

Amendment No. 167
to
Mississauga Official Plan

By-law No. _____

A by-law to Adopt Mississauga Official Plan Amendment No. 167

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 167, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in the land use designation from Mixed Use, Residential Medium Density and no designation to Residential High Density within the Streetsville Community Node Character Area;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 167 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2024.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. 167
to
Mississauga Official Plan

The following text and Map "A" attached constitute Amendment No. 167.

Also attached but not constituting part of the Amendment are Appendices I and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated January 22, 2024, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from Mixed Use, Residential Medium Density and no designation to Residential High Density, and to add a Special Site to permit an eight storey apartment dwelling within the Streetsville Community Node Character Area.

LOCATION

The lands affected by this Amendment are located on the west side of Queen Street South, south side of Britannia Road West, in the City of Mississauga. The subject lands are located in the Streetsville Community Node Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal.

The subject lands are designated Mixed Use, Residential Medium Density and no designation. The Mixed Use designation permits a combination of residential and commercial uses. The Residential Medium Density designation permits all forms of townhouses. The subject lands are within an area subject to Special Site 5 Policies that establishes a prohibition on drive-through facilities on certain Mixed Use designated lands.

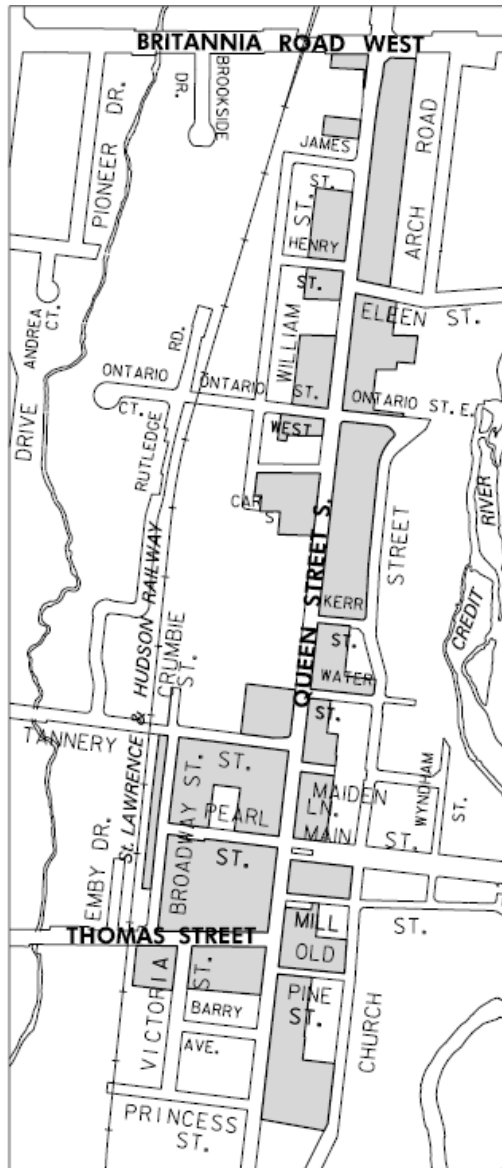
An Official Plan Amendment is required to change the land use designation from Mixed Use, Residential Medium Density and no designation to Residential High Density in order to permit an eight storey apartment dwelling with ground floor commercial uses. A Special Site is required to permit an increase in height and floor space index (FSI).

The proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal is located within the Streetsville Community Node Character Area that is an Intensification Area. It represents an opportunity to intensify the area with a development that has been designed to be compatible with and sensitive to the surrounding area and land uses while increasing the range of housing.
2. Both Queen Street South and Britannia Road West are designated Corridors in Mississauga Official Plan and higher density uses are to be directed to Corridors.
3. The proposal is compatible in built form and scale to the surrounding area and contributes to the housing options within the Streetsville Community Node Character Area.

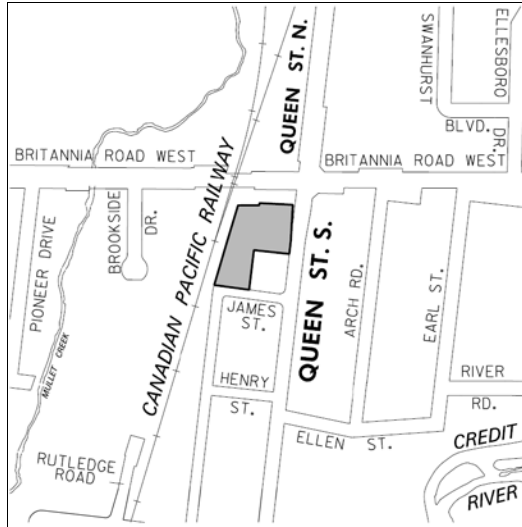
DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 14.10 Streetsville Community Node Character Area, of Mississauga Official Plan, is hereby amended by adding Special Site 7 on Map 14-10: Streetsville Community Node Character Area, in accordance with the Special Site Policies and by removing the **floor space index (FSI)** range from the subject site.
2. Section 14.10.6, Special Site Policies, Streetsville Community Node Character Area, of Mississauga Official Plan, is hereby amended by replacing the Special Site 5 map with the following:



3. Section 14.10.6, Special Site Policies, Streetsville Community Node Character Area, of Mississauga Official Plan, is hereby amended by adding the following:

14.10.6.7 Site 7



14.10.6.7.1 The lands identified as Special Site 7 are located on the west side of Queen Street South, south of Britannia Road West.

14.10.6.7.2 Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. an apartment dwelling with a maximum height of eight storeys with a maximum **floor space index (FSI)** of 2.2 will be permitted; and
 - b. drive-through facilities will not be permitted.
4. Schedule 10, Land Use Designations, of Mississauga Official Plan, is hereby amended by changing the land use designation of the subject lands from Mixed Use, Residential Medium Density and no designation to Residential High Density, as shown on Map "A" of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

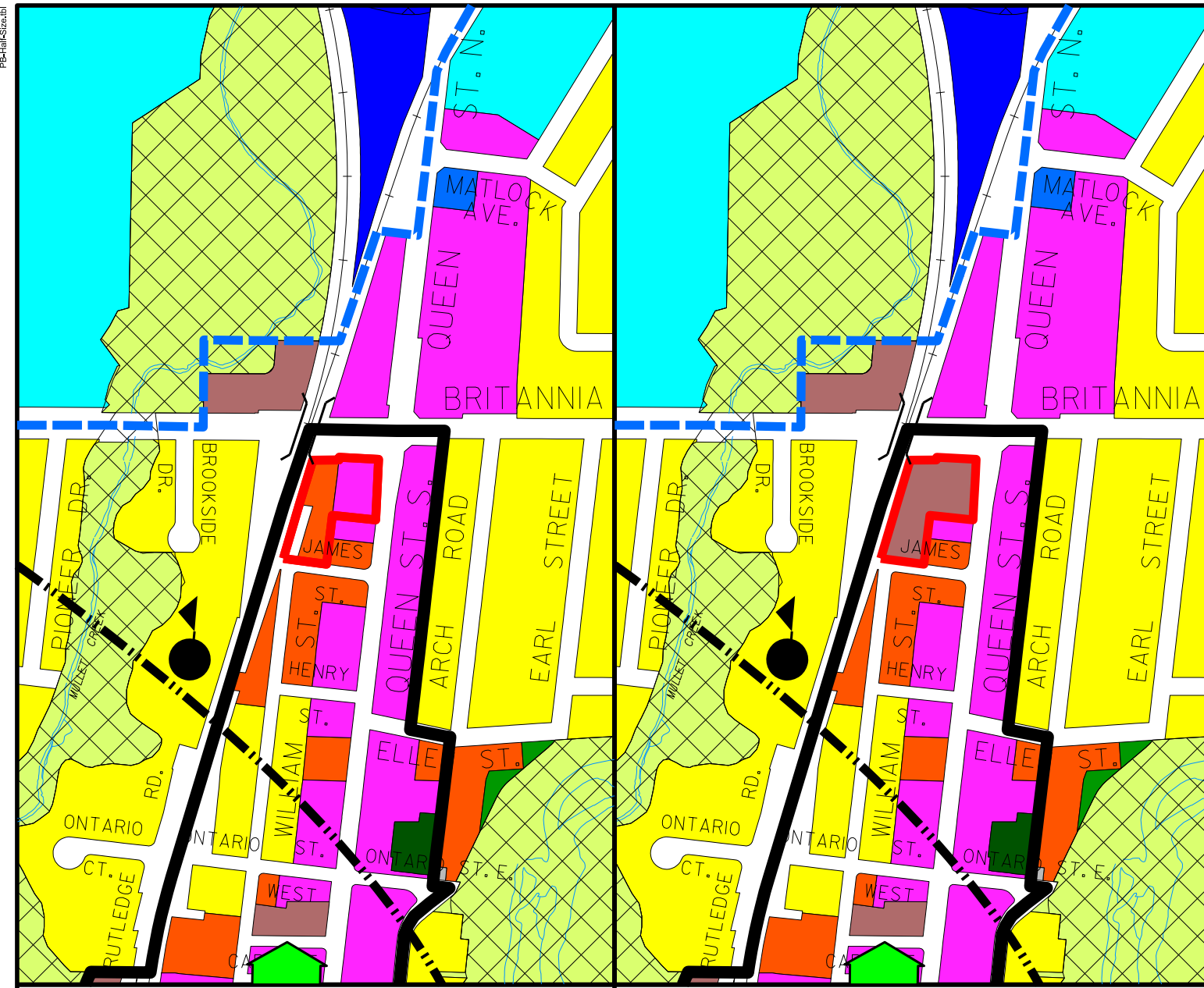
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated July 27, 2023.

INTERPRETATION

The provisions of Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, will apply in regard to this Amendment.

This Amendment supplements the intent and policies of Mississauga Official Plan.

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EXISTING LAND USE DESIGNATION

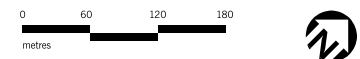
AMENDED LAND USE DESIGNATION

- ### LAND USE DESIGNATIONS
- Residential Low Density I
 - Residential Low Density II
 - Residential Medium Density
 - Residential High Density
 - Mixed Use
 - Downtown Mixed Use
 - Downtown Core Mixed Use
 - Convenience Commercial
 - Motor Vehicle Commercial
 - Office
 - Business Employment
 - Industrial
 - Airport
 - Institutional
 - Public Open Space
 - Private Open Space
 - Greenlands
 - Parkway Belt West
 - Utility

- ### BASE MAP INFORMATION
- Heritage Conservation District
 - 1996 NEP/2000 NEF Composite Noise Contours
 - LBPIA Operating Area Boundary See Aircraft Noise Policies
 - Area Exempt from LBPIA Operating Area
 - Natural Hazards
 - Civic Centre (City Hall)
 - City Centre Transit Terminal
 - GO Rail Transit Station
 - Public School
 - Catholic School
 - Hospital
 - Community Facilities

- ### CITY STRUCTURE
- Downtown
 - Major Node
 - Community Node
 - Neighbourhood
 - Corporate Centre
 - Employment Area
 - Special Purpose Area

- AREA OF AMENDMENT**
- FROM:
 - MIXED USE
 - RESIDENTIAL MEDIUM DENSITY
 - NO DESIGNATION
- TO:
 - RESIDENTIAL HIGH DENSITY



MAP 'A'
 Part of Schedule 10
 Land Use Designations
 of Mississauga Official Plan



2/13/2024

breric

APPENDIX I
PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend Public Meetings of the Planning and Development Committee held on April 19, 2022 and June 12, 2023 in connection with this proposed Amendment.

Through the community and public meetings held, comments from the public were generally directed towards height, traffic, noise, and maintaining the character of Streetsville. These issues have been addressed in the Planning and Building Department report dated January 22, 2024 attached to this Amendment as Appendix II.

City of Mississauga
Corporate Report



Date: January 22, 2024

To: Mayor and Members of Council

From: Andrew Whittemore, M.U.R.P., Commissioner of
 Planning & Building

Originator's file:
 OZ/OPA 21-14 W11

Meeting date:
 February 14, 2024

Subject

RECOMMENDATION REPORT (WARD 11)

Official Plan Amendment and Rezoning applications to permit an eight storey apartment building with ground floor commercial units fronting Queen Street South

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

South of Britannia Road West, West of Queen Street South

Owner: City Park Homes (Streetsville) Inc.

File: OZ/OPA 21-14 W11

Pre-Bill 109

Recommendation

1. That City Council considers the changes to the applications since the public meeting to be minor and, therefore, pursuant to the provisions of subsection 34(17) of the *Planning Act*, any further notice regarding the proposed amendment is hereby waived.
2. That City Council amend Mississauga Official Plan to **Residential High Density -Special Site 7** for 6, 10 and 12 Queen Street South, 16 James Street, and 2 William Street, City Park Homes (Streetsville) Inc., in accordance with the provisions contained in the staff report dated January 22, 2024 from the Commissioner of Planning and Building.
3. That City Council amend Zoning By-law 0225-2007 to **H-RA2-Exception** (Apartment) for 6, 10 and 12 Queen Street South, 16 James Street, and 2 William Street, City Park Homes (Streetsville) Inc., in accordance with the provisions contained in the staff report dated January 22, 2024 from the Commissioner of Planning and Building.
4. That Council classify the subject lands as a "Class 4 Area" in accordance with the Environmental Noise Guidelines – Stationary and Transportation Sources – Approval and Planning (NPC - 300).

5. That City Council direct the applicant to satisfy all requirements of the City and any other external agency concerned with the development.
6. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required, unless a zoning by-law is passed within 18 months of the Council decision.
7. That the "H" holding provision is to be removed from the **H-RA2-Exception** (Apartments) zoning applicable to the subject lands, by further amendment upon confirmation from the applicable agencies and City Departments that matters outlined in the report dated January 22, 2024, from the Commissioner of Planning and Building have been satisfactorily addressed.

Executive Summary

- Official plan amendment and rezoning applications have been submitted to permit an eight storey apartment building with ground floor commercial units fronting Queen Street South at 6, 10 and 12 Queen Street South, 16 James Street, and 2 William Street
- The applicant has made revisions to the proposal to address issues raised at the Public Meeting and by staff, including converting the live/work units to ground floor commercial space, incorporating a 6.0 m (19.7 ft.) laneway from the James Street access, and adding a 2.0 m (6.5 ft.) sidewalk along the west side of the building
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved
- An "H" provision will be applied to the zoning in order to address outstanding technical matters including the delivery of an executed Development Agreement, land dedications, a Record of Site Condition, a scoped Parking Utilization Study for the residential parking component, an evaluation confirming that the CP Railway Guidelines have been met, and the receipt of any additional updated technical reports and studies as required.

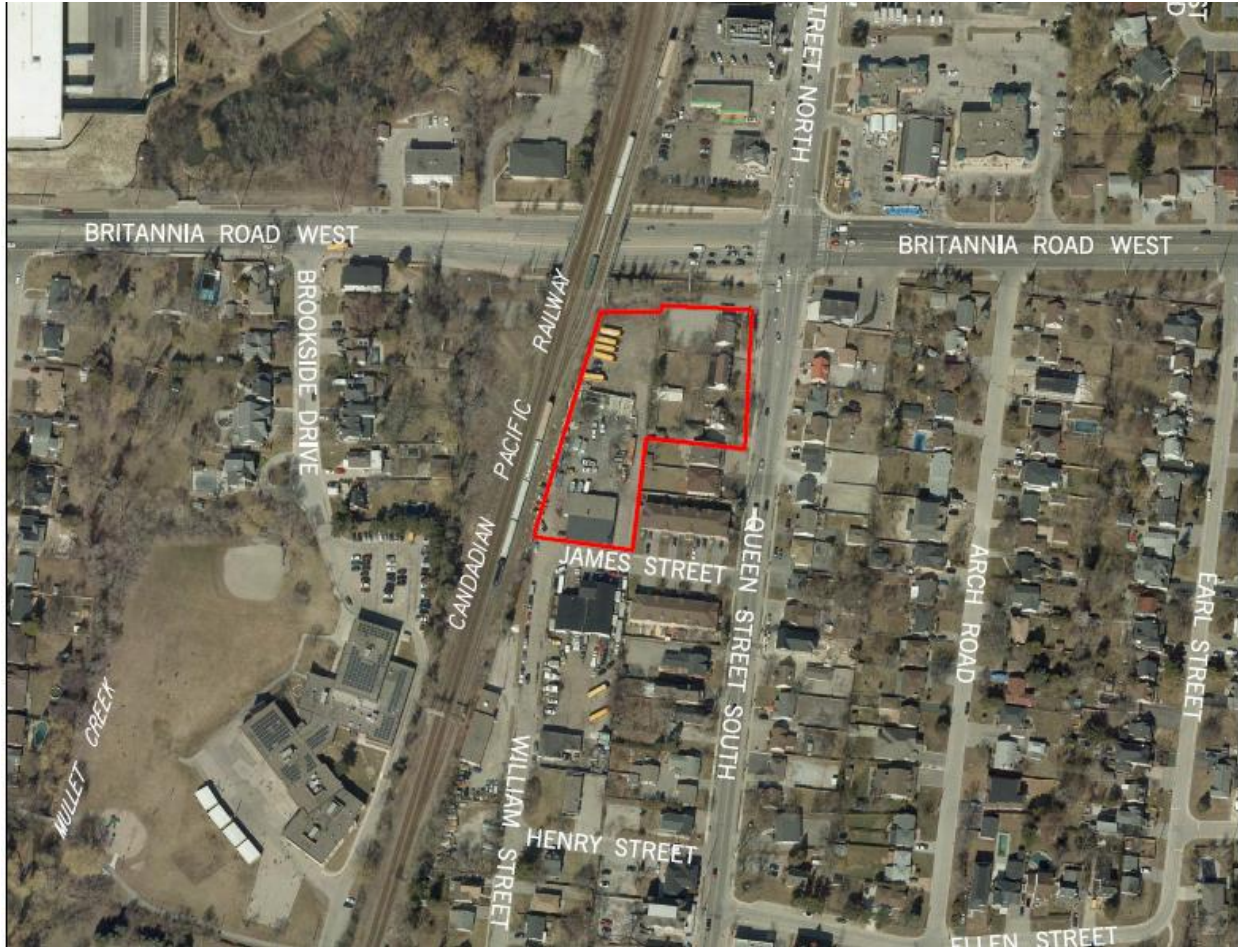
Background

A public meeting was held by the Planning and Development Committee on June 12, 2023, at which time an Information Report ([Item 6.1 PDC Agenda 2021 06 12 \(escribemeetings\)](#)) was received for information. Recommendation PDC-0039-2023 was then adopted by Council on June 28, 2023.

1. That the report dated May 19, 2023, from the Commissioner of Planning and Building regarding the applications by City Park Homes (Streetsville) Inc. to permit an eight storey apartment building with live/work units fronting Queen Street South, under File OZ/OPA 21/014 W11, 6, 10 and 12 Queen Street South, 16 James Street, and 2 William

Street, be received for information, and notwithstanding planning protocol, that the Recommendation Report be brought directly to a future Council meeting.

- 2. That four oral submissions be received.



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

Comments

REVISED DEVELOPMENT PROPOSAL

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 applicant has made minor modifications to the proposed concept plan since the Supplementary Information Report (in Appendix 1) was presented to Planning and Development Committee on June 12, 2023, including a 6.0 m (19.7 ft.) access laneway from the James Street access and the addition of a 2.0 m (6.5 ft.) sidewalk along the west side of the building beside the internal laneway.

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393.7 ft.) were notified of the applications on December 10, 2021. A virtual community meeting was held by former Ward 11 Councillor, George Carlson, on November 2, 2021 on the original development concept where one member of the public attended the meeting. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

A statutory public meeting was held on April 19, 2022 for the original development concept. Three members of the public made deputations and 16 written submissions were received. Following receipt of staff comments and the statutory public meeting, the proposal was revised.

An in person community meeting was held by Ward 11 Councillor Brad Butt on June 6, 2023 for the revised concept. There were 30 members of the public in attendance at that meeting and six written submissions were received.

Another public meeting was held on June 12, 2023 for the revised proposal. Four members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the designation from **Mixed Use** and **Residential Medium Density** to **Residential High Density - Special Site 7**. A zoning by-law amendment is required to change the zoning from **C4-38** (Mainstreet Commercial – Exception) and **D** (Development) to **H-RA2-Exception** (Apartments) to implement this development proposal.

The applications have been found to be acceptable based upon the following:

- The proposal is located within the Streetsville Community Node that is an Intensification Area. It represents an opportunity to modestly intensify the area with a development that has been designed to be compatible with and sensitive to the surrounding area and land uses while increasing the range of housing.
- Both Queen Street South and Britannia Road West are designated Corridors in Mississauga Official Plan (MOP) and higher density uses are to be directed to Corridors.
- The proposal is compatible in built form and scale to the surrounding area and contributes to the housing options within the Streetsville Community Node Character Area.
- The proposed Class 4 Noise designation is appropriate to permit this development.
- The existing municipal infrastructure is adequate to support the proposed development.

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

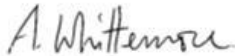
In summary, the proposed development has been designed to be sensitive to the existing and planned character of the neighbourhood and provides an appropriate transition to adjacent residential uses. The proposed official plan amendment and rezoning are acceptable from a planning standpoint and should be approved, subject to the conditions contained in this report.

Should the applications be approved by Council, the implementing official plan amendment and zoning by-law amendment will be brought forward to Council at a future date.

Attachments

Appendix 1: Supplementary Information Report

Appendix 2: Detailed Planning Analysis



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Shaesta Hussen, MCIP, RPP, Development Planner

City of Mississauga
Corporate Report



<p>Date: May 19, 2023</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ/OPA 21-14 W11</p>
	<p>Meeting date: June 12, 2023</p>

Subject

PUBLIC MEETING/SUPPLEMENTARY INFORMATION REPORT (WARD 11)

Official Plan Amendment and Rezoning applications to permit an eight storey apartment building with live/work units fronting Queen Street South

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

South of Britannia Road West, West of Queen Street South

Owner: City Park Homes (Streetsville) Inc.

File: OZ/OPA 21-14 W11

Recommendation

That the report dated May 19, 2023, from the Commissioner of Planning and Building regarding the applications by City Park Homes (Streetsville) Inc. to permit an eight storey apartment building with live/work units fronting Queen Street South, under File OZ/OPA 21/014 W11, 6, 10 and 12 Queen Street South, 16 James Street, and 2 William Street, be received for information.

Background

The applications were deemed complete on November 25, 2021 and circulated for technical comments. The original development concept envisioned 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 April 19, 2022 on the original development concept, the applicant revised the proposal to an eight storey apartment building with live/work units fronting Queen Street South. The purpose of this report is to provide preliminary information on the updated development concept and to seek comments from the community. The report consists of three parts: a high level overview of the applications, a detailed information and preliminary planning analysis (Appendix 1), and the information report received by Planning and Development Committee on April 19, 2022.

PROPOSAL

The official plan amendment and rezoning applications are required to permit an eight storey apartment building with live/work units front Queen Street South. The applicant is proposing to amend the Official Plan to change the designation from **Mixed Use** and **Residential Medium Density** to **Residential High Density** and to introduce a Special Site Policy in the Streetsville Community Node Character Area. The zoning by-law will also need to be amended from **C4-38** (Mainstreet Commercial – Exception) and **D** (Development) to **RA2-exception** (Residential Apartment) to implement this development proposal.

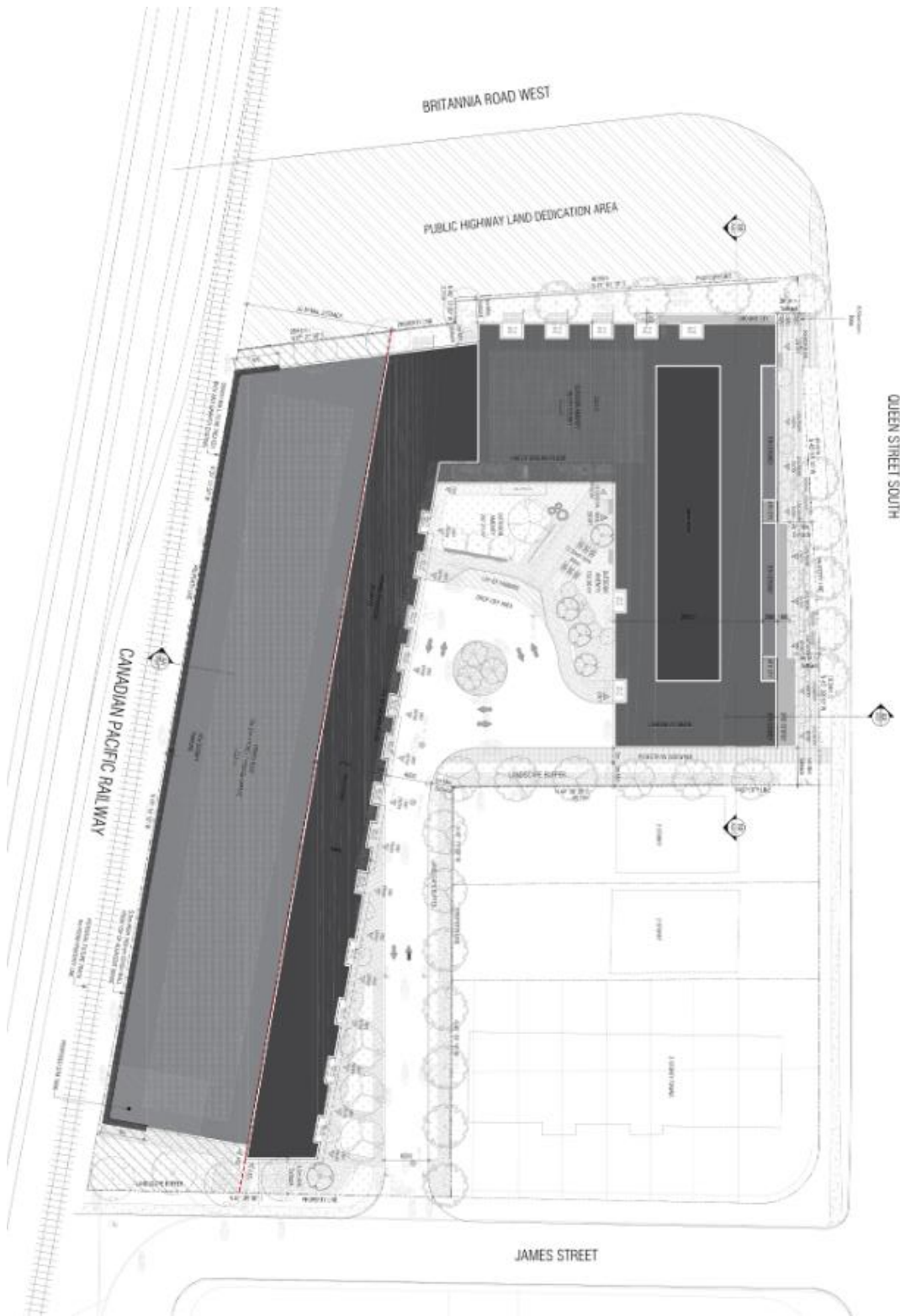
During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The properties are located at the southwest corner of Britannia Road West and Queen Street South within the Streetsville Community Node Character Area. The site is currently occupied by three detached homes, one of which is used for medical office purposes. The James and William Street properties contain a commercial building that was formerly used as a vehicle service garage and were also used as a school bus depot.



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



Applicant's site plan of the proposed 8 storey apartment building



INTERIOR COURTYARD 1
A.M.H.



AERIAL VIEW - PROPOSAL 2
A.M.H.

Applicant's rendering of the proposed 8 storey apartment building

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

Originator's file: OZ/OPA 21/014 W11

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 4.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 7.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

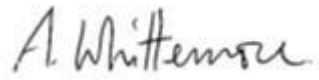
Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include: appropriateness of the proposed noise mitigation measures, the request for a Class 4 Noise Area designation, updated technical reports, suitability of the site layout and built form and appropriateness of the proposed zoning standards including reduced parking.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis

Appendix 2: March 22, 2022 Information Report



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Matthew Shilton, Development Planner

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

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1. Proposed Development

The applicant has made a significant change to the development concept and is now proposing to develop the property with an eight storey apartment building with live/work units 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:	232 units
Unit breakdown:	Live/Work: 8 Bachelor: 19 1 Bedroom: 48 1 Bedroom + Den: 30 2 Bedroom: 111 2 Bedroom + Den: 10 3 Bedroom: 6
Proposed Gross Floor Area:	16,668.8 m ² (179,421.6 ft ²)
Height:	eight storeys (including mechanical penthouse / 25.6 m (83.98 ft.))
Floor Space Index:	2.1
Net Density:	297 units/ha 120 units/ac.
Anticipated Population:	508* *Average household sizes for all units

Development Proposal		
	(by type) based on the 2016 Census	
Parking:	Required	Provided
resident spaces	209	186
visitor spaces	46	46
Total	255	232

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

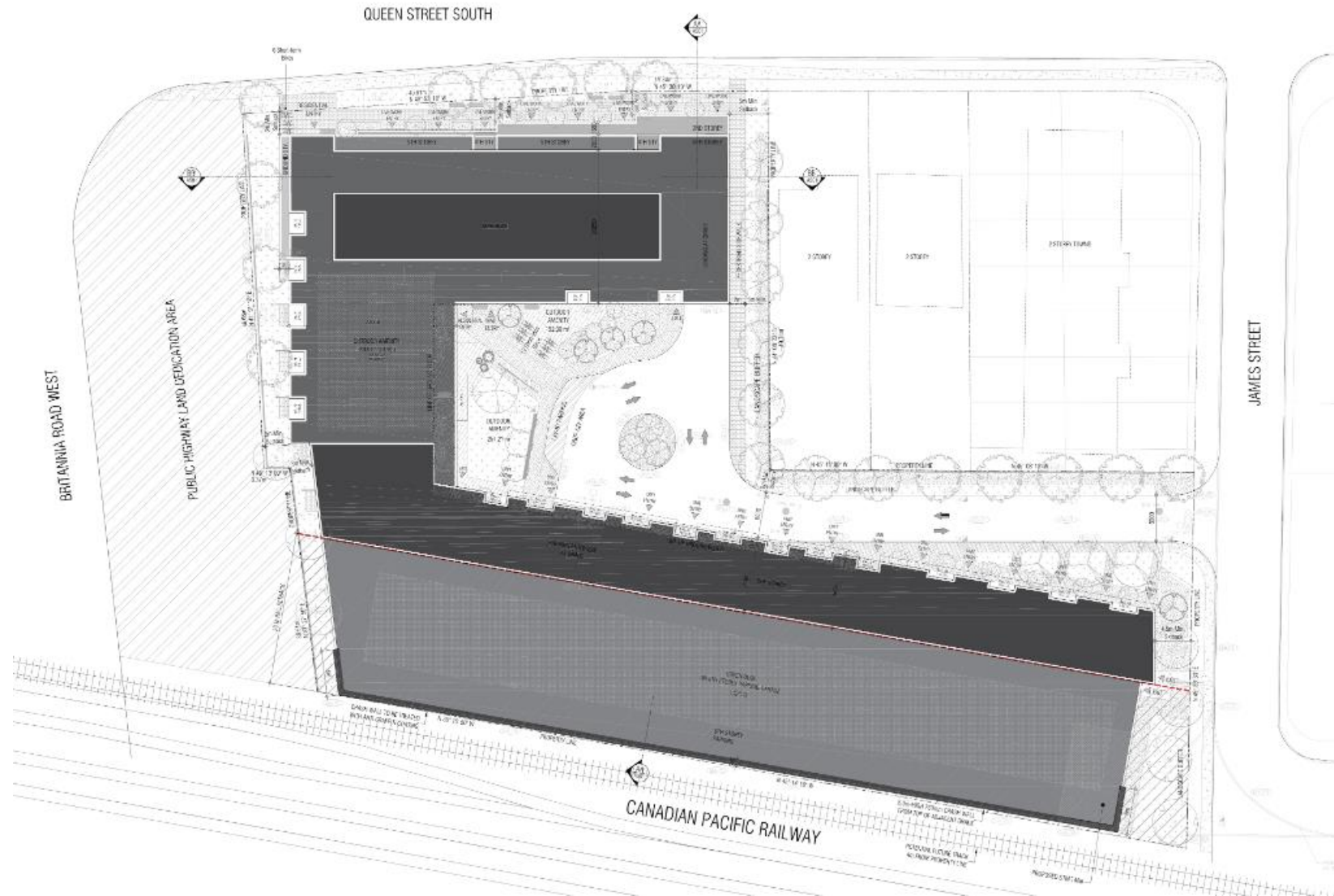
Application Status

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.

Following receipt of staff comments and the statutory public meeting held April 19, 2022 on the original development concept, the applicant revised the proposal to an eight storey apartment building with live/work units fronting Queen Street South.

A virtual pre-application community meeting was held by Ward 11 Councillor, George Carlson, on November 2, 2021 on the original concept. A statutory public meeting was then held on April 19, 2022. 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. Refer to Appendix 3 for a copy of the Information Report associated with the April 19, 2022 public meeting.

Site Plan, Elevations and Renderings



Site Plan

Elevations



Queen Street Elevation

Rendering



Applicant's Rendering



AERIAL VIEW - PROPOSAL 2 AREA

Applicant's Rendering

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 was 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 a medical office and retail units at 6, 10 and 12 Queen Street South.
- November 12, 2012 – Mississauga Official Plan came into force, which redesignated the subject lands to **Residential Medium Density** and **Mixed Use** within the Streetsville Community Node Character Area
- August 19, 2020 – SP 11/147 W11 is withdrawn and cancelled.
- May 31, 2021 – The applicant acquires 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. The 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 homes. 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 as an arterial road servicing major and minor collector roads east and west of the Streetsville Community Node. The Community Node developed on a modified grid 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 recently approved in the immediate vicinity of the subject property:

- SP21-80 W11 – 31 Queen Street South – application in process for new, three storey, mixed use building.
- SP20-114 W11 – 66 Queen Street South – application approved for a three storey residential apartment building in January 2022.
- SP07/208 W11 – 53 Queen Street South – application approved a mixed use building in August 2020.
- SP21-75 W11 – 6005-6115 Erin Mills Parkway – application approved three new industrial buildings including 1, five storey, self-storage facility.

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

Community and Transportation Services

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>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>On April 6, 2023 the Ministry of Municipal Affairs and Housing released the new Provincial Planning Statement for comment. The Provincial Planning Statement will replace both the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. At the time of writing this report, the new Provincial Planning Statement is not in force and effect.</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 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>
<p>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</p>	<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>
<p>Region of Peel Official Plan (ROP)</p>	<p>These applications were submitted prior to the Region of Peel's new Official Plan coming into effect on November 4, 2022. The previous ROP, which was approved by the Ministry of Municipal Affairs and Housing on October 22, 1996, will be used to evaluate the proposal.</p> <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,</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>

Policy Document	Legislative Authority/Applicability	Key Policies
	<p>the application meets 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>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. The City's MOP review is currently underway to ensure consistency with and conformity to changes in legislation and planning policy documents, including recent changes to the Planning Act, the 2020 PPS, the Growth Plan 2019 and Amendment No.1 (2020), and the Region of Peel's new Official Plan.

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 townhouses. 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.

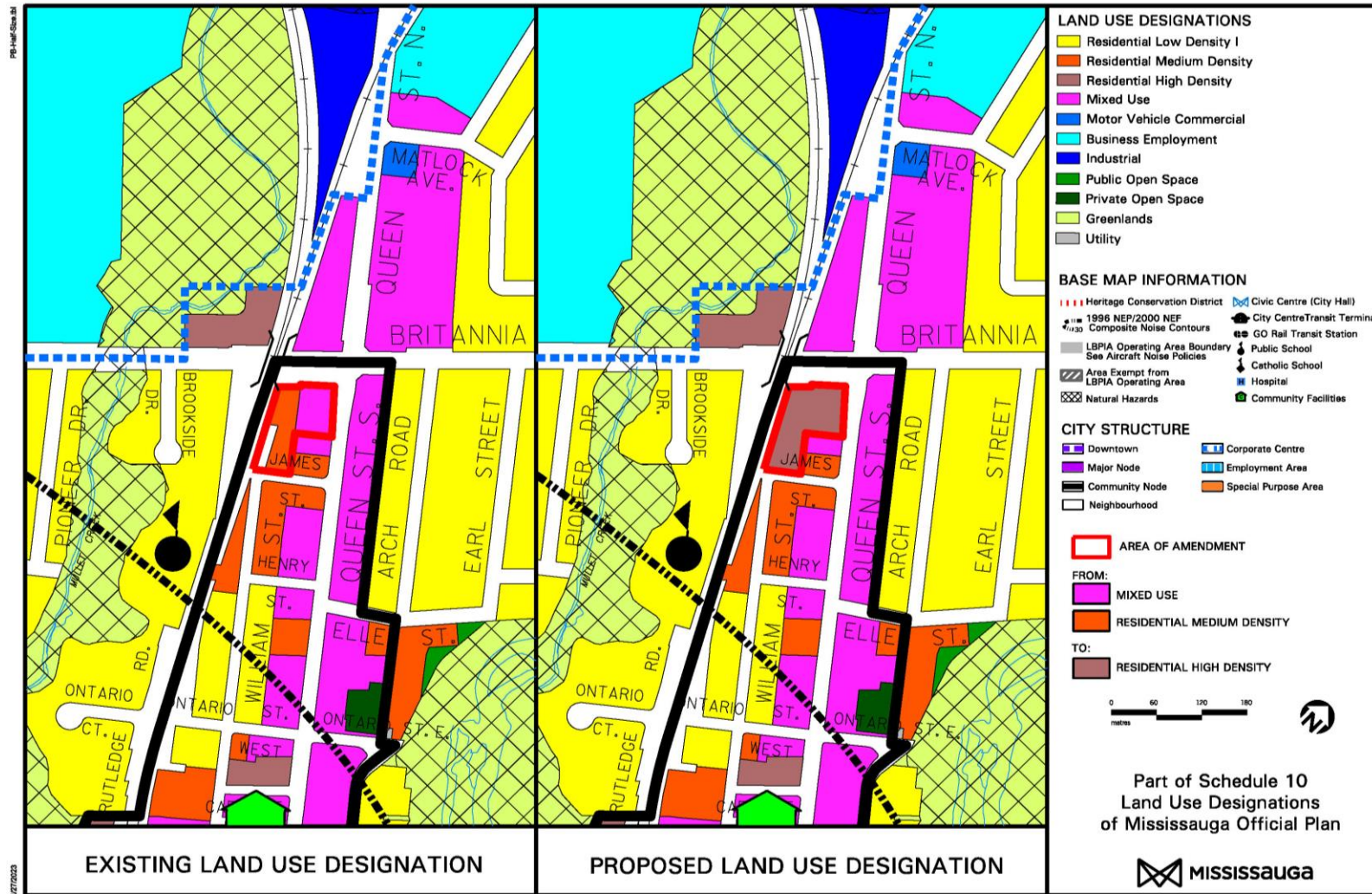
The subject property is not located within a Major Transit Station Area (MTSA).

Proposed Designation

The applicant is proposing to change the designation to **Residential High Density** to permit an eight storey apartment building with live/work units fronting Queen Street South. 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 these applications. 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; ● the development proposal for a new noise sensitive use does not impair the long term viability and operation of an

	General Intent
	<p>employment use;</p> <ul style="list-style-type: none"> ● 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>
<p>Chapter 7 Complete Communities</p>	<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>
<p>Chapter 9 Build A Desirable Urban Form</p>	<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>

	General Intent
	<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 High Density will permit the following use:</p> <ul style="list-style-type: none"> • Apartment dwelling • Uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property • Uses permitted in the Convenience Commercial designation re permitted at grade in apartment dwellings, except for commercial parking facilities, gas bars, and drive through facilities. (Section 11.2.5.6)
Chapter 14 Community Nodes	<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> <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>

	General Intent
	For lands designated Residential High Density a maximum building height of seven storeys is permitted (14.10.2.2)
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

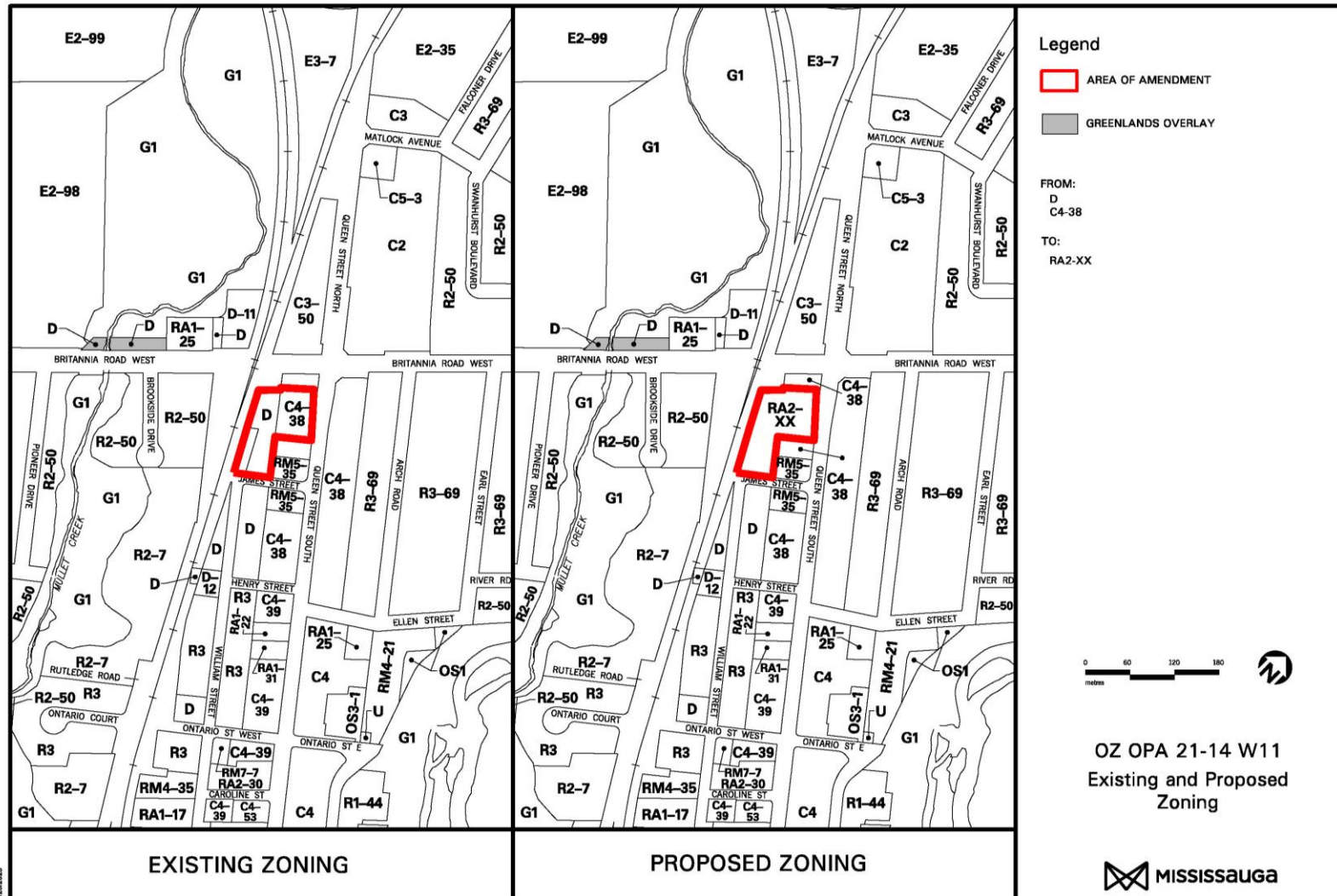
Existing Zoning

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 in addition to the existing detached dwellings that are currently on site. The exception zone 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 **RA2 - Exception** (Apartments - Exception) to permit an eight storey apartment building with live/work units fronting Queen Street South.

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



4/26/2023
 nicolina

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Excerpt of Zoning Map 39E

Proposed Zoning Regulations

Zone Regulations	Existing D Zone Regulations	Existing C4-38 Regulations	RA2 Base Zone Regulations	Proposed RA2 Exception 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 .	Additional permitted uses: Detached dwelling legally existing on the date of passing of this By-law ¹	Apartment Long Term Care Building Retirement Building Additional uses: Retail store Service Establishment Financial Institution Office Medical Office - Restricted	Apartment Additional uses: 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 – Apartment Zone	N/A	N/A	1.0	2.13
Maximum Height	10.7 m (35.1 ft.)	2 storeys	26.0 m (85.3 ft.) and 8 storeys	27.0 m (88.6 ft.) and 8 storeys
Minimum Front Yard and Exterior Side Yards For the portion of the dwelling with a height of less than	7.5 m (24.6 ft.)	Front Yard: 4.5 m (14.8 ft.)	7.5 m (24.6 ft.)	N/A – to be regulated in accordance with a building envelope schedule 3.0 m (9.8 ft.) along

Zone Regulations	Existing D Zone Regulations	Existing C4-38 Regulations	RA2 Base Zone Regulations	Proposed RA2 Exception Zone Regulations
<p>or equal to 13.0 m (42.65 ft.)</p> <p>For the portion of the dwelling with a height greater than 13.0 m (42.65 ft.) and less than or equal to 20.0 m (65.62 ft.)</p> <p>For the portion of the dwelling with a height greater than 20.0 m (65.62 ft.) and less than or equal to 26.0 m (85.3 ft.)</p> <p>For the portion of the dwelling with a height greater than 26.0 m (85.3 ft.)</p>			<p style="text-align: center;">8.5 m (27.9 ft.)</p> <p style="text-align: center;">9.5 m (31.2 ft.)</p> <p style="text-align: center;">10.5 m (34.5 ft.)</p>	<p>Queen Street frontage</p> <p>3.0 m (9.8 ft.) along Britannia Road West frontage</p>
<p>Minimum Interior Side Yard</p> <p>For the portion of the dwelling with a height of less than or equal to 13.0 m (42.65 ft.)</p>	N/A	N/A	4.5 m (14.8 ft.)	N/A – to be regulated in accordance with a building envelope schedule

Zone Regulations	Existing D Zone Regulations	Existing C4-38 Regulations	RA2 Base Zone Regulations	Proposed RA2 Exception Zone Regulations
<p>For the portion of the dwelling with a height greater than 13.0 m (42.65 ft.) and less than or equal to 20.0 m (65.62 ft.)</p> <p>For the portion of the dwelling with a height greater than 20.0 m (65.62 ft.) and less than or equal to 26.0 m (85.3 ft.)</p> <p>For the portion of the dwelling with a height greater than 26.0 m (85.3 ft.)</p>			<p style="text-align: center;">6.0 m (19.7 ft.)</p> <p style="text-align: center;">7.5 m (24.6 ft.)</p> <p style="text-align: center;">9.0 m (29.5 ft.)</p>	
<p>Minimum Rear Yard</p> <p>For the portion of the dwelling with a height of less than or equal to 13.0 m (42.65 ft.)</p> <p>For the portion of the dwelling with a</p>	N/A	N/A	<p style="text-align: center;">7.5 m (24.6 ft.)</p> <p style="text-align: center;">10.0 m (32.8 ft.)</p>	N/A – to be regulated in accordance with a building envelope schedule

Zone Regulations	Existing D Zone Regulations	Existing C4-38 Regulations	RA2 Base Zone Regulations	Proposed RA2 Exception Zone Regulations
<p>height greater than 13.0 m (42.65 ft.) and less than or equal to 20.0 m (65.62 ft.)</p> <p>For the portion of the dwelling with a height greater than 20.0 m (65.62 ft.) and less than or equal to 26.0 m (85.3 ft.)</p> <p>For the portion of the dwelling with a height greater than 26.0 m (85.3 ft.)</p>			<p>12.5 m (41.0 ft.)</p> <p>15.0 m (49.2 ft.)</p>	
Minimum Parking Spaces	N/A	Varies, depending on use of land	<p>Condominium Apartment – Precinct 2:</p> <p>0.9 resident spaces per unit</p> <p>0.2 visitor spaces per unit</p> <p>Day Care – 2.5 spaces per 100 m² (1,076.4 ft²) GFA-non-residential;</p> <p>Education and Training Facility – 5.0 spaces per 100</p>	<p>232 proposed parking spaces</p> <p>0.8 resident spaces per unit</p> <p>0.2 visitor spaces per unit</p> <p>Non-residential parking spaces are to be shared with residential / visitor</p>

Zone Regulations	Existing D Zone Regulations	Existing C4-38 Regulations	RA2 Base Zone Regulations	Proposed RA2 Exception Zone Regulations
			<p>m² (1,076.4 ft²) GFA-non-residential;</p> <p>Financial Institution – 3.0 spaces per 100 m² (1,076.4 ft²) GFA – non-residential;</p> <p>Office – 2.5 spaces per 100 m² (1,076.4 ft²) GFA – non-residential;</p> <p>Service Establishment – 5.4 spaces per 100 m² (1,076.4 ft²) GFA – non-residential;</p> <p>Retail Store – 3.0 spaces per 100 m² (1,076.4 ft²) GFA-non-residential;</p> <p>Recreational Establishment – 4.5 spaces per 100 m² (1,076.4 ft²) GFA – non-residential;</p> <p>Restaurant, less than or equal to 220 sq. m GFA – 3.0 spaces per 100 m² (1,076.4 ft²) GFA-non-residential;</p> <p>Take-Out Restaurant – 3.0 spaces per 100 m² (1,076.4 ft²) GFA-non-residential</p>	<p>parking</p>

Zone Regulations	Existing D Zone Regulations	Existing C4-38 Regulations	RA2 Base Zone Regulations	Proposed RA2 Exception Zone Regulations
			Veterinary Clinic – 3.0 spaces per 100 m ² (1,076.4 ft ²) GFA – non-residential	
Minimum Landscaped Area	N/A	N/A	40% of the lot area	A reduced landscaped area is being requested and will be confirmed through the review of the application
Minimum Amenity Area	N/A	N/A	The greater of 5.6 m ² (60.3 ft ²). per dwelling unit or 10% of the site area	2 m ² (21.53 ft ²) per dwelling unit

Note:

- (1) 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.
- (2) In addition to the C4-38 Exception zone additional permitted uses, the C4 Base zone also permits a range of Commercial uses such as: 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.

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		
25 Kindergarten to Grade 5	Ray Underhill Public School	Dolphin Senior Public School	Streetsville Secondary School
8 Grade 6 to Grade 8	Enrolment: 307	Enrolment: 555	Enrolment: 1,008
5 Grade 9 to Grade 12	Capacity: 378	Capacity: 483	Capacity: 907
	Portables: 0	Portables: 0	Portables: 0

The Dufferin-Peel Catholic District School Board

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

6. Community Questions and Comments

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

A statutory public meeting was held at the April 19, 2022 Planning and Development Committee meeting.

The following comments made by the community at both the virtual meeting and the statutory public meeting, as well as any others raised at the public meeting for the revised development proposal 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?
- Will there be any negative overlook conditions created by the proposed development?

7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel (May 1, 2023)	<p>Planning: 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>Regional staff have reviewed the Planning Justification Report (PJR), dated Feb 2023 and prepared by GSAI. We recognize that in response to City, Regional, and agency comments, a revised proposal has been prepared and the proposed development is now an 8-storey, mixed use structure. The PJR makes correct reference to the in-effect Regional Official Plan and the quoted policy language and numbering. The policy intent of planning intensification and complete communities remains consistent. Any further comments related to the PJR will be provided in future submissions.</p> <p>Servicing: 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 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.</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>Prior to OPA/OZ approval, a satisfactory FSR is required. The revised Functional Servicing and Stormwater Management Report (FSR), prepared by Skira & Associates and dated December 9, 2022, has been reviewed and will be sent for modelling. Further comments will be provided directly to the consultant following modelling results under a separate cover.</p> <p>Prior to Site Plan approval, site servicing drawings will be required for review by Servicing Connections.</p> <p>Waste: The Waste Management Plan, prepared by Graziani + Corazza Architects and dated February 3, 2023 has been reviewed</p>

Agency / Comment Date	Comments
	<p>and all waste collection requirements have been satisfied in accordance with the Waste Collection Design Standards Manual. The Region will provide front-end collection of garbage and recyclable materials.</p> <p>Traffic: Landscaping, signs, fences, cranes, gateway features or any other encroachments are not permitted within the Region's easements and/or Right of Way limits. Cranes will not be permitted to swing over a Regional Road unless a crane swing licence has been granted.</p> <p>Public Health: Opportunities to provide pedestrian amenities can be explored at Site Plan stage.</p> <p>Housing: The applicant is encouraged to provide units at prices that are affordable to low- or moderate-income households and consistent with the definition of 'affordable housing' as outlined the 2022 Regional Official Plan and the 2020 Provincial Policy Statement, 2020. Information can be provided on affordability period (i.e., 25 years or more) of the proposed affordable units.</p> <p>As part of the applicant's contribution to the Peel-wide new housing unit target for affordability, the applicant may consider a contribution of units to the Region and/or a non-profit housing provider to be used for affordable housing. Regional staff would be interested in working with applicant to establish terms of such a contribution involving the Region of Peel and/or connecting the applicant with a non-profit housing provider. Where applicable, Regional staff would also be willing to discuss other potential options with the applicant and the City of Mississauga to support affordable housing, such as off-site contributions or financial contributions through applicable housing initiatives.</p> <p>The applicant is encouraged to include units of all sizes that are affordable to moderate income households.</p> <p>There is opportunity for the applicant to demonstrate a stronger contribution towards the rental housing target and review opportunities for purpose-built rental apartment units. The applicant should explore all available funding sources to support affordable rental housing, such as the Canadian Mortgage and Housing Corporation Rental Construction Financing Initiative and Canada Mortgage and Housing Corporation Affordable Housing Innovation Fund.</p>
Dufferin-Peel Catholic District School Board (November 30, 2021)	<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 note 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>

Agency / Comment Date	Comments
	<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 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.</p> <p>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 (May 5, 2023)</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 A Functional Servicing & Stormwater Management Report, prepared by Skira & Associates Ltd., dated December 9, 2022,</p>

Agency / Comment Date	Comments
	<p>was submitted in support of the current development proposal. 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.</p> <p>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.</p> <p>The applicant is proposing to construct new storm sewers to service the development lands, with an outlet to existing municipal storm infrastructure located on William St and Queen St S. The applicant has demonstrated a satisfactory stormwater servicing concept. Irrigation is also being pursued onsite.</p> <p>Further details related to the onsite management controls required to meet the water balance criteria, as well as an overall refinement of the stormwater management plan, can be addressed through the Site Plan process.</p> <p>Traffic Two Transportation Impact Study (TIS) submissions were provided by NexTrans Consulting Engineers in support of the proposed development. Based on the information provide to date, staff are not satisfied and require the TIS to be updated with additional information and clarification.</p> <p>The applicant is required to provide the following as part of subsequent submissions:</p> <ul style="list-style-type: none"> • an updated TIS addressing all staff comments; • updated drawings showing the future property addressing the required road widening required to achieve the ultimate 15.0 metre (49.2 ft.) right-of-way on James Street as identified in the Official Plan; and, • a response matrix addressing traffic concerns from the community related to the proposed development. <p>Environmental Compliance A Phase One Environmental Site Assessment (ESA), dated August 12, 2020 and a Phase Two ESA, dated November 12, 2020, both prepared by Bruce A. Brown Associates Limited 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.</p> <p>Based on the information received to date, staff are not satisfied and additional information and documentation is required.</p> <p>In addition, 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 and Vibration</p>

Agency / Comment Date	Comments
	<p>A Noise Feasibility Study prepared by HCG Engineering, dated January 25, 2023, was submitted in support of the current development proposal. The study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Primary noise sources that may have an impact on the development include road traffic and the adjacent railway corridor and nearby rail yard.</p> <p>The applicant is proposing a Class 4 noise designation, which allows for higher daytime and nighttime sound level limits than would otherwise be permitted in relation to a noise sensitive land use, such as residential dwellings and associated outdoor living areas. The impact of such higher levels is mitigated by specified noise control measures. If deemed appropriate, the Class 4 designation will require approval from Council.</p> <p>The applicant is required to further update the noise assessment to address staff comments, and to confirm the final noise mitigation measures. The details related to noise mitigation requirements will be further addressed through the Site Plan and Building Permit processes.</p> <p>A Preliminary Environmental Noise and Vibration Report, prepared by Jade Acoustics, and dated September 2, 2021, was received for review. The study concluded that no ground-borne vibration impacts were measured as a result of passing GO Trains, however, no freight trains passbys were recorded at the time of study. The report is to be updated to include additional ground-borne vibration measurements and confirm if any mitigation measures are required.</p> <p>Engineering Plans/Drawings As part of the current development proposal, the applicant has also submitted a Derailment Protection Report, prepared by JSW Associates, dated November 30, 2022. The report concludes that the site will be protected by a principal protection feature in the form of a crash wall, which will be integrated into the parking structure.</p> <p>The applicant has also 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 provision will be required to finalize the Development Agreement and to address any required municipal infrastructure works.</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"> - Alectra Utilities - 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

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Credit Valley Conservation - CS Viamonde - Enbridge - Metrolinx - Rogers Cable - Trillium Health Partners

Development Requirements

There are engineering matters including: grading, environmental, 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. Community Benefits Charge

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 this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to 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 subject proposal is more than 5 storeys and contains 10 or more residential units in total, the CBC is applicable and will be payable at the time of first building permit.

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 proposed building height appropriate?

- 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 building envelope, appropriate?
- Does the site allow for an eventual and logical redevelopment of adjacent properties?
- 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.

City of Mississauga
Corporate Report



<p>Date: March 25, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's file: OZ/OPA 21/014 W11</p>
	<p>Meeting date: April 19, 2022</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Official Plan Amendment and Rezoning applications to permit two blocks of 73 stacked townhomes and four live/work units with retail space fronting Queen Street South

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

South of Britannia Road West, West of Queen Street South

Owner: City Park Homes (Streetsville) Inc.

File: OZ/OPA 21/014 W11

Recommendation

That the report dated March 25, 2022, from the Commissioner of Planning and Building regarding the applications by City Park Homes (Streetsville) Inc. to permit two blocks of 73 stacked townhomes and four live/work units with retail space fronting Queen Street South, under File OZ/OPA 21/014 W11, 6, 10 and 12 Queen Street South, 16 James Street, and 2 William Street, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

The official plan amendment and rezoning applications are required to permit two blocks of 73 stacked townhomes on private condominium roads and four live/work units with retail space fronting Queen Street South. The applicant is proposing to amend the Official Plan to change the designation for the properties fronting onto Queen Street South from **Mixed Use** to **Residential Medium Density** to permit the proposed live/work units featuring ground level residential units. The zoning by-law will also need to be amended from **C4-38** (Mainstreet

Commercial – Exception) and **D** (Development) to **RM9-exception** (Back to Back Townhouses) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

Comments

The properties are located at the southwest corner of Britannia Road West and Queen Street South within the Streetsville Community Node Character Area. The site is currently occupied by three detached homes, one of which is used for medical office purposes. The James and William Street properties contain a commercial building that was formerly used as a vehicle service garage and were also used as a school bus depot.



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



Applicant's site plan of the proposed townhouse development

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 4.

COMMUNITY, AGENCY AND CITY DEPARTMENT COMMENTS

Community comments are summarized in Appendix 1, Section 6.

Agency and department comments are summarized in Appendix 1, Section 7.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

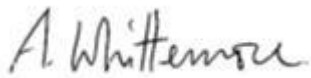
Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held

and the issues have been resolved. The matters to be addressed include: appropriateness of the proposed noise mitigation measures, the request for a Class 4 Noise Area designation, acceptability of the Queen Street South access points, updated technical reports, suitability of the site layout and built form and appropriateness of the proposed zoning standards including reduced parking.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Matthew Shilton, Development Planner

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

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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
<p>Provincial Policy Statement (PPS)</p>	<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>
<p>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</p>	<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>
<p>Region of Peel Official Plan (ROP)</p>	<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

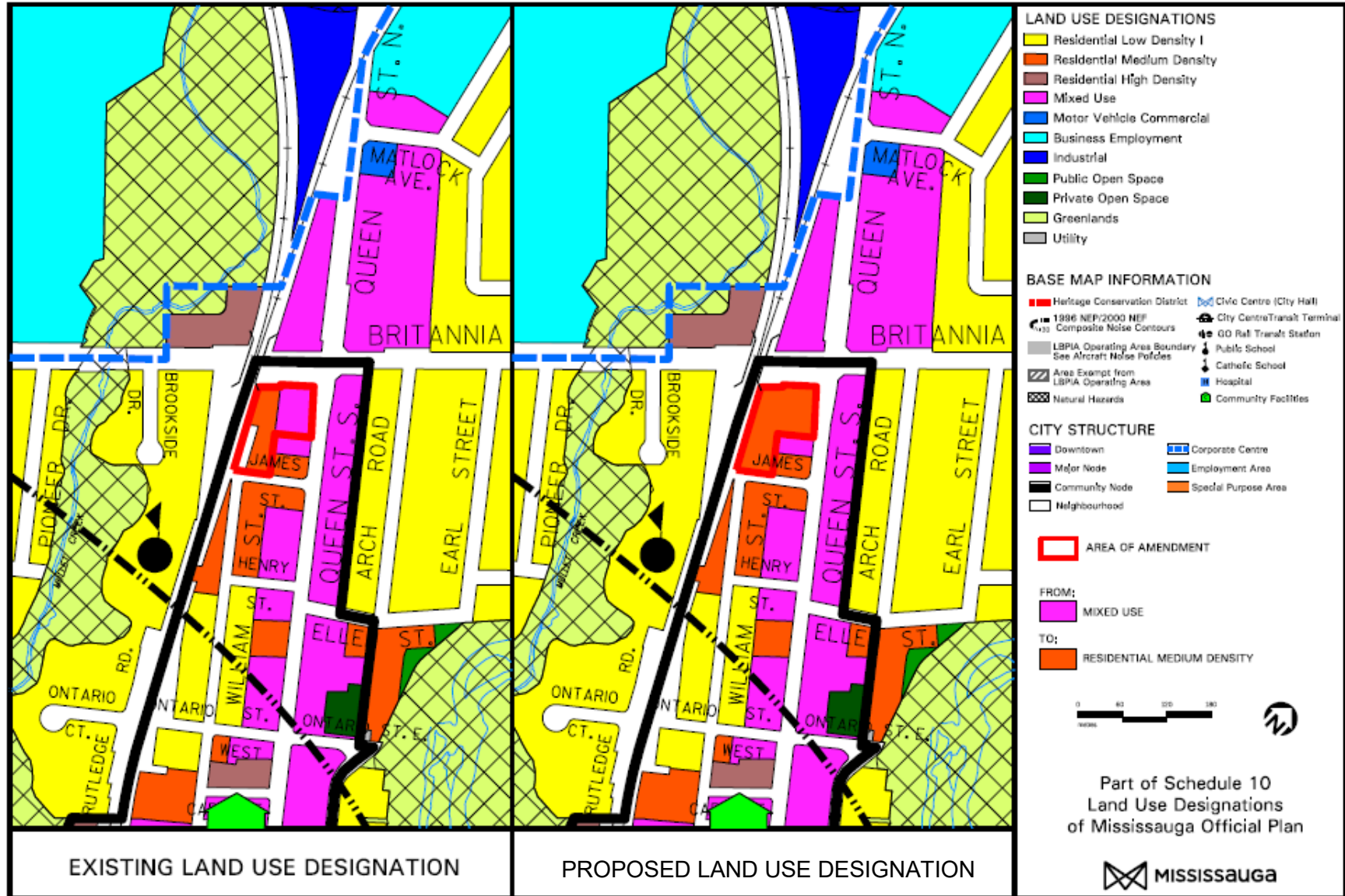
located in Special Site 5 of the Streetsville Community Node Character Area. Special Site 5 establishes a prohibition on drive-through facilities within **Mixed Use** designations.

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
<p>Chapter 5 Direct Growth</p>	<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>
<p>Chapter 6 Value The Environment</p>	<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>
<p>Chapter 7 Complete Communities</p>	<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>
<p>Chapter 9 Build A Desirable Urban Form</p>	<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>

	General Intent
	<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

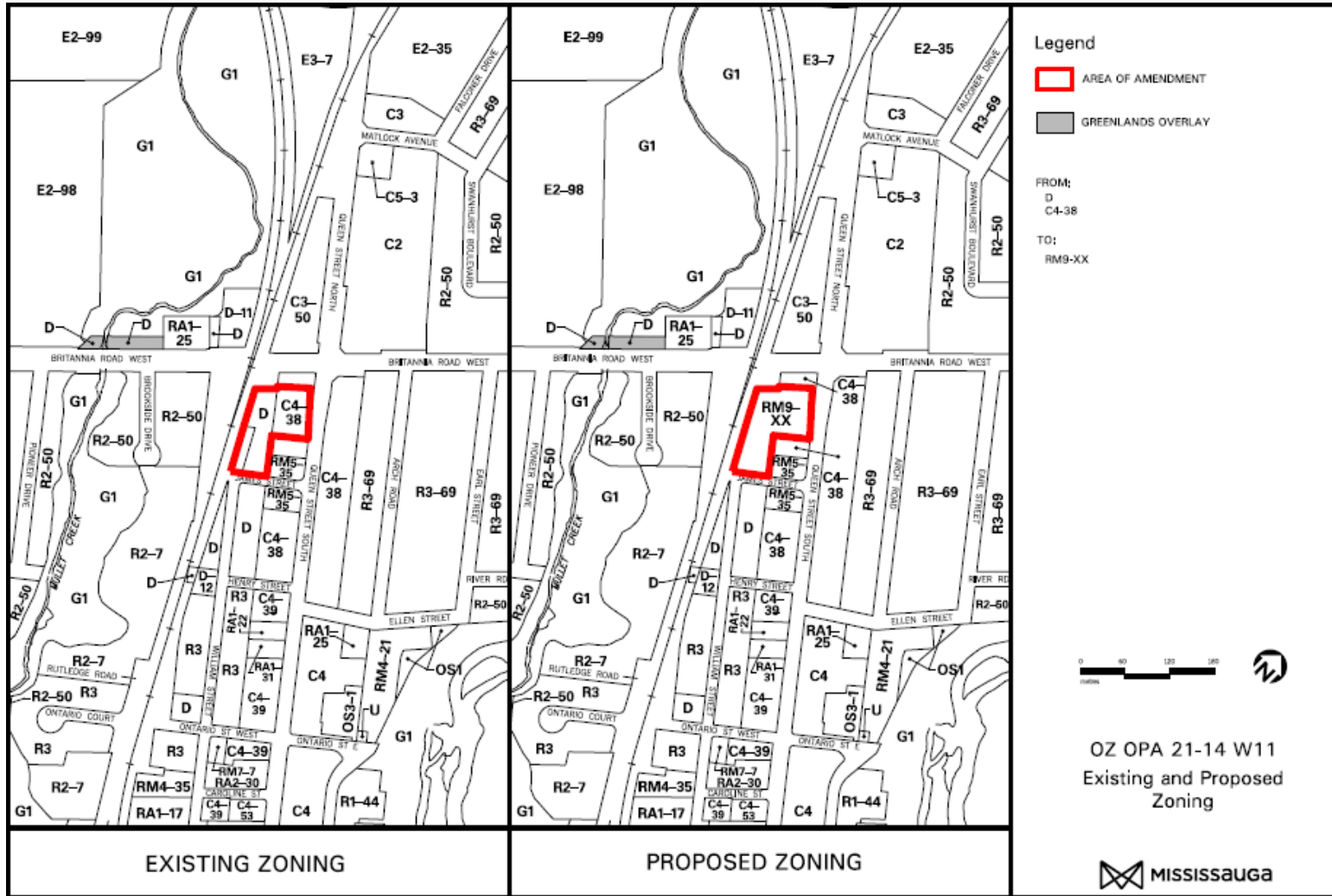
Existing Zoning

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 note 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.

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.

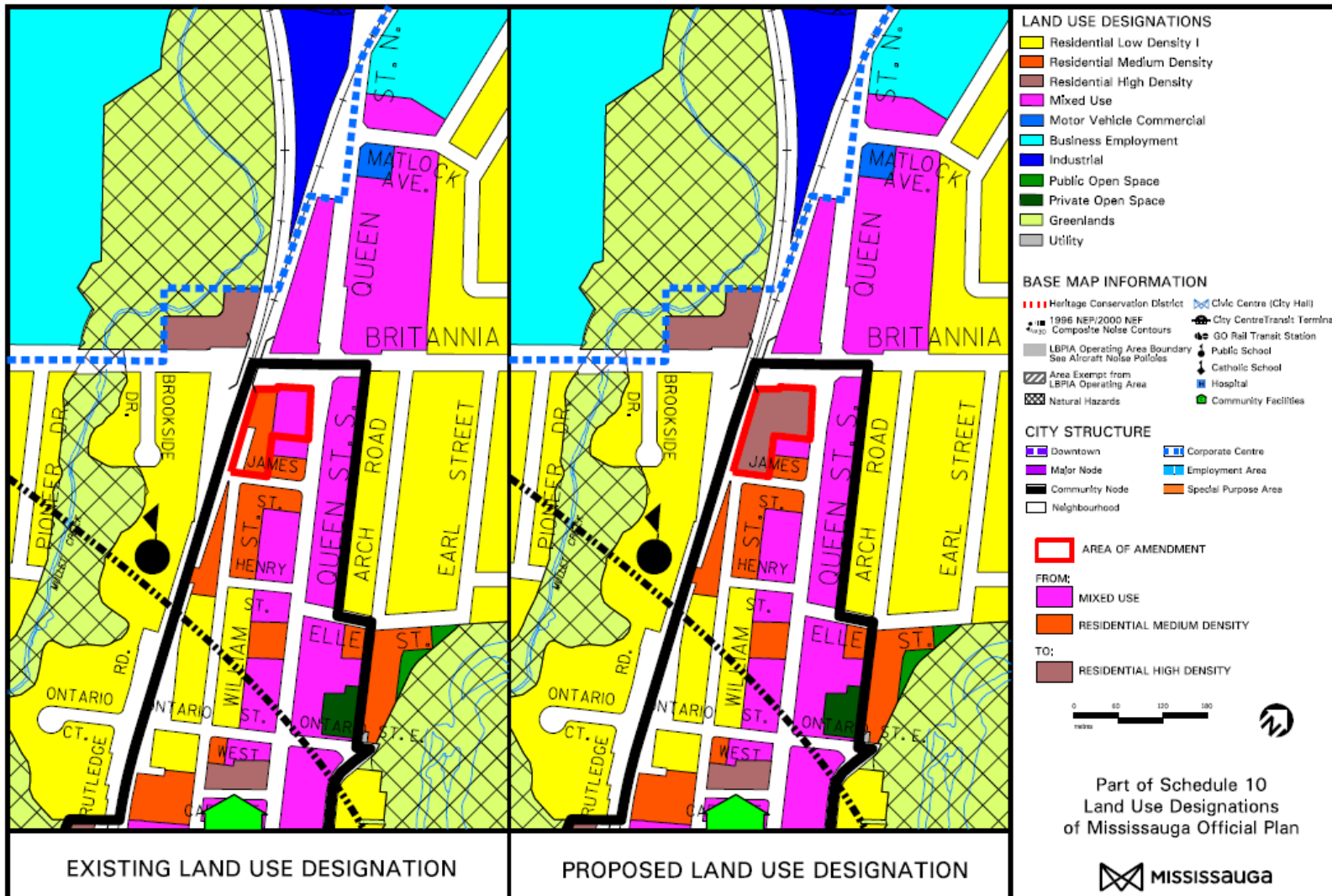
7. Mississauga Official Plan (MOP)

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.

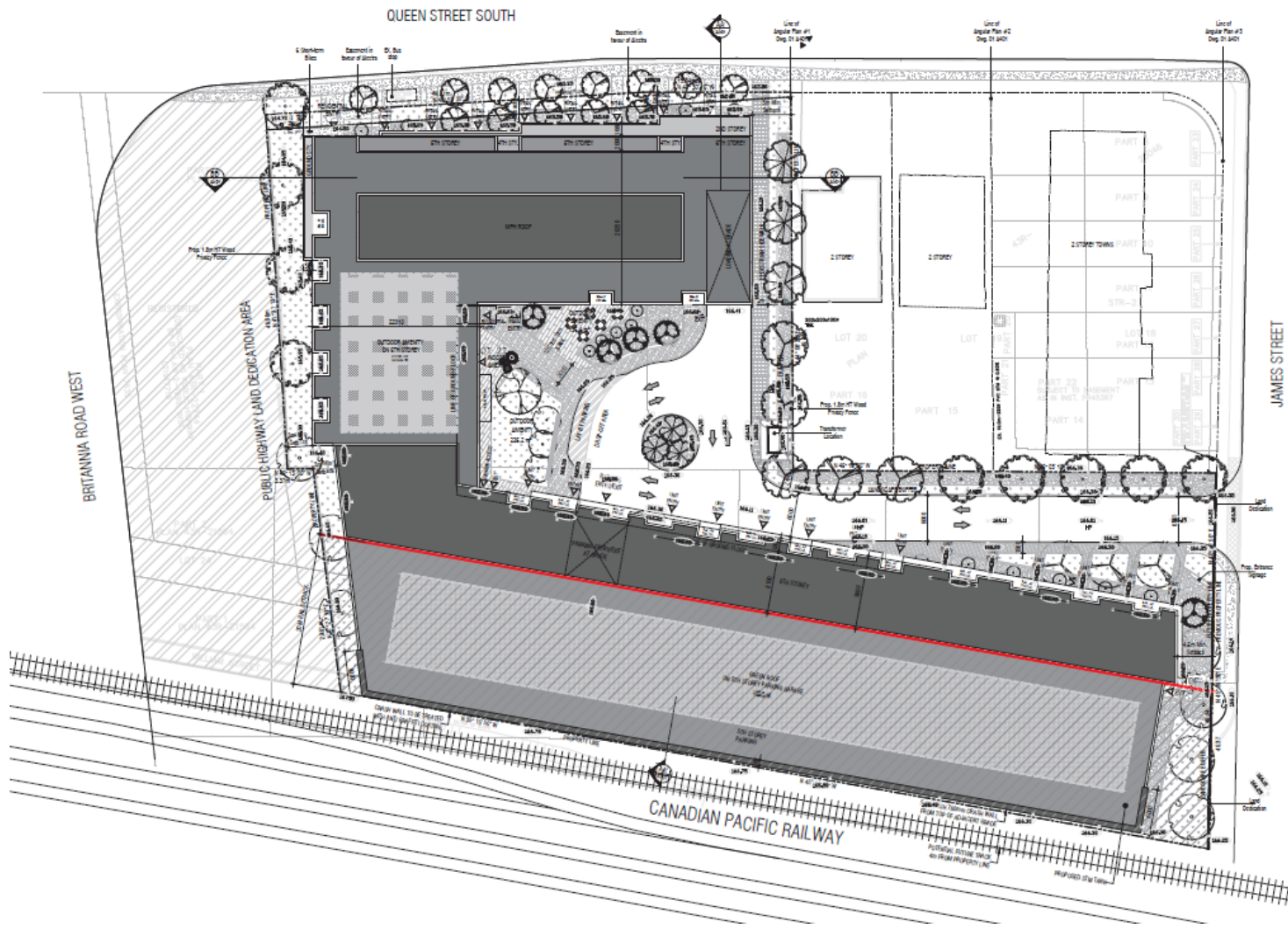
The proposal does not include contributions to affordable housing.

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



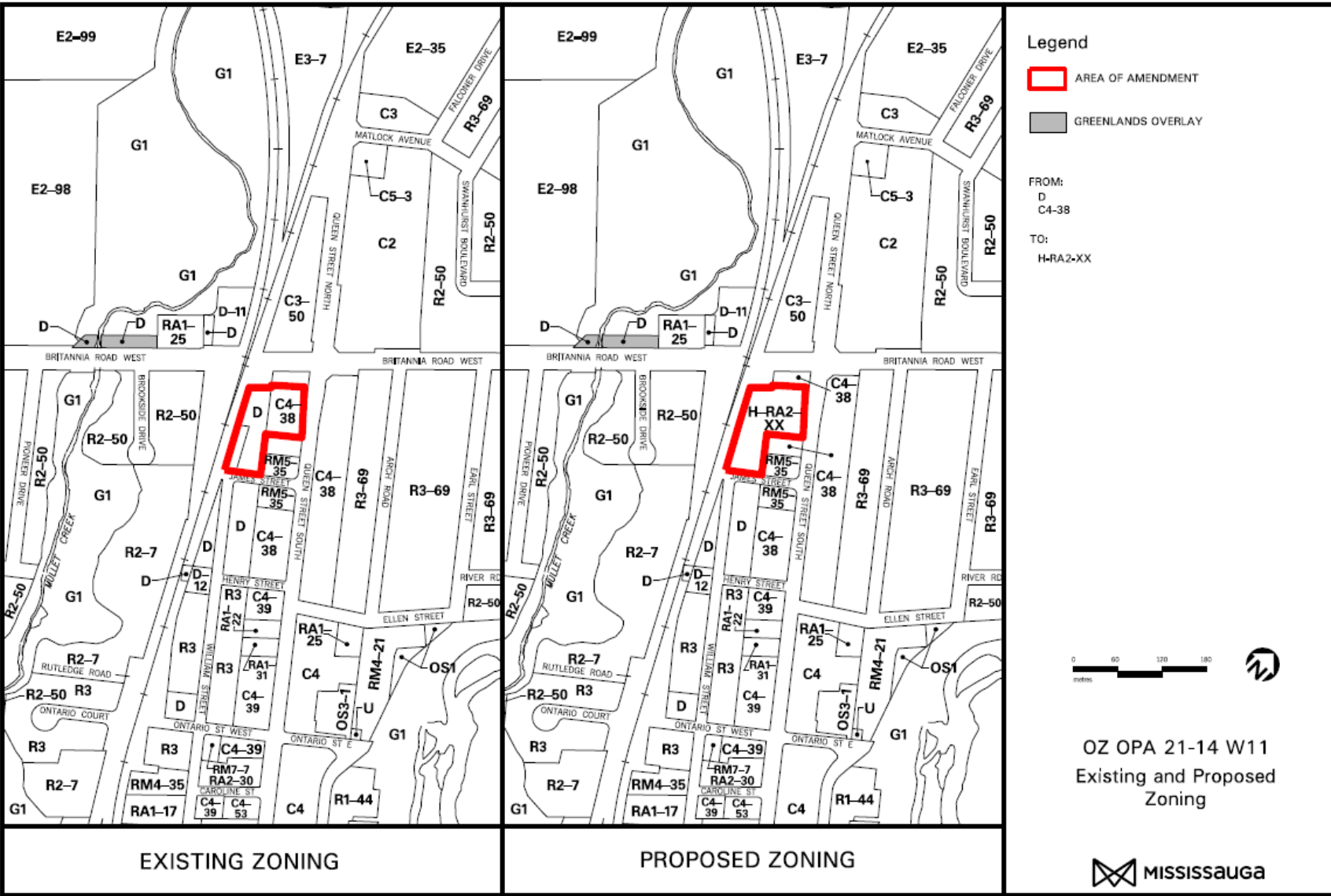
INTERIOR COURTYARD 

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.

A by-law to Adopt Mississauga Official Plan Amendment No. 167

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel, ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 167, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a change in the land use designation from Mixed Use, Residential Medium Density and no designation to Residential High Density within the Streetsville Community Node Character Area;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. The document attached hereto, constituting Amendment No. 167 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2024.

Approved by Legal Services City Solicitor City of Mississauga
MEM
Michal E. Minkowski
Date: March 7, 2024
File: OZ 21-14 W11

MAYOR

CLERK