

Detailed Information and Preliminary Planning Analysis

Owner: City Park Homes (Streetsville) Inc.

6, 10 and 12 Queen Street South, 16 James Street, and 2 William Street

Table of Contents

1. Proposed Development.....	2
2. Site Description.....	6
3. Site Context	8
4. Summary of Applicable Policies, Regulations and Proposed Amendments.....	11
5. School Accommodation	24
6. Community Questions and Comments.....	25
7. Development Issues	25
8. Section 37 Community Benefits (Bonus Zoning)	30
9. Next Steps	30

1. Proposed Development

The applicant proposes to develop the property with two blocks consisting of 73 stacked townhomes on private condominium roads and four live/work units with retail space fronting Queen Street South. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Applications submitted:	Received: October 18, 2021 Deemed complete: November 26, 2021	
Developer/ Owner:	City Park Homes (Streetsville) Inc.	
Applicant:	Glenn Schnarr & Associates c/o Jim Levac	
Number of units:	73 townhome units 4 live/work units	
Proposed Gross Floor Area:	7,032.9 m ² (75,701.5 ft ²)	
Height:	3 storeys / 13.0 m (42.7 ft.)	
Lot Coverage:	30.3%	
Floor Space Index:	1.1	
Landscaped Area:	31.7%	
Net Density:	99.4 units/ha 40.2 units/ac	
Road Type:	Private Condominium Road	
Anticipated Population:	154* *Average household sizes for all units (by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	116	73
non-residential spaces	14*	4

Development Proposal		
visitor spaces	19	15
Total	149	92
	*Based on "other non-residential use" rate of 5.4 spaces per 100 sq. m.	
Green Initiatives:	<ul style="list-style-type: none"> Increased topsoil depth within landscaped areas and amenity areas to increase runoff retention and infiltration of rainwater Permeable pavement surfaces for all parking stalls to promote 5 mm (0.2 in.) rainwater collection and infiltration 	

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Planning Justification Report
- Draft Official Plan Amendment and Zoning By-law Amendment
- Housing Report
- Architectural Drawings including Concept Plan/Site Plan, Floor Plans, Building Elevations and 3D Massing Model
- Concept Plan for future development of adjacent lands.
- Topographic Survey Plan
- Grading and Servicing Plans

- Erosion and Sediment Control Plan
- Existing Storm Drainage System Plan
- Functional Servicing and Stormwater Management Report with Drainage Proposal
- Utility Plan
- Tree Inventory / Tree Preservation Plan
- Arborist Report
- Conceptual Landscape Plans
- Streetscape Feasibility Study
- Urban Design Brief
- Sun/Shadow Study
- List of Low Impact Design / Green Design Features
- Transportation Impact Study with Parking Study, Operations and Safety Assessment and Transportation Demand Management
- Waste Management Plan
- Preliminary Environmental Noise and Vibration Report
- Phase 1 & 2 Environmental Site Assessments

- Stage 1 & 2 Archaeological Assessment
- Heritage Impact Study

Application Status

Upon deeming the applications complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the applications.

A virtual pre-application community meeting was held by Ward 11 Councillor, George Carlson, on November 2, 2021. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

Concept Plan and Elevations



Concept Plan



Live / Work Elevations (Queen Street South)



Townhouse Elevations

2. Site Description

Site Information

The subject lands consist of five separate properties located at the southwest corner of Queen Street South and Britannia Road West within the Streetsville Community Node Character Area. The subject lands are surrounded by a mix of residential and commercial land uses which are reflective of the historic, mixed use character of the area. The site is currently occupied by three detached homes, one of which was used for medical office purposes, a commercial building formerly used as a vehicle service garage and school bus depot.



Aerial Photo of 6, 10, 12 Queen Street South, 16 James Street and 2 William Street

Property Size and Use

Frontages:	49.5 m (162.5 ft.) on Queen Street South 33.9 m (111.2 ft.) on James Street
Depth:	Varies throughout the site due to the irregular shape of the lot
Gross Lot Area:	0.8 ha (1.9 ac.)
Existing Uses:	Three detached homes and a commercial building



Image of existing conditions fronting James Street



Images of existing conditions fronting Queen Street South
 (south half of the site)



Images of existing conditions fronting Queen Street South
 (north half of the site)

Site History

- May 2, 2000 – SPM 99/241 W11 is approved to allow the conversion of the existing detached home at 6 Queen Street South to a medical office building.
- January 22, 2002 – City Council passed By-law 0557-2001 to authorize the closure of an untraveled and unconstructed portion of William Street.
- November 1, 2006 – City Council enacted OPA 49 to Mississauga Plan, a City-initiated Official Plan Amendment that redesignated the lands from **Business Employment** to **Residential Medium Density II**, and from **Residential Low Density I** to **Main Street Commercial Special Site 9**.
- June 20, 2007 – Zoning By-law 0225-2007 came into force. The subject lands were zoned **D** (Development) and **C4-38** (Main Street Commercial – Exception).
- September 9, 2011 – SP 11/147 W11 is filed to allow a two storey office building containing medical office and retail units at 6, 10 and 12 Queen Street South.
- November 12, 2012 – Mississauga Official Plan came into partial effect, which redesignated the subject lands to **Residential Medium Density** and **Mixed Use**.
- August 19, 2020 – SP 11/147 W11 is withdrawn and cancelled.
- May 31, 2021 – The applicant acquired a portion of William Street which was closed by the City on January 22, 2002.

3. Site Context

Surrounding Land Uses

The property is bordered by Britannia Road West to the north, Queen Street South to the east, James Street to the south and the CP railway corridor to the west. Lands north of Britannia Road and fronting Queen Street North consist of a variety of commercial uses including a used car dealership, a denture clinic, an auto parts store and a restaurant. South of the property, there are two detached dwellings. Further south, there are townhomes on the north and south side of James Street and an automotive repair facility. Properties fronting the east side of Queen Street South are occupied by detached homes currently used for office and personal service purposes. Further east, is an established low density residential neighbourhood. Beyond the railway corridor to the west, there is a low density residential neighbourhood and Dolphin Senior Public School.

The surrounding land uses are:

North:	Neighbourhood and General Commercial
East:	Mainstreet Commercial and low density residential
South:	Low and medium density residential and retail and service commercial facilities
West:	CP railway, low density residential, Dolphin Sr. Public School

Neighbourhood Context

The subject property is located at the northern perimeter of the Streetsville Community Node, which is an area that evolved over centuries and became the Town of Streetsville in 1962. In 1974, the Town was amalgamated into the newly created City of Mississauga.

Queen Street South and Britannia Road West are identified as Corridors in the Mississauga Official Plan (MOP). The Queen Street South Corridor contains a variety of detached homes, some of which have now been converted to commercial uses including office, retail and personal service uses. The Britannia Road West Corridor functions more as an arterial road servicing major and minor collector roads east and west of the Streetsville Community Node. The whole Community Node developed on a modified gridiron network of streets and contains a variety of commercial and residential building types including storefront commercial structures, purpose built commercial structures, detached homes, townhomes and older rental apartment buildings, over a number of decades dating back to the early 1950's. In recent years, there has been more residential infill development on underutilized parcels of land. South of the subject lands, the intersection of Main Street and Queen Street South, functions as the anchor of the Community Node and features a variety of storefront retail uses, restaurants and a community square which hosts a variety of community events throughout the year.



Aerial Photo of 6, 10 and 12 Queen Street South, 16 James Street, and 2 William Street

Demographics

Based on the 2016 census, the existing population of the Streetsville Community Node is 1,265 with a median age of 47 (compared to the City's median age of 40). 64% of the Community Node population is of working age (15 to 64 years of age), with 11% children (0-14 years) and 24% seniors (65 years and over). By 2031 and 2041, the population for this area is forecasted to be 2,100 and 2,800 respectively*. The average household size is 2 persons with 54% of people living in apartment buildings that are five storeys or more. The mix of housing tenure in the Community Node is 160 units (23%) owned, and 550 (77%) rented. In addition, the number of jobs within the Streetsville Community Node is 1,653. Total employment combined with the population results in a PPJ (persons plus jobs per hectare) of 54 (22 persons plus jobs per acre).

**Mississauga's growth forecasts provides population, employment and housing forecasts for the period 2021 to 2051. These growth forecasts have been endorsed by Mississauga's Council for infrastructure and land use planning purposes. These forecasts will undergo formal approvals as part of Peel's Municipal Comprehensive Review towards the middle of 2022.*

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- SP-21/080 W11 – 31 Queen Street South – application in process for new, three storey, mixed use building.
- SP-20/114 W11 – 66 Queen Street South – application approved for a three storey residential apartment building in January 2022.
- SP-07/208 W11 – 53 Queen Street South – application approved for mixed use building in August 2020.
- SP-21/075 W11 – 6005-6115 Erin Mills Parkway – application in process for three new industrial buildings including 1, five storey, self-storage facility.

These applications are well within the anticipated population forecasted for the node.

Community and Transportation Services

This application is anticipated to have minimal impact on existing services in the community. This area is well served by major City of Mississauga facilities such as the Streetsville Library and Frank Dowling Park. At a larger distance, Streetsville Memorial Park and the Vic Johnson Community Centre add additional recreational options within the Streetsville Community Node.

The site is 1.5 km (0.9 mi.) from Streetsville GO Station, which provides commuter rail service Monday through Friday, to Union Station in the morning, and to Milton GO Station in the evening. Streetsville GO Station is also served by all day, two way bus service.

The following major MiWay bus routes currently service the site:

- Route 10 – Bristol-Britannia
- Route 39 – Britannia
- Route 43 – Matheson-Argentia
- Route 44 – Mississauga Road

- Route 87- Meadowvale-Skymark

The site is also serviced by a multi-use trail on Britannia Road West.

4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

included. The table should be considered a general summary of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Major facilities and sensitive land uses shall be planned and developed to avoid, or if avoidance is not possible, minimise and mitigate risk to public health and safety, and to ensure the long-term operational and economic</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>viability of major facilities in accordance with provincial guidelines, standards and procedures. (PPS 1.2.6.1)</p> <p>Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that their long-term operation and economic role is protected; and that airports, rail facilities and marine facilities and sensitive land uses are appropriately designed, buffered and/or separated from each other, in accordance with policy 1.2.6 (PPS 1.6.9.1)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>The ROP identifies the subject lands as being located within Peel's Urban System.</p> <p>General objectives of ROP, as outlined in Section 5.3, include conserving the environment, achieving sustainable development, establishing healthy complete communities, achieving intensified and compact form and mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances, while taking into account the characteristics of existing communities and services, and achieving an urban form and densities that are pedestrian-friendly and transit supportive.</p> <p>In addition:</p> <p>Support a safe and efficient railway network by ensuring that noise, vibration and safety issues are addressed for development adjacent to railway corridors and terminal facilities (ROP 5.9.7.2.5)</p>

Mississauga Official Plan

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

Existing Designation

The lands are located within the Streetsville Community Node Character Area and are designated **Mixed Use** and **Residential Medium Density**. The **Mixed Use** designation permits residential uses in conjunction with other permitted uses such as financial institutions, personal service establishments, restaurants, retail stores and secondary offices. Residential uses at grade, as proposed by the applicant are not permitted in the **Mixed Use** designation. The **Residential Medium Density** designation permits all forms of townhouse homes. The western half of the subject lands adjacent to the railway are subject to FSI (Floor Space Index) ranges of 0.3 – 1. The eastern half of the subject lands which front Queen Street are

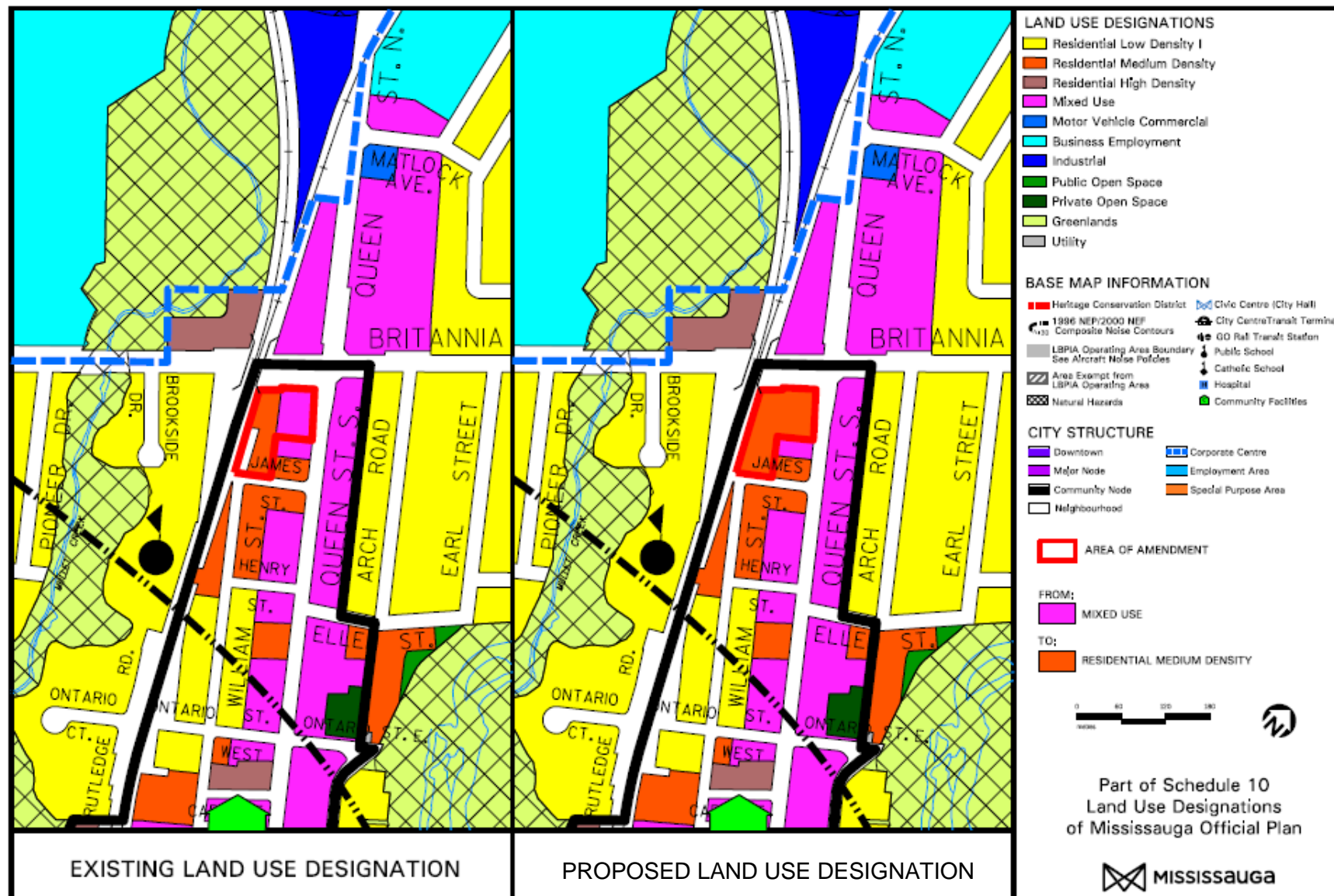
located in Special Site 5 of the Streetsville Community Node Character Area. Special Site 5 establishes a prohibition on drive-through facilities within **Mixed Use** designations.

The subject property is not located within a Major Transit Station Area (MTSA).

Proposed Designation

The applicant is proposing to change the portion of the property designated **Mixed Use** to a **Residential Medium Density** designation to permit residential uses at grade. The **Mixed Use** designation does not permit residential uses at grade. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.



Excerpt of Streetsville Community Node Character Area

Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of this application. In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	<p>Most of Mississauga's future growth will be directed to Intensification Areas (Section 5.1.4)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>Community Nodes are intensification areas (Section 5.3.3.3)</p> <p>Redevelopment of Mixed Use sites in Community Nodes that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the commercial component will be maintained after redevelopment (Section 5.3.3.8)</p> <p>Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes. (Section 5.3.3.11)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p>
Chapter 6 Value The Environment	<p>The sound levels anticipated on the site of a proposed development will be established on the basis of the predictable worst case noise impact from the stationary source(s) in accordance with the applicable Provincial Government environmental noise guideline. (Section 6.10.1.3)</p> <p>Development that includes outdoor passive recreation areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the applicable Provincial Government environmental noise guideline.(Section 6.10.1.4)</p> <p>Development with a residential component such as dwellings, or any development that includes bedrooms, sleeping quarters or reading rooms and other noise sensitive uses that will be subject to high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the development contains mitigative measures which will result in noise levels that comply with the limits specified by the applicable Provincial Government environmental noise guideline. (Section 6.10.1.5)</p> <p>The use of the Class 4 area classification, as specified in the applicable Provincial Government environmental noise guideline, is at the City's discretion. The introduction of a Class 4 area will require Council approval.</p> <p>a. The use of Class 4 will only be considered where it can be demonstrated that:</p> <ul style="list-style-type: none"> the development proposal is for a new noise sensitive land use in proximity to an existing, lawfully established stationary noise source;

	General Intent
	<ul style="list-style-type: none"> ● the development proposal for a new noise sensitive use does not impair the long term viability and operation of an employment use; ● it is in the strategic interest of the City, furthers the objectives of Mississauga Official Plan and supports community building goals; and ● all possible measures of noise attenuation have been assessed for both the proposed development site and the stationary noise source, including, but not limited to, building design and siting options for the proposed new noise sensitive use; <p>b. Notwithstanding the above conditions, the use of Class 4 will receive more favourable consideration if the stationary noise source is a temporary situation and it is expected that the stationary noise source will be removed through future redevelopment; and</p> <p>c. Mississauga will require that prospective purchasers be notified that the building is located in a Class 4 area and informed of any agreements as may be required for noise mitigation. A noise warning clause shall be included in agreements that are registered on title, including condominium disclosure statements and declarations. Section 6.10.1.6)</p> <p>Where residential and other land uses sensitive to noise are proposed in close proximity to rail lines, it may be necessary to mitigate noise impact, in part by way of the building and site design. Residential development or any development that includes outdoor living areas will generally not be permitted in locations where the mitigated outdoor noise levels are forecast to exceed the limits specified by the applicable Provincial Government environmental noise guideline. A feasibility and/or detailed noise impact study will be required to demonstrate that every effort has been made to achieve the sound level limits specified by the applicable Provincial Government environmental noise guideline, for an outdoor living area (55 dBA or less). Only in cases where the required noise attenuation measures are not feasible for technical, economic, aesthetic or administrative reasons would excess noise above the limit (55 dBA) be acceptable, with a warning clause to prospective purchasers, consistent with the applicable Provincial Government environmental noise guideline. In these situations, any excess noise above the limit will not be acceptable if it exceeds 60 dBA. (Section 6.10.4.1)</p> <p>Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms, reading rooms and other noise sensitive uses which will be subject to high levels of railroad noise, will only be permitted if it includes structural features that result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline. (Section 6.10.4.2)</p> <p>Mississauga will require tenants and purchasers to be notified where the analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated by the applicable Provincial Government environmental noise guideline by up to five dBA. Notice will also be required when rail noise necessitates central air conditioning or the provision for central air conditioning to achieve the indoor noise level limits stipulated by the applicable Provincial Government environmental noise guideline. (Section 6.10.4.4)</p> <p>As a condition of approval of development applications, notice will be given by the developer to purchasers and tenants of existing and potential impacts of rail use and operations and the maintenance of the required abatement measures. (Section 6.10.4.5)</p>

	<p>General Intent</p> <p>Development applications for dwellings, significant additions thereto and places of public assembly, will incorporate an appropriate safety setback as necessary to meet industry best practices and the requirements of the applicable rail company, to the satisfaction of the City, which takes into account safety barriers (e.g. berms, walls), topography, intervening structures and the surrounding pattern of development. (Section 6.10.4.6)</p> <p>Through development applications, the incorporation of security fencing to prevent trespassing on the railway right-of-way may be required. (Section 6.10.4.7)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p> <p>Applications for development involving cultural heritage resources will be required to include a Heritage Impact Assessment prepared to the satisfaction of the City and other appropriate authorities having jurisdiction. (Section 7.4.1.10)</p>
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas. (Section 9.2.1.4)</p> <p>Small land parcels should be assembled to create efficient development parcels (Section 9.2.1.5)</p> <p>Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances (Section 9.2.1.6)</p> <p>Development will be designed to support and incorporate pedestrian and cycling connections. (Section 9.2.1.22)</p>

	<p>General Intent</p> <p>Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping (Section 9.2.1.27)</p> <p>Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office uses. (Section 9.2.1.37)</p> <p>Parking lots and structures should not be located adjacent to major streets (Section 9.2.1.38)</p> <p>An appropriate gateway treatment will be created at city boundaries, major Provincial highway interchanges and at entry points to Intensification Areas through high quality development, massing of buildings, open spaces, landscaping and streetscape. (Section 9.3.3.1)</p> <p>Private open space and/or amenity areas will be required for all development. (Section 9.3.5.5)</p> <p>Developments will be sited and massed to contribute to a safe and comfortable environment for pedestrians by providing walkways that are connected to the public sidewalk, are well lit, attractive and safe (Section 9.5.2.2.a)</p> <p>Building façades should be articulated to include changes in materials, or material treatments, as well as the indication of transition between floors and interior spaces to provide visual interest and relief (Section 9.5.3.3.)</p>
Chapter 11 General Land Use Designations	<p>Lands designated Residential Medium Density will permit all forms of townhouse dwellings (Section 11.2.5.5)</p> <p>Lands designated Mixed Use will permit residential, in conjunction with other permitted uses (Section 11.2.6.1)</p> <p>Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor (Section 11.2.6.4)</p>
Chapter 14 Community Nodes	<p>In Community Nodes, low rise apartment dwellings are permitted in lands designated Residential Medium Density (Section 14.1.2.2)</p> <p>For lands within a Community Node a minimum building height of two storeys to a maximum building height of four storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies. (Section 14.1.1.2)</p> <p>Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area. (Section 14.10.1.1)</p> <p>Development with a high level of urban design, pedestrian amenity, landscaping and compact built form will be encouraged to create a strong sense of place and reinforce the role of the Community Node as the centre of activity for the surrounding community (Section 14.10.1.2)</p> <p>Queen Street South will remain the focus of the commercial core within the Streetsville Community Node. (Section 14.10.1.3)</p> <p>The development of symbolic gateways to define entry to and exit from the Streetsville Community Node will be encouraged. (Section 14.10.1.4)</p>

	General Intent
	<p>Designs for new buildings and additions will enhance the historic character and heritage context of the Streetsville Community Node through appropriate height, massing, architectural pattern, proportions, set back and general appearance. (Section 14.10.1.6)</p> <p>Notwithstanding the provisions of the Mixed Use designations, drive-through facilities will not be permitted. (Section 14.11.6.5.2)</p>
Chapter 19 Implementation	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> 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; that a municipal comprehensive review of the land use designation or a five year review is not required; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

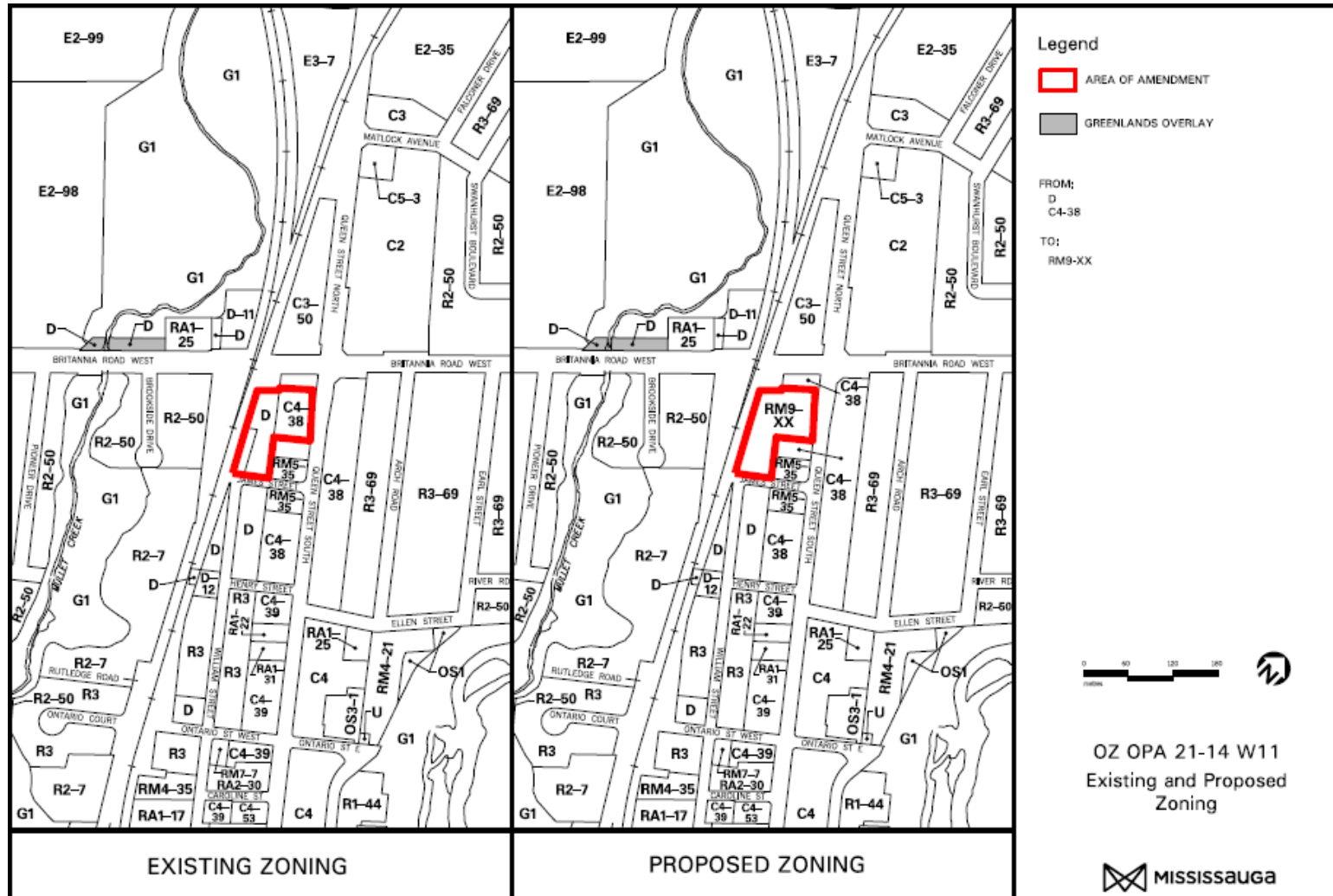
Existing Zoning

The western half of the subject property is currently zoned **D** (Development) and the eastern half of the subject property is **C4-38** (Mainstreet Commercial – Exception). The **D** (Development) zone permits uses legally existing at the time of enactment of the Mississauga Zoning By-law. The **C4-38** (Mainstreet Commercial – Exception) zone permits all uses permitted within the C4 zone with the addition of the existing detached dwellings that are currently on site. The exception zone also applies site specific zone regulations with respect to minimum and maximum front yard setbacks and maximum building height.

Proposed Zoning

The applicant is proposing to zone the property **RM9 – Exception** (Back to Back and Stacked Townhouses – Exception) to permit 77 units consisting of 73 stacked townhomes and four live/work units.

Through the processing of the applications staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map 39E

Proposed Zoning Regulations

Zone Regulations	Existing D Zone Regulations	Existing C4-38 Regulations	Existing RM9 Base Zone Regulations	Proposed RM9 Amended Zone Regulations
Permitted Use	A building or structure legally existing on the date of passing of this By-law and the existing legal use of such building or structure.	Retail Store Restaurant Take-out Restaurant Veterinary Clinic Animal Care Establishment Funeral Establishment Personal Service Establishment Commercial School Financial Institution Repair Establishment Beverage/Food Preparation Establishment Medical Office Office Overnight Accommodation Banquet Hall/Conference Centre/Convention Centre Recreational Establishment Entertainment Establishment Private Club University/College Apartment Dwelling Unit located above the first storey of a commercial building Detached dwelling legally existing on the date of	Stacked Townhouse	Stacked Townhouse Live-work Units Retail Store Financial Institution Personal Service Establishment Restaurant Take-out Restaurant Office Medical Office Veterinary Clinic

Zone Regulations	Existing D Zone Regulations	Existing C4-38 Regulations	Existing RM9 Base Zone Regulations	Proposed RM9 Amended Zone Regulations
		passing of this By-law		
Minimum Lot Frontage	N/A	N/A	38.0 m (124.6 ft.)	19.3 m (63.3 ft.) (Queen Street) 33.9 m (111.2 ft.) (James Street)
Minimum Front Yard	N/A	4.5 m (14.8 ft.)	7.5 m (24.6 ft.)	0.6 m (2 ft.) (Queen Street) 5.3 m (17.4 ft.) (James Street)
Minimum Interior Side Yard Where any portion of the interior side lot line abuts a zone permitting detached dwellings and/or semi-detached	N/A	4.5 m (14.8 ft.)	4.5 m (14.8 ft.) 9.0 m (29.5 ft.)	1.8 m (5.9 ft.) 6.4 m (21 ft.)
Minimum Rear Yard	N/A	4.5 m (14.8 ft.)	7.5 m (24.6 ft.)	0 m (0 ft.)
Setback from a front wall of a building to a condominium road , sidewalk, walkway or parking space not located in a driveway	N/A	N/A	4.5 m (14.8 ft.)	1.7 m (5.6 ft.) (to sidewalk) 3.4 m (11.2 ft.) (to condominium road) 3.5 m (11.5 ft.) (to parking space)
Setback from a porch , exclusive of stairs, located at and accessible from the first storey or below the first storey , to a condominium road ,	N/A	N/A	2.5 m (8.2 ft.)	0.5 m (1.6 ft.) (to sidewalk) 2.0 m (6.6 ft.) (to parking space)

Zone Regulations	Existing D Zone Regulations	Existing C4-38 Regulations	Existing RM9 Base Zone Regulations	Proposed RM9 Amended Zone Regulations
sidewalk, walkway or parking space				
Setback from a side wall of a building to a condominium road , sidewalk or parking space	N/A	N/A	3.0 m (9.8 ft.)	1.7 m (5.6 ft.)
Minimum Parking Spaces	N/A	Varies, depending on use of land	Without exclusive use garage and driveway: 1.5 resident spaces per two bedroom unit	1.0 spaces per unit
Minimum Visitor Parking Spaces	N/A	N/A	0.25 visitor spaces per unit	0.2 shared visitor spaces per unit
Minimum Landscaped Area	N/A	N/A	40% of the lot area	31%
Minimum Landscaped Soft Area	N/A	N/A	50% of the landscaped area	20%
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.				

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement* (2020), Regional Official Plan and Mississauga Official Plan (MOP), the

City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions will be required to demonstrate how the proposed

development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city. The provision of affordable housing through these applications is currently under review.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
15 Kindergarten to Grade 5	Ray Underhill Public School	Dolphin Senior Public School	Streetsville Secondary School
7 Grade 6 to Grade 8	Enrolment: 271	Enrolment: 521	Enrolment: 891
6 Grade 9 to Grade 12	Capacity: 350	Capacity: 555	Capacity: 1,008
	Portables: 0	Portables: 4	Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
5 Kindergarten to Grade 8	St. Joseph (Streetsville) Catholic Elementary School	St. Aloysius Gonzaga Catholic Secondary School
4 Grade 9 to Grade 12	Enrolment: 293	Enrolment: 1732
	Capacity: 473	Capacity: 1656
	Portables: 1	Portables: 0

6. Community Questions and Comments

A virtual community meeting was held by Ward 11 Councillor, George Carlson, on November 2 2021, and was attended by one member of the public.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Will James Street and Queen Street be signalized to accommodate this development?
- Will this proposal increase traffic congestion?
- Does the proposed development consider the amount of left turn traffic queuing on Queen Street?
- Are the proposed accesses on Queen Street acceptable to the City?
- Will the proposed development result in an increase in noise and light pollution?
- How will snow removal be accommodated?
- How will the development fit into the existing character and lot fabric of the area?

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (March 4, 2022)	<p>Servicing:</p> <p>Water Servicing: An existing 300 mm (12 in.) diameter water main is located on Queen Street South. An existing 150 mm (6 in.) diameter water main is located on James Street & William Street. Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services.</p> <p>Sanitary Servicing: An existing 250 mm (10 in.) diameter sanitary sewer is located on Queen Street South, James Street and William Street. Servicing of this site may require municipal and/or private easements and the construction, extension, twinning and/or upgrading of municipal services. This will be determined once the Legal Review has been completed and the site servicing proposal is reviewed. The applicant shall verify the location of the existing service connections to the subject site.</p> <p>A full Engineering Submission is required for the construction of the infrastructure and a satisfactory Functional Servicing Report is required prior to approval. FSR received that was prepared by Skira & Associates is incomplete and is outstanding. Report fee is required prior to approval. Shoring Drawings will be required prior to Site Plan approval. The Region may be party to the Development Agreement.</p>

Agency / Comment Date	Comments
	<p>Waste Management</p> <p>For Commercial Units (less than 500 sq. m. (5382 sq. ft.): The Region of Peel will provide front-end collection of garbage and recyclable materials with residential waste.</p> <p>For the residential units: The Region of Peel will provide front-end collection of garbage and recyclable materials subject to the following conditions being met and demonstrated on a Waste Management Plan prior to Official Plan Amendment and Zoning By-law Amendment approval.</p> <p>Planning and Public Health</p> <p>A Regional Official Plan amendment is not required to accommodate the local Official Plan amendment. The Region is pleased to advise that this proposed amendment is exempt from approval under the Planning Act by the Region of Peel.</p> <p>To further enhance the plan, Region of Peel Public Health recommends specific changes to improve connectivity, expand the range of uses (i.e. ground floor commercial in apartments), improve active transportation and enhance the low impact development features of the development. Pedestrian lighting along open green spaces and pathways, as in alignment with the Peel Active Living Guidelines is encouraged.</p>
<p>Dufferin-Peel Catholic District School Board (November 30, 2021)</p>	<p>This school board is satisfied with the provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p> <p>The Board requests that the following conditions be fulfilled prior to the final approval of the zoning by-law:</p> <p>That the applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots:</p> <p>(a) "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>(b) "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."</p>
<p>Peel District School Board (December 8, 2021)</p>	<p>This school board requires the inclusion of the following conditions in the applicable Agreement:</p> <p>The Peel District School Board requires that the following clause be placed in any agreement of purchase and sale and entered into with respect to any lots on this plan, within a period of five years from the date of registration of the development agreement.</p> <p>(a) "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</p>

Agency / Comment Date	Comments
	<p>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 the Peel District School Board to determine the exact schools."</p> <p>(b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Board."</p> <p>Signage - The developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy.</p>
<p>City Community Services Department – Park Planning Section (December 22, 2021)</p>	<p>In comments dated December 22, 2021, the Community Service Department notes that the subject site is near City owned lands identified as Frank Dowling Park (P-115), which is zoned Open Space/Greenlands. This park is approximately 1.5 hectares (3.7 acres) in size and provides a variety of open space opportunities such as a community playground, picnic area, baseball diamond and trails. Prior to the issuance of building permits, for each lot or block, cash-in-lieu for parkland or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with the City's Policies and By-laws.</p>
<p>City Transportation and Works Department (March 4, 2022)</p>	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p>Stormwater</p> <p>A Functional Servicing & Stormwater Management Report, prepared by Skira & Associates Inc. and dated July 2021, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. The applicant is proposing to construct an internal storm sewer to service the development lands, with outlets to the City's storm sewers on Queen Street South and William Street. Mitigation measures may include new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate the feasibility of the proposed storm sewer, and • demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site. <p>Traffic</p> <p>A Traffic Impact Study (TIS), prepared by Nextrans Consulting Engineers dated August 2021, was submitted in support of the proposed development. Based on the information provided to date, staff are not satisfied with the study and require</p>

Agency / Comment Date	Comments
	<p>further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions:</p> <ul style="list-style-type: none"> • an updated TIS addressing all staff comments; • turning movement diagrams to evaluate the internal site circulation and access points; • a review of the driveway access to ensure Queen Street South, James Street and the internal driveway can operate efficiently; • show the future property line due to the road allowance widening towards the ultimate 15.0 metre (49 ft.) right-of-way for James Street as identified in the Official Plan; and • address any traffic concerns from the Community related to the proposed development. <p>Environmental Compliance</p> <p>A Phase One Environmental Site Assessment (ESA), prepared by Bruce A. Brown Associates Limited and dated August 12, 2020 and a Phase Two ESA, prepared by the same consultant and dated November 12, 2020 were submitted in support of the proposed development. The purpose of these documents is to identify if actual or potential environmental sources of contamination may be present in soil or groundwater as a result of current or former activities on the site, to determine if further investigation or remediation is required. Based on the information received to date, staff are not satisfied and additional information and documentation is required.</p> <p>The applicant is required to provide the following as part of subsequent submissions:</p> <ul style="list-style-type: none"> • an updated Phase One ESA report that includes information about 0 William Street; • an updated Phase Two ESA report that includes information about 0 William Street and clearly identifies all Areas of Potential Environmental Concern and Potentially Contaminated Areas both on-site and off-site and addresses all related comments in the ASR; and • a certificated letter that confirms that the above-ground storage tanks, septic system and monitoring wells on the property have either been properly decommissioned or describes a decommissioning plan in accordance with all applicable legislation and guidelines. <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p>Noise</p> <p>A Preliminary Environmental Noise and Vibration Report prepared by Jade Acoustics, dated September 2, 2021 was received for review. The study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts, including from the adjacent railway.</p> <p>The applicant is proposing a Class 4 noise designation, which allows for higher daytime and night-time sound level limits than would otherwise be permitted in relation to a noise sensitive land use such as residential homes and associated</p>

Agency / Comment Date	Comments
	<p>outdoor living areas. The impact of such higher levels is mitigated by specified noise control measures.</p> <p>If deemed appropriate, the Class 4 designation will require approval from Council. The applicant is required to provide updates to the noise assessment to confirm the noise mitigation measures that will be required as part of this redevelopment due to road and rail transportation sources as well as stationary industrial sources.</p> <p>Engineering Plans/Drawings</p> <p>The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards. It should be noted that an 'H' Holding Zone will be required, and a Development Agreement including municipal infrastructure schedules will be required as one of the conditions to lift the 'H'.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - City of Mississauga – Fire and Emergency Services - City of Mississauga – Parks and Forestry – Arborist (Private Property, City Property, Streetscape) - City of Mississauga – City Planning Strategies (Housing, Parking) - City of Mississauga – Heritage - City of Mississauga – Public Art - City of Mississauga – Economic Development - Bell Canada - Canada Post - Canadian National Railway - Canadian Pacific Railway - Credit Valley Conservation - CS Viamonde - Enbridge - Trillium Health Partners - Rogers Cable
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - Alectra Utilities - Metrolinx

Development Requirements

There are engineering matters including: grading, environmental, engineering, acoustical, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

8. Section 37 Community Benefits (Bonus Zoning)

Bill 197, an amendment to the Planning Act, has replaced the Section 37 Bonus provisions with a new Community Benefit Charge (CBC), which will be applied to certain high density developments whether or not there is an increase in permitted height or density. The City will be implementing a new CBC by-law to meet the provincial implementation timeline of September 2022. If a section 37 agreement or requirement in an “H” holding provision for one has not been obtained by the time the CBC by-law comes into effect, the latter will apply.

9. Next Steps

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Is the proposed development compatible with the existing and planned character of the area?
- Is the applicants request for a Class 4 Noise area appropriate? Are the noise attenuation measures acceptable?
- Is the configuration of the site layout including internal road network and blocks of townhomes appropriate?
- Are the proposed accesses to Queen Street acceptable?
- Are the proposed zoning by-law exception and parking standards appropriate?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.