION LEGEND**
- Provincial Highway and Interchange
  - Arterial
  - Major Collector
  - Major Collector (Scenic Route)
  - Minor Collector
  - Local Road
  - Existing Commuter Rail
  - GO Transit Station
- LAND USE LEGEND**
- Regulatory Floodplain
  - City Park
  - Community Park
  - Golf Course
  - Proposed Stormwater Management Facility
  - Planning District

NOTE:  
ANY PART OF THE ROAD NETWORK SHOWN  
OUTSIDE THE CITY BOUNDARIES IS SHOWN  
FOR INFORMATION PURPOSES ONLY.

**SUBJECT LANDS**



**SUBJECT:**  
**QUEENSCORP (LAKEHORE) INC.**



**FILE NO:**  
OZ 06003 W1

**DWG. NO:**  
06003L

**SCALE:**  
NTS

**PDC DATE:**  
2007 10 15

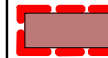
**DRAWN BY:**  
N.H.

APPENDIX I-2

**MISSISSAUGA**  
Planning and Building

Produced by  
T&W, Geomatics

**LEGEND:**



PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY I" AND "MOTOR VEHICLE COMMERCIAL" TO "RESIDENTIAL HIGH DENSITY II - SPECIAL SITE" AND PROPOSED REZONING FROM "R4" (RESIDENTIAL DETACHED) AND "AC" (AUTOMOTIVE COMMERCIAL) TO "RM7D5-SPECIAL SECTION" (RESIDENTIAL MULTIPLE FAMILY) TO PERMIT A 21 STOREY APARTMENT BUILDING CONTAINING 260 UNITS AND 6 BACK-TO-BACK ROW DWELLINGS, THREE STOREYS IN HEIGHT.

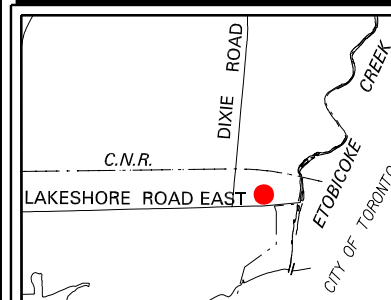
NOTE: THE NEW ZONING BY-LAW (BY-LAW 0225-2007) IS IN FORCE EXCEPT FOR THOSE PROPERTIES WHICH ARE UNDER APPEAL AND MOTION TO APPEAL INCLUDING THE SUBJECT LANDS. SHOULD BY-LAW 0225-2007 COME INTO FORCE FOR THE SUBJECT LANDS, THE ABOVE NOTED APPLICATIONS WOULD NEED TO BE CHANGED IN ACORDANCE WITH APPENDIX I-3b

NOTE: EXISTING ZONING DELINEATED ON THE PLAN PROPOSED ZONING INDICATED BY SHADING WITHIN THE APPLICATION AREA.



**SUBJECT:**

**QUEENSCORP (LAKESHORE) INC.**



FILE NO:  
**OZ 06003 W1**

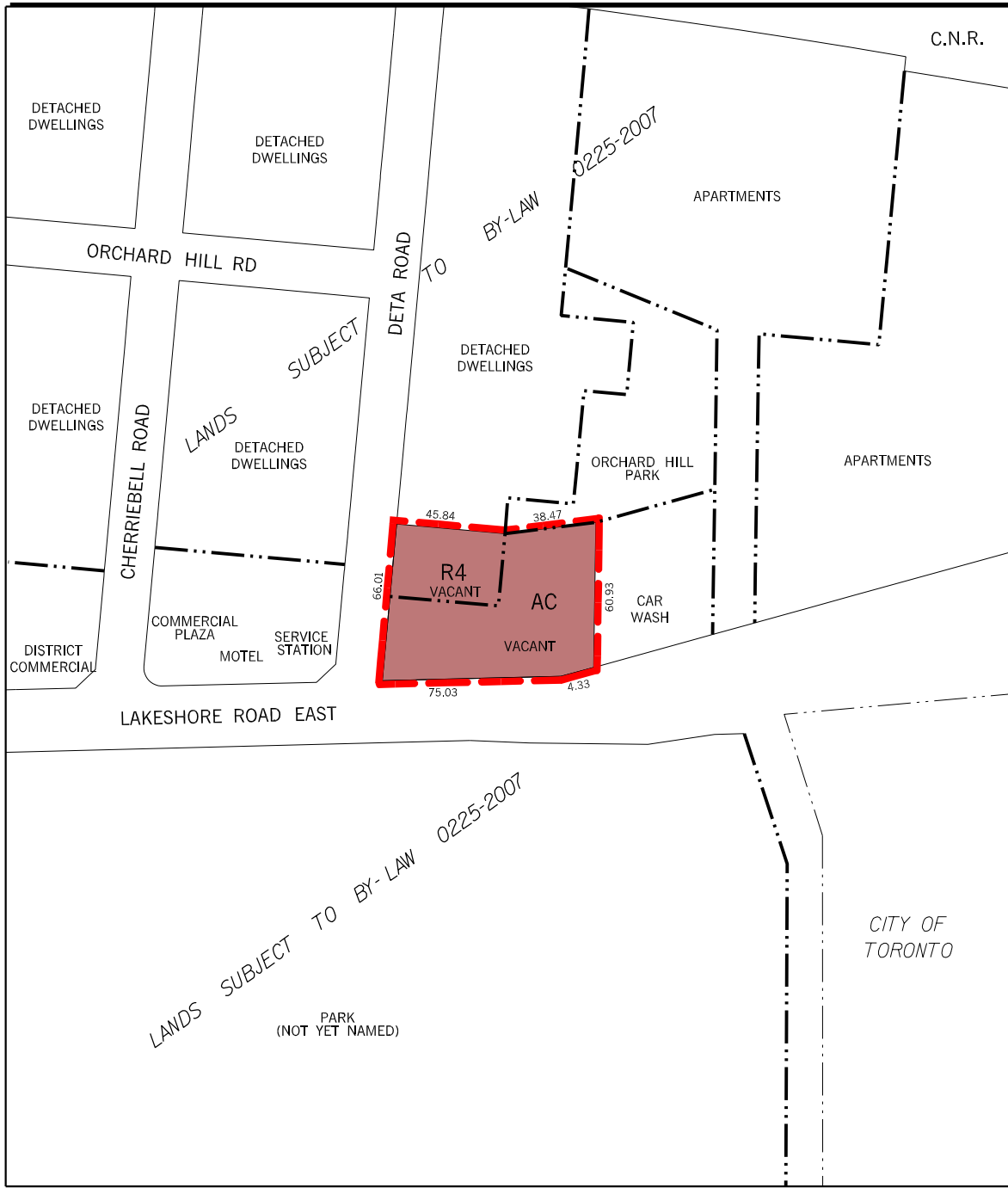
DWG. NO:  
**06003R**

SCALE:  
**1:2500**

PDC DATE:  
**2007 10 15**

DRAWN BY:  
**N.H.**

APPENDIX I-3a



LEGEND:

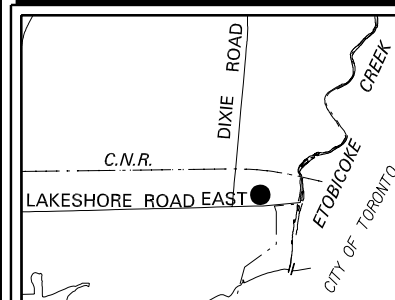
**PROPOSED OFFICIAL PLAN AMENDMENT FROM "RESIDENTIAL LOW DENSITY I" AND "MOTOR VEHICLE COMMERCIAL" TO "RESIDENTIAL HIGH DENSITY II - SPECIAL SITE" AND PROPOSED REZONING FROM "R3" (DETACHED DWELLINGS-TYPICAL LOTS) AND "C5" (MOTOR VEHICLE COMMERCIAL) TO "RA5-EXCEPTION" (APARTMENT DWELLING) TO PERMIT A 21 STOREY APARTMENT BUILDING CONTAINING 260 UNITS AND 6 BACK-TO-BACK ROW DWELLINGS, THREE STOREYS IN HEIGHT.**

NOTE: EXISTING ZONING DELINEATED ON THE PLAN  
PROPOSED ZONING INDICATED BY SHADING WITHIN  
THE APPLICATION AREA.



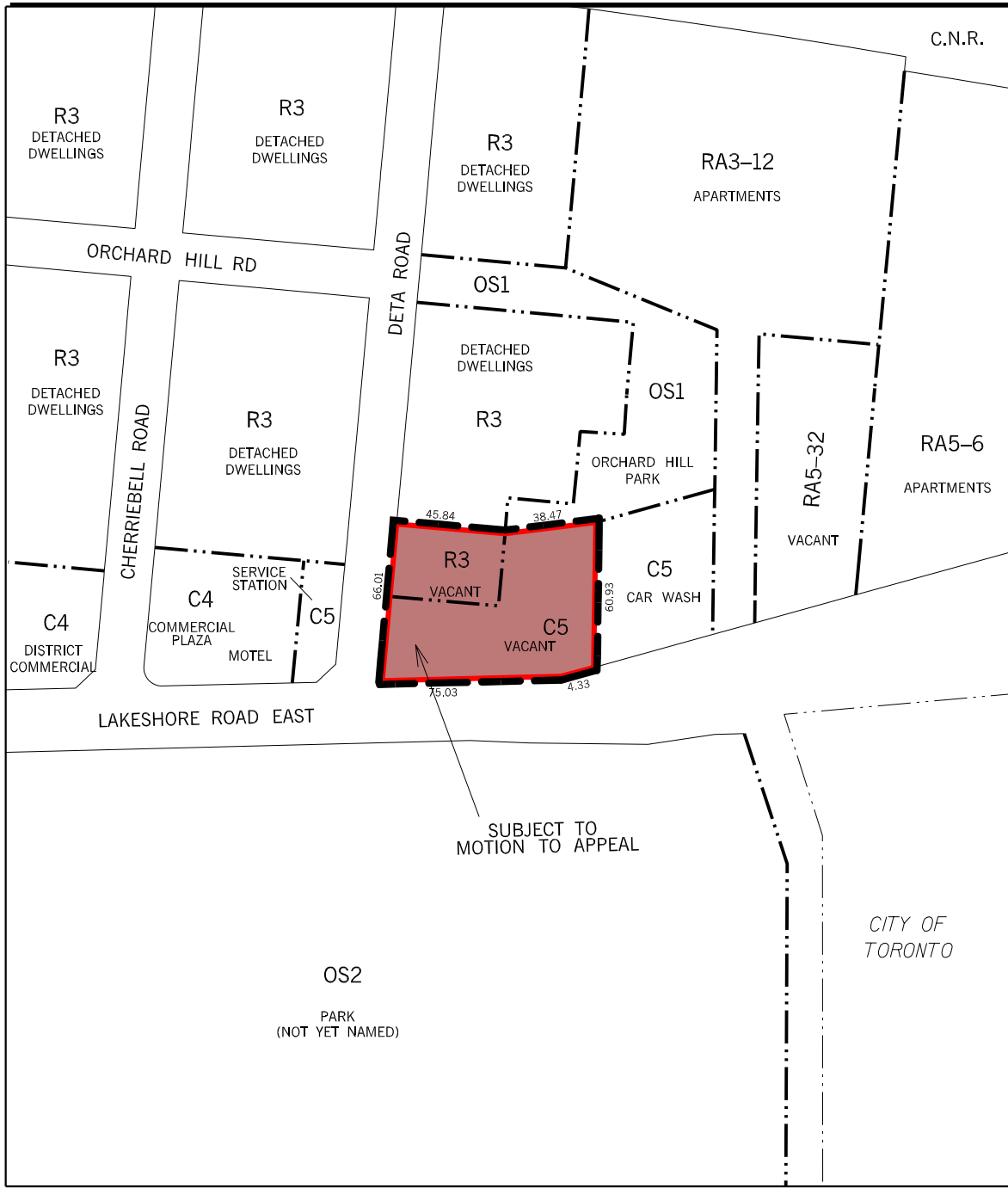
SUBJECT:

**QUEENSCORP (LAKESHORE) INC.**

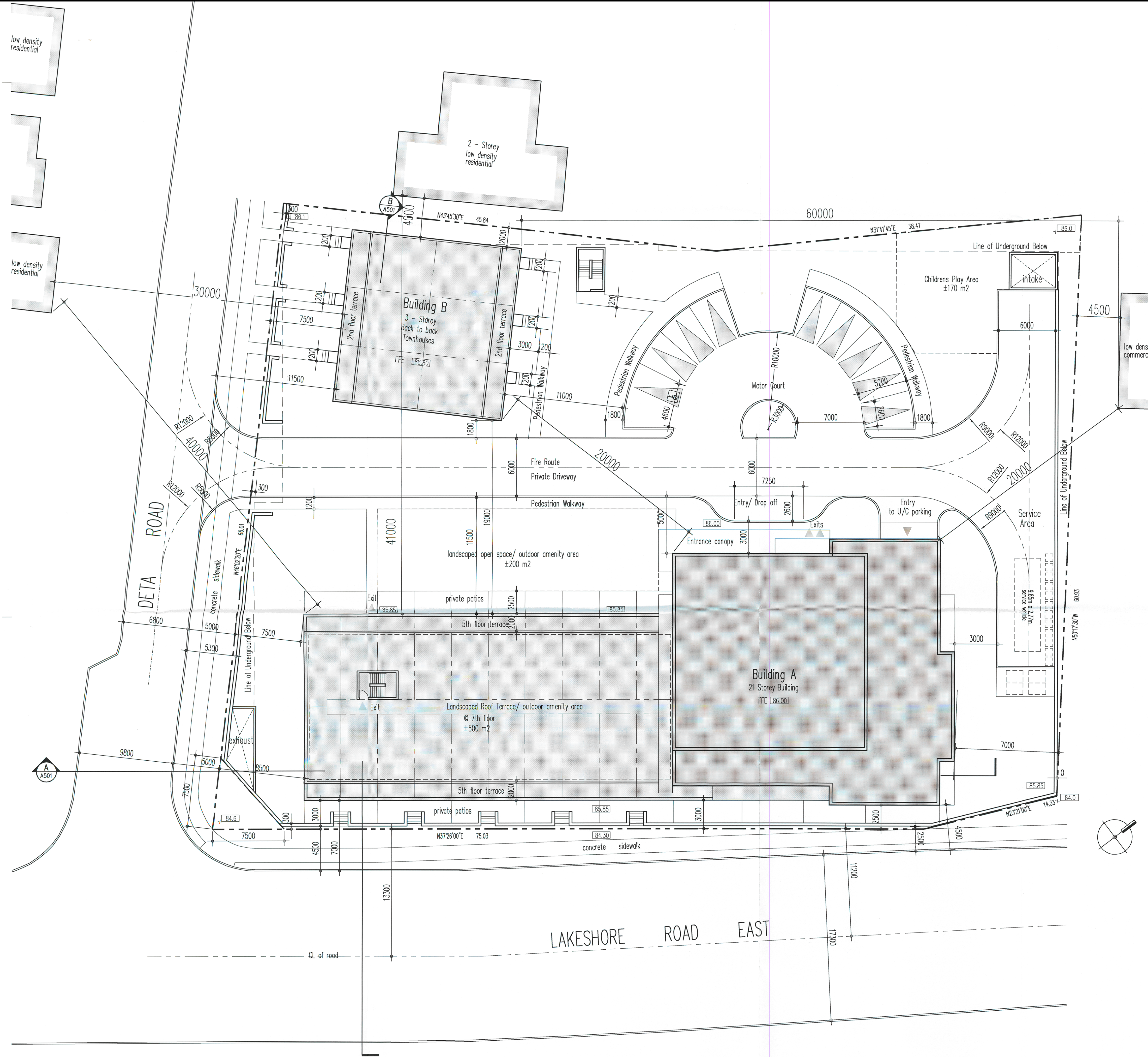


FILE NO:  
OZ 06003 W1  
DWG. NO:  
06003R  
SCALE:  
1:2500  
PDC DATE:  
2007 10 15  
DRAWN BY:  
N.H.

APPENDIX I-3b

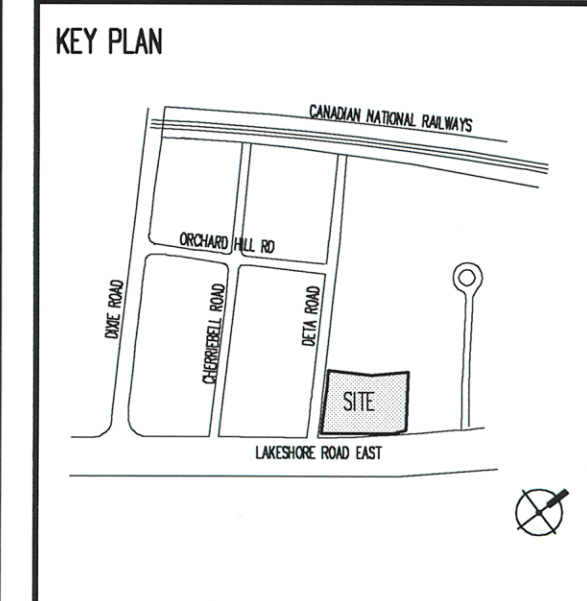






**GENERAL NOTES**

1. FOR LANDSCAPING REFER TO LANDSCAPE DRAWINGS.
2. FOR PROPOSED GRADING, REFER TO LANDSCAPE DRAWINGS.
3. ALL PERIMETER EXISTING INFORMATION INDICATED TAKEN FROM SURVEY.
4. ALL WORK TO BE DONE IN CONFORMANCE WITH THE 1997 ONTARIO BUILDING CODE. [O.Reg. 403/07, OBC]



- LIST OF DRAWINGS**
- A101 SITE PLAN AND STATISTICS
  - A102 SHADOW DIAGRAMS
  - A103 SHADOW DIAGRAMS
  - A201 UG PLAN- P3+P2
  - A301 GROUND FLOOR PLAN
  - A302 7TH FLOOR PLAN
  - A303 TYPICAL FLOOR PLAN [8TH-21ST FLOORS]
  - A401 ELEVATIONS
  - A501 BUILDING SECTIONS

**SURVEY INFORMATION**

PLAN OF SURVEY AND TOPOGRAPHY OF PART OF LOT 5 CONCESSION 2, SOUTH OF DUNDAS STREET CITY OF MISSISSAUGA REGIONAL MUNICIPALITY OF PEEI

RABDOU & CZERNIOWSKI  
ONARIO LAND SURVEYORS  
777 THE QUEENSWAY, UNIT E  
TORONTO, ONTARIO  
M2Z 1N4  
P: 416-252-2511

PROJECT STATISTICS	BYLAW	PROPOSED
1. Zoning		
2. Site Area		5,382 m <sup>2</sup> 1.33 ac
3. F.S.I.		3.9
4. G.F.A.		Highrise/Padium Grd [Bldg A] 2nd - 4th 1,600 x 3 fl = 4,800 m <sup>2</sup> 5th + 6th 1,350 x 2 fl = 2,700 m <sup>2</sup> 7th - 21st 745 x 15 fl = 11,175 m <sup>2</sup> 20,185 m <sup>2</sup> Townhouses [Bldg B] 325 m <sup>2</sup> x 3 fl = 975 m <sup>2</sup> total 21,160 m <sup>2</sup> [227,770 ft <sup>2</sup> ]
5. Units		Highrise/Padium [Bldg A] 260 units Townhouses [Bldg B] 6 units total *266 units
6. Unit Mix		1BL 1B 1B+D 2B 2B+D total Highrise/Padium Grd 19 - 2 1 1 23 2nd - 3 4 2 1 10 3rd - 6th 40 12 16 8 4 80 7th 1 3 2 1 7 8th - 21st - 42 56 28 14 140 Townhouses [Bldg B] 59 58 81 41 21 *266 total 59 58 81 41 27 *266
7. Building Height		Highrise/Padium [Bldg A] 21 storeys 68.5 m [225 ft] Townhouses [Bldg B] 3 storeys 12 m [39 ft]
8. Building Setbacks	Deta Rd. 7.5 m [24.6 ft] min.	Lakeshore Rd. 2.5 m [8.0 ft] min. Deta Rd. 7.5 m [24.6 ft] min. North P.L. 2.0 m [6.6 ft] min. East P.L. 7.0 m [22.9 ft] min.
9. Parking	1BR 1.5u [1.25 res +0.25 vis] [198] =297 required 2BR 1.65u [1.4 res +0.25 vis] [62] =103 required 2BRTH 2.3u [2.0 res, 0.25 vis + 0.05 rec] =14 required total required= 414	Surface Visitor Res. total P1 9 58 79 137 P2 137 137 P3 139 139 total 67 355 422
10. Coverage		Buildings 1,965 m <sup>2</sup> 35 % Landscape 2,327 m <sup>2</sup> 43 % Drive/Park 1,190 m <sup>2</sup> 22 % total 5,382 m <sup>2</sup> 100 %

\* Final Unit Count & Breakdown May Vary Depending On Market Demand.

This drawing, as an instrument of service, is provided by and is the property of Graizani + Corazza Architects Inc. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify graizani + corazza Architects Inc. of any variations from the supplied information. graizani + corazza Architects Inc. is not responsible for the accuracy of survey, structural, mechanical, electrical, etc., engineering information shown on this drawing. Refer to the appropriate engineering drawings before proceeding with the work. Construction must conform to all applicable codes and requirements of the authorities having jurisdiction. Unless otherwise noted, no investigation has been undertaken or reported on by this office in regards to the environmental condition of this site.

This drawing is not to be used for construction purposes until countersigned by the Architect.

COUNTERSIGNED  
B. GRAZIANI, OAA, MRAIC

DATE  
This drawing is not to be scaled. All architectural symbols indicated on this drawing are graphic representations only.

- |                |                                   |      |
|----------------|-----------------------------------|------|
| 1. MAY.05.2005 | ISSUED TO THE CITY OF MISSISSAUGA | B.G. |
| 2. DEC.20.2005 | ISSUED FOR REZONING AND O.P.A.    | B.G. |
| 3. DEC.14.2006 | RE-ISSUED FOR REZONING AND O.P.A. | B.G. |
| 4. APR.17.2007 | RE-ISSUED FOR REZONING AND O.P.A. | P.I. |

**GRAZIANI + CORAZZA ARCHITECTS INC.**

1320 SHAWNSON DRIVE, SUITE 100,  
MISSISSAUGA ONTARIO L4W 1C3  
T: 905.795.2801  
F: 905.795.2844  
info@gc-architects.com

**PROPOSED RESIDENTIAL DEVELOPEMNT LAKESHORE & DETA RD.**

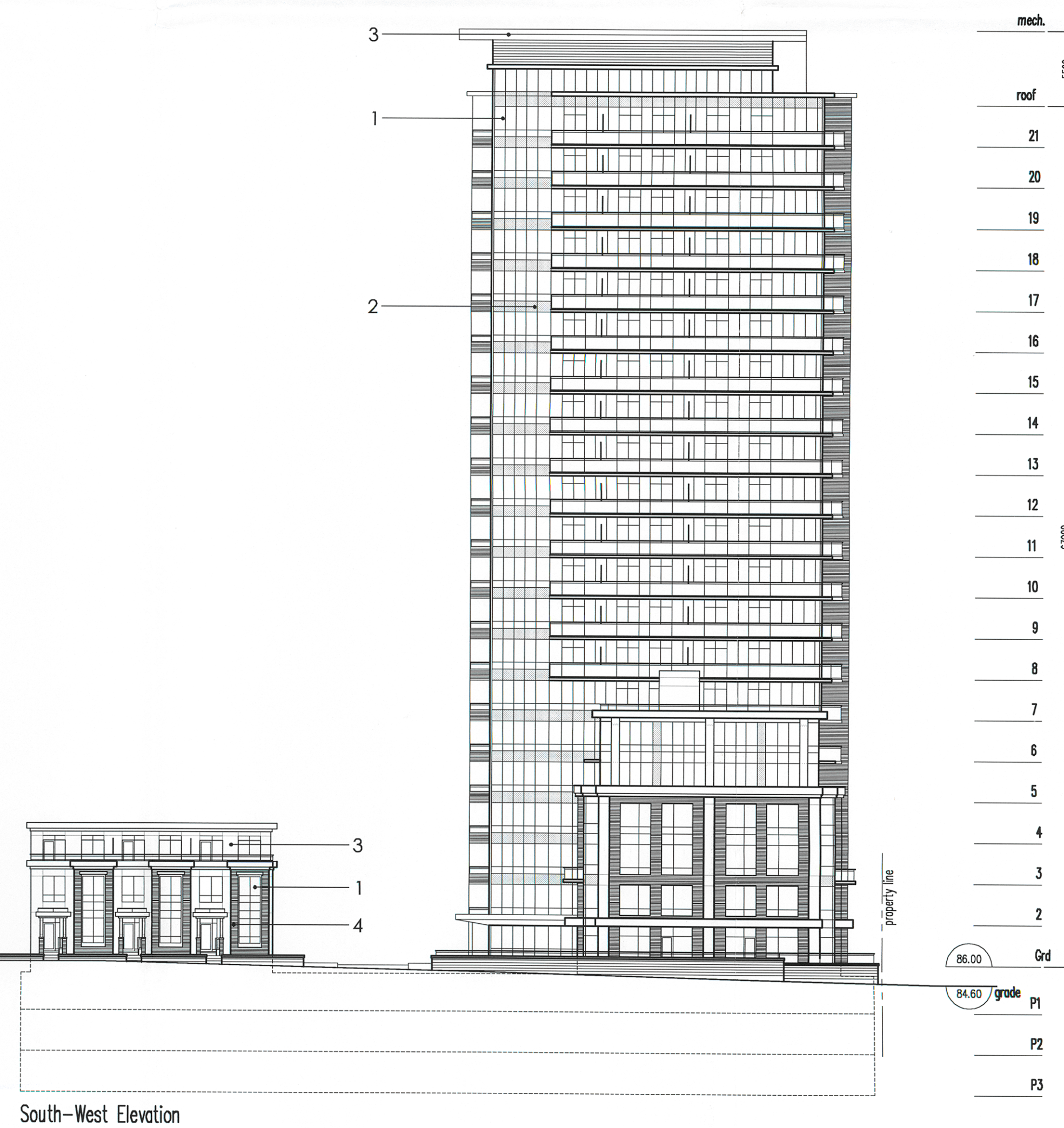
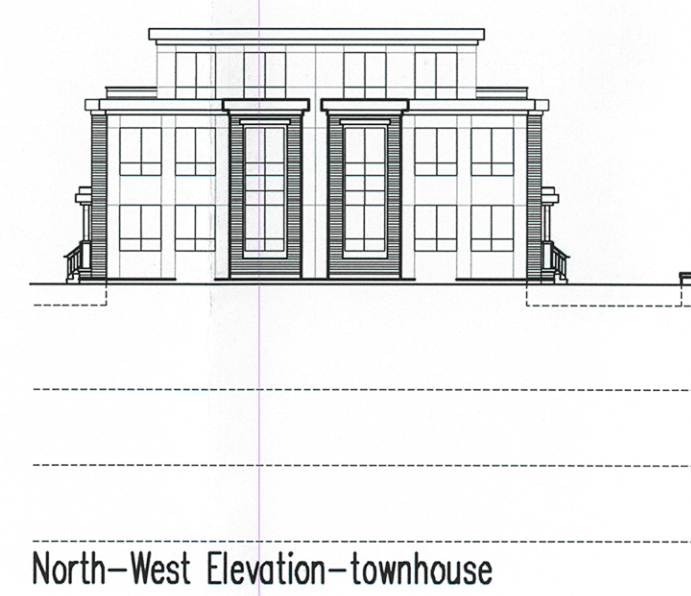
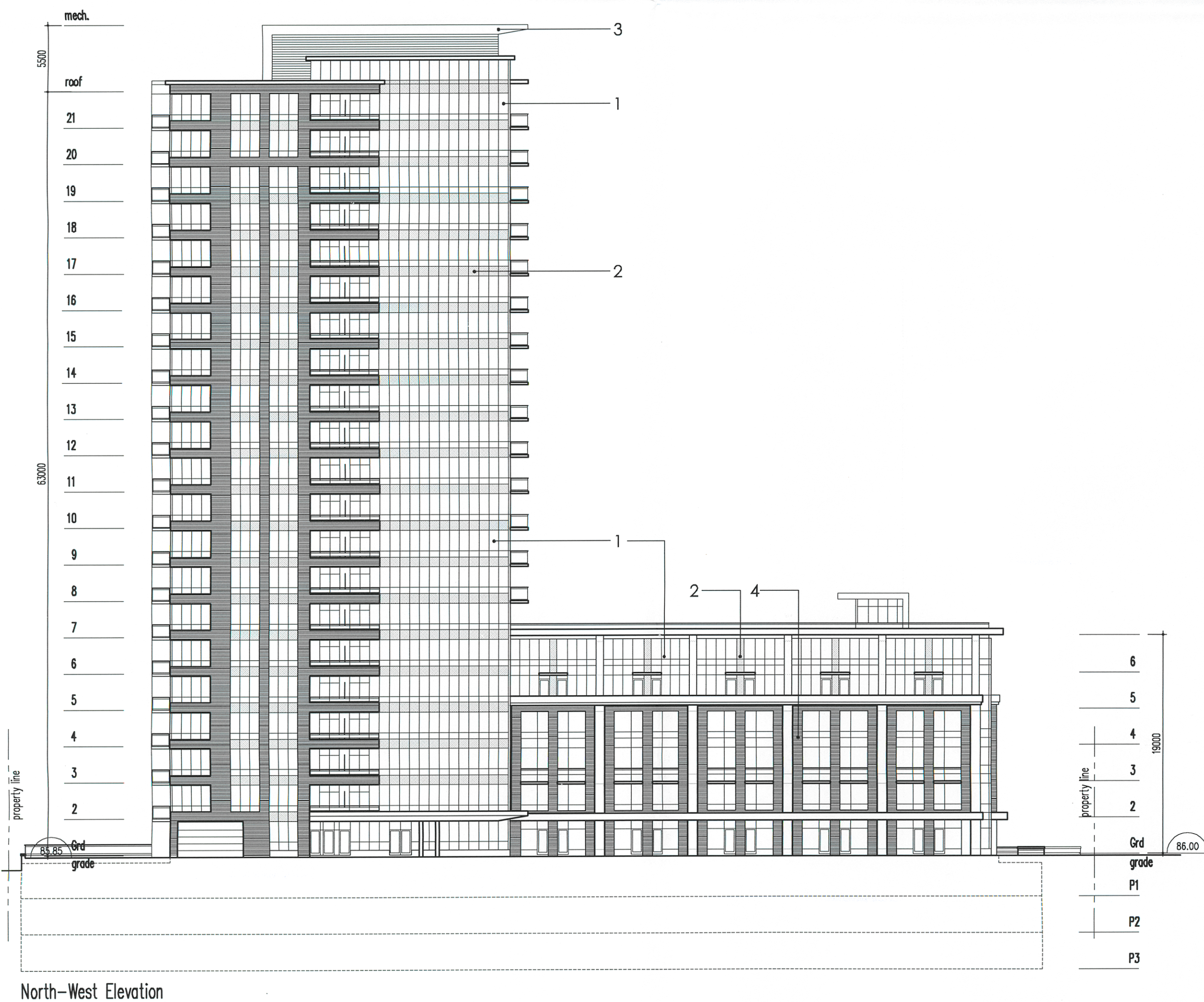
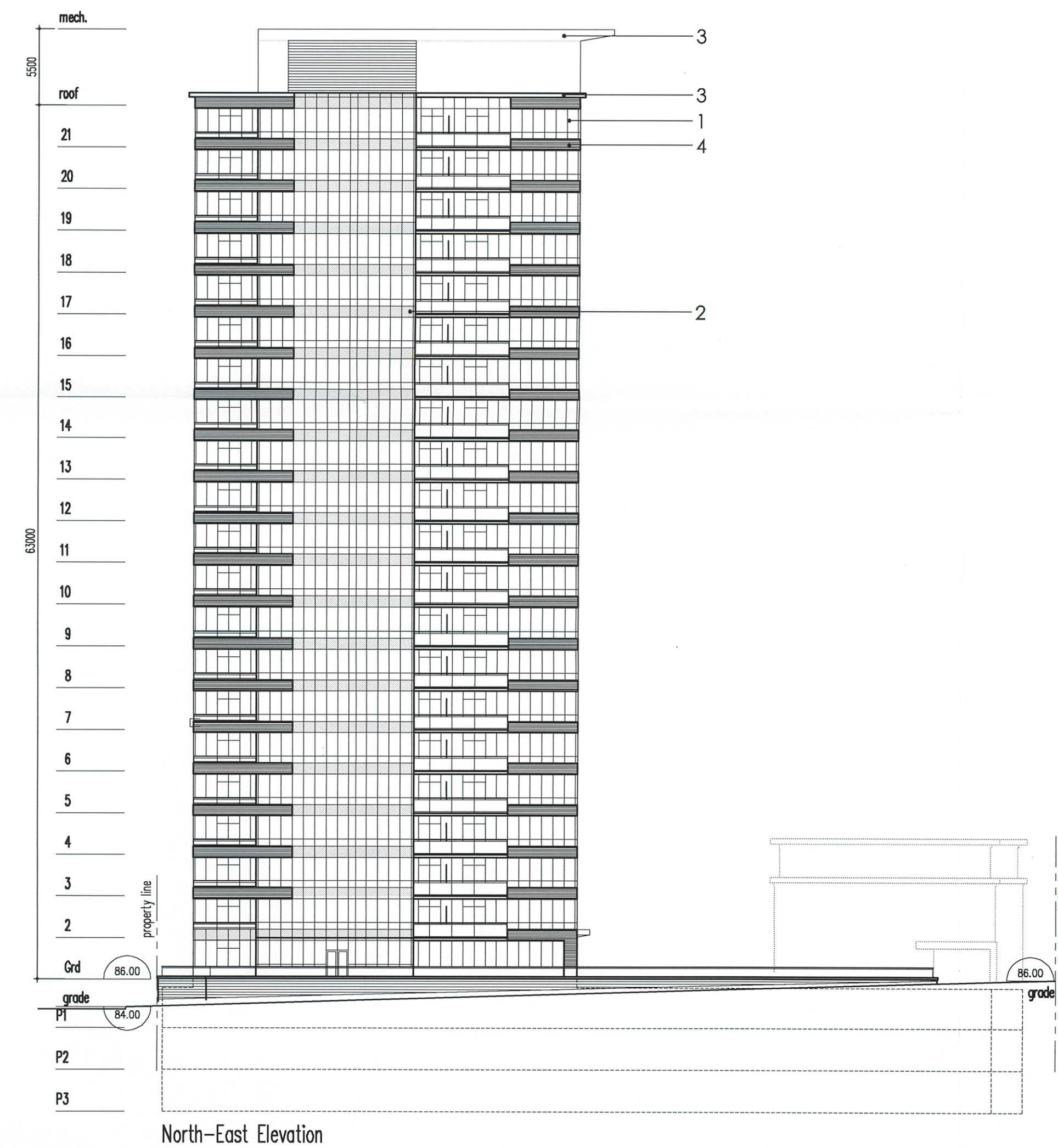
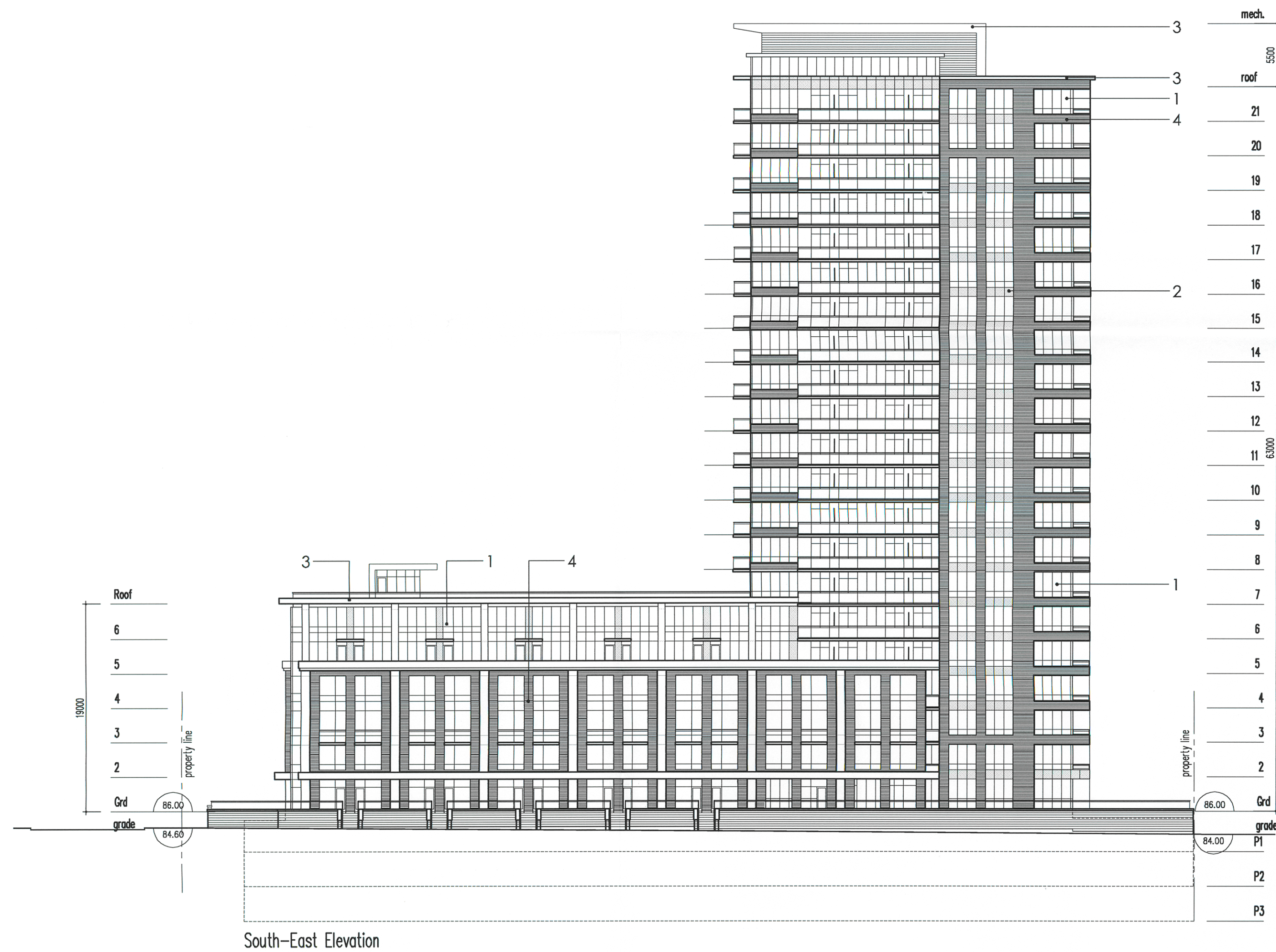
MISSISSAUGA ONTARIO

**SITE PLAN + STATISTICS**

PROJECT ARCHITECT:	B. GRAZIANI	JOB #	474.04
ASSISTANT DESIGNER:	P. JICKE		
DRAWN BY:	M.F.		
CHECKED BY:	D. BIASE	SHEET NO.	A.101
DATE:	APR.17.2007		
SCALE:	1:200		

**APPENDIX I-4**





- Materials Legend**
- 1 - Glazing
  - 2 - Spandrel Glass/Metal Panel
  - 3 - Precast/Slucco
  - 4 - Masonry Units

This drawing, as an instrument of service, is provided by and is the property of Graziani + Corazza Architects Inc. The contractor must verify and accept responsibility for all dimensions and conditions on site and must notify Graziani + Corazza Architects Inc. of any variations from the supplied information. Graziani + Corazza Architects Inc. is not responsible for the accuracy of survey, structural, mechanical, electrical, etc., engineering information shown on this drawing. Refer to the appropriate engineering drawings before proceeding with the work. Construction must conform to all applicable codes and requirements of the authorities having jurisdiction. Unless otherwise noted, no investigation has been undertaken or reported on by this office in regards to the environmental condition of this site.

This drawing is not to be used for construction purposes until countersigned by the Architect.

COUNTERSIGNED  
B. M.D., O.A.A., M.R.A.I.C.

DATE

This drawing is not to be scaled. All architectural symbols indicated on this drawing are graphic representations only.

1.	MAY.05.2005	ISSUED TO THE CITY OF MISSISSAUGA.	B.G.
2.	DEC.20.2005	ISSUED FOR REZONING AND O.P.A.	B.G.
3.	DEC.14.2006	RE-ISSUED FOR REZONING AND O.P.A.	B.G.
4.	APR.17.2007	RE-ISSUED FOR REZONING AND O.P.A.	P.J.



1320 SHAWINSON DRIVE, SUITE 100,  
MISSISSAUGA, ONTARIO L4W 1C3  
T. 905.795.2801  
F. 905.795.2844  
info@gc-architects.com

## PROPOSED RESIDENTIAL DEVELOPEMNT LAKESHORE & DETA RD.

MISSISSAUGA ONTARIO

### ELEVATIONS

PROJECT ARCHITECT:	B. GRAZIANI	JOB #
ASSISTANT DESIGNER:	P. JOCKE	474.04
DRAWN BY:	M.F.	SHEET NO.
CHECKED BY:	D. BIASE	A.401
DATE:	APR.17.2007	
SCALE	1:300	



Queenscorp (Lakeshore) Inc.

File: OZ 06/003 W1

### Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (May 28, 2007)	<p>Municipal services consist of a 300 mm (12 in.) diameter watermain on Lakeshore Road East and a 150 mm (6 in.) diameter watermain on Deta Road.</p> <p>Municipal sanitary services consist of a 300 mm (12 in.) diameter sanitary sewer on Lakeshore Road East and a 250 mm (10 in.) diameter sanitary sewer on Deta Road.</p> <p>The applicant is required to enter into a Condominium Water Servicing Agreement with the Regional Municipality of Peel.</p> <p>Should the subject applications be approved, the applicant will be required to submit an updated Functional Servicing Report that addresses both water and sanitary sewer capacity at the site plan stage once the unit yield for the proposed development has been finalized.</p> <p>Curbside collection will be provided by the Region of Peel to the townhouse units fronting Deta Road, a waste collection plan will be required at the time of site plan application for those townhouse units without street frontage.</p> <p>We have no concerns with the Traffic Impact Study (TIS) as it relates to the proposed development. The TIS indicates that the proposed development will have minimal impact on Regional Road # 4, Dixie Road. The Region of Peel will monitor the intersection of Dixie Road and Lakeshore Road East and make necessary improvements, if required.</p>
Dufferin-Peel Catholic District School Board (May 14, 2007)	Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of education facilities need not be applied for these

Queenscorp (Lakeshore) Inc.

File: OZ 06/003 W1

Agency / Comment Date	Comment
	<p>applications.</p> <p>The Board requests that the following conditions be incorporated into the Servicing and Development Agreements and included in all offers of purchase and sale of residential lots/units until the permanent school for the area has been completed.</p> <p>"Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school."</p> <p>"That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</p>
Peel District School Board (May 14, 2007)	<p>Based on the Peel District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of education facilities need not be applied for these applications.</p> <p>Although there is available current capacity, the Board has requested that the following condition be placed in the Development and Servicing Agreements, in the event the applications are approved:</p> <p>"Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of</p>

Queenscorp (Lakeshore) Inc.

File: OZ 06/003 W1

Agency / Comment Date	Comment
	the Peel District School Board to determine the exact schools.”
City Community Services Department – Planning, Development and Business Services Division (August 2, 2007)	<p>The subject property is adjacent to Orchard Hill Park (P-145), and a future park located on the south side of Lakeshore Road East (P-358). Further information on grading and vegetation impacts are required to justify the proposed underground parking setbacks. At this time, access to Orchard Hill Park is being considered, however, should this option be pursued, CPTED principles are to be applied and access must be satisfactory to this Department. Further, the Vegetation Analysis Plan is to be revised to include vegetation along the northern property line within Orchard Hill Park.</p> <p>Should these applications be approved, prior to by-law enactment, contributions for street tree planting on Lakeshore Road East and Deta Road will be required. Further, securities for the existing London Plane street trees will also be required prior to by-law enactment. To ensure protection of the parkland, hoarding, fencing and clean-up securities are required from the applicant.</p> <p>Prior to the issuance of building permits, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and By-laws.</p>
City Transportation and Works Department (September 6, 2007)	<p>The applicant has provided a supporting Traffic Impact Study which is currently being reviewed by staff. Comments on this study will be finalized prior to the preparation of a Supplementary Report.</p> <p>The applicant is to provide reliance letters in support of the submitted Phase I and Phase II Environmental Site Assessments (ESA) and an updated Acoustical Report for review. In addition, the applicant is to clarify the status of a mutual access easement which exists between 1451 and 1459 Lakeshore Road East. The current proposal does not accommodate this easement.</p> <p>Updated comments on the above will be finalized prior to the preparation of a Supplementary Report.</p>
Bell Canada (September 5, 2006)	An easement may be required to provide service to the development.

**Queenscorp (Lakeshore) Inc.****File: OZ 06/003 W1**

<b>Agency / Comment Date</b>	<b>Comment</b>
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> <p>Economic Development  Realty Services  Enersource – Hydro Mississauga  Rogers Cable  Enbridge  Credit Valley Hospital  Community Services – Fire and Emergency Services Division</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Enbridge Gas Distribution  Conseil Scholaire de District Catholic Centre-Sud  Conseil Scholaire de District Centre-Sud-Ouest  GO Transit  CN Rail  Canada Post Corporation  Rogers Cable  Trillium Health Centre  City of Toronto  Hydro One Networks</p>

Queenscorp (Lakeshore) Inc.

File: OZ 06/003 W1

**School Accommodation**

<b>The Peel District School Board</b>	<b>The Dufferin-Peel Catholic District School Board</b>
<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>20 Kindergarten to Grade 5</li> <li>12 Grade 6 to Grade 8</li> <li>16 Grade 9 to Grade 12/OAC</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Neil C. Matheson P.S. <ul style="list-style-type: none"> <li>Enrolment: 278</li> <li>Capacity: 354</li> <li>Portables: 0</li> </ul> </li> <li>Allan A. Martin Sr. P.S. <ul style="list-style-type: none"> <li>Enrolment: 455</li> <li>Capacity: 538</li> <li>Portables: 0</li> </ul> </li> <li>Gordon Graydon Memorial S.S. <ul style="list-style-type: none"> <li>Enrolment: 1,150</li> <li>Capacity: 1,125</li> <li>Portables: 6</li> </ul> </li> </ul> </li> </ul> <p>* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> <li>Student Yield: <ul style="list-style-type: none"> <li>50 Junior Kindergarten to Grade 8</li> <li>14 Grade 9 to Grade 12/OAC</li> </ul> </li> <li>School Accommodation: <ul style="list-style-type: none"> <li>Queen of Heaven Elementary School <ul style="list-style-type: none"> <li>Enrolment: 490</li> <li>Capacity: 561</li> <li>Portables: 0</li> </ul> </li> <li>St. Paul Secondary School <ul style="list-style-type: none"> <li>Enrolment: 822</li> <li>Capacity: 807</li> <li>Portables: 0</li> </ul> </li> </ul> </li> </ul>

**Queenscorp (Lakeshore) Inc.**

**Residential Intensification (Interim Policies)**

Section 3.2.4.1 (b) – Intensification outside the Urban Growth Centre will occur through the development of vacant or underutilized lands in accordance with the intent of this Plan.

Section 3.2.4.3 (a) – Applications for residential intensification not in compliance with Section 3.2.4.1.b and requiring amendments to Mississauga Plan will generally be considered premature. Increases in density may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned community and is consistent with the intent of this Plan.

Section 3.2.4.3 (b) – Where there is no restriction on the heights of buildings in the District Policies, any consideration to heights in excess of four (4) storeys will only be considered where it can be demonstrated that an appropriate transition in heights that respects the surrounding context will be achieved.

Section 3.2.4.4 (a) – Development should be compatible with the scale and character of a planned residential area by having regard for the following elements: natural environment; natural hazards; natural heritage features/natural areas system; lot frontages and areas; street and block patterns; building height; coverage; massing; architectural character; streetscapes; heritage features; setbacks; privacy and overview; the pedestrian environment; parking.

Section 3.2.4.4 (b) – Development proposals will demonstrate compatibility and integration with surrounding land uses by ensuring that an effective transition in built form is provided between areas of different development densities and scale. Transition in built form will act as a buffer between the proposed development and planned uses, and should be provided through appropriate height, massing, character, architectural design, siting, setbacks, parking, and open and amenity space.

Section 3.2.4.4(e) – Development applications should complete streets and existing development patterns.

\* The above noted policies are not exhaustive of what may be applicable, but are illustrative of key directions found in Mississauga Plan pertaining to residential intensification.

