

Recommendation Report Detailed Planning Analysis

Owner: City Park Homes (Streetsville) Inc.

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

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1. Community Comments

Comments from the public were generally directed towards character, built form, traffic, and noise attenuation. Below is a summary and response to the specific comments heard.

Comment

Concern with increased height and density proposed.

Response

The Mississauga Official Plan (MOP) contains policies which direct growth to intensification areas, including the Streetsville Community Node. Queen Street South and Britannia Road West are identified as Corridors in MOP. The intensification of five underutilized properties within this node conforms with both sets of policies as growth is expected to occur within intensification areas and along corridors. Further discussion on the relevant policies is found in Section 7.

Comment

Concern that the proposed development is not compatible with the existing and planned character of the area.

Response

The original application proposed two blocks of 73 stacked townhomes and four live/work units with retail space fronting Queen Street South. Following receipt of staff comments and the statutory public meeting held on April 19, 2022, the applicant revised the proposal to an eight storey apartment building with live/work units fronting Queen Street South. The proposal was

further refined in the October 2023 resubmission to convert the live/work units to ground floor retail units.

The design vision for the Streetsville Community Node area is described in the Mississauga Official Plan and within the Historic Streetsville Design Guidelines developed in 2011. This area, in particular, is recognized as an area in transition and is envisioned to be the gateway leading to the commercial core of Historic Streetsville along Queen Street South. The property is surrounded by two significant right of ways, along with a railway track to the west. The development will replace some of the less compatible land uses and will incorporate green elements and retail units along Queen Street South. Parking in the rear along with a parking structure along the CPR tracks will also act to buffer more sensitive land uses to the east.

Comment

Concern that the proposal will increase traffic in the area.

Response

Staff have reviewed the Traffic Impact Study (TIS) that was submitted in support of the applications. The study investigated the impact of the proposed development and concludes that the development will not create undue impacts on the surrounding road network or intersections.

Comment

Concern with the potential for increased noise and light pollution.

Response

A Noise Feasibility Study prepared by HGC Engineering Limited dated January 25, 2023 was submitted in support of the proposed development to assess the potential impact both to and from the proposed development. The study evaluated the potential for increased noise resulting from vehicles using conservative on-site traffic volumes and concluded that on-site traffic is not expected to significantly impact the existing noise levels at the abutting properties.

The existing and proposed fences and tree plantings are anticipated to mitigate concerns with respect to light pollution from vehicles attending the site. The detailed design of the height and type of fencing required around the perimeter of the site will be determined through the Site Plan application process.

Comment

Concern related to fencing along the property line, specifically to the adjacent residential properties.

Response

A construction management plan will be required to ensure minimal impacts to adjacent properties during the construction phase. Detailed landscaping and fencing are reviewed and addressed through the site plan application review process. The applicant has submitted landscape plans showing the proposed conditions with the adjacent residential properties along Queen Street South. There is a proposed 1.8 m (5.9 ft.) high wood privacy fence along the side and rear of the property that complies with the City's fencing by-law. There are also

deciduous trees proposed within the private landscape buffer along the abutting residential property lines.

Comment

Concern that the proposal will have shadow impacts on the properties to the south.

Response

The applicant submitted a Shadow Impact Study prepared by Architects Inc. as part of the application. The study was reviewed in accordance with the City's terms of reference that demonstrate the shadow impacts from proposed developments will not exceed one hour in duration to adjacent residential private outdoor amenity spaces on each of the following dates: June 21 and September 21. Based on a review of the information, staff confirm that a portion of residential amenity areas for the properties to the south are minimally impacted by shadows for less than one hour on June 21 and September 21. Therefore, the proposed eight storey apartment building will not have a significant impact on adjacent yards from a shadow perspective.

Comment

Concern related to the location of snow storage.

Response

Snow storage is typically reviewed through the site plan application review process where appropriate considerations are made to ensure that snow can be gathered and stored appropriately on-site. While the City does not require off-site snow removal, in the case of heavy snow falls, it may be

necessary for a property owner to arrange snow removal. In this case, clauses will be included in the development agreement and condominium documents agreeing to do so at their expense.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications for the original proposal were circulated to all City departments and commenting agencies first on November 29, 2021. The proposal was revised and the submissions were circulated to reviewers on February 15, 2023 with additional circulations of the applications on July 25, 2023 and October 20, 2023. A summary of the comments are contained in the Supplementary Information Report attached as Appendix 1. Below are updated comments.

Region of Peel

Comments dated December 12, 2023, state that the revised Functional Servicing Report is satisfactory and there is sufficient capacity to support the proposal. However, in the event of a watermain shutdown as proposed, there will not be sufficient pressures to supply the water demands to the building or fire flows in case of emergency. Therefore, the Region recommends that the redundant fire line connects to the watermains on Britannia Road and Queen Street South to provide sufficient pressure for the demands required for this

development in the event of an emergency. Should the applicant decide to accept this recommendation, a revised Functional Servicing Report and modelling will be required for review and approval.

Waste collection requirements have been met in accordance with the Region's Waste Collection Design Standards Manual.

Transportation and Works

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

Should the application be approved by Council, the owner will be required to provide additional technical details and revisions to drawings and studies, which can be addressed through an "H" Holding Zone Removal application. It should be noted that the extent of any proposed municipal infrastructure (i.e. servicing and/or public boulevard/road works) will also be required to be addressed prior to the removal of the "H" Holding Zone provision.

Stormwater

A Functional Servicing & Stormwater Management Report (FSR & SWM), prepared by Skira & Associates Ltd. and dated December 9, 2022, 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 impact to the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge is required.

The applicant is proposing to construct a storm system to service the development lands, with an outlet to the existing municipal storm infrastructure located on William Street and Queen Street South. In addition, water reuse is being pursued via irrigation as a low impact development design feature to meet the water balance requirements.

The applicant has demonstrated a satisfactory stormwater servicing concept. Further details related to the irrigation plans, as well as the overall refinement of the stormwater management report can be addressed as part of the “H” Holding Zone Removal and Site Plan approval applications.

Traffic

Four Transportation Impact Study (TIS) submissions were prepared by Nextrans Consulting Engineers in support of the proposed development. The final submission, dated September 2023, complied with the City’s TIS guidelines and was deemed to be satisfactory. The study concluded that the proposed development is anticipated to generate approximately 90 (21 in, 69 out) and 91 (56 in, 35 out) two-way site trips for the weekday AM and PM peak hours for the five year horizon required by the study terms of reference.

With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are

expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Final details, including the provision of the required road allowance widening towards the ultimate 15 m (49.2 ft.) right-of-way of James Street can be addressed through a ‘H’ Holding Zone provision.

Environmental Compliance

A Phase One Environmental Site Assessment (ESA) report dated October 18, 2023 prepared by EON Environmental Consulting Ltd.; a Phase One ESA, dated August 12, 2020 and a Phase Two ESA dated November 12, 2020, prepared by Bruce A. Brown Associates Limited were submitted in support of the proposed development. Based on the ESA reports, no further investigation is recommended at the site at this time. However, the following documents remain outstanding:

- A written document, prepared by a Professional Engineer that includes a plan to (1) decommission the underground/aboveground storage tank (UST/AST) or provide proof of decommissioning, (2) decommission the septic system or provide proof of decommissioning, and (3) decommission the wells or provide proof of decommissioning.
- An updated Phase Two ESA prepared in accordance with O.Reg 153/04 (as amended) that identifies all APECs and PCAs both on-site and off-site.
- As lands are to be dedicated to the City, a letter certified by a Qualified Person stating that land to be dedicated to the City is environmentally suitable for the proposed use.

- A letter of reliance for the Phase Two ESA prepared by Bruce A. Brown.
- A letter of reliance for the Phase One ESA prepared by EON Environmental Consulting Ltd.

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 as part of the 'H' Holding Zone provision. 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 Noise Feasibility Study dated January 25, 2023, prepared by HGC Engineering, was received for review. The study evaluates the potential impact of the environmental noise both to and from the proposed development. Noise sources that may be an impact on this development include traffic sources - road (Queen Street and Britannia Road), rail (Canadian Pacific Railway line), as well as stationary noise sources (Streetsville Rail Yard).

The applicant has requested that the site be classified as Class 4 under the Ministry of Environment Conservation and Parks NPC-300 Noise Guidelines to allow for land use compatibility between the new development and the existing rail yard. The implementation of noise mitigation measures to meet Class 1 sound level limits in this instance are not practical or feasible. The noise study satisfactorily confirms noise feasibility and confirms that noise mitigation will be required, including,

upgraded building and window glazing construction, at-building noise controls such as enclosed noise buffers and air conditioning.

Final details related to noise requirements will be further addressed as part of the more detailed noise study to be submitted as part of the Site Plan application and/or building permit submission. This will include reassessment of any potential noise sources that may be generated by the development itself.

Engineering Plans/Drawings

Outstanding engineering matters can be addressed through the 'H' Holding Zone removal application. Additional requirements and clauses related to the development of the lands will be captured and reviewed in the required Development Agreement.

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

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.

4. Consistency with PPS

The Public Meeting Report dated May 19, 2023 (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:

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.

The proposal represents an opportunity to modestly intensify and increase the range of housing in the neighbourhood. The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

5. Conformity with Growth Plan

The Growth Plan was updated August 28, 2020, 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 2.2.1.2 notes that 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.
- 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 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas".

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

The proposed development conforms to the Growth Plan as it is intensifying underutilized properties within the Community Node.

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 October 2, 2020 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.

As summarized in the public meeting report dated January 22, 2021 (Appendix 1), the proposed development does not require an amendment to the Former ROP. The subject property is located within the Urban System of the Region of Peel. The proposed development generally achieves many of the objectives and policies of the Former ROP, including directing redevelopment to the urban system, encouraging a pattern of compact forms, providing an appropriate range of housing, support pedestrian-friendly and transit-supportive opportunities for intensification (Section 5).

The proposed development conforms to the ROP as it is an appropriate form of development that efficiently uses land to contribute to housing choices in the Streetsville neighbourhood.

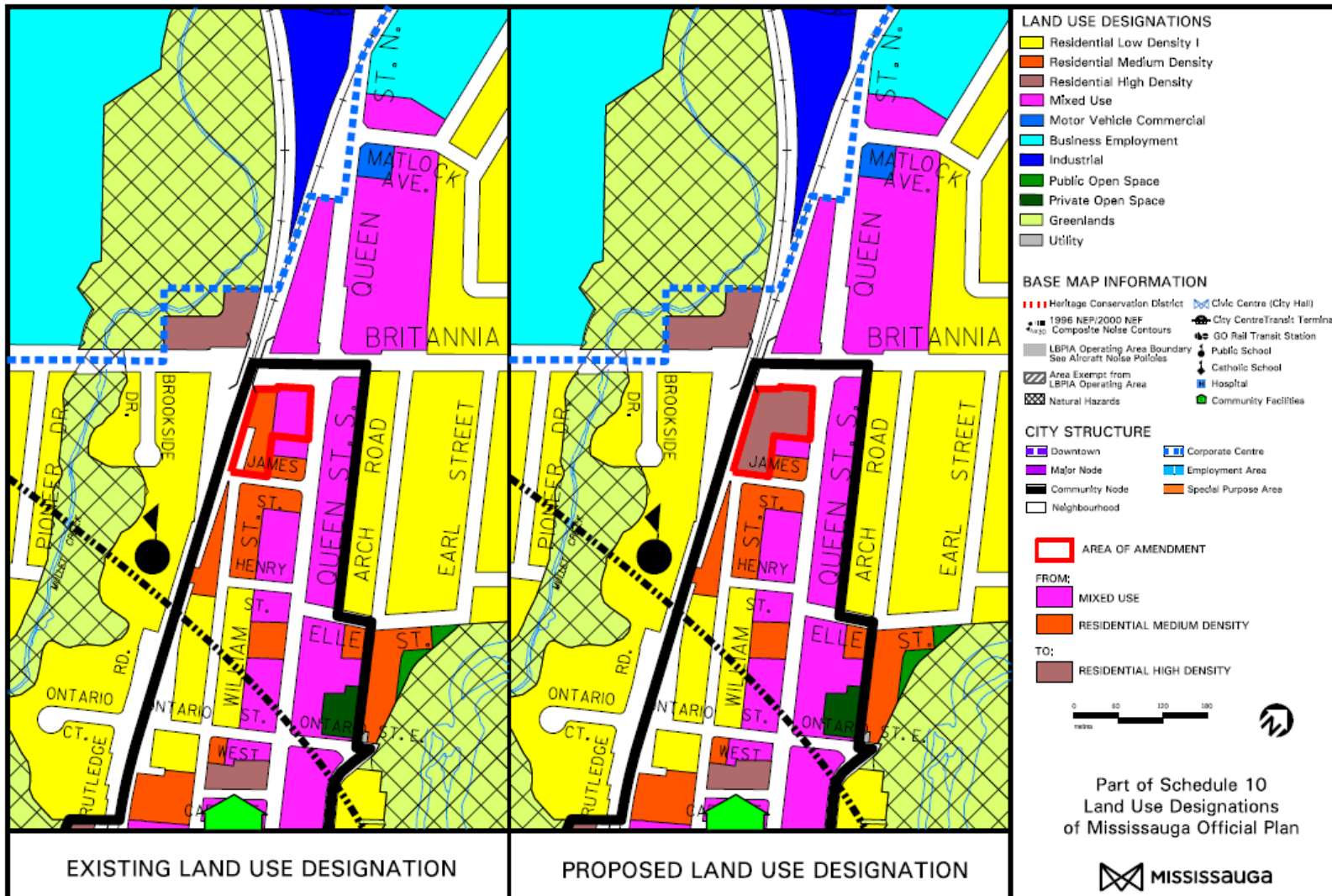
7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Streetsville Community Node Character Area from **Mixed Use** and **Residential Medium Density** - Special Site 5 to **Residential High Density** and to create a new **Special Site 7** for these lands only, to permit an eight storey apartment building with ground floor commercial units fronting Queen Street South. The **Residential High Density** – Special Site designation is appropriate to accommodate the development since the proposal is mostly residential and contains limited commercial uses.

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.



Excerpt of Streetsville Community Node Character Area Land Use Map

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

The subject site is 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 townhouses. The western half of the subject lands adjacent to the railway are subject to a Floor Space Index (FSI) range between 0.3 – 1.0. The eastern half of the subject lands, which front Queen Street South, 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.

Directing Growth

The subject site is located in the Streetsville Community Node Character Area, on the west side of Queen Street South and south of Britannia Road West. The site is currently occupied by three detached homes, one of which was used for a medical office, a commercial building formerly used as a vehicle service garage and a school bus depot.

The City encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities (MOP 5.1.6). Community Nodes are Intensification Areas (MOP 5.3.3.3). In this case, the

proposed development is within a Community Node and as these Nodes redevelop, these areas are expected to take on a more urban, pedestrian friendly form.

MOP includes general policies on how intensification is to be accommodated in character areas with respect to built form, building heights, and overall design. The following policies speak to the considerations of intensification within Community Nodes:

5.1.4 Most of Mississauga's future growth will be directed to Intensification Areas.

5.5.4 Intensification Areas will be planned to reflect their role in the City Structure hierarchy.

5.5 Intensification Areas are to be attractive mixed uses areas, developed at densities that are sufficiently high to support frequent transit service and a variety of services and amenities.

MOP policies allow for intensification within the Community Node and, in particular, at the subject properties. The proposed development contributes to the objectives of MOP by assembling and redeveloping properties within a Community Node and Intensification Area. The proposal represents an opportunity to intensify these underutilized properties, increase the range of housing options in this Node and provide some shopping and employment opportunities in the ground floor commercial units along the Queen Street South frontage.

A portion of the subject site fronts onto Queen Street South which is a major collector road that is serviced by four MiWay public transit routes. Both Queen Street South and Britannia Road West are identified in MOP as a Corridors. Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surround neighbourhood (MOP 5.4.4). Where possible, land uses and building entrances will be oriented to the Corridor (MOP 5.4.7). The proposed development incorporates ground floor commercial units fronting onto Queen Street South where former commercial uses existed. Pedestrian walkways connect to the building entrances to enhance pedestrian connectivity and to create a walkable street. The site is pedestrian friendly and easily accessed by transit to reduce dependency on cars. The proposed development supports the policies of MOP.

Compatibility with the Neighbourhood

Intensification within a Community Node is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Streetsville Community Node Character Area which exhibits many of the desirable characteristics of an established community node such as compact, mixed use development, pleasant walkable streets and a strong sense of place and community identity (MOP 5.3.3). Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes (MOP 5.3.3.11).

The immediate area has a mix of residential and commercial uses. Generally, the node contains a variety of housing forms,

stores, restaurants, personal services, schools and places of religious assembly. The development proposal will result in a land use that is compatible with the surrounding area by incorporating ground floor commercial space and contributing to the variety of housing forms in the area. In consideration of the adjacent railway, the proposed development includes a parking garage structure to separate and buffer the future residential and commercial uses from the CP Railway operations.

The proposal also combines five properties, some of which contained single storey buildings. Combining these sites will create a better pedestrian environment by removing multiple accesses off Queen Street South. The proposed ground floor retail uses will activate the street frontage in this area and contribute to a more pedestrian oriented streetscape that is transit supportive. The intensification of these properties is in keeping with the proposed and planned developments contemplated for the Streetsville area that is in transition.

Parking

Parking is to be provided within a five storey, above-grade parking structure, located on the west side of the site, along the Canadian Pacific Railway. The parking rate is proposed to be reduced from the current Zoning By-law minimum parking rates for residential apartment uses. The proposed shared residential visitor parking and non-residential parking rates meet the minimum by-law requirements. While Parking staff are in support of a parking reduction, they have requested that a scoped parking utilization study related to the residential

parking component with satisfactory survey justification be provided prior to the removal of the 'H' Holding provision.

Environmental Noise

The applicant has requested a Class 4 designation on the subject properties under the Ministry of Environment Conservation and Parks NPC-300 Noise Guidelines. A Class 4 area designation would allow for land use compatibility between the new development and the existing uses in the area. The introduction of a Class 4 area requires Council approval.

Section 6.10 of MOP outlines the criteria by which to evaluate the appropriateness of such classification. It generally states that a Class 4 area should only be approved if the new development will not impair the long-term viability and operation of the employment uses; the new development supports community building goals; and that all available noise attenuation and mitigation measures have been evaluated.

The proposed development has been reviewed against these policies and the proposed Class 4 area is acceptable to allow this property to be developed. The proposal represents an extension of the existing residential neighbourhood. No new noise sources are being introduced, and warning clauses will be required in all offers to purchase and sale. All required noise mitigation measures will be implemented through the site plan application process.

Railway Corridor

Canadian Pacific (CP) Rail has provided comments on February 28, 2022 and February 22, 2023 indicating that the 2013 Proximity Guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities be followed should the development proposal receive approval. The applicant has requested a reduction to the Zoning By-law requirement for the minimum setback from a railway right-of-way from 30 m (98.4 ft.) to 20 m (65.6 ft.). The Proximity Guidelines indicate that by incorporating a crash wall into a development, the recommended setback can be reduced.

In response, the applicant has submitted a Derailment Reliance Letter dated September 26, 2023 by a certified engineer indicating that the development has been designed in accordance with these guidelines. To ensure that the development complies with the guidelines and the reduction proposed is satisfactory, an evaluation of these guidelines and the proposed development at the detailed design stage is required to be completed. This matter will be included as part of the conditions to remove 'H' Holding Provision.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The Streetsville GO Station is located approximately 1.5 km (0.9 mi.) south of the property. The property 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 Johnston Community Centre add additional recreational options.

The site is currently serviced by the following MiWay Transit routes:

- Number 44 from University of Toronto – Mississauga (UTM) with direct access to Meadowvale Town Centre
- Number 39 along Britannia Road having direct access to Meadowvale Town Centre

There is a transit stop on Queen Street South within 15 m (49 ft.) of the site.

Further north, there are commercial plazas with various retail, personal service and financial uses, along with restaurants.

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

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

The City's Housing Strategy and 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.

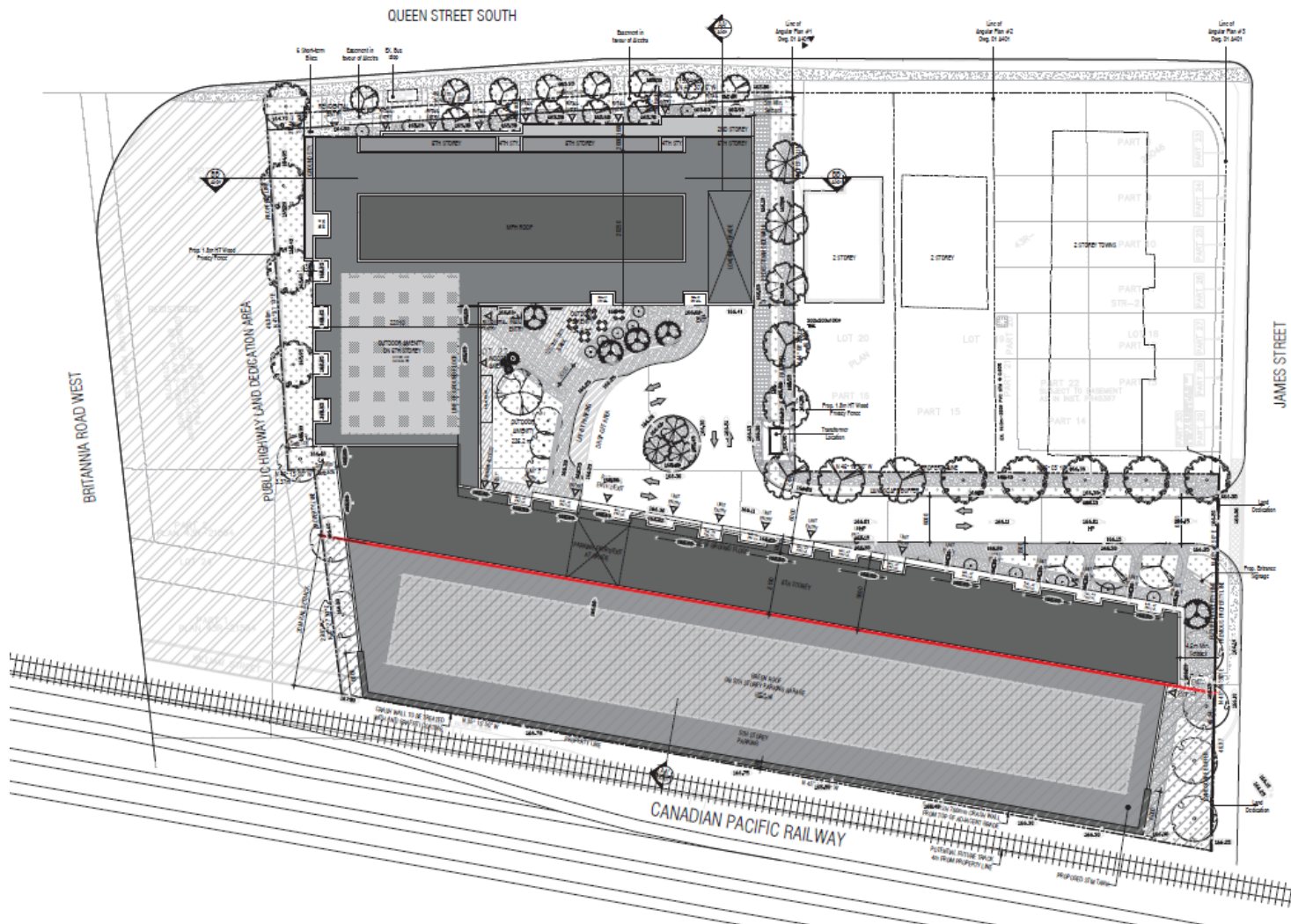
The proposal does not include contributions to affordable housing.

The development will add to the existing housing supply in the area by assembling five underutilized properties and introducing an additional 232 residential units with eight ground floor commercial units. The unit mix will contain studio, one (options with den), two (options with den), and three bedroom units along with two-storey stacked townhomes (on ground level and eighth storey) and will add more choices for more people to live within the Streetsville community.

8. Revised Site Plan and Elevations

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

Site Plan



Applicant's Rendering



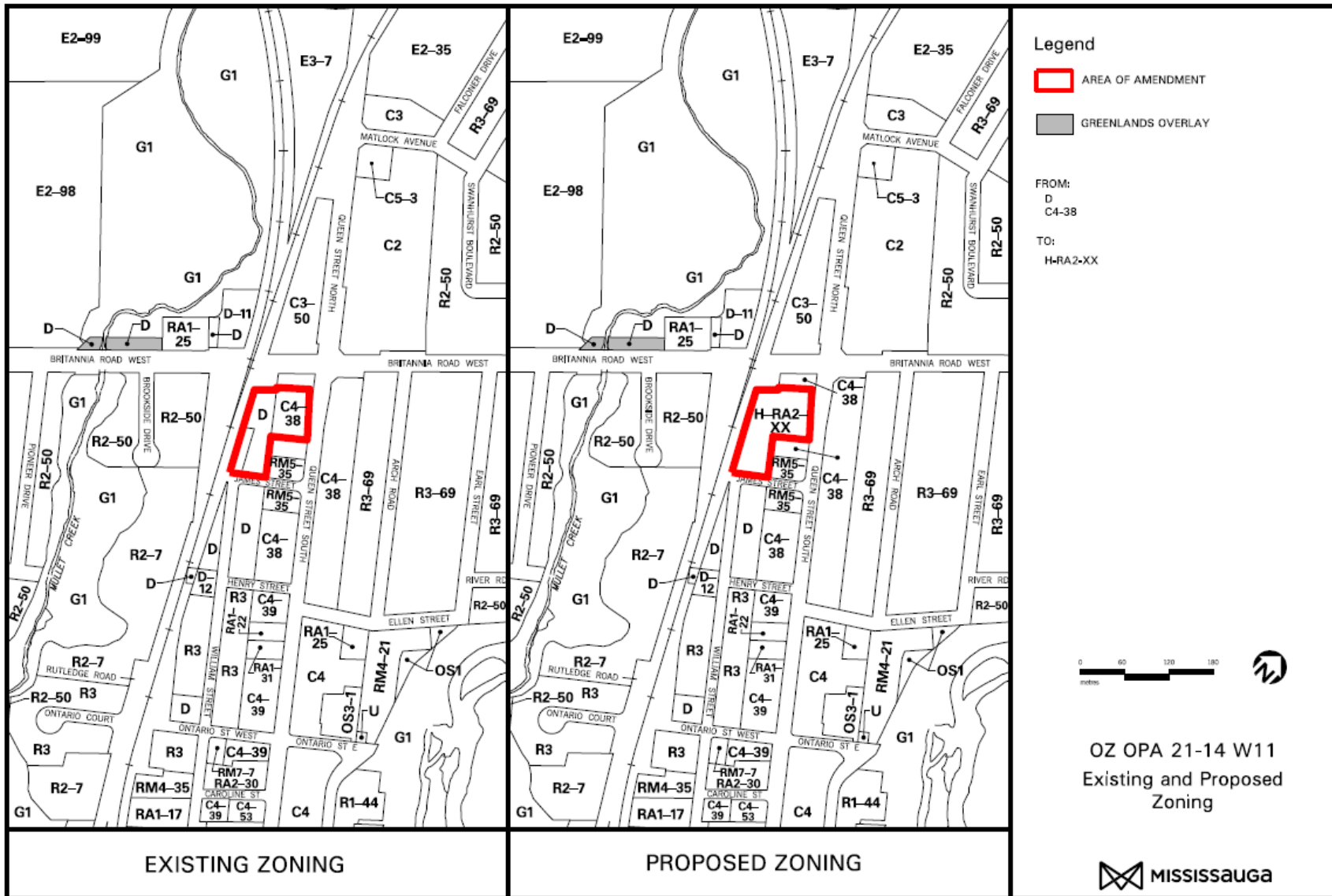
INTERIOR COURTYARD 

Applicant's Rendering



9. Zoning

The site is currently zoned **C4-38** (Mainstreet Commercial – Exception) and **D** (Development). A zoning by-law amendment is proposed to rezone the lands to **H-RA2-Exception** (Apartments - Exception). The **H-RA2-Exception** (Apartments - Exception) zone is appropriate to accommodate the proposed eight storey apartment building with ground floor commercial units and a maximum Floor Space Index of 2.2.



Excerpt of Zoning By-law Map #39E

Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	RA2 Base Zone Regulations	Proposed H-RA2 - Exception Zone Regulations
Permitted Uses	Apartment, Long-Term Care Building Retirement Building	Day Care, Education and Training Facility, Financial Institution, Office, Service Establishment, Retail Store, Recreational Establishment, Restaurant, Take-Out Restaurant, Veterinary Clinic
Maximum Floor Space Index (FSI) – Apartment Zone	1.0	2.2
Maximum Dwelling Height	26.0 m (85.3 ft.) and 8 storeys	27.0 m (88.6 ft.) and 8 storeys
Minimum Front and Exterior Side Yard for a portion of the dwelling with a height less than or equal to 13.0 m (42.6 ft.)	7.5 m (42.65 ft.)	3.0 m (9.8 ft.) for Exterior Side Yard 4.4 m (13.1 ft.) for Front Yard

Zone Regulations	RA2 Base Zone Regulations	Proposed H-RA2 - Exception Zone Regulations
Minimum Interior Side Yard for that portion of the dwelling with a height less than or equal to 13.0 m (42.6 ft.)	4.5 m (14.7 ft.)	0 m (0 ft.)
Minimum Rear Yard for that portion of the dwelling with a height less than or equal to 13.0 m (42.6 ft.)	7.5 m (42.65 ft.)	2.5 m (8.2 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 (3.2 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	1.0 m (3.2 ft.)	1.8 m (5.9 ft.)

Zone Regulations	RA2 Base Zone Regulations	Proposed H-RA2 - Exception Zone Regulations
building from which the balcony projects		
Minimum aisle width	7.0 m (23 ft.)	6.0 m (19.7 ft.)
Parking, Loading and Stacking – parking requirements	Precinct 2 for Condominium Apartment requires: 0.9 resident spaces per unit 0.2 visitor spaces per unit	0.80 resident parking spaces per unit 0.20 residential visitor and non-residential spaces per unit
Minimum number of Loading Spaces – Greater than 250 m² (2690.9 ft²) but less than 2,350 m² (25,295.2 ft²) of GFA non-residential	1 space	1 space (combined)
Required Number of Loading Spaces for Apartment and/or Retirement Buildings	1 loading space per apartment and/or retirement building containing a minimum of 50 dwelling units	1 loading space (combined)
Minimum landscaped area	40% of lot area	26% of lot area
Minimum amenity area	The greater of 5.6 m ² (60.3 ft ²) per dwelling unit or 10% of the site area	3.9 m ² (41.9ft ²) per dwelling unit

Zone Regulations	RA2 Base Zone Regulations	Proposed H-RA2 - Exception Zone Regulations
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or Residential Zone with the exception of an Apartment Zone	4.5 m (14.7 ft.)	3.0 m (9.8 ft.) abutting a lot line that is a street line
Minimum depth of a landscape buffer measured from any other lot line	3.0 m (9.8 ft.)	0 m (0 ft.)
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.		

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. Section 37 of the Planning Act now allows municipalities to impose a CBC on land to fund costs related to growth. 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 legislative changes, Council passed the City's new Community Benefit Charge (CBC) By-law on June 22, 2022, which is administered by the Corporate Services Department, Finance Division. The by-law applies city-wide to developments that are five storeys or more and with 10 or more residential units whether or not there is an increase in permitted height or density. The by-law specifies which types of development and redevelopment the charge applies, the amount of the charge, exemptions and timing of charge payments. The CBC is 4% of the value of 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

Should the application be approved by Council, outstanding technical feasibility matters need to satisfactorily be addressed, and the remaining engineering items required to facilitate the implementation of the zoning by-law must be addressed through an "H" Holding Provision, which can be lifted upon:

- Delivery of an executed Development Agreement, including municipal infrastructure schedules;
- Receipt of outstanding or updated technical reports, documents, drawings/plans in support of any required land dedication, easement, municipal works.
- Receipt of required land dedications for road allowance widening towards the ultimate 15.0 m (49.2 ft.) right-of-way of James Street and any outstanding or updated technical reports, documents and drawings/plans in support of the land dedication
- Receipt of satisfactory environmental studies and documents, including but not limited to: letter of reliance for Phase Two ESA, letter of reliance for Phase One ESA, updated Phase Two ESA, decommissioning plans and documents, letter from Qualified Person regarding land dedication.
- Receipt of a Record of Site Condition.
- Receipt of a scoped Parking Utilization Study for the residential parking component with appropriate survey data.
- Receipt of an evaluation confirming that the proposal complies with the CP Railway Guidelines.

12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters pertaining to the City's various development engineering, landscaping and urban design standards.

13. Conclusions

In conclusion, City staff has evaluated the applications to permit an eight storey apartment building with ground floor commercial units against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposal is located in the Streetsville Community Node Character Area on the southwest corner of Britannia Road West and Queen Street South. Both Queen Street South and Britannia Road West are identified as Corridors in Mississauga Official Plan. Community Nodes are Intensification Areas and the redevelopment of these five underutilized properties within this node and at the intersection of two corridors demonstrates a logical and efficient use of land in this area. In addition, the proposal has access to existing infrastructure and contributes to the mix of housing types in the Streetsville.

The proposed mid-rise building demonstrates compatibility with adjacent uses, provides appropriate setbacks to property lines, is compatible in built form and scale to the surrounding area, and incorporates ground floor commercial units that are pedestrian oriented and address the main street (Queen Street South) frontage of the Streetsville area. The parking structure along the CP railway provides a physical separation and buffer to the proposed residential and commercial uses.

The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved, subject to the conditions outlined in this report.