

**Recommendation Report  
Detailed Planning Analysis**

**Owner: Forgione Investments**

**86 Thomas Street**

Table of Contents

1.	Community Comments.....	2
2.	Updated Agency and City Department Comments .....	2
3.	Provincial Planning Statement, 2024 (PPS) .....	6
4.	Region of Peel Official Plan.....	7
5.	Mississauga Official Plan (MOP) .....	7
6.	Revised Concept and Elevations.....	9
7.	Zoning.....	12
8.	Bonus Zoning.....	12
9.	"H" Holding Provision .....	12
10.	Site Plan .....	13
11.	Conclusions .....	14

## 1. Community Comments

Comments from the public were directed towards the building height and potential overlook impacts, integration of the proposed built form with existing developments and the owner's removal of trees on the property. Below is a summary and response to the specific comments heard.

### Comment

The four storey height, as previously proposed in the original 2020 submission, should be reduced to conform to the three storey maximum height requirement for back to back townhomes. Any potential overlook impacts should be mitigated.

### Response

The applicant has revised the proposed building height from four storeys to three storeys, measured from average grade.

### Comment

The proposed development does not integrate well with the surrounding developments.

### Response

The applicant has made revisions to the proposal to address issues raised by the public and by staff regarding built form compatibility and transition. The proposal has been revised to reduce the building height to three storeys, remove the driveway access onto Thomas Street thereby creating a continuous streetwall condition and a larger landscape buffer in the west

side yard, and have scaled down the porch structures facing Thomas Street to create a more desirable street edge.

### Comment

The site was previously heavily treed and now all of the trees have been removed.

### Response

In 2017, Forestry staff performed an investigation and obtained a witness as all trees and stumps had been removed and a charge was laid per the Private Tree By-law. In 2018, the matter went to trial, the witness did not appear at the trial and the charges were withdrawn.

The applicant is proposing to incorporate a number of new trees along the boundaries of the site.

## 2. Updated Agency and City Department Comments

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The first submission of the application was circulated to all City departments and commenting agencies on August 14, 2020. A summary of the comments is contained in the Information Report attached as Appendix 1. Below are updated comments which are based on the revised submission circulated on March 6, 2024, as well as scoped resubmissions made in September and October of 2024.

### **Region of Peel**

Comments updated April 2024, state that the Functional Servicing Report last revised on Aug 16, 2021 has been reviewed and is satisfactory. The applicant will need to add certain technical notes on the Waste Management Plan and Condominium Declaration pertaining to property management and homeowner responsibilities before final clearance can be provided.

### **Alectra Utilities**

Comments on August 25, 2020, state Alectra Utilities has no objection to the rezoning of these lands. However, a pad transformer and hydro equipment are required to service the proposed development and drawings are requested to be updated to show the transformer location.

### **Community Services Department - Fire and Emergency Services Division**

Based on a review of the information submitted on October 18, 2024, staff are generally satisfied that the materials submitted are in accordance with City requirements. However, additional technical details are required to facilitate the implementation of the zoning by-law through a "H" Holding Provision. The "H" Holding Zone can be lifted upon receipt of the following:

- Confirmation that the addresses of the rear units will be associated with the existing condominium road on the adjacent property and the southern most units will be associated with Thomas Street
- Confirmation that appropriate signage will be constructed in accordance with the City's Addressing By-law, including the access at Joymar Drive

- Confirmation that the portion of the condominium laneway to be used for the fire access route meets all fire route requirements, for example, slope, weight carrying capabilities, width, any and all prescribed requirements per the Ontario Building Code (OBC)
- Legal confirmation that the fire route roads across the adjacent townhouse development contain the appropriate legal permissions/easements for fire truck access to service the 86 Thomas site

Additional details related to fire access and fire route will be addressed through the building permit application.

### **Community Services Department – Parks, Forestry & Environment**

Comments updated September 10, 2024, note that the subject property is within the Streetsville Neighbourhood Character Area and, as established in the 2022 Parks Plan, the parkland provision standard of 1.2 ha (2.9 ac) per 1000 people is being achieved with 2.1 ha (5.2 ac) per 1000 people. Parkland will not be required for the subject property given the proposed density and insufficient property size.

Prior to the issuance of building permits, for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the *Planning Act* and in accordance with City Policies and By-laws.

Staff also note the subject site is in close proximity to Manor Hill (P-319), zoned **OS (Open Space)**. The City owned park is within 630 m (2066 ft.) of the development proposal and is 2.5 ha (6.1 ac) in size. It includes a neighbourhood playground, open

space, picnic area, soccer pitch and baseball diamond which will serve future residents on the subject property.

### **Transportation and Works Department**

Based on a review of the information submitted to date, staff are generally satisfied that the materials submitted are in accordance with City requirements. However, additional technical details are required to facilitate the implementation of the engineering requirements, as follows:

#### *Stormwater*

The Functional Servicing and Stormwater Management Report indicates that an increase in stormwater runoff will occur with the development of this site. In order to mitigate the change in impervious area from the proposed development and/or its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.

In general, the applicant has demonstrated a satisfactory stormwater servicing concept. The applicant has proposed an underground storage tank for a stormwater drainage strategy that will collect the water run-off and ultimately will discharge into the municipal sewers at a determined release rate.

#### *Traffic*

A Transportation Impact Study (TIS) and Addendum Letter prepared by NexTrans Consulting Engineers were provided in support of the proposed development. The submission was reviewed and audited by staff. Based on the submission, dated January 2024, staff are generally satisfied from a feasibility

perspective but will require additional information to ensure that City requirements are adequately addressed. The study concluded that the proposed development is anticipated to generate 4 (1 in, 3 out) and 6 (4 in, 2 out) net two-way site trips for the weekday AM and PM peak hours in 2024, respectively. 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.

#### *Environmental Compliance*

A Phase One ESA dated March 5, 2021, prepared by Fisher Environmental Ltd., has been submitted in support of the proposed development. The following items are required to be submitted for further review:

- As lands are to be dedicated to the City, a letter certified by a Qualified Person (QP) stating that land to be dedicated to the City is environmentally suitable for the proposed use.
- A signed Storm Sewer Use By-law Acknowledgement form.

#### *Noise*

A Noise Feasibility Report prepared by HGC Engineering dated June 30, 2021, was submitted in support of the proposed development. The Noise Report evaluated the potential acoustical impact to the proposed development and recommended mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic (Thomas Street and Joymar Drive), and rail traffic on the Canadian Pacific (CP) railway located approximately 325 m east of the development. The

submitted noise assessment confirms that noise mitigation will be required, including ventilation requirements such as provisions for central air conditioning, and building façade material upgrades.

#### *Other Engineering Matters*

The applicant has submitted a number of technical plans and drawings, which are required to be revised in accordance with City standards. Additional technical and engineering items will need to be satisfactorily addressed to facilitate the implementation of the zoning by-law through a "H" Holding Zone Provisions. The "H" Holding Zone can be lifted upon receipt of the following:

- Execution of a Development Agreement
- Revised engineering plans and drawings
- Draft Reference Plan to support the required Thomas Street road widening
- Letter certified by a Qualified Person (QP) stating that land to be dedicated to the City is environmentally suitable for the proposed use
- A signed Storm Sewer Use By-law Acknowledgement form
- Updated Traffic Impact Study
- A right-of-way widening towards the ultimate 26 m (85 ft.) right-of-way of Thomas Street, as identified in the Official Plan
- Satisfactory access arrangements interconnecting the subject site with the adjacent lands, to the satisfaction of the City of Mississauga

- Updated Functional Servicing and Stormwater Management Report and documentation to demonstrate the satisfactory implementation of the proposed storm system.

#### **School Accommodation**

In comments dated September 2, 2020, the Peel District School Board indicated that currently there may be insufficient capacity to accommodate students generated by the application. In updated comments dated September 9, 2024, the Board responded that its comments remain unchanged.

On May 27, 1998, Council adopted Resolution 152-98 which, among other things requires that a Bill 20 development application include the following as a condition of approval:

- Prior to the passing of an implementing zoning by-law for residential development, the City of Mississauga shall be advised by the Peel District School Board that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Board for the subject development.

The Peel District School Board further requires that clauses be placed in any agreement of purchase and sale entered into with respect to any units on this plan, within a period of five years from the date of registration of the development agreement that provide notification that some students may be accommodated in temporary facilities or bused to schools outside of the area, that require purchasers to agree that children will meet the school bus in designated places and also that require the developer to agree to erect and maintain signs at the entrance

notifying prospective purchasers of accommodation issues flagged by the School Board.

In comments dated October 23, 2020, the Dufferin-Peel Catholic District School Board responded that it is satisfied with the current provision of educational facilities for the catchment area. In updated comments on September 11, 2024, the Board responded that its comments remain unchanged. As such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

### **3. Provincial Planning Statement, 2024 (PPS)**

The Provincial Planning Statement, 2024 (PPS) was released on August 20, 2024, and came into effect on October 20, 2024, replacing the Provincial Policy Statement, 2020. This new document replaces both the Provincial Policy Statement, 2020, and the Growth Plan for the Greater Golden Horseshoe, consolidating the two frameworks into a single, province-wide document. The update aims to streamline policies and place greater responsibility on municipalities to manage growth locally, with a focus on intensification, housing development, and transit-supportive communities. The new PPS provides direction on land use planning by ensuring that municipal decisions align with provincial interests such as promoting efficient land use, encouraging diverse housing options, and supporting sustainable development by coordinating land use with existing and planned public infrastructure.

The PPS 2024 includes several policies relevant to this proposal, including:

- Sections 2.1 and 2.2 promote an appropriate range and mix of housing options to support the achievement of complete communities and meet the projected needs of current and future residents. These sections also endorse densities for new housing that efficiently use infrastructure, public service facilities and support active transportation.
- Sections 2.3 and 2.4 require municipalities to focus growth and development in settlement areas and strategic growth areas based on densities and mix of land uses that efficiently use land and infrastructure and support complete communities. Appropriate type and scale of development, transition of built form and compact built form are also promoted.

As outlined in this report, the proposed development supports the general intent of the PPS. The proposal represents an opportunity to increase the mix of housing options in the neighbourhood area. The proposed development also provides an efficient land use pattern and compact built form with density that efficiently uses existing infrastructure while maintaining an appropriate type and scale of development.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to this application.

#### 4. Region of Peel Official Plan

As summarized in the public meeting report dated December 18, 2020 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.6 and General Policies in Section 5.6.11 direct development and redevelopment to the Urban System to achieve intensified and compact built form that appropriately and efficiently uses lands, services, infrastructure, and public finances, accounting for the characteristics of the existing communities and services.

The proposed development conforms to the ROP as it achieves an efficient land use within the built up urban system, contributing to the range of housing choices in the region.

#### 5. Mississauga Official Plan (MOP)

The proposal does not require an amendment to the Mississauga Official Plan (MOP).

Planning staff have undertaken an evaluation of the relevant policies of the PPS 2024, the Region of Peel Official Plan and the MOP against this proposed development application.

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

##### *Directing Growth*

The subject site is located on the north side of Thomas Street, west of Joymar Drive, in the Streetsville Neighbourhood Character Area which is an established community distinguished by its village character. The area surrounding the subject property is developed with a mix of low rise residential uses including two storey detached homes and three to four storey semi-detached and townhomes.

Thomas Street is identified as a Major Collector under the MOP. Furthermore, the subject property is within 800 m (2,625 ft.) of the Streetsville GO Station and, therefore, may be located within a planned Major Transit Station Area (MTSA). The boundaries for the Streetsville GO Station MTSA will be delineated through a future review process. The subject property is designated **Residential Medium Density** which permits all forms of townhouse dwellings.

Neighbourhoods are generally characterized as stable areas that are to be protected and are not appropriate for significant intensification. However, Neighbourhoods are also not intended to remain static and new development should be sensitive to the existing and planned character of a neighbourhood. Chapter 5 of the Official Plan states that:

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

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

While the proposed development has some distinctive attributes with respect to setbacks, building design and site configuration, the built form is compatible with surrounding homes within the immediate neighbourhood, provides sufficient transition to adjacent properties and maintains a consistent and compatible streetwall along Thomas Street.

#### *Compatibility with the Neighbourhood*

As stated in Chapter 5 of the Official Plan, infill and redevelopment within neighbourhoods will respect the existing and planned character. Neighbourhoods are non-intensification areas that will have the lowest densities and building heights. The proposed back to back townhome development maintains the existing and planned character of the neighbourhood and ensures that transition, compatibility and functionality are maintained through appropriate built form and sensitive site design that adequately address challenges triggered by the constrained nature of the subject site.

Chapter 9, Section 9.2.2.3 of the Official Plan states, while new development need not mirror the existing development, new development in Neighbourhoods will:

- respect existing lotting patterns
- respect the continuity of front, rear and side yard setbacks
- respect the scale and character of the surrounding area

- minimize overshadowing and overlook on adjacent neighbours
- incorporate stormwater best management practices
- preserve mature high quality trees and ensure replacement of the tree canopy, and
- be designed to respect the existing scale, massing, character and grades of the surrounding area.

Since the initial submission of the proposal, the applicant has worked to address comments received from staff and the public through a number of revisions, including the following:

- Reduction of the proposed building height to three storeys to improve compatibility with adjacent developments
- Removal of vehicular access onto Thomas Street to provide a continuous streetwall condition and larger landscaped buffer along the west property line
- Reduction in size and massing of the concrete porch structures facing Thomas Street to improve the appearance of the street-facing façade and maintain compatibility with the semi-detached and townhomes to the east

The proposed rear yard setback ranges from 3.5 to 3.9 m (11.5 to 12.8 ft.) - whereas the zoning by-law requires a minimum rear yard setback of 9.0 m (29.5 ft.); this standard specifically applies to homes facing a rear lot line, such as proposed Units 1 to 5 which face north. The applicant's analysis found that increasing the rear yard setback any further is not feasible due to the need to align the proposed garage entrance with the access to the existing condominium road abutting the east lot line. The impacts caused by the reduced rear yard setback will be mitigated by the replacement of the north entrance patios with



soft landscaping which softens the interface with the adjacent development to the north and improves the pedestrian walkway area along the north lot line.

The above noted revisions adequately mitigate impacts on adjacent properties related to transition and overlook, address concerns regarding integration and compatibility with neighbouring land uses and character of the surrounding area and bring the proposal into alignment with MOP policies that regulate the built form of infill developments in Neighbourhoods.

#### *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 site is currently serviced by the following MiWay Transit routes on Thomas Street: Route 49A – McDowell - which services the Streetsville GO, as well as Route 313 – Streetsville SS - which services Streetsville Secondary School. The following route is also in proximity to the site: Route 44 - Mississauga Road - on Queen Street South just north of Thomas Street which services the Meadowvale Town Centre and the University of Toronto.

There is a transit stop located along the north side of Thomas Street west of Joymar Drive within 57 m (188 ft.) of the site, a stop on the south side of Thomas Street at the Streetsville GO Access Road 134 m (439 ft.) of the site, and two bus stops along the north and south sides of Thomas Street at McFarren Boulevard within 111 m (364 ft.) of the site.

The subject site is also a 10 minute walk to the Streetsville GO station which provides peak commuter service on GO Transit's Milton line with service to downtown Toronto.

The subject site is located approximately 700 m (2,297 ft.) east of Vista Heights Park, 500 m (1,640 ft.) north of Bonnie Brae Park, and 630 m (2,067 ft.) north of Manor Hill Park and 800 m (2,625 ft.) south of Streetsville Library.

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

For these reasons the application is consistent with the MOP, Region of Peel Official Plan and the Provincial Planning Statement.

## **6. Revised Concept and Elevations**

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



**South (Front) Elevation**



**North (Rear) Elevation**



**West (Side) Elevation**



**East (Side) Elevation**



## 7. Zoning

The proposed **RM10-Exception (Back to Back Townhouses - Exception)** zone is appropriate to accommodate the proposed three storey, back to back townhouse development, which has a Floor Space Index of 1.28.

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

### Proposed Zoning Regulations

Zone Regulations	RM10 Zone Regulations	Proposed RM10-Exception Zone Regulations
Minimum <b>Front Yard</b>	7.5 m (24.6 ft.)	6.0 m (19.7 ft.)
Minimum <b>Interior Side Yard</b>	4.5 m (14.8 ft.)	2.77 m (9 ft.) – east
Minimum <b>Interior Side Yard</b> - abutting single detached zone	7.5 m (24.6 ft.)	4.5 m (14.7 ft.) – west
Minimum <b>Rear Yard</b>	9.0 m (29.5 ft.)	3.6 m (11.8 ft.)
Minimum <b>landscaped area</b>	40% of lot area	26% of lot area
Minimum contiguous <b>amenity area</b> - excluding private outdoor space	80 m <sup>2</sup> (861 ft <sup>2</sup> )	23.8 m <sup>2</sup> (256 ft <sup>2</sup> )
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.		

## 8. 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.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which is administered by the Corporate Services Department, Finance Division.

As the proposed development is less than 5 storeys, the CBC is not applicable.

## 9. "H" Holding Provision

Any approval by the OLT should be subject to an "H" Holding Provision that can be removed once a number of technical details have been resolved and are deemed satisfactory by staff. The "H" Holding Provision should be lifted upon:

- Delivery of an executed development agreement in a form and on terms satisfactory to the City of Mississauga including provisions related to the following items but not limited to:
  - Confirmation from the developer that appropriate noise related warning clauses will be included in agreements of purchase and sale or lease related to transactions on the subject lands
  - Confirmation from the developer that clauses will be included in agreements of purchase and sale that provide notification related to the capacity of

- Peel District School Board facilities and other matters as required by the school board
- Confirmation that the addresses of the rear units will be associated with the existing condominium road on the adjacent property and the front units will be associated with Thomas Street
- Confirmation that appropriate signage will be constructed in accordance with the City's Addressing By-law, including at the access at Joymar Drive
- Submission of satisfactory technical reports, studies, drawings, and documents in a form and on terms satisfactory to the City, including:
  - Updated Noise Study
  - Updated Shadow Study
  - Updated Transportation Impact Study
  - Updated Concept Plan demonstrating the location of the pad transformer to the satisfaction of the City of Mississauga
  - Updated engineering plans and drawings
  - A right-of-way widening towards the ultimate 26 metre right-of-way of Thomas Street, as identified in the Official Plan
  - Draft Reference Plan to indicate the required Thomas Street road widening
  - Letter certified by a Qualified Person (QP) stating that land to be dedicated to the City is environmentally suitable for the proposed use
  - A signed Storm Sewer Use By-law Acknowledgement form

- Satisfactory access arrangements interconnecting the subject site with the adjacent lands
- Updated Functional Servicing and Stormwater Management Report and documentation to demonstrate the satisfactory implementation of the proposed storm system
- Documentation confirming that the proposed fire route meets all fire route requirements
- Documentation confirming the fire route

## 10. Site Plan

Further to the passage of Bill 23, More Homes Built Faster, 2022, a new regulation was filed on August 9, 2023, under Section 41 of the *Planning Act* which clarifies that projects with ten or fewer residential units are not subject to site plan control, unless the projects fall within areas prescribed in the regulation. These areas include areas within certain proximities to railways, wetlands, inland lakes, shorelines of the Great Lakes-St. Lawrence River System, rivers and certain types of stream valleys.

As the subject site does not fall within the areas prescribed in the regulation, listed above, the proposed development is not subject to site plan control.

## 11. Conclusions

Staff has evaluated the rezoning application to permit ten, three storey, back to back townhomes against the Provincial Planning Statement, the Region of Peel Official Plan and the Mississauga Official Plan.

The proposed land use and building type are permitted by the Mississauga Official Plan and an official plan amendment is not required to facilitate the proposal. Since the first submission, the applicant made several revisions to the proposal to address initial concerns related to compatibility and feasibility including, but not limited to, reduction of the height and massing of the building and attached porch structures, elimination of the driveway onto Thomas Street and increase the landscaped areas and buffers where feasible. The proposal is compatible with the surrounding properties and planned context of the area. The proposal directs growth to an appropriate location in a neighbourhood, adds to the range of housing in the Streetsville Neighbourhood Character Area and makes more efficient use of the subject property.

Staff are of the opinion that the application is consistent with and conforms to Provincial, Region and City planning instruments. Staff has no objection to the approval of the rezoning application subject to the conditions provided in the staff report.