



# Corporate Report

Clerk's Files

Originator's  
Files OZ 08/009 W1

**PDC** JUN 11 2012

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**DATE:** May 22, 2012

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: June 11, 2012

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

**SUBJECT:** **Official Plan Amendment and Rezoning Applications**  
**To permit 4 storeys of retail commercial/office fronting onto**  
**Lakeshore Road East, a 10 storey residential condominium**  
**apartment with 56 units stepping down to 4 storeys fronting**  
**onto Port Street East and the retention of Montgomery House**  
**91-93 & 99 Lakeshore Road East and 42 Port Street East**  
**Southeast corner of Lakeshore Road East**  
**and Elizabeth Street South**  
**Owner: Centre City Capital Limited and William G. James**  
**Applicant: John D. Rogers & Associates Inc.**  
**Bill 51**

**Supplementary Report** **Ward 1**

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**RECOMMENDATION:** That the Report dated May 22, 2012, from the Commissioner of Planning and Building recommending approval of the applications under File OZ 08/009 W1, Centre City Capital Limited and William G. James, 91-93 & 99 Lakeshore Road East and 42 Port Street East, be adopted in accordance with the following:

1. That the application to amend Mississauga Plan from "Mainstreet Retail Commercial" to "Mainstreet Retail Commercial – Special Site" in conformity with the provisions outlined in Appendix S-3, be approved.
2. That the application to change the Zoning from "C4" (Mainstreet Commercial) to "C4-Exception" (Mainstreet Commercial) to permit 4 storeys of retail commercial/office, a 10 storey, 56 unit residential condominium apartment with street level retail commercial uses and the retention of Montgomery House be approved subject to the following conditions:
  - (a) That the permitted uses and development standards shall conform to those outlined in Appendices S-4 and S-5;
  - (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 Dufferin-Peel Separate School Boards, not apply to the subject lands;
  - (c) That the applicant agree to satisfy all the requirements of the City and any other official agency concerned with the development.
3. That in accordance with the provisions of Section 37 of the *Planning Act*, an agreement between Centre City Capital Limited, William G. James and the City shall be executed, in the event that the Official Plan Amendment and Zoning By-law Amendment as recommended are approved. The agreement shall be consistent with the recommendations contained in this report.
4. In the event that Mississauga Official Plan (2011) comes into force and effect as it pertains to the subject lands, that

Mississauga Official Plan (2011) be amended for these lands from "Mixed Use" to "Mixed Use – Special Site" consistent with the provisions outlined in Appendix S-3.

5. 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:**

- There have been minor revisions to the proposal since the Information Report;
- Community comments are addressed;
- The proposal meets the intent of the City’s official plan policies and addresses comments received from various City Departments and external agencies;
- The applications are acceptable from a planning standpoint and should be approved, subject to certain conditions;
- The applicant’s public benefits proposal under Section 37 of the *Planning Act* (includes exterior restoration of Montgomery House and publicly accessible outdoor art) is acceptable.

**BACKGROUND:**

A public meeting was held by the Planning and Development Committee on February 2, 2009, at which time a Planning and Building Department Information Report (Appendix S-1) was presented and received for information.

At the public meeting, the Planning and Development Committee passed Recommendation PDC-0017-2009 which was subsequently adopted by Council and is attached as Appendix S-2.

Since the Information Report, the applicant has made some minor revisions to the building design in response to City and Region of Peel comments (see Appendices S-6 to S-9). The recessed circular car drop-off at the south end of the building has been removed and replaced with a more urban façade that is closer to Port Street East. A redesign of the service area was also made to accommodate waste collection vehicle requirements.

Given the time elapsed since the initial community meeting in June 2008, a further community meeting was held by Ward 1 Councillor Jim Tovey on March 26, 2012.

**COMMENTS:**

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

**COMMUNITY ISSUES**

Several issues were raised by area residents at the June 26, 2008 community meeting, the February 2, 2009 public meeting and the March 26, 2012 community meeting. These issues are listed below along with responses:

**Comment**

There needs to be an affordable grocery store nearby that residents can walk to along this stretch of Lakeshore Road East. If the No Frills store leaves, another similar grocery store should take its place.

**Response**

Although the existing grocery store provides a needed service to the neighbourhood, it is beyond the powers of the City to compel the landowner to maintain its lease with No Frills or to require a similar grocery store to locate on the property. The current "C4" (Mainstreet Commercial) zoning permits a range of retail, service commercial, restaurant and office uses and the landowner wants to maintain these permissions on their lands. Consequently, a grocery store will continue to be permitted under the proposed zoning.

The landowner has indicated that they would like to lease the ground floor of the commercial building to a grocery store and has therefore had discussions with several national grocery store operators. As grocery stores typically require higher ceilings than other retail uses, staff recommend that a minimum ground floor building height of 5.0 m (16.4 ft.) be required as part of the zoning

by-law. This is consistent with the applicant's preliminary building elevations, which depict a 5.0 m (16.4 ft.) first floor height along Lakeshore Road East. Additionally, a truck loading bay of a size that could accommodate grocery store deliveries has been incorporated into the design.

**Comment**

The proposed residential building is too tall and does not fit the character of the area. Its height could become precedent setting for future buildings in the area.

**Response**

The proposed built form, including height, is appropriate for the site and is sensitive to the existing context. Issues of building height, massing, and transition are discussed in greater detail within the Planning Comments section of this report.

**Comment**

Shadows from the proposed buildings will negatively impact the surrounding properties.

**Response**

The Shadow Study prepared by the applicant demonstrates that the City's required shadow casting restrictions for the subject lands and adjacent properties will be met by the proposal.

**Comment**

There should be access through this site south to Lake Ontario.

**Response**

The opportunity for a north-south pedestrian access through the site was considered carefully. It was determined that requirements for the truck loading area and underground parking access ramp

would not provide a safe environment for pedestrians walking through the site. Additionally, Elizabeth Street South and Helene Street South provide two nearby north-south pedestrian and vehicular connections to Port Street East and Lake Ontario.

**Comment**

This development will make traffic congestion worse in the area.

**Response**

Comments provided by the City's Transportation and Works Department addresses concerns regarding neighbourhood traffic (see Updated Agency and City Department Comments section).

**Comment**

There is a lack of parking on the site, which will negatively impact nearby streets.

**Response**

This development has a significant number of parking spaces associated with the office space component. These spaces will be available for retail customers to use during evenings and weekends. The City recognizes that this is a reality in mixed use developments and has incorporated reduced parking requirements for these situations into the zoning by-law.

Staff have reviewed the applicant's Parking Study and have recommended a mixed use shared parking formula with additional reductions. This is based on the broad range of commercial uses (including office, medical office, retail and restaurant) that would be permitted, and an analysis of parking demand at existing nearby commercial developments. A formula approach will respond better to a potentially changing commercial tenant mix than requiring a single parking standard and floor area limits for all commercial uses, as was recommended in the applicant's Parking Study. With the mix of commercial uses contemplated in the

Parking Study, 242 parking spaces will be sufficient to accommodate the parking needs generated by the proposal. Details of the recommended parking provisions are found in Appendices S-4 and S-5.

**Comment**

Will this proposal lead to street furniture improvements along Lakeshore Road East?

**Response**

At the request of staff, the applicant has submitted a Streetscape Master Plan. There will be enhancements to the boulevards abutting the subject lands, including new street furniture such as benches and bicycle racks. These details will be further refined at the site plan approval stage.

**Comment**

Will the proposal be evaluated in the context of future potential redevelopment of adjacent parcels, particularly the property to the east (46 Port Street East)?

**Response**

Since the time of preliminary discussions, staff have encouraged the applicant to bring forward a comprehensive development proposal that would incorporate 46 Port Street East (Edwards Lakeside Veterinary Clinic). The owners of the subject property and 46 Port Street East have met and exchanged correspondence several times on this matter, but have not been able to come to a mutually agreeable proposal.

Staff have concluded that the subject proposal does not prevent the future independent redevelopment of 46 Port Street East consistent with the current zoning by-law built-form provisions (2 to 3 storey building). Alternatively, 46 Port Street East has opportunities to

redevelop in conjunction with abutting lands to the north and/or northeast.

To maximize opportunities for future comprehensive parking across both properties, staff recommend that the Development Agreement contain a clause requiring that the applicant's future site plan application drawings contain a "knock-out" panel in the P1 parking level to provide the possibility for an interconnection to future underground parking beneath 46 Port Street East. Staff also recommend a modification to the proposed Official Plan Amendment to prevent any built-form on the subject lands above one storey where abutting 46 Port Street East (see Planning Comments section).

### **Comment**

Is a public benefits proposal under Section 37 of the *Planning Act* part of this application?

### **Response**

Yes. Details of the public benefits proposal are contained in the Planning Comments section of this report.

## **UPDATED AGENCY AND CITY DEPARTMENT COMMENTS**

### **Region of Peel**

Comments updated May 2, 2012 state that the subject lands are located within the Beach Street Sewage Pumping Station Catchment Area. The Beach Street Sewage Pumping Station is currently operating at capacity and cannot accommodate the additional wastewater flows from this development at this time. The Region will be developing the new Beechwood Sewage Pumping Station in order to provide additional wastewater capacity for this catchment area.



The Region has no objection to the proposed Official Plan and Zoning By-law Amendments for the subject lands. However, the Region will not support additional development approvals, including site plan approval or building permit issuance for the subject lands until the Region is able to confirm a completion date for the Beechwood Pumping Station.

### **City Transportation and Works Department**

In comments updated January 17, 2012, the Transportation and Works Department indicated receipt of a satisfactory Traffic Study by the BA Group which confirmed that the existing transportation infrastructure has sufficient capacity to accommodate the traffic to be generated by the proposed development. This department also confirmed the completion of their review of the Environmental Site Assessments and the Functional Storm Drainage Report, which were found to be satisfactory.

A noise report and various addenda from HGC Engineering have confirmed that, with the appropriate acoustic mitigation measures and warning clauses, the development will be in compliance with City/Ministry of Environment (MOE) criteria for transportation and stationary noise sources.

In the event these applications are approved by Council, the developer will be required to:

- make satisfactory arrangements with the City and Region for the installation of municipal works required to service the lands;
- enter into the appropriate agreement with the City for the completion of the boulevard works and streetscape on Lakeshore Road East, Elizabeth Street South and Port Street East;
- provide acoustic mitigation for the development in accordance with the approved noise report;
- complete and submit a Record of Site Condition, a copy of which is to be posted on the MOE Environmental Site Registry.

The applicant will also be required to dedicate gratuitously to the City a 5.0 m (16.4 ft.) radius rounding at the intersection of Port Street East and Elizabeth Street South.

## **PLANNING COMMENTS**

### **Mississauga Plan (2003)**

The proposal requires an amendment to the Mississauga Plan Policies for the Port Credit District. As outlined in the Information Report, Section 5.3.2.1 of Mississauga Plan provides criteria for evaluating site specific Official Plan Amendments. Each criterion is summarized below along with a discussion of how the proposal addresses 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?***

The proposal is consistent with the overall intent, goals and objectives of Mississauga Plan, which were reviewed in detail in conjunction with the development applications. Several goals and objectives promote compact growth and directing new mixed-use development to areas identified for intensification. This is a mixed-use proposal that would replace one storey commercial buildings with ground related retail space, mid-rise apartment dwellings and office units within the Port Credit Node, an area identified for intensification. Further, the Port Credit District Policies state that the Port Credit Node is an area in transition and has potential for appropriate infill, intensification and redevelopment. The proposal supports these goals and objectives.

Other goals and objectives speak to achieving an urban form that is transit-supportive, creates a strong sense of place and demonstrates high quality built form, architecture and streetscape.

Redevelopment will bring new residents and business to the site, which will support transit. It is located within a "major transit station area" as defined by the Province's Growth Plan, which is to

have increased residential and employment densities. More residents living along Lakeshore Road East also helps to sustain the health of the businesses lining Port Credit's main street.

The proposed outdoor plaza, context-sensitive massing and architecture as well as the revitalized streetscape will contribute to a strong sense of place. These elements support the goals and objectives cited above. As noted in the detailed discussion below under Sustainability and Compatibility, the applications also conform to the residential intensification policies.

The proposal will not adversely impact or destabilize the development or functioning of neighbouring lands. The proposed Official Plan Amendment would not change the types of uses currently permitted on the site but would increase allowable building heights. Along the Lakeshore Road East frontage, this would result in a relatively minor height increase, from 3 storeys to 4 storeys. This would not negatively impact adjacent parcels that are currently designated "Mainstreet Retail Commercial".

The applicant has proposed an Official Plan Amendment for the entire south portion of the subject lands to permit a maximum building height of 10 storeys. This will not compromise the functioning or future development of the adjacent Ports Hotel located on the west side of Elizabeth Street South, given its similar height and ample distance separation.

Similarly, the proposed official plan height increase will not adversely impact the future redevelopment potential or existing functioning of abutting lands to the east. To this end, staff recommend that the Official Plan Amendment include wording limiting building heights to 1 storey on the southeast portion of the site, consistent with the concept site plan (see Appendix S-3). This will prevent a taller built form from being constructed too close to 46 Port Street East.

***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***

As noted previously, compact residential development with street-related commercial uses is the current land use vision within the official plan for these lands. The proposal is consistent with this vision and therefore achieves the land use suitability component of this policy. Policies within the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan also support the subject proposal, including those related to managing growth, intensification, Major Transit Station Areas, community infrastructure, settlement areas, and housing.

If certain conditions are demonstrated, the residential intensification policies of Mississauga Plan allow for official plan amendments to be considered which increases permitted height and density on a property outside of the Urban Growth Centre. These conditions are that the proposed development is compatible in built form and scale with surrounding development, enhances the existing or planned community and is consistent with the intent of Mississauga Plan.

The applicant has made significant efforts to produce a plan that is sensitive to the existing built form and pedestrian character of this vibrant area in the heart of Port Credit. The streetscape and pedestrian experience along Lakeshore Road East will be enhanced, as the proposal will continue the established rhythm of regular storefront entrances that is found to the east. This is consistent with the Mainstreet Retail Commercial Character Area policies found in the Port Credit District Plan. Height along Lakeshore Road East will be low-rise, in keeping with the mainstreet commercial context; the façade will be two storeys, stepping back 3.0 m (9.8 ft.) to the third floor, and another 1.0 m (3.3 ft.) to the fourth floor. This stepped façade will enhance sky view and maintain the presence of a low street wall along the main street. Even with this low building façade, pedestrians will not be

able to see the 10 storey residential condominium behind, due to its 38 m (124.7 ft.) setback from Lakeshore Road East.

Along the Port Street East frontage, the residential condominium building height and massing near the sidewalk is significantly reduced by aggressive horizontal and vertical step backs. These step backs reduce the building height from 10 to 4 storeys adjacent to the Port Street East sidewalk, which creates a comfortable scale for pedestrians, and increases views to the sky. Staff recommend that the Official Plan Amendment have language requiring the building height to step down to a maximum height of 4 storeys abutting Port Street East, consistent with the concept site plan and building elevations.

Existing building heights along the north side of Port Street East vary considerably, as a walk along this short street reveals. Beginning at its west end, heights fluctuate traveling eastwards: the Waterside Inn (14 storeys), the Ports Hotel (7 storeys), the subject lands (proposed 4 storeys stepping up to 10 storeys), 46 Port Street East (1 storey), Port Elaine Place (5 storeys), 60 Port Street East (1 storey), 70 Port Street East (6 storeys) and 80 Port Street East (6 storeys). The height, massing and scale of the proposed development is compatible within this diverse and transitional context, as demonstrated by the Urban Design Study submitted in support of the development applications. It also reflects the general intent of the Harbour Mixed Use Character Area policies within Mississauga Plan, which includes Port Street East as an area with potential for higher buildings compared to the Lakeshore Road East corridor. The residential condominium component has a significant setback of 21.3 m (69.9 ft.) from the east property line at its closest point, and is located approximately 29.8 m (97.8 ft.) west of the existing 1 storey commercial building at 46 Port Street East. This distance provides an appropriate built form transition and buffer to this 1 storey building.

The Mississauga Urban Design Advisory Panel met on June 17, 2008 to review the proposal. While the Panel was generally satisfied with the proposed height and massing, several specific

recommendations relating to matters such as façade character, building articulation, site connectivity, the location of retail space and the configuration of landscape/open spaces were made. The applicant's replacement of a proposed recessed circular car drop-off along Port Street East with a more urban façade treatment responds well to design concerns regarding the south side of the building. Further landscape and design refinement of the proposal will continue during the site plan approval process.

***Is there adequate infrastructure and community services to support the proposed development?***

Updated comments from the Region of Peel and the City's Transportation and Works Department indicate that adequate infrastructure is either in place or being developed to support the proposal.

***Has a planning rationale with reference to Mississauga 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?***

Staff had requested that the applicant provide additional analysis regarding how the proposal achieves the intent of several Mississauga Plan policies. On November 30, 2009, the applicant provided the City with a detailed addendum to their original Planning Justification Report that satisfactorily addressed staff's request for a more thorough planning evaluation of their proposal.

***Is there a requirement for a comprehensive review of land use designations?***

The required five year review of Mississauga Plan is complete and resulted in Mississauga Official Plan, which is currently under appeal to the Ontario Municipal Board. Under the Port Credit Area Plan that forms part of Mississauga Official Plan, the land use policies pertaining to the subject lands are very similar to those under Mississauga Plan (see the following section).

In November 2008, Council directed staff to prepare revised policies for the Port Credit District with consideration for the recommendations contained in the report titled, "*Lakeview and Port Credit District Policies Review and Public Engagement Process – Directions Report*". This has resulted in the Draft Port Credit Area Plan, which will be the subject of further review and comment from stakeholders (including area residents) during 2012 pursuant to Council's direction on March 7, 2012. The current development proposal is generally consistent with the Draft Area Plan's land use designations and built form policies for the subject lands. The subject proposal does not produce the need for a more comprehensive land use examination for the District or an area within the District.

Based on the above, it is appropriate that the Mississauga Plan designation for the subject lands be amended from "Mainstreet Retail Commercial" to "Mainstreet Retail Commercial – Special Site" subject to the provisions outlined in Appendix S-3.

#### **Mississauga Official Plan (2011)**

Mississauga Official Plan (2011) was adopted by City Council on September 29, 2010 and partially approved by the Region on September 22, 2011. Mississauga Official Plan has been appealed in its entirety to the Ontario Municipal Board and, as such, the existing Mississauga Plan (2003) remains in effect. Notwithstanding, regard shall be had for the policies of Mississauga Official Plan.

Under Mississauga Official Plan, the subject lands are designated "Mixed Use". This land use designation replaces the "Mainstreet Retail Commercial" designation, which is no longer found in Mississauga Plan. The "Mixed Use" designation allows for a similar range of commercial and residential uses as permitted in the "Mainstreet Retail Commercial" designation under Mississauga Plan. The Port Credit District Plan policies from Mississauga Plan have been carried forward to Mississauga Official Plan, as have the criteria for evaluating site specific Official Plan Amendments. Given the proposed building heights, the proposal would require an

amendment to the Mississauga Official Plan Policies for the Port Credit District. Other policies within Mississauga Official Plan which are relevant to the subject proposal include:

- Section 5.3.3 - Community Nodes, which are identified as Intensification Areas that are to be locations for mixed use development;
- Section 5.5 – Intensification Areas, which are to have sufficiently high residential and employment densities to support transit usage;
- Section 9 – Building a Desirable Urban Form, which includes many design policies related to Intensification Areas, the Public Realm, and Site Development and Buildings.

The proposal is consistent with the overall intent, goals, objectives and policies of Mississauga Official Plan. The applicant has requested to convert their application to one under Mississauga Official Plan once it comes into force and effect and have requested a "Mixed Use – Special Site" designation on their lands. In the event that Mississauga Official Plan comes into force and effect as it pertains to the subject lands, it is recommended that Mississauga Official Plan be amended from "Mixed Use" to "Mixed Use – Special Site" for this site consistent with the provisions outlined in Appendix S-3.

### **Section 37 Community Benefits Proposal**

The applicant has made a public benefits proposal under Section 37 of the *Planning Act*. This provision allows a community to share tangibly in the increased property value that landowners benefit from with increased height and/or density permissions. The proposal is summarized at the bottom of Appendix S-4.

It is important to underline that the recommendations on the development applications have been made solely on the basis of the proposal's planning merits. Assessing the Section 37 public benefits proposal has been a separate exercise. As required by Section 5.3.3.2 of Mississauga Plan, staff have evaluated whether



there is an equitable relationship between the value of the proposed benefits to the public and the value of the requested additional height and density to the landowner. This included a review by Realty Services of a Land Appraisal prepared by Janterra Real Estate Advisors that was submitted by the applicant.

Staff have determined that the relationship between the proposed \$180,000.00 worth of public benefits and the land value of the requested density increase is within an acceptable range. This range is in line with Section 37 public benefit contributions achieved through the City of Toronto's planning process. Toronto has significant experience in dealing with development applications involving Section 37 agreements.

Preserving and restoring a key heritage building along Port Credit's mainstreet and introducing publicly accessible art to this prominent site are worthwhile community benefits that are supported by Mississauga Plan policies.

### **Zoning**

The proposed "C4-Exception" (Mainstreet Commercial) zone is appropriate to accommodate the residential, office and retail commercial uses. Appendix S-4 contains staff's recommended site specific zoning provisions, based on the proposed development and recommended parking standards.

**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:** 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 commercial and residential 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, step backs, landscaping, streetscape and general site design.

**ATTACHMENTS:**

Appendix S-1 - Information Report

Appendix S-2 - Recommendation PDC-0017-2009

Appendix S-3 - Recommended Official Plan Amendment Provisions

Appendix S-4 - Recommended Zoning Provisions

Appendix S-5 - Adjusted Mixed Use Development Shared Parking Formula

Appendix S-6 - Revised Site Plan

Appendix S-7 – Revised Floor Plan

Appendix S-8 – Revised West Elevation

Appendix S-9 – Revised East Elevation

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Ben Phillips, Development Planner*



# Corporate Report

Clerk's Files

 Originator's  
Files OZ 08/009 W1

**PDC FEB 2 2009**

**DATE:** January 13, 2009

**TO:** Chair and Members of Planning and Development Committee  
Meeting Date: February 2, 2009

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

**SUBJECT:** **Information Report**  
**Official Plan Amendment and Rezoning Applications**  
**To permit a 4 storey retail commercial/office building fronting**  
**onto Lakeshore Road East and a 10 storey, 56 unit residential**  
**condominium apartment building stepping down to 4 storeys**  
**fronting onto Port Street East**  
**91-93 & 99 Lakeshore Road East and 42 Port Street East**  
**Southeast corner of Lakeshore Road East**  
**and Elizabeth Street South**  
**Owner: Centre City Capital Limited and William G. James**  
**Applicant: John D. Rogers & Associates Inc.**  
**Bill 51**

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

**RECOMMENDATION:** That the Report dated January 13, 2009, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Mainstreet Commercial" to "Mainstreet Commercial – Special Site" and to change the Zoning of By-law 0225-2007 from "C4" (Mainstreet Commercial) to "C4-Exception" (Mainstreet Commercial), to permit a 4 storey retail commercial/office building and a 10 storey, 56 unit condominium apartment building with street level retail commercial uses under file OZ 08/009 W1, Centre City Capital Limited and William G.

James, 91-93 & 99 Lakeshore Road East and 42 Port Street East, be received for information.

**BACKGROUND:**

Official Plan Amendment and Rezoning applications have been filed to permit a 4 storey retail commercial/office building and a 10 storey, 56 unit residential condominium apartment building with retail commercial uses at ground level. The 4 storey commercial component steps down to 2 storeys along the Lakeshore Road East frontage and would contain retail uses on the ground floor and offices on the floors above. The 10 storey condominium apartment building steps down to 4 storeys along the Port Street East frontage. Montgomery House, which is listed in the City's heritage register, is proposed to be retained for commercial uses. The applicant is proposing to restore some of its exterior heritage characteristics.

The configuration of these three buildings would continue the mainstreet commercial streetscape along Lakeshore Road East and also establish a new outdoor retail courtyard facing Elizabeth Street South. All 242 proposed parking spaces would be located in two levels of underground parking. A conceptual site plan, ground floor plan and building renderings (Appendices I-5 to I-10) illustrate the main features of this redevelopment proposal.

The above-noted applications have been circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

**COMMENTS:**

Details of the proposal are as follows:

<b>Development Proposal</b>	
Applications Submitted:	April 23, 2008 (submitted) June 6, 2008 (deemed complete)
Existing Gross Floor Area:	1 930 m <sup>2</sup> (20,775 sq. ft.) - No Frills store, Montgomery House and 42 Port Street East

<b>Development Proposal</b>	
Height:	4 storeys – Commercial Building (stepping down to 2 storeys along Lakeshore Road East frontage);  10 storeys – Residential/Commercial Building (stepping down to 4 storeys along Port Street East frontage).
Lot Coverage:	50.0%*
Floor Space Index:	2.52*
Landscaped Area:	48.3%*
Density:	96.7 units/ha* 39.1 units/acre*
Proposed Gross Floor Area:	Retail – 1 905 m <sup>2</sup> (20,506 sq. ft.) Office – 2 301 m <sup>2</sup> (24,768 sq. ft.) Residential – 10 399 m <sup>2</sup> (111,937 sq. ft.) Total - 14 605 m <sup>2</sup> (157,212 sq. ft.)
Number of units:	56
Anticipated Population:	129** **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:	352 (92 Residential & 260 Non-Residential)
Parking Provided:	242 (92 Residential & 150 Non-Residential)
Supporting Documents:	Urban Design Analysis/Shadow Study Phase I Environmental Site Assessment Phase II Subsurface Investigation Report on the Removal of Underground Storage Tank Heritage Impact Statement Traffic Impact and Parking Study Noise Feasibility Study Micro-Climatic Analysis

<b>Development Proposal</b>	
	Functional Drainage and Servicing Report Planning Justification Report

\* Figures are based on a gross lot area of 0.579 ha (1.431 ac.)

<b>Site Characteristics</b>	
Frontages:	60.42 m (198.23 ft.) along Lakeshore Road East 94.67 m (310.60 ft.) along Elizabeth Street South 61.97 m (203.21 ft.) along Port Street East
Gross Lot Area:	0.579 ha (1.431 ac.)
Net Lot Area:	to be determined
Existing Use:	Retail commercial – see below for more details

Additional information is provided in Appendices I-1 to I-14.

### **Green Development Initiatives**

The applicant has targeted a minimum Leadership in Energy and Environmental Design (LEED) Green Building Rating System silver certification for the proposal. They are considering a number of initiatives to achieve certification, including the use of light coloured or landscaped roofs, hybrid heat pumps, CFC reduction in HVAC equipment and high efficiency fixtures.

### **Neighbourhood Context**

The subject property is located in the heart of Port Credit's historic mainstreet commercial village and has frontage on three streets. It is an area in transition, having seen significant redevelopment in recent years. Its north frontage is along Lakeshore Road East, a vibrant, pedestrian-friendly street framed by low rise, mixed-use buildings. Surrounding the site are old and new buildings of varying heights that house a range of residential, retail commercial, office and marina related uses.

A grocery store (No Frills), coffee shop (Second Cup) and a small building currently leased to an advertising agency occupy the subject lands, as well as a significant amount of surface parking associated mainly with the grocery store. Information regarding the history of the site is found in Appendix I-1.

The surrounding land uses are described as follows:

- North: Fronting onto the north side of Lakeshore Road East, 1 and 2 storey retail/office commercial buildings, with residential apartments on some second floors. Further north are a range of mid- to high-rise apartment buildings.
- East: Fronting onto Lakeshore Road East, 1 and 2 storey retail/office commercial buildings and a 20 storey apartment building closer to Hurontario Street. Fronting onto Port Street East, a 5 storey apartment building, and further to the east, additional mid-rise apartment buildings (6 storeys) with commercial uses at street level.
- South: Marina uses and Lake Ontario.
- West: Fronting onto the south side of Lakeshore Road East, 1 and 2 storey retail/office commercial buildings, with residential apartments on some second floors. Fronting onto the north side of Port Street East is the Ports Hotel (7 storeys) and the Waterside Inn (12 storeys).

**Current Mississauga Plan Designation and Policies for the Port Credit District (May 5, 2003)**

**"Mainstreet Commercial"** which refers to pedestrian-oriented, street-related commercial areas that also permits residential, community and office uses. Compatible development is encouraged which recognizes the scale and enhances the form and character of Mainstreet Commercial areas.

The Urban Design Policies of the Port Credit District recognize the north portion of this site as being in the Mainstreet Commercial Character Area and the south portion of this site as being in the Harbor Mixed Use Character Area. The Mainstreet Commercial Character Area policies include the following:

- building heights should be between two and three storeys;
- to foster an active pedestrian street along Lakeshore Road, mixed-use developments with street-related commercial uses and a rhythm of closely spaced storefronts are encouraged;
- view corridors to the lake should be maintained and created;
- parking facilities compatible with the mainstreet character area are required. On-street parking or parking in small, distributed parking lots should be provided.

The Harbour Mixed Use Character Area policies include the following:

- the character of this area should be as an extension of the Mainstreet Commercial area, but with the potential for higher buildings;
- building heights should not exceed three storeys, with the exception of specific nearby land parcels, which may be up to six storeys;
- buildings should step down towards the lake;
- where the market potential permits, commercial uses should be extended from the Mainstreet Commercial Character Area towards the lake;
- view corridors to the lake should be maintained and created;
- on-street parking must be provided.

The applications are not in conformity with the maximum three storey height restriction outlined in both the Mainstreet Commercial and Harbour Mixed Use Character Areas. Consequently, the applicant has proposed an official plan amendment to permit the proposed building heights.



There are other policies in the Official Plan which are also applicable in the review of these applications including:

#### **Interim Residential Intensification Policies (Section 3.2.4)**

Intensification policies have been defined for areas inside and outside of the City's Urban Growth Centre (UGC). Development proposals exceeding four storeys in height outside of the UGC that require official plan amendments must demonstrate compatibility, enhancement of the community, consistency with the intent of Mississauga Plan and an appropriate transition in heights that respects the surrounding context.

To ensure compatibility with the scale and character of neighbourhoods, new developments are to have regard for the following elements: natural environment, hazards and heritage features; lot frontages and areas; street and block patterns; building height; coverage; massing; architectural character; streetscapes and the pedestrian environment; heritage features; setbacks; privacy and overview; parking.

#### **Port Credit Node (Sections 3.13.3 and 4.27.2)**

The site is located within the Port Credit Node. This node is identified in the Port Credit District Policies of Mississauga Plan as an area in transition which has the potential for appropriate infill, intensification and redevelopment. The node is intended to be the focus of activity for the District, combining residential uses, cultural activities, shopping, dining, commerce and recreation.

#### **Urban Design Policies (Section 3.18)**

The urban design policies of Mississauga Plan require that building, landscaping and site design are compatible with site conditions and will create appropriate visual and functional relationships between individual buildings, groups of buildings and open spaces. These elements are also to minimize the effects of noise, unattractive views, other negative impacts and will buffer adjacent land uses.

### **Criteria for Site Specific Official Plan Amendments (Section 5.3.2)**

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.

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

"**Mainstreet Commercial – Special Site**" to permit the proposed 4 and 10 storey building heights, notwithstanding the 3 storey maximum building height limitation outlined in the Urban Design Policies of the Port Credit District.

### **Existing Zoning**

"**C4**" (**Mainstreet Commercial**) which permits a range of retail, service commercial and office uses with a maximum building height of three storeys. Apartment dwellings are also permitted above the first storey.

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

"**C4-Exception**" (**Mainstreet Commercial**), to permit the proposed uses and standards listed in Appendix I-13.

## **COMMUNITY ISSUES**

A community meeting was held by Ward 1 Councillor Carmen Corbasson on June 26, 2008.

The following is a summary of issues raised by those in attendance:

- If the No Frills leaves, there needs to be another nearby grocery store that we can walk to;
- The proposed residential building is too tall;
- This development will make traffic congestion worse in the area;
- How will shadows impact the surrounding properties?
- There should be access through this site south to Lake Ontario;
- Will this proposal lead to street furniture improvements along Lakeshore Road East?
- Will the proposal be evaluated in the context of adjacent remnant parcels, particularly the abutting property to the east (46 Port Street East)?

The comments raised at the community meeting and the public meeting will be considered in the evaluation of the applications and will be addressed as part of the Supplementary Report.

## **DEVELOPMENT ISSUES**

Agency comments are summarized in Appendix I-11 and school accommodation information is contained in Appendix I-12. Based on the comments received and the applicable Mississauga Plan policies, the following matters will have to be addressed:

### **Planning Justification Report**

After reviewing the applicant's Planning Justification Report, staff have requested additional analysis regarding how the proposal achieves Mississauga Plan policies related to compatibility, design, residential intensification policies and attributes of the Mainstreet Commercial and Harbor Mixed Use Character Areas. Clarification has also been requested on how the applications meet aspects of

Section 5.3.2 of Mississauga Plan, which deals with criteria for site specific official plan amendments.

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

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

- continued efforts to either incorporate the abutting lands to the east (46 Port Street East) into this development proposal or, alternatively, to ensure an appropriate interface with the existing building and any future redevelopment of 46 Port Street East;
- strengthening the Elizabeth Street South and Port Street East frontages through revisions to the proposed landscaping, setbacks, and built form, including the configuration of the proposed residential drop-off area;
- details associated with a Streetscape Master Plan, which will outline the proposed boulevard landscaping works along Lakeshore Road East, Elizabeth Street South and Port Street East;
- the design and functioning of the loading, servicing and waste collection areas.

### **Parking Study**

A parking study has been submitted by the applicant in order to demonstrate how their proposed reduced parking standard is sufficient to accommodate the development. Planning staff have requested further information from the applicant regarding how the commercial parking spaces would function in a multi-level underground parking garage.

### **OTHER INFORMATION**

#### **Development Requirements**

In conjunction with the proposed development, there are certain other engineering and conservation matters with respect to boulevard improvements/reinstatement, road improvements, storm

drainage, streetscape and utility requirements which will require the applicant to enter into appropriate agreements with the City.

**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 all issues are resolved, the Planning and Building Department will be in a position to make a recommendation regarding these applications.

**ATTACHMENTS:**

- Appendix I-1 - Site History
- Appendix I-2 - Aerial Photograph
- Appendix I-3 - Excerpt of Port Credit District Land Use Map
- Appendix I-4 - Excerpt of Existing Land Use Map
- Appendix I-5 - Site Plan
- Appendix I-6 - Ground Floor Plan
- Appendix I-7 - Building Rendering – Lakeshore Road East
- Appendix I-8 - Building Rendering – Elizabeth Street South
- Appendix I-9 - Building Rendering – Port Street East  
(looking north)
- Appendix I-10 - Building Rendering – Port Street East  
(looking west)
- Appendix I-11 - Agency Comments
- Appendix I-12 - School Accommodation
- Appendix I-13 - Proposed Zoning Provisions
- Appendix I-14 - General Context Map

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Edward R. Sajecki  
Commissioner of Planning and Building

*Prepared By: Ben Phillips, Development Planner*

### Site History

- July 8, 1997 – The Port Credit District Policies and Land Use Map (City Plan) were partially approved with modifications by the Ministry of Municipal Affairs and Housing. The subject lands are designated "Retail and Service Commercial".
- May 5, 2003 - The Port Credit District Policies and Land Use Map (Mississauga Plan) were partially approved with modifications by the Region of Peel. The subject lands are designated "Mainstreet Commercial".
- June 20, 2007 – Zoning By-law 0225-2007 came into force except for those sites which have been appealed. As no appeals were filed the provisions of the new By-law apply. The subject lands are zoned "C4" (Mainstreet Commercial).
- November 17, 2008 – Planning and Development Committee received the Lakeview and Port Credit District Review Directions Report for information and directed staff to prepare revised Lakeview and Port Credit District Plan policies with consideration of the public policy recommendations in the Directions Report. Staff were also directed to set up a Local Advisory Panel in each of the Lakeview and Port Credit areas, to facilitate discussion and input on City studies that have impact on the local community.



**LEGEND:**



**SUBJECT LANDS**

**DATE OF AERIAL PHOTO: APRIL 2008**



**SUBJECT: CENTRE CITY CAPITAL LIMITED  
AND WILLIAM G. JAMES**



**FILE NO:  
OZ 08009 W1**

**DWG. NO:  
08009A**

**SCALE:  
NTS**

**PDC DATE:  
2009/02/02**

**DRAWN BY:  
B MISTAK**

**APPENDIX I-2**

**MISSISSAUGA**  
Planning and Building

*Produced by  
T&W, Geomatics*



**PART OF PORT CREDIT DISTRICT LAND USE MAP  
PORT CREDIT DISTRICT POLICIES OF MISSISSAUGA PLAN**

**LAND USE DESIGNATIONS**

- Residential – High Density I
- Mainstreet Commercial
- Public Open Space
- Greenbelt
- Utility

**LAND USE LEGEND**

- Node Boundary
- Heritage Conservation District
- Special Site Areas (See Special Site Policies)

**TRANSPORTATION LEGEND**

- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road

**SUBJECT LANDS**

**SUBJECT: CENTRE CITY CAPITAL LIMITED  
AND WILLIAM G. JAMES**

The inset map shows the location of the subject lands in Mississauga, Ontario. Key features include the Credit River, Queen Elizabeth Way, Hurontario Road, C.N.R., Lakeshore Road West, and Lakeshore Road East. A red dot marks the location of the subject lands. The map is labeled 'MISSISSAUGA' and 'LAKE ONTARIO'.

<b>FILE NO:</b> OZ 08/009 W1	<b>APPENDIX I-3</b>
<b>DWG. NO:</b> 08009L	
<b>SCALE:</b> NTS	
<b>PDC DATE:</b> 2009/02/02	
<b>DRAWN BY:</b> B MISTAK	



**BY-LAW 0225-2007**

**LEGEND:**



PROPOSED OFFICIAL PLAN AMENDMENT FROM "MAINSTREET COMMERCIAL" TO "MAINSTREET COMMERCIAL-SPECIAL SITE" AND PROPOSED REZONING FROM "C4" (MAINSTREET COMMERCIAL) TO "C4-EXCEPTION" (MAINSTREET COMMERCIAL) TO PERMIT A FOUR STOREY RETAIL COMMERCIAL/OFFICE BUILDING AND A 10 STOREY, 56 UNIT CONDOMINIUM APARTMENT BUILDING WITH STREET LEVEL RETAIL COMMERCIAL USES.

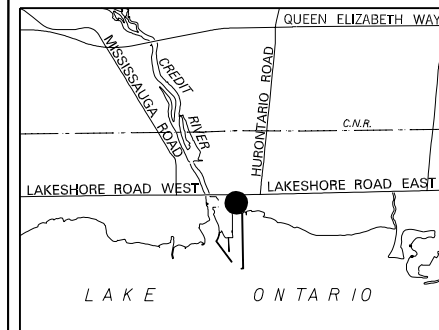


**GREENBELT OVERLAY**

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



**SUBJECT: CENTRE CITY CAPITAL LIMITED AND WILLIAM G. JAMES**



FILE NO:  
OZ 08/009 W1

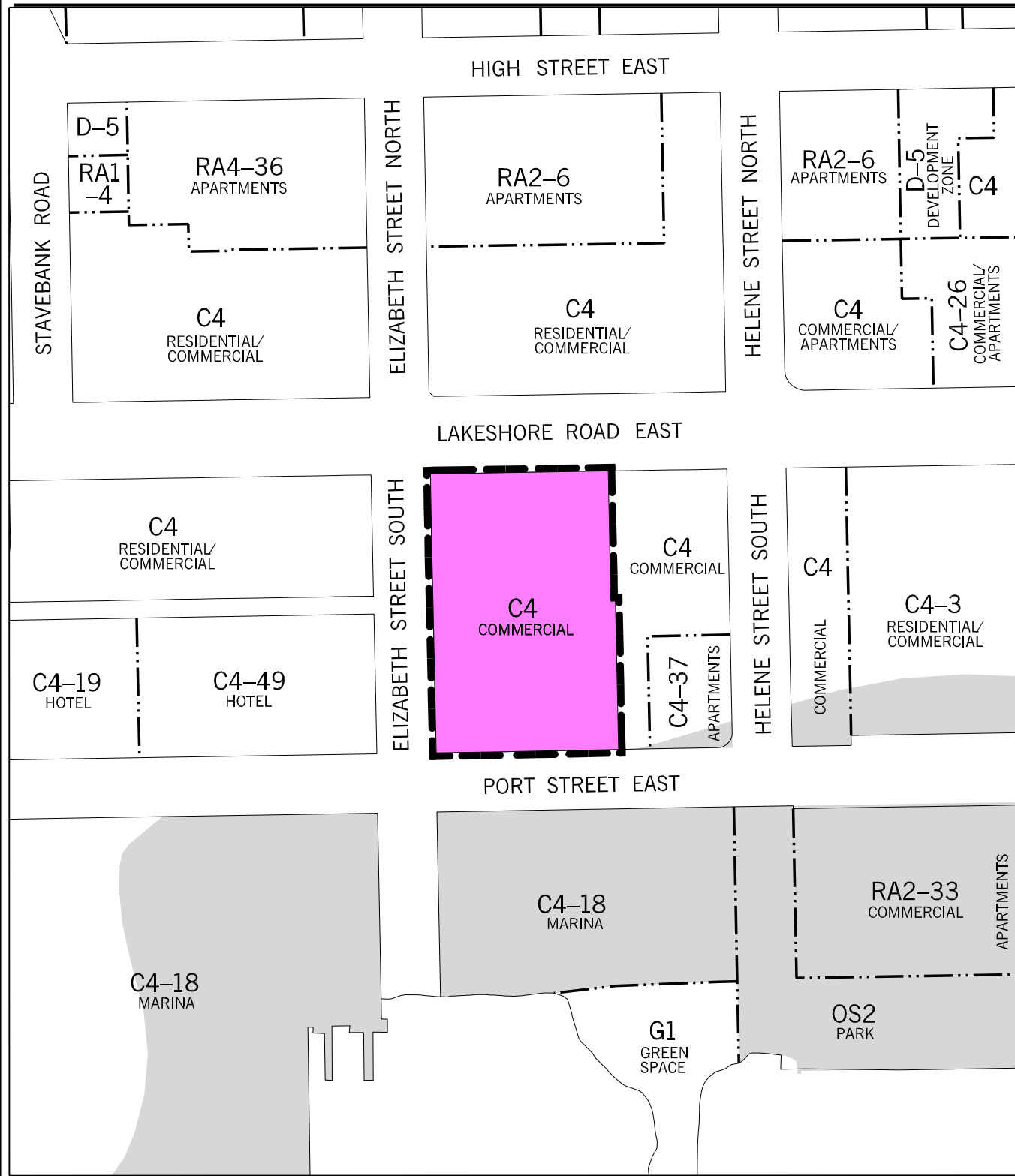
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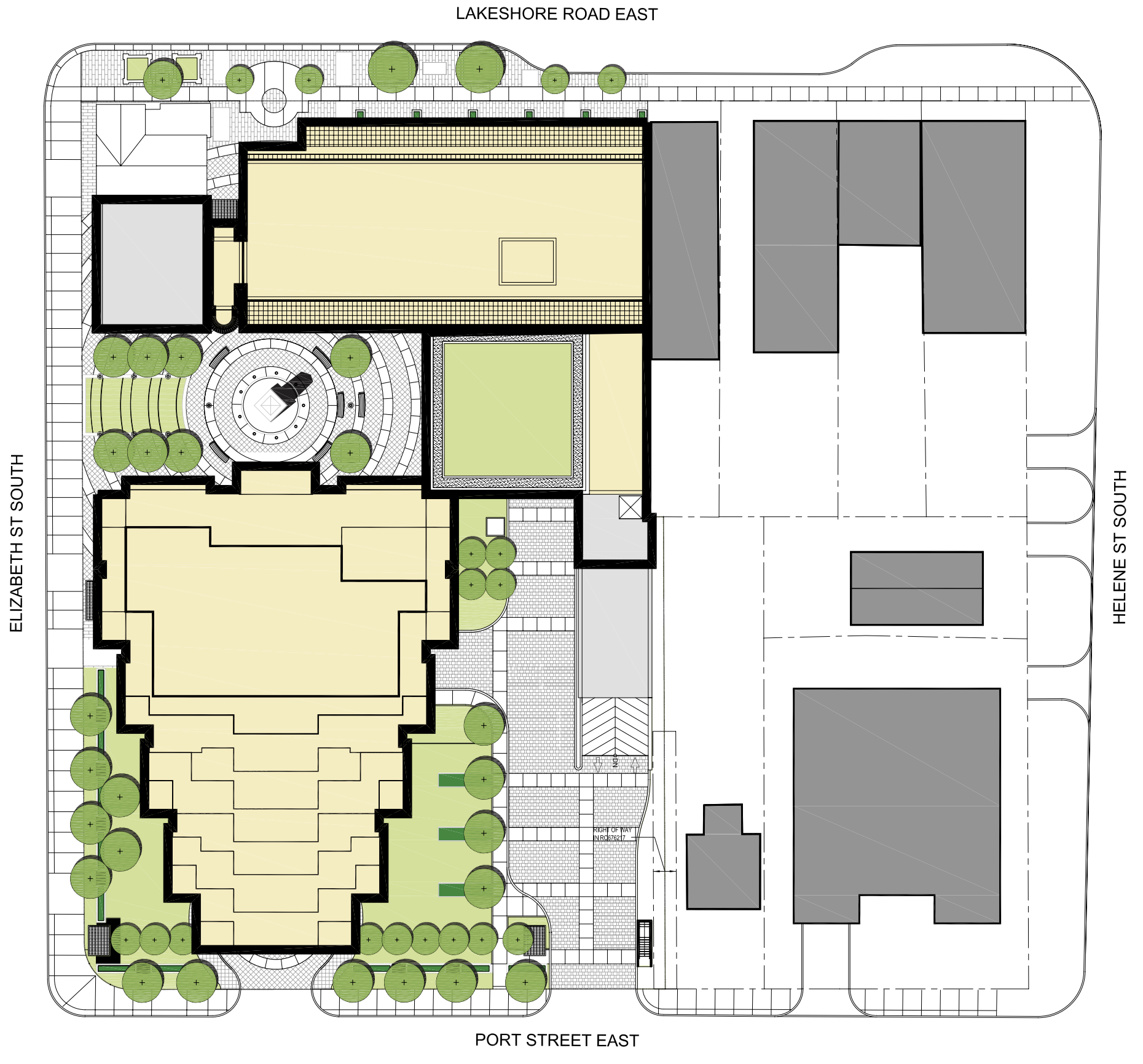
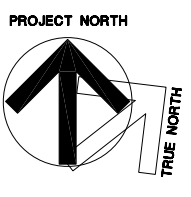
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2009/02/02

DRAWN BY:  
B MISTAK

APPENDIX I-4





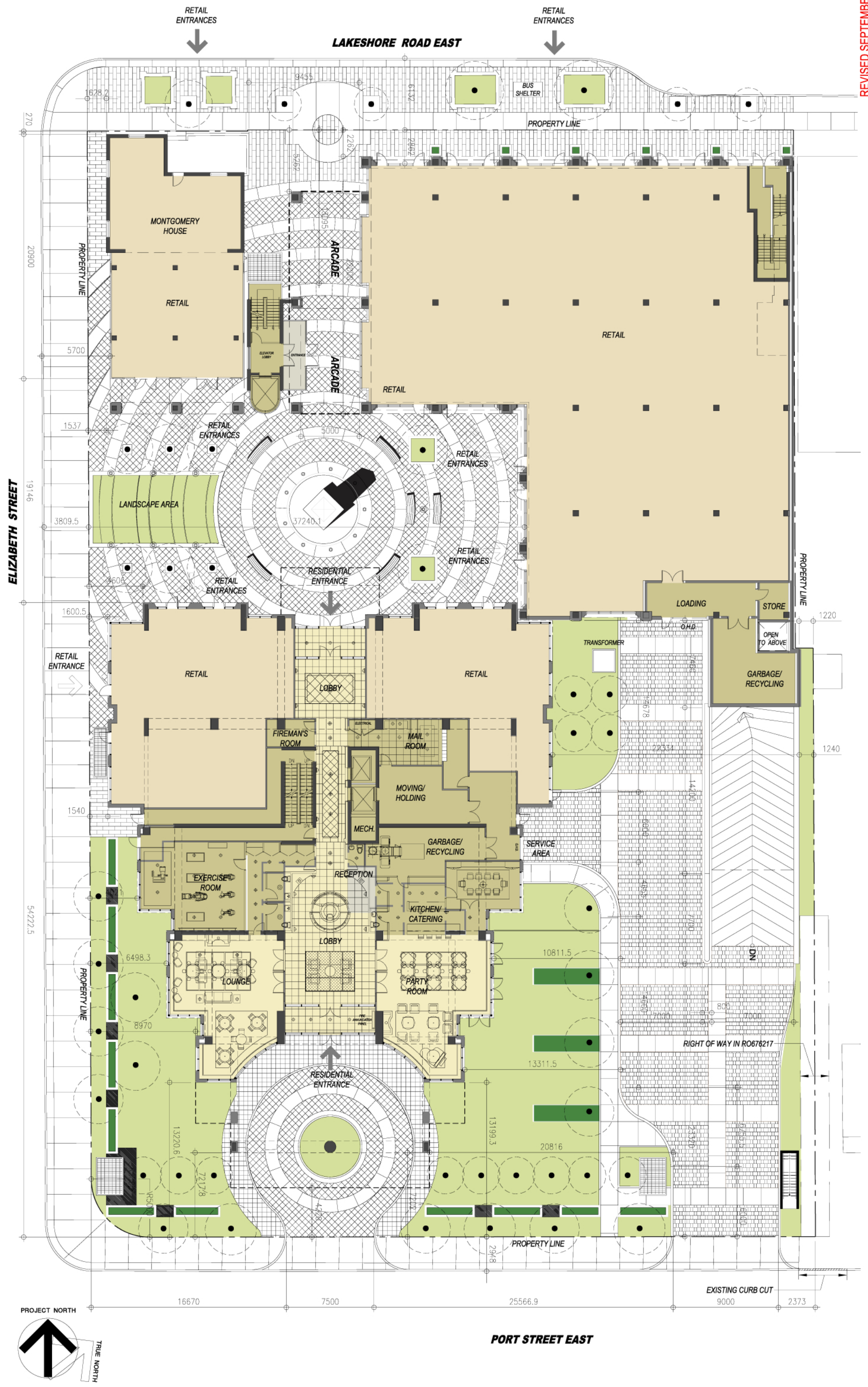
REVISED SEPTEMBER 15, 2008



GROUND FLOOR PLAN - 1:300 - JAN./08

PROPOSED COMMERCIAL AND WATERSIDE CONDOMINIUM RESIDENCES - PORT CREDIT

CENTRE CITY CAPITAL LTD.





VIEW LOOKING SOUTH EAST



COURTYARD VIEW



VIEW LOOKING NORTH EAST



VIEW LOOKING NORTH WEST

Centre City Capital Limited and William G. James

File: OZ 08/009 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 15, 2008)	<p>Regional Staff have reviewed the Functional Servicing Report (FSR). A revised FSR is to be submitted with the following revisions.</p> <p>Sanitary Sewer System: Include the estimated flows and clarify the size of the service connection to the mainline. The report states that there is a 200 mm (8 in.) diameter sanitary sewer, however, the concept servicing plan shows as a 250 mm (10 in.) diameter sanitary sewer. Depending on the size, a maintenance hole may be required as per Peel Region design standards.</p> <p>Water Distribution System: Include the estimated flow demands for fire protection and domestic use and the hydrant flow tests.</p> <p>An existing 300 mm (12 in.) diameter water main is located on Lakeshore Road East, and an existing 300 mm (12 in.) diameter water main is located on Port Street East. An existing 250 mm (10 in.) diameter sanitary sewer is located on Lakeshore Road East and an existing 350 mm (14 in.) diameter sanitary sewer is located on Port Street East. In addition, there is a 200 mm (8 in.) diameter water main and a 250 mm (10 in.) diameter sanitary sewer on Elizabeth Street South. The drawing is not noted as As-Constructed, therefore verification in the field may be required.</p> <p>For the Commercial Building (4 storey retail and office): On-site waste collection will be required through a private waste hauler.</p> <p>For the Montgomery House: Semi-automated garbage and semi-automated recycling collection will be provided by the Region of Peel from Elizabeth Street South.</p>



Centre City Capital Limited and William G. James

File: OZ 08/009 W1

Agency / Comment Date	Comment
	<p>For the Condominium Residences: As waste collection vehicles are not permitted to back-up onto a municipal road allowance, a turning area will need to be provided, which is to be shown on a revised Site Plan and Ground Floor Plan.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (September 26, 2008 and September 25, 2008, respectively)</p>	<p>The Peel District School Board and the Dufferin-Peel Catholic District School Board 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>In addition, if approved, both School Boards require that warning clauses with respect to temporary school accommodation and transportation arrangements be placed in any agreement of purchase and sale entered into with respect to any residential units on this plan, within a period of five years from the date of registration of the agreement.</p>
<p>City Community Services Department – Planning, Development and Business Services Division (August 25, 2008)</p>	<p>The subject site is located within the Urban Waterfront Centre as defined in the Waterfront Parks Strategy which was approved by Council in March 2008. The objectives of the Strategy include the provision of visual and physical connections to the waterfront. A green street network is envisioned that will promote pedestrian access within the Port Credit District to the waterfront parks and trail system.</p> <p>The subject property is bounded by three streets, Lakeshore Road East, Port Street East and Elizabeth Street, which are all important linkages in this street system. The subject property is within walking distance of numerous waterfront parks including St. Lawrence Park (P-435), south of Port Street East, at an approximate distance of 180 m (590 ft.). This park contains park pathways and one play site. The subject property is also approximately 200 m (656 ft.) from Memorial Park East (P-106), located at Lakeshore Road East and the Credit River. This park contains a play structure, basketball hoops, skateboard park, picnic areas and park pathways. The City's parkland requirements have been met for this area.</p>

Centre City Capital Limited and William G. James

File: OZ 08/009 W1

Agency / Comment Date	Comment
	<p>Prior to the Supplementary Report, the applicant is required to submit a revised site plan and building elevations as well as a tree survey, preliminary grading plans and a streetscape master plan for Lakeshore Road East, Elizabeth Street South and Port Street East.</p> <p>The Montgomery House, 91 Lakeshore Road East, is listed on the City's Heritage Register. In the event that the applications are approved, the recommendations listed in the Heritage Impact Statement prepared by Joan Burt Architect (February 2008) are to be addressed in the site plan application process for the subject property.</p> <p>Prior to the issuance of a building permit, 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>
<p>City Community Services Department – Fire and Emergency Services Division (September 25, 2008)</p>	<p>This Division has reviewed the applications from an emergency response perspective (to the site's location only) and has no concerns; emergency response time to the site and water supply available are acceptable.</p> <p>The proposed development is to be in conformance with By-law 1036-81 and the Ontario Building Code. The current site plan/floor plan may require revision to accommodate adequate Fire Department access. This will be assessed through the site plan and building permit process.</p>
<p>City Transportation and Works Department (December 3, 2008)</p>	<p>Prior to the Supplementary Report proceeding, an updated Phase 1 and Phase 2 Environmental Site Assessment is required, including a letter of reliance from the applicant's Environmental Consultant allowing the City to rely on the findings of all environmental reports. In addition, ground water samples and a Final Clean-up report must be submitted.</p> <p>A preliminary Noise Report, Functional Servicing Report and Traffic Impact Study have been submitted and are currently under review by this Department. Notwithstanding the findings of the report, additional information has been requested prior to the Supplementary Report proceeding.</p>

Centre City Capital Limited and William G. James

File: OZ 08/009 W1

Agency / Comment Date	Comment
	<p>The applicant is also to provide additional details with respect to streetscape works proposed within the Lakeshore Road East, Elizabeth Street South and Port Street East municipal boulevards.</p> <p>Further detailed comments/conditions will be provided prior to the Supplementary Report proceeding pending the review of the foregoing.</p>
Other City Departments and External Agencies	<p>The following external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Enersource Hydro Mississauga  Credit Valley Hospital  Canada Post  Rogers Cable  Bell Canada  Hydro One Networks Inc.</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Corporate Services Department – Realty Services Division  French District Catholic School Board  Conseil Scolaire de District Catholique Centre-Sud  Conseil Scolaire de District Centre-Ouest  Trillium Health Centre  GO Transit</p>

Centre City Capital Limited and William G. James

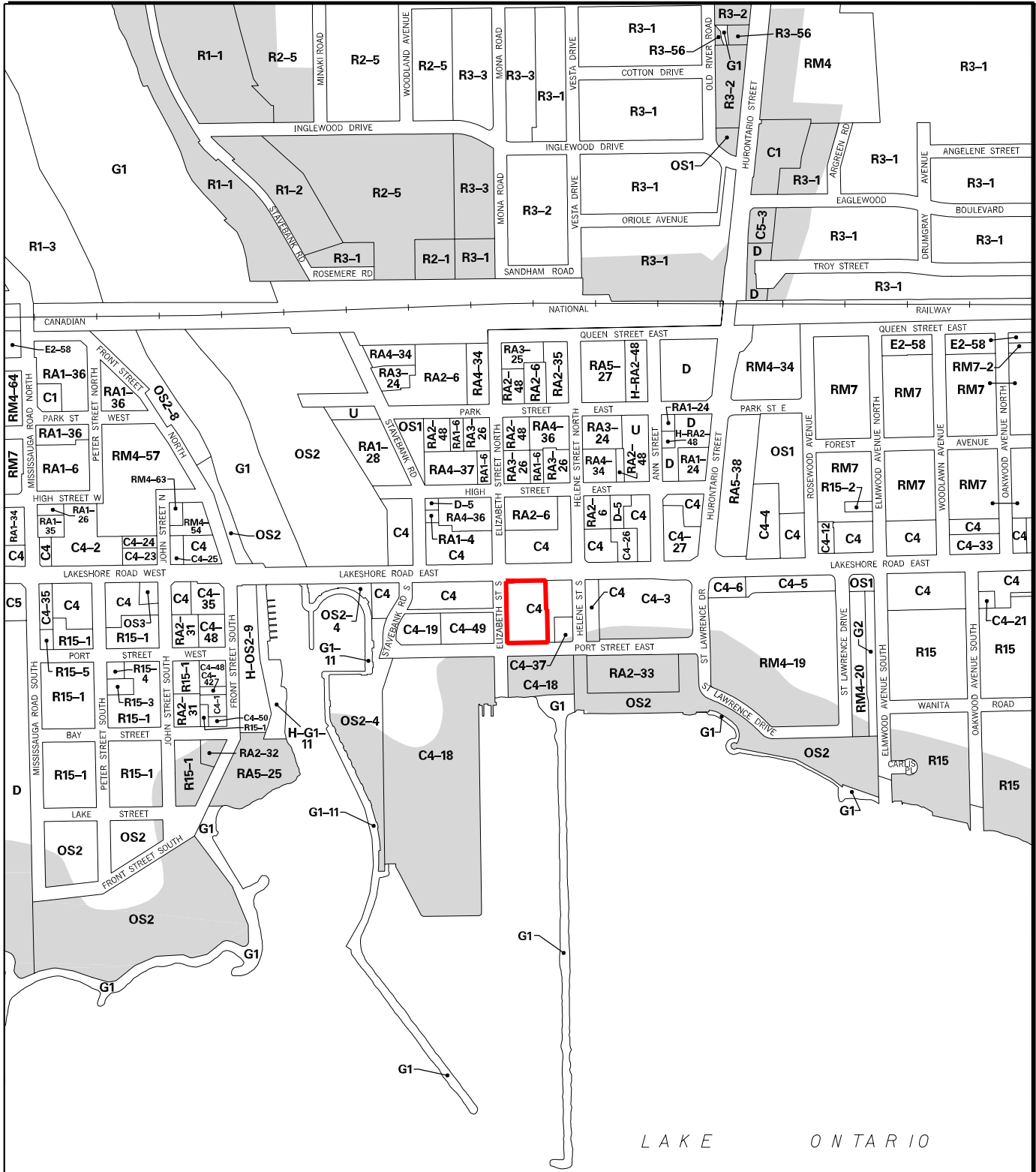
File: OZ 08/009 W1

**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>5 Kindergarten to Grade 5</li> <li>3 Grade 6 to Grade 8</li> <li>5 Grade 9 to Grade 12</li> </ul> </li> <li>• School Accommodation: <ul style="list-style-type: none"> <li>Riverside Public School <ul style="list-style-type: none"> <li>Enrolment: 319</li> <li>Capacity: 480</li> <li>Portables: 0</li> </ul> </li> <li>Port Credit Secondary School <ul style="list-style-type: none"> <li>Enrolment: 1,078</li> <li>Capacity *: 1,203</li> <li>Portables: 1</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>4 Junior Kindergarten to Grade 8</li> <li>3 Grade 9 to Grade 12</li> </ul> </li> <li>• School Accommodation: <ul style="list-style-type: none"> <li>St. Luke Elementary School <ul style="list-style-type: none"> <li>Enrolment: 560</li> <li>Capacity: 584</li> <li>Portables: 0</li> </ul> </li> <li>Iona Catholic Secondary School <ul style="list-style-type: none"> <li>Enrolment: 1028</li> <li>Capacity: 723</li> <li>Portables: 14</li> </ul> </li> </ul> </li> </ul>

## Proposed Zoning Provisions

Use or Standard	Required "C4" Zoning By-law Standard	Proposed "C4-Exception" Standard
Uses	See Table 6.2.1 in Zoning By-law for list of uses	Only requested change is to add the following use: an outdoor patio area accessory to a restaurant or take-out restaurant
Parking (Residential uses)	1 bedroom units – 1.25 spaces/unit 2 bedroom units – 1.40 spaces/unit 3 bedroom units – 1.75 spaces/unit Visitor parking – 0.25 spaces/unit	No change requested
Parking (Non-Residential uses)	Varies depending on use. Required parking spaces per 100 m <sup>2</sup> (1,076 sq. ft.) of GFA for permitted commercial uses: <ul style="list-style-type: none"> <li>• retail/personal service uses - 4.0;</li> <li>• general office - 3.2;</li> <li>• medical office - 6.5;</li> <li>• real estate office - 6.5;</li> <li>• financial institution - 5.5;</li> <li>• restaurants - 16.0;</li> </ul>	For all non-residential uses: 3.9 spaces/100 m <sup>2</sup> (1,076 sq. ft.) of GFA; also, that a maximum of 14 residential visitor parking spaces be available for the non-residential uses (i.e. shared parking).
Maximum Number of Dwelling Units	No restriction	56
Maximum Height (excluding mechanical penthouse)	3 storeys	10 storeys
Maximum GFA for any combination of Restaurants/Take-out Restaurants	No restriction	750.0 m <sup>2</sup> (8,073 sq. ft.)
Maximum GFA for all medical offices, real estate offices or financial institutions	No restriction	630.0 m <sup>2</sup> (6,781 sq. ft.)
Maximum GFA	No restriction	14 605 m <sup>2</sup> (157,212 sq. ft.)
Maximum GFA of apartment dwellings	No restriction	10 399 m <sup>2</sup> (111,938 sq. ft.)
Maximum GFA for non-residential uses	No restriction	4 206 m <sup>2</sup> (45,275 sq. ft.)



LAKE ONTARIO

Centre City Capital Limited and William G. James

File: OZ 08/009 W1

**Recommendation PDC-0017-2009**

- PDC-0017-2009
1. That the Report dated January 13, 2009, from the Commissioner of Planning and Building regarding the applications to amend the Official Plan from "Mainstreet Retail Commercial" to "Mainstreet Retail Commercial – Special Site" and to change the Zoning of Bylaw 0225-2007 from "C4" Mainstreet Commercial) to "C4-Exception" (Mainstreet Commercial), to permit a 4 storey retail commercial/office building and a 10 storey, 56 unit condominium apartment building with street level retail commercial uses under file OZ 08/009 W1, Centre City Capital Limited and William G. James, 91-93 & 99 Lakeshore Road East and 42 Port Street East, be received for information.
  2. That the correspondence received from Tim Smith, resident, by the Planning & Building Department on July 10, 2008 expressing comments with respect to the proposed Official Plan Amendment and Rezoning applications under file OZ 08/009 W1, be received for information.
  3. That the correspondence received from Spencer Roberts, resident, by the Office of the City Clerk on January 19, 2009 expressing concerns with respect to the proposed Official Plan Amendment and Rezoning applications under file OZ 08/009 W1, be received for information.
  4. That the correspondence received from Gary Webb, resident, by the Office of the City Clerk on January 20, 2009 expressing support of the proposed Official Plan Amendment and Rezoning applications under file OZ 08/009 W1, be received for information.
  5. That the correspondence dated January 19, 2009 received from Conor B. Turley, resident, expressing concerns with respect to the proposed Official Plan Amendment and Rezoning applications under file OZ 08/009 W1, be received for information.
  6. That the correspondence received from Gail Jessup, resident, by the Office of the City Clerk on January 18, 2009, expressing concerns with respect to the proposed Official Plan Amendment and Rezoning applications under file OZ 08/009 W1, be received for information.

**Centre City Capital Limited and William G. James**

**File: OZ 08/009 W1**

7. That the petition received by the Office of the City Clerk on January 29, 2009, in opposition to the proposed Official Plan Amendment and Rezoning applications under file OZ 08/009 W1, be received for information.



**Recommended Official Plan Amendment Provisions – Special Site Policies**

The following outlines the nature of required Special Site Area provisions of the Port Credit District Plan

**Entire Site:**

- "Mainstreet Retail Commercial" designation ("Mixed Use" for Mississauga Official Plan)

**North Portion of Site:**

- maximum height of four storeys;
- building step backs from Lakeshore Road East shall be introduced into the façade.

**South Portion of Site:**

- a maximum of 56 residential units;
- a maximum height of four storeys fronting Port Street East, stepping up to a maximum height of ten storeys towards the north;
- notwithstanding the above height maximums, the southeast portion of the site (adjacent to 46 Port Street East) should have building heights no greater than one storey.

## Recommended Zoning Standards

Use or Standard	"C4-Exception" By-law Standard
Uses	"C4" uses, plus the following use: an outdoor patio area accessory to a restaurant or take-out restaurant
Parking (Residential Uses)	No change requested; standard residential condominium requirements are as follows: <ul style="list-style-type: none"> <li>• 1.25 resident spaces per one-bedroom unit</li> <li>• 1.40 resident spaces per two-bedroom unit</li> <li>• 1.75 resident spaces per three-bedroom unit</li> <li>• 0.20 visitor spaces per unit</li> </ul>
Parking (Non-residential uses)	Adjusted mixed use development shared parking formula (see Appendix S-5)
Maximum Number of Dwelling Units	56
Maximum Height (excluding mechanical penthouse)	Varies consistent with Appendices S-6 to S-9 (4 storeys along Lakeshore Road East for commercial component, 10 storeys stepping down to 4 storeys along Port Street East for residential component)
Minimum first floor height of commercial space adjacent to Lakeshore Road East	5.0 m (16.4 ft.) (does not include Montgomery House or its proposed rear addition)
Maximum total GFA	14 650.0 m <sup>2</sup> (157,696 sq. ft.)
Maximum GFA of residential uses	10 444 m <sup>2</sup> (112,422 sq. ft.)
Maximum GFA for all commercial uses (incl. retail, service commercial, office, restaurant)	4 206.0 m <sup>2</sup> (45,275 sq. ft.)
Maximum GFA for any combination of Restaurants/Take-out Restaurants	650.0 m <sup>2</sup> (6,997 sq. ft.)
Any other development standards required to be consistent with the Revised Site Plan (Appendix S-6), Revised Floor Plan (Appendix S-7) and Revised Elevations (Appendices S-8 and S-9).	
<p>The By-law will authorize this height and density in connection with the provision of the following benefits pursuant to Section 37 of the <i>Planning Act</i>:</p> <ul style="list-style-type: none"> <li>• The exterior restoration of the historic Montgomery House (currently occupied by Second Cup) in keeping with the recommendations of the Heritage Impact Statement, which would cost up to \$140,000.00;</li> <li>• Designation of Montgomery House under the provisions of the <i>Ontario Heritage Act</i>;</li> <li>• An art installation within the courtyard that is fully accessible to the public. The art work will be commissioned through a process approved by the City's Culture Division and would cost up to \$40,000.00;</li> <li>• any shortfall in expenditures below the amounts specified above would be provided by the owner as a contribution to the City's Public Art Reserve Fund for future use in the Port Credit area;</li> <li>• an agreement between the City and the landowner to be registered on title regarding provision of the above-noted benefits and related details.</li> </ul>	

**Adjusted Mixed Use Development Shared Parking Formula (Recommended by Staff)**

The initial step in determining required parking for a mixed use development is to calculate the parking requirement for each use in the development as if these uses were free-standing buildings. The parking requirement for each use is then multiplied by the percent of the peak period for each time period (i.e. noon), contained in the table below. Each column is totalled for weekday and weekend. The highest figure obtained from all time periods shall become the required parking for the mixed use development.

The Table below would modify Table 3.1.2.3 in Zoning By-law 0225-2007 for the subject lands:

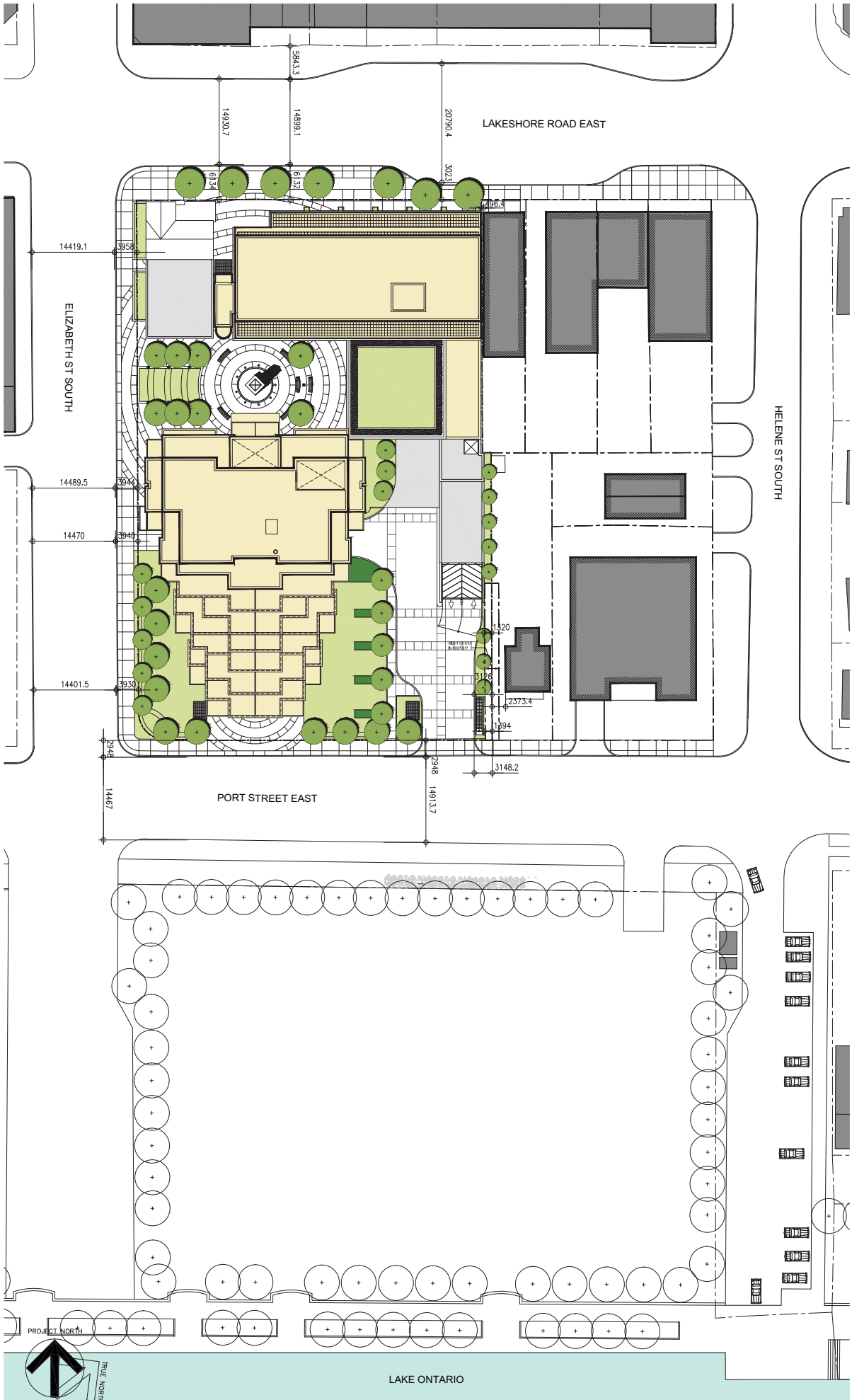
Type of Use	Percentage of Peak Period (Weekday)							
	Morning		Noon		Afternoon		Evening	
Office/Medical Office/Financial Institution	100		90		95		10	
Retail Centre/Retail Store/Personal Service Establishment	50	(80)	50	(90)	70	(90)	75	(90)
Restaurant/Take-out Restaurant	25	(20)	50	(100)	25	(30)	100	
Residential - Visitor	20		20		20	(60)	100	
Type of Use	Percentage of Peak Period (Saturday)							
	Morning		Noon		Afternoon		Evening	
Office/Medical Office/Financial Institution	10		10		10		10	
Retail Centre/Retail Store/Personal Service Establishment	65	(80)	80	(100)	10 0		30	(70)
Restaurant/Take-out Restaurant	20		85	(100)	50		100	
Residential - Visitor	20		20		60		100	

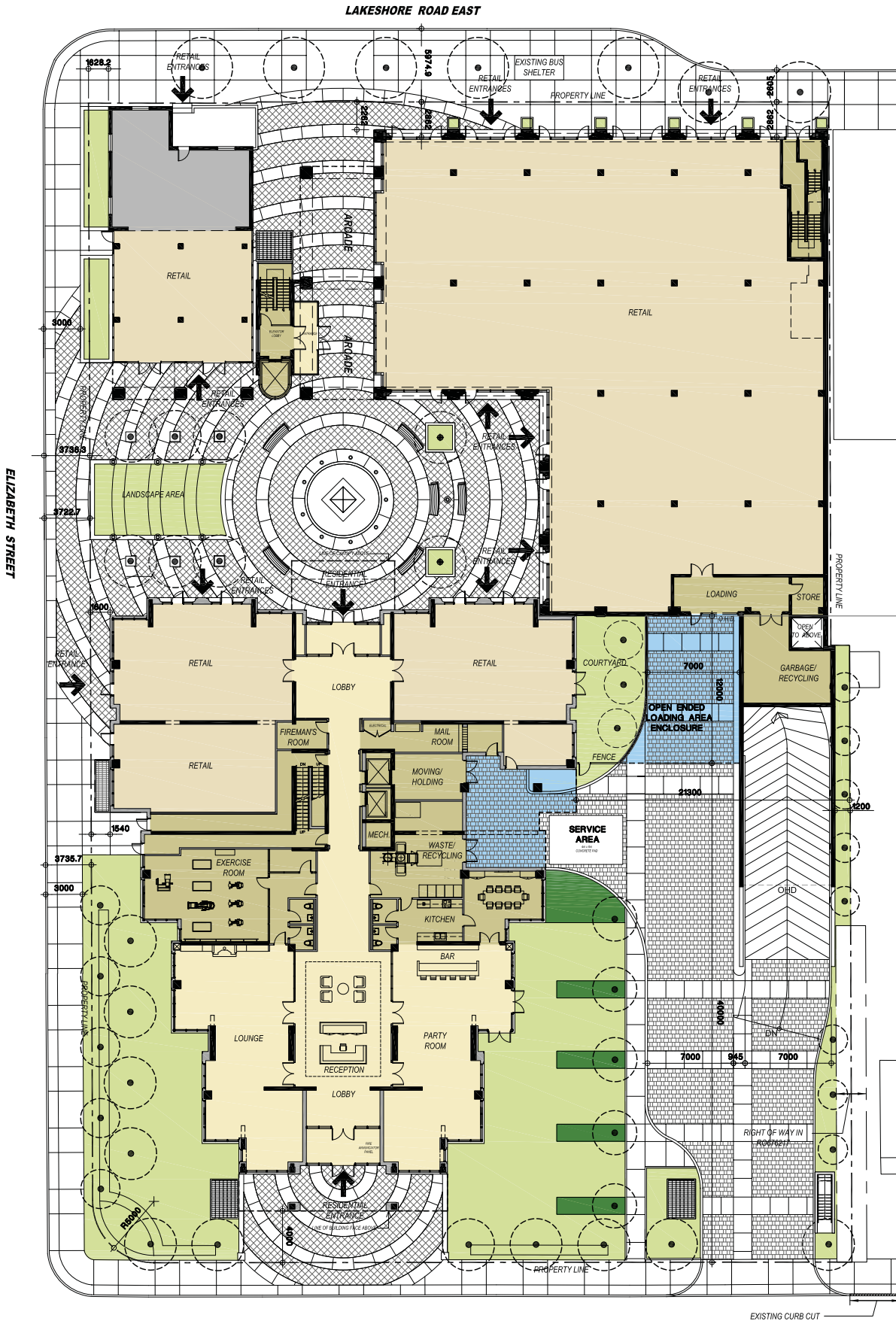
( ) indicates the percentage of peak period in the Zoning By-law (0225-2007).

The next table shows the anticipated floor areas of each type of commercial use proposed by the applicant (in shaded boxes) and how the recommended shared parking formula would apply to the subject lands. Given the gross floor area of the proposed uses, the highest parking demand is during noon on weekdays when 164 parking spaces are required (shown in large, bold font). If a different size and mix of commercial uses are tenanted, the number of required parking spaces will change.

If the peak period percentages were not adjusted from the current zoning by-law percentages, a total of 236 parking spaces would be required for the mix of uses and anticipated floor areas presented in the next table.

				Parking Spaces Required - Peak Period Weekday			
Type of Use	Proposed GFA (sq.m.)	Zoning By- law Parking Rate	Zoning By- law Parking Required	Morning	Noon	Afternoon	Evening
Office/Med. Office/ Financial Institution			94	94	84.6	89.3	9.4
General Office	1671	3.2	53.472				
Medical Office	420	6.5	27.3				
Real Estate Office	210	6.5	13.65				
Financial Institution	0	5.5	0				
Retail Commercial	1255	4	50.2	25	25	35	37.5
Restaurants	650	16	104	26	52	26	104
Residential Visitors	56 units	0.2	11.2	2.2	2.2	2.2	11
<b>Total Parking Required</b>			<b>259</b>	<b>147</b>	<b>164</b>	<b>153</b>	<b>162</b>
Parking Supply (Providing)			164	164	164	164	164
Surplus Parking Supply			-95	17	0	11	2
				Parking Spaces Required - Peak Period Saturday			
Type of Use	Proposed GFA (sq.m.)	Zoning By- law Parking Rate	Zoning By- law Parking Required	Morning	Noon	Afternoon	Evening
Office/Med. Office/ Financial Institution			94	9.4	9.4	9.4	9.4
General Office	1671	3.2	53.472				
Medical Office	420	6.5	27.3				
Real Estate Office	210	6.5	13.65				
Financial Institution	0	5.5	0				
Retail Commercial	1255	4	50.2	32.5	40	50	15
Restaurants	650	16	104	20.8	88.4	52	104
Residential Visitors	56 units	0.2	11.2	2.2	2.2	6.6	11
<b>Total Parking Required</b>			<b>259</b>	<b>65</b>	<b>140</b>	<b>118</b>	<b>139</b>
Parking Supply (Providing)			164	164	164	164	164
Surplus Parking Supply			-95	99	24	46	25





PORT STREET EAST

