

Recommendation Report Detailed Planning Analysis

Owner: Miss B JL Corp.

21-51 Queen Street North

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1. Community Comments

Comments from the public were generally directed towards traffic impacts, shadow impacts, built form and character, increased density, and the amount of amenity area proposed at the community meetings and through written submissions. Below is a summary and response to the specific comments received.

Comment

The proposed development will negatively impact and increase traffic congestion on the surrounding streets.

Response

A Traffic Impact Study (TIS) was submitted, which analyzed current and projected traffic volumes on the neighbouring street network as a result of the proposed development. Based on a review by Transportation and Works, an updated TIS is required in order to reflect the revised proposal, address staff comments and determine the anticipated traffic impact of the proposal.

Comment

The proposed development will create shadow impacts on the neighbouring low density residential properties.

Response

The applicant has submitted the required Shadow Study that has been reviewed by staff against the City's Terms of Reference for shadow studies. The report has concluded that the proposed development maintains the City's standards for sun and daylight access on neighbouring properties and the

public realm. Staff have reviewed the study based on the original site plan and concur with the report's findings.

A revised Shadow Study was submitted to reflect the revised proposal but staff advise that further information is required to understand the shadow impacts on the proposed outdoor amenity areas.

Comment

The proposed building is not in keeping with the character of the Streetsville neighbourhood.

Response

The development proposal is within the Streetsville Neighbourhood Character Area and is subject to the Neighbourhood policies within the Mississauga Official Plan. The Historic Streetsville Design Guidelines developed in 2011 also provide further direction on the design vision for the Streetsville area. Further information has been requested to demonstrate compatibility to the surrounding neighbourhood.

Comment

The proposed height, density, massing and setbacks are not compatible with the surrounding neighbourhood.

Response

The property is currently designated **Mixed Use** in the Mississauga Official Plan which permits a mix of uses with a maximum building height of 4 storeys, but does not permit an apartment building. The proposed built form is consistent with other infill development projects in and around Streetsville.

Section 7 of this Appendix contains Planning staff comments with respect to the appropriateness of the proposed height, massing, and setbacks of the proposed development.

Comment

Family sized units in the form of two and three-bedroom units should be incorporated into the unit mix.

Response

Staff have requested the provision of an appropriate mix of units, including family sized units. The proposed number of three bedroom units was decreased from 11 to two units. The applicant is not required under Provincial legislation to provide a specific unit size or number of bedrooms. Section 7 of this Appendix contains further discussion on this matter and Planning staff comments.

Comment

The proposed parking rates are not sufficient.

Response

Parking staff have requested additional information in support of the proposed parking supply but have not been submitted by the applicant.

Comment

Low impact design and/or green development initiatives should be incorporated into the proposal.

Response

The City's Green Development Standards provide applicants with recommendations on how to implement green technologies into development sites. The applicant has submitted a list of proposed Low Impact Design Features to be implemented in the proposed building including a green roof system, solar panels, high-efficiency toilets and water reducing fixtures, no surface level parking to reduce heat island effect and a tri-sorter waste system.

Comment

The amount of landscaping on site is insufficient.

Response

The amount and details of landscaping was raised as a concern by staff as part of the initial review of the application. While staff comments have mostly been addressed, the plan may require revisions based on the resolution of other outstanding issues.

Comment

An Environmental Site Assessment (ESA) should be completed to ensure the land is appropriate for development.

Response

A Phase 1 ESA was submitted by Grounded Engineering and the report indicated that there is potential contamination on the subject property. A Phase 2 ESA was requested to be submitted to obtain more details on the soil and ground water quality of the site but has not been submitted by the applicant.

Comment

Concerns were identified regarding construction (dump trucks and heavy machinery) and impacts on the surrounding neighbourhood.

Response

If the proposal is approved, it is anticipated that there will be some level of disruption to the area resulting from construction activities. The applicant will be required to submit a Construction Management Plan to the City for review prior to building activities on-site in order to manage the impacts of construction on municipal roads and sidewalks.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The recent application submission was circulated to all City departments and commenting agencies on June 10, 2023. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Region of Peel

Comments updated July 31, 2023, state that the Functional Servicing Report (FSR) dated July 2023 prepared by Siteplantech Inc. requires further analysis and modelling. Region of Peel staff comments will be provided to the applicant once completed.

The applicant has been advised that an encroachment review is required to assess the proposed encroachments into the Region of Peel infrastructure easements. The applicant needs to advise the Region if they wish to proceed with this review and potentially enter into encroachment agreements.

A housing assessment in accordance with the Regional policies that demonstrates contributions towards housing targets including the size of units (square footage) and the affordability of units has been requested but not submitted by the applicant.

Transportation and Works Department

Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance can be satisfactorily addressed and to confirm feasibility of the project, in accordance with City requirements.

Based on a review of the materials submitted to date, the applicant has been requested to provide additional technical details and revisions to confirm the feasibility of the development proposal from an engineering standpoint. Should the application be approved by the Ontario Land Tribunal (OLT), the applicant will be required to provide additional technical details and revisions to drawings and studies. It should be noted that the extent of any proposed municipal infrastructure (i.e. servicing and/or public boulevard/road works) will be required to be addressed through an "H" Holding Zone provision (or OLT decision).

Stormwater

A FSR dated July 20, 2023, prepared by Urbantech Consulting, was submitted in support of the proposed development. The report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious areas from the proposed development and/or the impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required. In addition, the applicant is proposing to construct a storm system to service the development lands, with an outlet to the storm easement along the east edge of the site.

The applicant is required to provide further technical information to demonstrate how groundwater generated from the proposed underground parking will be managed onsite, and that there will be no impact to the City's storm sewer system.

Traffic

Two Transportation Impact Study (TIS) submissions were provided by BA Group in support of the proposed development. Based on the latest submission dated July 2023, additional analysis and clarification of the information provided is required.

The latest study concluded that the proposed development is anticipated to generate approximately 130 (45 in, 90 out) and 215 (120 in, 95 out) two-way vehicular site trips for the weekday AM and PM peak hours in 2026, respectively. Staff require additional clarification on the traffic generated by the proposed

development, the study area intersections and proposed vehicular access.

In addition, the following is required to confirm feasibility and to ensure that City requirements have been met:

- an updated TIS addressing all staff comments;
- review of the driveway access to ensure both Queen Street North and the internal driveway can operate efficiently; and,
- address any further traffic concerns from the community related to the proposed development.

Environmental Compliance

A Phase I ESA report dated June 17, 2021 prepared by Grounded Engineering Inc., was submitted in support of the proposed development. The report indicates further Environmental Site Assessment is required to assess the environmental condition of the site. As such, the applicant is required to provide a Phase 2 ESA. Additional information may be required depending on the results of that investigation. In addition, the following is to be submitted for further review:

- a written document prepared by a Qualified Person (QP) that includes a statement that the fill material located on-site is geotechnically and environmentally suitable, or will otherwise be/has been removed;
- a written document prepared by a Professional Engineer confirming proof of a plan to decommission the wells; and

- a Temporary Discharge to Storm Sewer Commitment Letter.

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.

Noise

A Transportation Noise & Vibration Feasibility Assessment dated July 20, 2023 prepared by Grounded Wind Engineering, was received for review. The study evaluates the potential impact of environmental noise both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic, rail traffic and a nearby railway station. Staff are not satisfied with the study and require further information. Noise mitigation will be required in the form of upgraded building materials and air conditioning units. Further information is to be provided in a revised noise study, in order to address staff comments.

Engineering Plans/Drawings

The applicant has submitted a number of technical plans and drawings that need to be revised to ensure compliance with City Standards.

3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020) and the Proposed Provincial Policy Statement, 2023 (Proposed PPS)*

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

On April 6, 2023, the Ministry of Municipal Affairs and Housing (MMAH) posted a document entitled "Proposed Provincial Planning Statement" on the Environmental Registry of Ontario. The purpose of the document is to integrate policies from the Growth Plan and the PPS to support the achievement of housing objectives and meet the target to construct 1.5 million new homes by 2031. The document has been posted for a 120

day commenting period. The effective date has not been established, but the Province has indicated that they are targeting Fall 2023. Any decision on planning matters made on or after the effective date would be subject to the new policies, unless transition regulations are set forth.

4. Consistency with PPS

The Public Meeting Report dated November 11, 2022 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including the following:

Section 1.1.1 of the PPS states that a number of factors sustain healthy communities, including: an appropriate affordable and market based range and mix of residential types, and promoting the integration of land use planning, growth management, transit supportive development, intensification and infrastructure planning.

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

Section 1.7.1.3 of the PPS states that long-term economic prosperity should be supported by encouraging a sense of place, by promoting well-designed built form.

Section 4.6 of the PPS states that the official plan is the most important vehicle for implementing the PPS. Comprehensive, integrated and long-term planning is best achieved through official plans.

The proposal represents an opportunity to modestly intensify and increase the range of housing in the Streetsville neighbourhood. The development also represents an efficient use of land and infrastructure by adding to a range of housing options in the area.

As outlined in this report, the proposed development supports the general intent of the PPS. The applicant has not demonstrated that the development standards and technical matters have been addressed in order to demonstrate appropriate levels of public health and safety. Consistency with the PPS has, therefore, not been demonstrated at this time.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.
- Section 5.2.5.6 directs municipalities to develop and implement urban design and site design official plan policies and other supporting documents that direct the development of a high quality public realm and compact built form.

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 2.2.1 states that within settlement areas, growth will be focused in locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.

While the proposal generally conforms to the Growth Plan in that it is intensifying an underutilized site and utilize existing municipal infrastructure, the applicant has not effectively demonstrated how components of the development will function and comply with applicable development standards including the servicing and infrastructure.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

6. Region of Peel Official Plan

On April 28, 2022 Regional Council passed By-law 20-2022 to adopt a new Region of Peel Official Plan (New ROP). The New ROP was approved with modifications by the Province on November 4, 2022. The applications were deemed complete on April 20, 2022 and are, therefore, subject to the policies of the former Region of Peel Official Plan (Former ROP) that were in force at the time of submission. Notwithstanding the date of submission, the New ROP includes policies related to MTSAs, including directing municipalities to delineate boundaries in their local official plans.

As summarized in the public meeting report dated November 11, 2022 (Appendix 1), the proposed development does not require an amendment to the Former ROP.

The proposed development is located within the Urban System of the Region of Peel and achieves many of the objectives and policies of the Former ROP, including: directing redevelopment to the urban system, efficient use of existing services and infrastructure, encouraging a pattern of compact forms, support pedestrian-friendly and transit-supportive opportunities for intensification and mix of land use (Section 5)

The proposed development conforms to the Former ROP and New ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the Streetsville neighbourhood. However, the applicant has not effectively demonstrated how components of the development comply with applicable development standards specifically in relation to the servicing of the site as well as encroachments into the easements and restrictions on site.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Streetsville Neighbourhood Character Area, to permit a nine storey condominium building with ground floor commercial space. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

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

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

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

Directing Growth

The subject site is located on the east side of Queen Street North, north of Britannia Road West, in the Streetsville Neighbourhood Character Area. In accordance with the MOP's City Structure, Neighbourhoods are not the focus for intensification within the City. The general policies in the Direct Growth section direct infill development and intensification within neighbourhoods to be located on corridors and on former commercial sites, provided redevelopment is consistent with transition and compatibility policies. The following policies are applicable:

5.3.5.2 Residential intensification within Neighbourhoods will generally occur through infilling and the development of existing commercial sites as mixed use areas.

5.3.5.3 Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.

5.3.5.5 Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.

5.3.5.6 Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.

Although Neighbourhoods are identified in MOP as non-intensification areas, this does not mean they will remain static or that new development must imitate previous development patterns, but rather when development does occur, it should be sensitive to the Neighbourhood's existing and planned character.

The subject site is designated **Mixed Use**, which permits residential dwellings in conjunction with commercial uses including retail, restaurant and office. The property is subject to the Streetsville Neighbourhood Character Area policies which provide direction regarding height, built form, massing, and site

design. A maximum height of four storeys is permitted in the Streetsville Neighbourhood Character Area. The applicant proposes to construct a nine storey apartment containing 444 dwelling units and 1 423 m² (15,413 ft²) of ground floor commercial space. Furthermore, the permitted floor space index (FSI) ranges from 0.3 to 1.0 whereas the proposal contemplates an FSI of 2.92.

Section 16.1.1.2 states that proposals for heights more than four storey or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction that:

- a) An appropriate transition in heights that respects the surrounding context will be achieved;
- b) The development proposal enhances the existing or planned development;
- c) The City Structure hierarchy is maintained; and,
- d) The development proposal is consistent with the policies of this Plan.

Building heights should be deployed in a manner that reinforces the City Structure, achieves appropriate scale and transition relative to the planned context, and integrates into the character of the surrounding area. In accordance with MOP, the proposed **Residential High Density** designation and an apartment building is appropriate on the property subject to the satisfaction of criteria set forth in MOP including the demonstration of compatibility with adjacent lands and an appropriate site and development layout.

Compatibility with the Neighbourhood

Intensification within Neighbourhoods is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. MOP defines compatibility as, "development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area".

The surrounding lands located north and south of the subject site are designated **Mixed Use** and **Residential Low Density I** lands are located to the east which contain a variety of residential and non-residential uses including commercial uses and detached dwellings. The **Residential High Density** designation is proposed to accommodate the development. The site currently contains a one storey commercial plaza and the proposal contemplates replacement of the commercial units by including seven ground floor commercial units. Although the scale of the proposed building is higher than the existing neighbourhood, the proposed mix of residential and commercial uses are generally in keeping with the surrounding area.

Further information is requested to understand the impacts of the proposed development on the adjacent surrounding context. Cross-sections of the development proposal were provided as part of the initial submission. Additional details are to be shown on the plans including buildings, trees, and the detached dwellings to the east. This information will assist the

examination and assessment of the compatibility of the proposed building and its relation to the adjacent uses.

Residential Unit Mix

The proposed building contemplates adding 444 units to the neighbourhood. The breakdown of units is as follows:

Unit Type	Original Submission	Revised Proposal (July 2023)
Bachelor/Studio	94	175
One Bedroom	19	14
One Bedroom + Den	186	175
Two Bedroom	71	76
Two Bedroom + Den	9	2
Three Bedroom	11	2
TOTAL UNITS	390	444

As indicated previously, the total unit count has increased and the unit distribution has been altered to contain a significantly greater amount of bachelor/studio unit types. 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 Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement (2020)*, Regional Official Plan (2022) 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 applicant provided a Housing Report dated February 2022 which indicated that the tenure of the building as condominium. A Housing Report Addendum was submitted in July 2023 but more information is required to assess the affordability of the housing options proposed. The applicant is encouraged to provide more two and three bedroom units.

Site Layout

The arrangement of elements on the property including the building, landscaping and amenity areas should create a quality living environment that is safe and comfortable, provides sufficient common amenity areas that are suitable for the intended users and implements landscaping that complements the public realm and allows for the future planting of vegetation.

Concerns with the layout along the north property line were identified. The revised site plan demonstrates a new circular drop-off area which connects to the new main lobby entrance area for the residents and also accommodates short-term parking spaces for both residential and commercial uses. However, this is also the main and only access point to the development that connects to the underground parking entrance. Staff have raised concerns with the multiple conflicting vehicular movements envisioned for this access

point for residents, visitors, and retail patrons. Additional conflicts are anticipated with the loading areas for the commercial uses, garbage collection for both residential and commercial uses and pedestrians.

Access to the site has moved to the north property line. There are multiple competing uses utilizing this space that need to be safely accommodated. Furthermore, the Portuguese Cultural Centre is located to the north of this site and it is imperative that building separation distances do not preclude the redevelopment of the neighbouring properties in an appropriate manner. This matter requires further analysis to ensure that the proposed access to the site is practical and safe.

There is a 4.5 m (14.7 ft.) easement along the southern property line that contains municipal storm sewer infrastructure. While the easement location is shown on the plans, further information is needed on the location of catch basins. Furthermore, any encroachments into the easement will require an easement encroachment agreement to be completed. This information is still outstanding and will likely result in modifications to the plan in this area.

Other issues related to the transformer vault locations and hydro equipment were raised by Alectra Utilities in their comments during the initial review. The location of transformers may have an impact on the site layout depending on where they are situated and the utility siting requirements.

Amenity Areas

Communal amenity space, located and designed for physical comfort and safety, is important to provide opportunities for recreational and social activities for residents of the proposed development. The proposed development provides 1 479 m² (15,919.8 ft²) of indoor amenity area and 1 098 m² (11,818.7 ft²) of outdoor amenity area, resulting in total interior amenity area ratios of 3.33 m² (35.8 ft²) per unit and 2.47 m² (26.5 ft²) per unit for outdoor areas. The total amenity area proposed is 5.77 m² (62.1 ft²) per unit. This exceeds the minimum per unit amenity area required by the zoning by-law which is 5.6 m² (60.3 ft²) per unit. This outdoor amenity area is located on level three of the building.

The proposed outdoor amenity area at grade is 0 m² (0 ft²) whereas the Zoning By-law 0225-2007 requires a minimum contiguous outdoor amenity area of 55.0 m² (592 ft²) to be provided at grade. This is significantly lower than what is required and additional amenity area should be provided to support the future residents of the proposed development. There is a 15.2 m (49.8 ft.) easement running north/south along the east property line that contains the Region of Peel's servicing infrastructure. While this area cannot be included in the calculation for amenity area, the applicant is proposing a walkway, benches and a dog run within this easement. The Region of Peel has advised that unauthorized encroachments on the Regional easement requires the applicant to complete an encroachment review process and, potentially, for the applicant to enter into Regional encroachment agreements. The

applicant has initiated this process and the Region has indicated that further review is necessary.

Additionally, further information is required to analyze the shadow and wind impacts on the outdoor amenity areas on the third floor of the building which may impact its design. Additional analysis which demonstrates the efficacy of mitigation measures on the adverse wind conditions that will be created by the new building in accordance with the City's wind standards is required but has not been submitted by the applicant. This additional information will demonstrate all wind mitigation measures/features on the property.

Parking

The Traffic Impact Study included parking information was reviewed and a number of discrepancies are noted in staff comments. Additionally, a reduction in parking rates is proposed that is lower than the newly in-effect Zoning By-law 0117-2007 rates. Parking staff advise that since the deficiency in parking is greater than 10%, a satisfactory Parking Utilization Study is required to be submitted for review. The methodology for the study is to be confirmed with parking staff prior to execution, specifically in relation to confirmation and agreement of any proxy sites utilized.

Fire Route

More information is required to assess the fire access route to ensure that fire trucks can access the main entrance of the building while ensuring the 3 m (9.8 ft.) horizontal distance from

the building. Depending on the outcome of this review, changes to the building design or site layout may be necessary to accommodate fire truck access.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, further information is required to demonstrate that the existing servicing (stormwater), road infrastructure and proposed parking rates are adequate to support the proposed development.

The Region of Peel has advised that further review and analysis of the information provided is required to determine if the waste management plan, water and sanitary sewer capacity is adequate to service this site.

The site is currently serviced by the following MiWay Transit routes on Queen Street North: Route 43 – Matheson-Argentia and Route 44 – Mississauga Road. The following routes are in proximity to the site along Britannia Road:

- Route 10 – Bristol-Britannia
- Route 39 – Britannia
- Route 87 – Meadowvale Skymark

There is a transit stop at the intersection of Queen Street North and Britannia Road West within 130 m (426.5 ft.) of the site.

Immediately north of the subject property is the Portuguese Cultural Centre. Further north and west of the site is the CP railway corridor and the GO Transit Bus Storage and

Maintenance Facility. There are detached homes to the east fronting onto Swanhurst Boulevard. There is a mixture of existing automotive commercial uses, retail stores and restaurants to the south and west of the site.

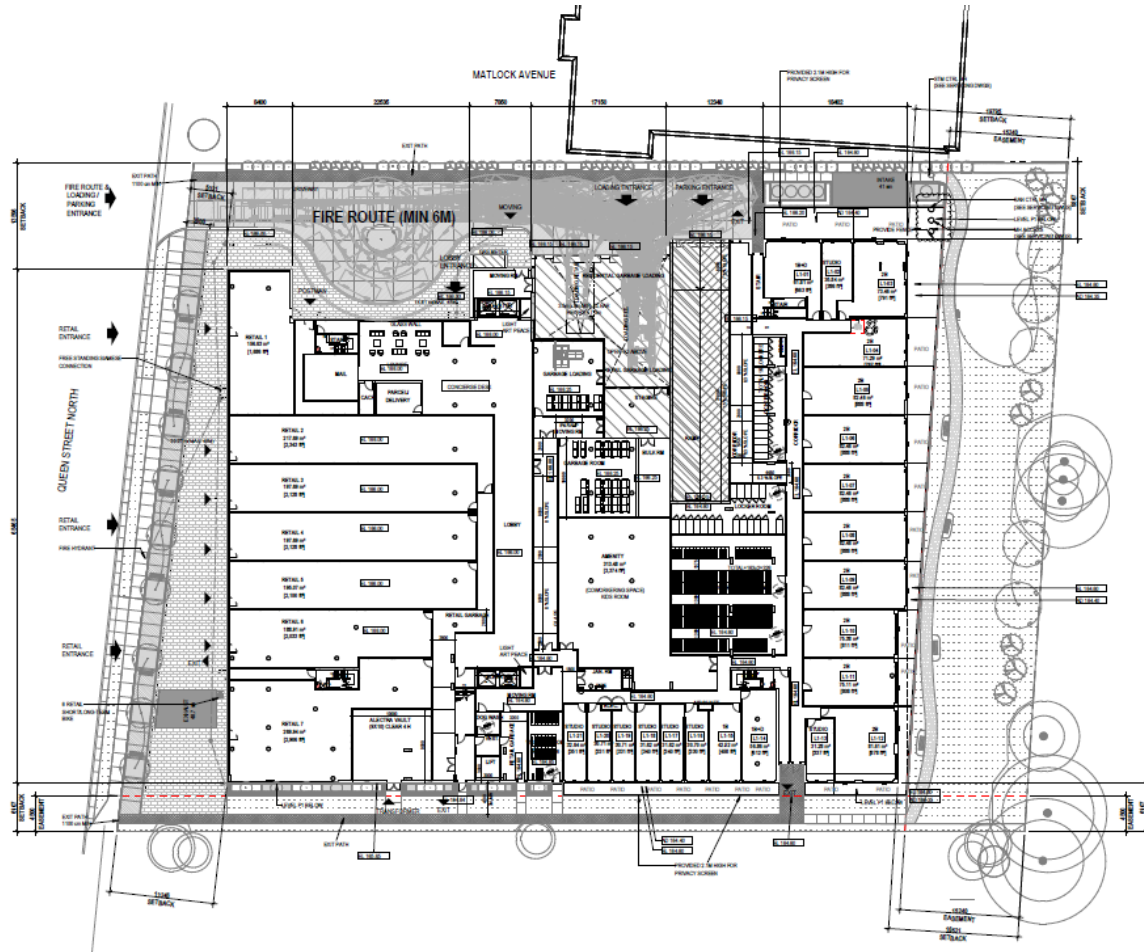
The Streetsville GO Station is approximately 1.5 km (0.9 mi.) from the site. The property is served by major City of Mississauga facilities such as the Streetsville Library and Frank Dowling Park.

The proposed development is located in an area that provides access to both community and transportation services.

8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations as follows:

Site Plan



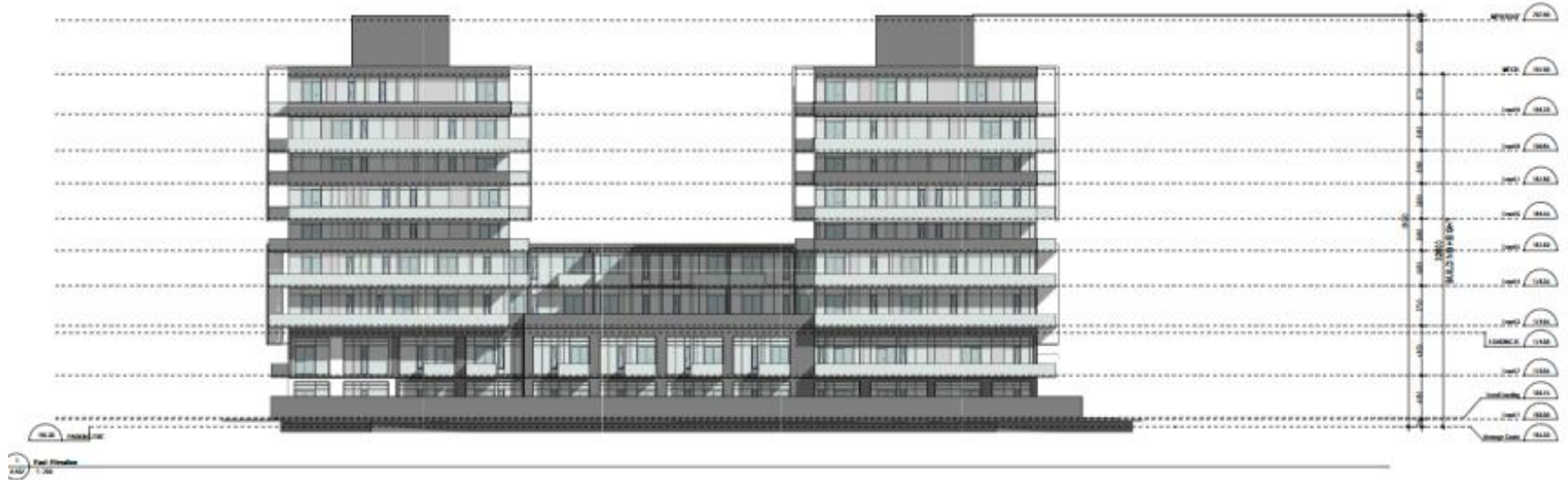
West Elevation



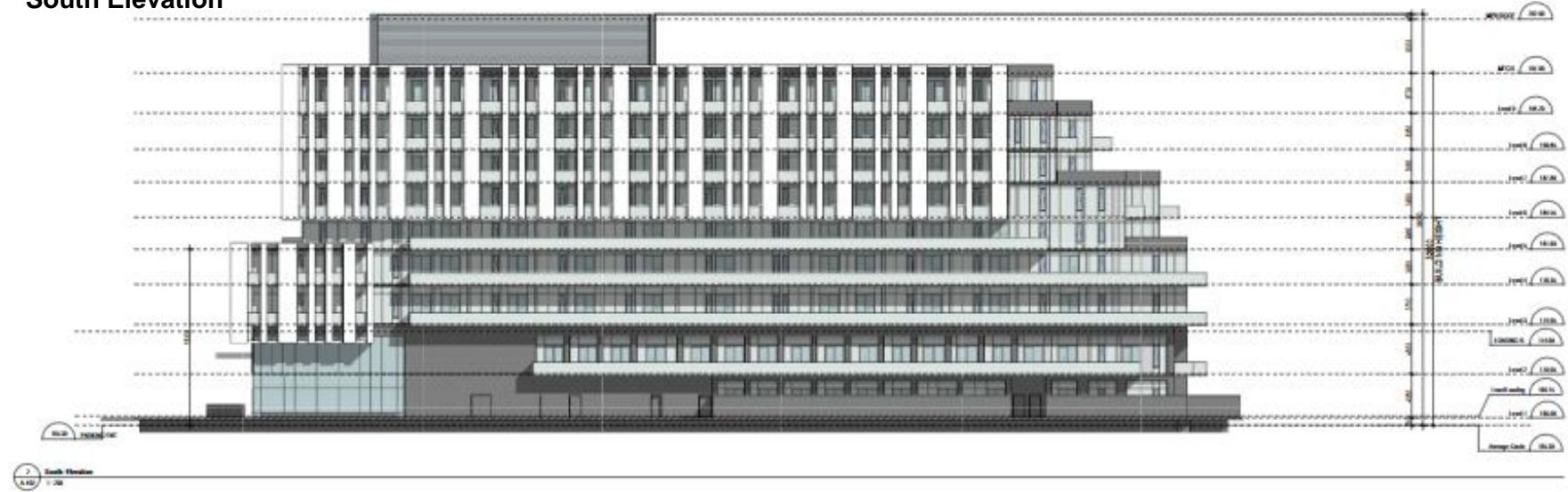
North Elevation



East Elevation



South Elevation



9. Zoning

Additional information and revisions are required prior to confirmation that the proposed **RA2-Exception** (Apartments - Exception) is appropriate to accommodate the proposed nine storey condominium building with an FSI of 2.92.

Below is an updated summary of the proposed site-specific zoning provisions based on the revised proposal:

Proposed Zoning Regulations

Zone Regulations	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations
Permitted Uses	Apartment, Long-Term Care Building, Retirement Building	Apartment, Long-Term Care Building, Retirement Building, C2 – Neighbourhood Commercial Uses
Maximum Floor Space Index (FSI)	1.0	2.92
Maximum Height	26.0 m (85.3 ft.) and 8 storeys	38.05 m (124.8 ft.) and 9 storeys (excluding mechanical penthouse)
Minimum Front Yard for that portion of that	7.5 m (24.6 ft.)	5.3 m (17.4 ft.)

Zone Regulations	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations
dwelling with a height greater than 13.0 m		
Minimum Front Yard for that portion of that dwelling with a height greater than 26.0 m	10.5 m (34.4 ft.)	9.9 m (32.4 ft.)
Minimum Interior Side Yard for that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	7.5 m (24.6 ft.)	6 m (19.7 ft.)
Minimum Interior Side Yard for that portion of that dwelling with a height greater than 26.0 m	9.0 m (29.5 ft.)	6 m (19.7 ft.)
Where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached	7.5 m (24.6 ft.) plus 1.0 m (3.28 ft.) for each additional 1.0 m (3.28 ft.) of dwelling height , or portion thereof, exceeding 10.0 m (32.8 ft.) to a	16.5 m (54.1 ft.)

Zone Regulations	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations
	maximum setback requirement of 25.5 m (83.7 ft.)	
Maximum encroachment of a balcony located above the first storey , sunroom, window, chimney , pilaster, cornice, balustrade or roof eaves into a required yard	1.0 m (3.3 ft.)	1.8 m (5.9 ft.)
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects	1.0 m (3.3 ft.)	1.8 m (5.9 ft.)
Encroachment for that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	12.0 m (39.3 ft.)	9.7 m (31.8 ft.)

Zone Regulations	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations
Encroachment for that portion of dwelling with a height greater than 26.0 m	15.0 m (49.2 ft.)	9.7 m (31.8 ft.)
Minimum parking spaces	<p>Apartment 1.00 resident space per studio unit 1.25 resident spaces per one-bedroom unit 1.40 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 0.20 visitor spaces per unit</p> <p>Retail Store 5.4 spaces per 100 m² (1,076 ft²) GFA - non-residential</p> <p>Required: Total Residential: 481 Total Visitor: 78 Total Retail: 47</p>	<p>Proposed: Total Residential: 310 Total Visitor: 22 Total Retail: 26</p>
Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	3.0 m (9.8 ft.)	0.9 m (2.9 ft.)

Zone Regulations	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations
Minimum setback from a waste enclosure/loading area to a street line	10.0 m (32.8 ft.)	9.8 m (32.1 ft.)
Minimum landscaped area	40% of lot area	36.4% of lot area
Minimum amenity area to be provided outside at grade	55.0 m ² (592 ft ²)	0 m ² (0 ft ²)
A list of site-specific zoning provisions based on the revised proposal was provided by the applicant. 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 a decision is issued by the OLT.		

10. Bonus Zoning

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which is administered by the Corporate Services Department, Finance Division. The by-law specifies which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

As the proposed development is more than five storeys and contains 10 or more residential units in total, the CBC will be applicable and will be payable at the time of first building permit.

11. "H" Holding Provision

Several technical details remain outstanding to confirm the feasibility of the development proposal. Should the application be approved by the OLT, the outstanding technical feasibility matters need to be satisfactorily addressed and the remaining engineering items required to facilitate the implementation of the zoning by-law must be addressed further through an H Holding Provision, which can be lifted upon:

- delivery of an executed Development Agreement in a form and on terms satisfactory to the City of Mississauga
- delivery of an executed Easement Encroachment Agreement for the proposed works within the storm sewer easement

- delivery of an executed Easement Encroachment Agreement for the proposed works within the Region's sanitary easement
- submission of satisfactory technical reports, studies, drawings, documents, in a form and on terms satisfactory to the City, including:
 - Updated Noise and Vibration Report
 - Updated Transportation Impact Study
 - Revised and updated Civil Engineering Plans
 - Updated Functional Servicing & Stormwater Management Report
 - A Phase 2 Environmental Site Assessment, and other environmental documents including a well decommissioning letter prepared by a Professional Engineer, and a Storm Sewer Use By-law Acknowledgement Letter
- receipt of a Record of Site Condition
- Completion of a Sun/Shadow Study to the satisfaction of the City's Planning and Building Department
- Completion of a Pedestrian Level Wind Study to the satisfaction of the City's Planning and Building Department

12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. On July 25, 2023, the applicant did try to submit a site plan application by email. Staff advised the applicant that:

- 1) Site Plan Applications are to be submitted using the ePlans Portal;
- 2) A Pre-Application Meeting must be held in advance of the submission to identify the materials required in order to deem the site plan application complete in accordance with the Pre-Applications Meeting By-law 018-2008 (as amended on June 20, 2022); and,
- 3) In accordance with the Bill 109 Pilot Program for Development Applications, the zoning for the proposed use needs to be in place prior to the submission of a Site Plan Application.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit a nine storey condominium apartment building containing 444 units and ground floor commercial space against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, New and Former Region of Peel Official Plan and Mississauga Official Plan.

Based on a review of the applicable Provincial, Regional and Municipal policies, a mixed use redevelopment of the subject property may be supportable, however, the proposed development is not considered acceptable from a planning standpoint and should not be approved in its current form for reasons including:

- There are a number of outstanding design and technical matters that need to be addressed in order to adequately assess the feasibility of the proposed development.

- Modifications to the proposal are needed to address design and site layout issues, including, but not limited to: ensuring the multiple uses along the north property line are not conflicting and are safely accommodated; ensuring that building separation distances do not preclude the redevelopment of the neighbouring properties; compliance with the City's fire access routes by-law; ensuring that easements and restrictions are adhered to and encroachments are properly addressed; and ensuring that the proposal adequately addresses compatibility impacts and successfully transitions to neighbouring properties;
- the unit type and distribution is appropriate given the applicable City Housing policies;
- Appropriate parking standards are provided for the proposed development; and
- Confirming the following studies and reports address staff comments and demonstrate feasibility of the proposed development:
 - Functional Servicing and Stormwater Management Report
 - Transportation Impact Study
 - Parking Utilization Study
 - Noise and Vibration Report
 - Phase 2 Environmental Site Assessment
 - Sun Shadow Study
 - Pedestrian Level Wind Study

Planning staff support amendments to the Mississauga Official Plan and Zoning By-law 0225-2007 to accommodate a higher level of residential intensification on the property. OLT Mediation or other dispute resolution processes with the applicant may be required to resolve outstanding matters and conduct necessary assessments.