



Corporate Report

Clerk's Files

Originator's
Files

CD.03.STR (2005)

DATE: January 24, 2006

TO: Chairman and Members of Planning and Development Committee
Meeting Date: February 13, 2006

FROM: Edward R. Sajecki
Commissioner of Planning and Building

SUBJECT: **Draft Streetsville District Policies**

RECOMMENDATION: That a public meeting be held by the Planning and Development Committee to consider the Draft Streetsville District Policies attached, under separate cover, to the report titled "*Draft Streetsville District Policies*" dated January 24, 2006, from the Commissioner of Planning and Building and further, that the Draft Streetsville District Policies be placed on public display and circulated to City Departments, the Region of Peel, Credit Valley Conservation, GO Transit, school boards and community groups for review and comment.

BACKGROUND: The Primary Plan (Official Plan), approved by the Minister of Housing on April 16, 1981, identified Streetsville as a Residential District. In 1982, a planning study was undertaken, culminating in a new Secondary Plan, which was approved by the Ministry of Municipal Affairs in 1985. Although the Streetsville District Policies have been revised through several housekeeping amendments of City Plan and Mississauga Plan, a comprehensive review of the Streetsville District Policies has not been completed since 1985.

COMMENTS:

The Streetsville District Policies have been reviewed and updated to be consistent with changing local circumstances and recent provincial planning initiatives such as the Provincial Policy Statement. The policies have also been revised to eliminate duplication of policies which are already included in the General Policies of Mississauga Plan. Concurrent with the Streetsville District Policies Review, Urban Design Guidelines are being prepared which will assist in the implementation of the Streetsville District Policies.

The focus of the draft policies continues to be to maintain the stability of established residential neighbourhoods. In addition, they are intended to facilitate development which recognizes the scale and enhances the character of existing neighbourhoods, complements adjacent land uses and conserves and enhances natural environmental features and heritage resources.

Further, the draft policies continue to encourage a diversity of mixed uses and densities in the Streetsville Node to create a high quality, compact and sustainable built-form which utilizes existing infrastructure and services.

The draft policies have been prepared to address preliminary comments on planning issues received from, among others, the Streetsville Historical Society, Streetsville Business Improvement Area, the Region of Peel, Credit Valley Conservation and City Departments. An information meeting was also held in November 2005, to present the draft policies and draft urban design guidelines to the executive members of the Streetsville Historical Society and Streetsville Business Improvement Area.

The major changes to the existing Streetsville District Policies, include:

- expansion of the Streetsville Node to include areas experiencing a transition in land use and to include lands where there is potential for high density redevelopment in the vicinity of the GO station;
- redesignating selected “Business Employment” sites to “Medium and High Density Residential”; and
- revised urban design policies.

The Draft Streetsville District Policies are attached under separate cover. Appendix 1 and the accompanying map is a summary of all proposed site specific redesignations. Appendix 2 is a comparison of current and draft policies.

A statutory public meeting, in accordance with the *Planning Act* is required to be held to incorporate the Draft District Policies into Mississauga Plan through an Official Plan amendment. Prior to the public meeting, a public display will be organized by staff early in 2006 to present the proposed changes to the Streetsville District Policies and to answer questions on the draft policies.

Following the consultation process described above, Planning and Building Department staff will report back to City Council on all the comments received, including submissions made at the public meeting, with revised recommendations, where appropriate.

FINANCIAL IMPACT: Not Applicable

CONCLUSION: A statutory public meeting, in accordance with the *Planning Act*, is required to be held to consider the Draft Streetsville District Policies.

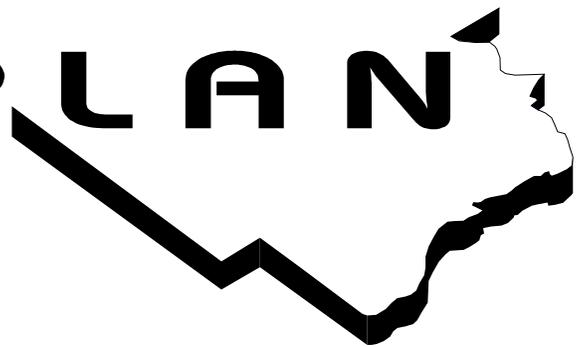
ATTACHMENTS: Under Separate Cover: Draft Streetsville District Policies
APPENDIX 1: Streetsville District Policies Review -
Proposed Site Specific Redesignations
APPENDIX 2: Streetsville District Policies Review -
Draft District Policies Revisions

Original Signed By:

Edward R. Sajecki
Commissioner of Planning and Building

MISSISSAUGA

PLAN



***AMENDMENT 49
TO MISSISSAUGA PLAN
SECTION 4.32
DRAFT STREETSVILLE
DISTRICT POLICIES
OF
MISSISSAUGA PLAN***

2006 January

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Streetsville District Policies of Mississauga Plan

INSERT ADOPTING BY-LAW

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Streetsville District Policies of Mississauga Plan

1. INTRODUCTION

1.1 STATUTORY PROVISIONS

1.1.1 Amendment Approval

A decision, in accordance with sections 17 and 22 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, was made to approve all of Amendment No. 49, Streetsville District Policies, to Mississauga Plan (Official Plan) for the City of Mississauga as adopted by By-law No. _____. The decision of the City of Mississauga is final if a Notice of Appeal is not received on or before the date of appeal noted below.

Date of Decision

Date of Notice

Last Date of Appeal

1.1.2 Adopting By-law

This Amendment No. 49, Streetsville District Policies, to Mississauga Plan for the City of Mississauga Planning Area, was adopted by By-law, as attached hereto (previous page).

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Streetsville District Policies of Mississauga Plan

4.32 STREETSVILLE

4.32.1 Planning Context

The Streetsville District has developed around the historic settlement of the village of Streetsville, located south of Britannia Road West, between the Credit River and Mullet Creek. This area of the District is unique in Mississauga as it retains the distinct character of a rural Ontario town. There are over 90 listed heritage properties, many of which are designated. Heritage buildings are prominent along Queen Street South, some as original retail commercial structures, others as residential dwellings which have been converted to retail commercial and office uses. Queen Street South is also designated as a Scenic Route.

Queen Street South and Main Street continue to maintain a traditional mainstreet commercial character and are active pedestrian streets. The variety of retail commercial services and the village character of the area attract residents from surrounding areas as well as providing a community focus, making it an important part of the Streetsville Node.

The Streetsville Node is located south of Britannia Road West, west of Church Street and east of Mullet Creek. The area within the Node includes a mix of land uses and is well served by public transit.

The area surrounding the Node includes greenbelt and open space land uses and stable, established residential neighbourhoods, consisting mainly of detached dwellings with a few semi-detached and townhouse dwellings. The residential neighbourhood north of Britannia Road West also has business employment uses west of Falconer Drive and retail commercial uses along Queen Street North and Falconer Drive. The residential neighbourhood south of Britannia Road West includes a retail commercial use west of Turney Drive.

The transportation system in the District includes Britannia Road West as the main east-west arterial road and Queen Street South and Queen Street North as the main north-south major collector road. The arterial roads and several of the major collector roads have public bus transit service. In addition to bus transit, there is a GO Transit commuter rail station located on Thomas Street.

The Natural Heritage features in the District, which are shown on Schedule 3 Environmental Areas, and further described in *Mississauga Natural Areas Survey*, include the Credit River and Mullet

Creek valleys and the woodland located at the southeast corner of Erin Mills Parkway and Britannia Road West. The Credit River valley, which is the main natural corridor within the City, and the Mullet Creek valley are important wildlife corridors providing linkages to other natural heritage features beyond the District.

The Credit River provides significant habitat for a variety of salmonids and is classified as a cold water fisheries. There is also a Smallmouth Bass fishery in the lower part of the river, from Streetsville to the Credit River estuary. Mullet Creek also provides important fish habitat.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Streetsville District Policies of Mississauga Plan

4.32.2 Development Concept

The Streetsville District is an established residential community. The Streetsville Node is the centre of activity for the District, combining residential uses, cultural activities, shopping, dining, commerce, tourism and recreation. Some areas within the Streetsville Node, are in a transition of land uses and have potential for appropriate redevelopment, infill, and intensification.

These policies encourage the maintenance of established residential neighbourhoods and a diversity of mixed uses and densities in the Streetsville Node to create a high quality, compact and sustainable built form which utilizes existing infrastructure and services, such as public transit.

The focus of these policies is to facilitate development which reduces the impact of extensive parking areas, enhances pedestrian and cycling convenience and safety, complements adjacent land uses and distinguishes the significance of the Streetsville Node from surrounding areas.

New development and redevelopment will conserve significant natural environmental features and heritage resources and recognize the scale and enhance the character of existing neighbourhoods.

4.32.3 Urban Design Policies

4.32.3.1 Community Identity and Focus

- a. Development should be compatible with and enhance the character of Streetsville as a distinct established community by integrating with the surrounding area.
- b. Development with a high level of urban design, pedestrian amenity, landscaping and compact built form will be encouraged in the Streetsville Node to create a strong sense of place and reinforce the role of the Node as the centre of activity for the District.
- c. Queen Street South will remain the focus of the Mainstreet Commercial core within the Streetsville Node.
- d. The development of symbolic gateways to define entry to and exit from the Streetsville Node will be encouraged.

4.32.3.2. Historic Character

- a. Alterations to heritage structures, including building repairs and additions, and/or alterations to existing vegetation which is part of the cultural landscape, shall be in keeping with the original character of the heritage resources to be preserved.
- b. Building designs, for new buildings and additions, which enhance the historic character and heritage context of the Streetsville Node, through appropriate height, massing, architectural pattern, proportions, set back, and general appearance, will be encouraged.
- c. Commercial signs which reflect the historic village character in the Streetsville Node, such as hand painted wooden signs, projecting signs as permitted by municipal by-laws and other signs which reflect late nineteenth or early twentieth century practises will be encouraged.
- d. The established residential character of the areas generally located along Main Street east of Church Street and along Queen Street South south of Barry Avenue, shall be maintained through appropriate building masses, setbacks, intensive landscaping, streetscapes with many mature trees, and a regular street grid pattern.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Streetsville District Policies of Mississauga Plan

4.32.3.3 Mainstreet Commercial Character

- a. Mixed-use developments, with street-related retail commercial uses in closely spaced storefronts lining the street, will be encouraged along the principal streets in the Streetsville Node to promote an active pedestrian environment.
- b. New buildings shall be at least two storeys but not more than three storeys in height. Building additions shall not be more than three storeys in height and shall be generally harmonious in style and massing with the buildings to which they are attached.
- c. The apparent height of new buildings shall be reduced through massing and design.
- d. New development will be encouraged to reflect the original lot pattern and setback dimensions of surrounding properties. The front setback of new buildings should match the setback of adjacent buildings so as to create a uniform street wall. Where the building setbacks on either side are not equal, the lesser setback should be used.
- e. Parking areas and driveways should not be located within 20 metres of Queen Street South or Main Street. Integrated parking solutions across multiple sites, including the creation of rear lane access to joint parking areas and the development of private pay parking lots, are encouraged.
- f. Development which enhances the streetscape through landscaping and the provision of pedestrian amenities will be encouraged along the principal streets within the Streetsville Node.

4.32.3.4 Public Realm

- a. The placement of parking areas to the rear of buildings and the consolidation of driveways will be encouraged along principal street frontages in the Streetsville Node to increase the area available for planting and public amenity.
- b. The rear facades of developments which back onto places accessible to the public, including parking areas or laneways, should be designed to provide a level of detail, fenestration, and direct access appropriate to their role as secondary frontages.

4.32.4 Land Use

4.32.4.1 Residential

In addition to the uses permitted by the Land Use Policies of this Plan, bed and breakfast establishments are permitted provided that they front upon Queen Street South, Main Street, Thomas Street or Church Street.

4.32.4.1.1 Residential Low Density I

The Residential Low Density I designation permits detached dwellings to a maximum density of 17 units per net residential hectare.

4.32.4.1.2 Residential Low Density II

The Residential Low Density II designation permits detached, semi-detached, triplex dwellings, street townhouse dwellings, and duplex dwellings at a density of 18-37 units per net residential hectare.

4.32.4.1.3 Residential Medium Density I

The Residential Medium Density I designation permits townhouse development, at a density of 26-42 units per net residential hectare. Building height should generally not exceed three storeys.

4.32.4.1.4 Residential Medium Density II

The Residential Medium Density II designation permits all forms of horizontal multiple dwellings at a density of 42-57 units per net residential hectare and low rise apartments at a Floor Space Index of 0.3-1.0. Building height should generally not exceed four storeys.

4.32.4.1.5 Residential High Density I

The Residential High Density I designation permits apartment dwellings at a Floor Space Index of 1.0-1.8. Building height should not exceed seven storeys.

4.32.4.1.6 Residential High Density II

The Residential High Density II designation permits apartment dwellings at a Floor Space Index of 1.8-3.0.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Streetsville District Policies of Mississauga Plan

4.32.4.2 Business Employment

Lands designated Business Employment will only permit the following uses:

- a. industrial uses within enclosed buildings including manufacturing, assembling, processing, fabricating, research and development, and accessory sales and service;
- b. offices;
- c. community uses;
- d. entertainment, recreation and sports facilities;
- e. financial institutions;
- f. motor vehicle rental facilities.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Streetsville District Policies of Mississauga Plan

4.32.5 Transportation

4.32.5.1 Road Classification

The transportation system for the District is illustrated on the Streetsville District Land Use Map, and described in Table 1, Basic Road Characteristics, Streetsville District.

TABLE 1: BASIC ROAD CHARACTERISTICS, STREETSVILLE DISTRICT				
ROAD TYPE	NAME	SECTION	JURISDICTION	RIGHTS-OF-WAY*
ARTERIAL	Britannia Road West	Erin Mills Parkway to Credit River	Region of Peel	36/45 m (45 m at intersections)
	Erin Mills Parkway	Britannia Road West to Thomas Street	Region of Peel	45 m
MAJOR COLLECTOR	Argentia Road	St. Lawrence & Hudson Railway tracks to Creditview Road	City of Mississauga	26 m
	Main Street	Queen Street South to Credit River	City of Mississauga	20-30 m
	Thomas Street	Erin Mills Parkway to Queen Street South	City of Mississauga	30 m
	Queen Street North	St. Lawrence & Hudson Railway tracks south to Britannia Road West	City of Mississauga	26 m
	Queen Street South (Scenic Route)	Britannia Road West south to St. Lawrence & Hudson Railway tracks	City of Mississauga	20 m
	Creditview Road	Argentia Road to Credit River	City of Mississauga	30 m
	MINOR COLLECTOR	As shown on District Land Use Map		City of Mississauga
Church Street		Queen Street South to Ontario Street East	City of Mississauga	15 m
Kinsmen Gate		Falconer Drive to Argentia Road	City of Mississauga	30 m
Ontario Street East		Church Street to Queen Street South	City of Mississauga	15 m
LOCAL ROAD	As shown on District Land Use Map		City of Mississauga	15-20 m

* “Designated rights-of-way widths” are considered the basic required rights -of-way along roadway sections. At intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Streetsville District Policies of Mississauga Plan

4.32.5.2 Road System

The maximum pavement width of Queen Street South, from Britannia Road West to the St. Lawrence & Hudson Railway, will not exceed a basic two lane cross-section, except for bus bays, on street parking lanes, turning lanes at intersections and bicycle and pedestrian routes.

4.32.5.3 Parking

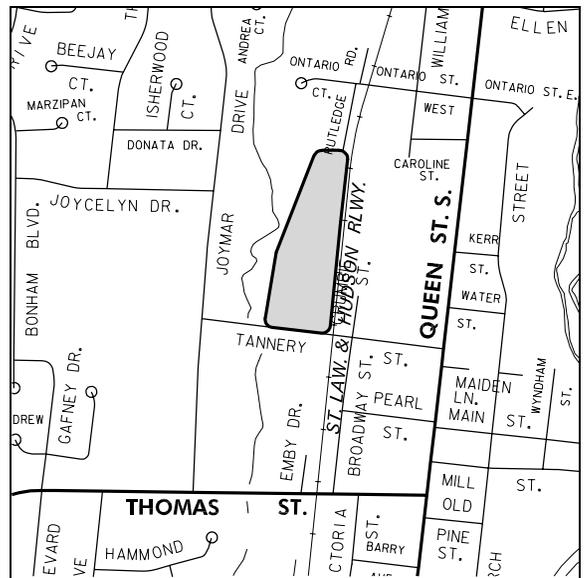
The City will continue to encourage and promote better utilization of the existing and future parking inventory through discussions with the members of the Streetsville Business Improvement Area (BIA), with a goal of developing a self sufficient parking operation through measures such as parking charges.

4.32.6 Special Site Policies

4.32.6.1 Introduction

There are sites within the District which merit special attention and are subject to the following policies.

4.32.6.2 Site 1



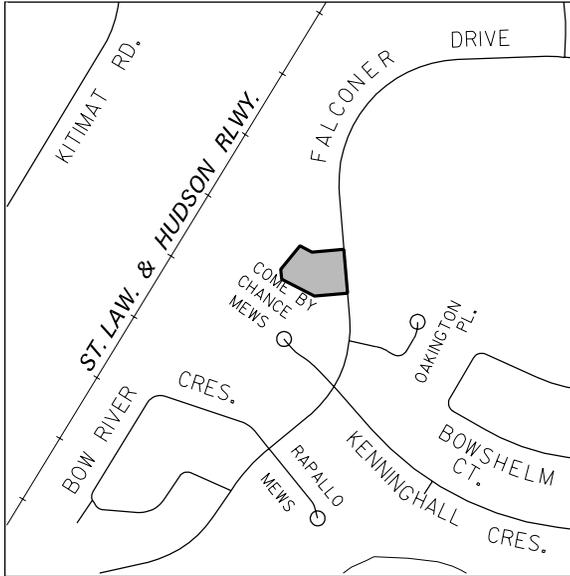
The lands identified as Special Site 1 are located north of Tannery Street west of the St. Lawrence & Hudson Railway.

Notwithstanding the provisions of the Residential High Density I designation, the lands may be developed for a maximum of 397 dwelling units in a building form consisting of low profile buildings ranging in height from four storeys near Mullett Creek to six storeys near the railway tracks, oriented to maximize visual access to Mullett Creek.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Streetsville District Policies of Mississauga Plan

4.32.6.3 Site 2

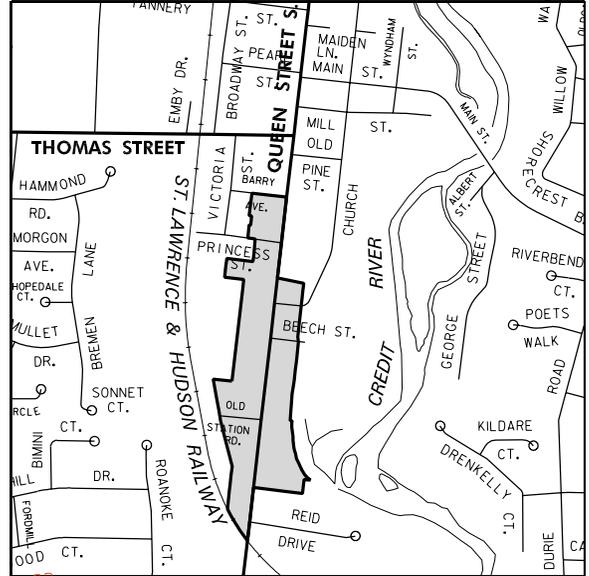


The lands identified as Special Site 2 are located on the west side of Falconer Drive, north of Oakington Place.

Notwithstanding the provisions of the General Commercial designation, the following additional policy will apply:

- a. only a day care facility will be permitted.

4.32.6.4 Site 3



In addition to the uses permitted by their Residential designation, the lands identified as Special Site 3 which front upon Queen Street South, may also be used for offices.

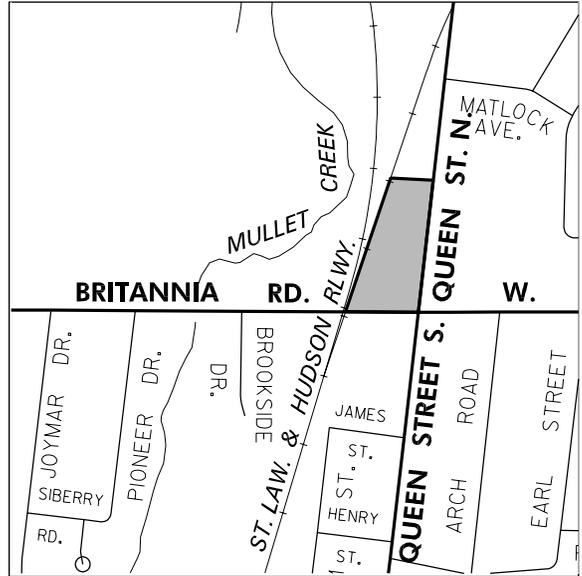
- a. any office conversion should maintain a residential appearance in keeping with the existing scale, materials, and character of the existing dwellings in the immediate area. The existing houses should be preserved if at all possible, while the interior floor plan may be altered for office use;
- b. any additions and alterations of existing buildings should be sensitive to the existing vernacular and heritage village theme, and should be largely confined to the rear of the property;
- c. any additions, alteration, conversion or redevelopment should maintain the existing front yard setback, with the front yard used for landscaping;
- d. sufficient on-site parking, which will consist of only surface parking, as required by the Zoning By-law, should be provided in the rear yard only at grade without removal of existing trees, except at the discretion of the City arborist;
- e. vehicular entrances should be combined to minimize the number of access points on Queen Street South;
- f. minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area;
- g. existing lot sizes should be retained;

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Streetsville District Policies of Mississauga Plan

- h. rear yard drainage will be provided to the satisfaction of the City.

4.32.6.5 Site 4



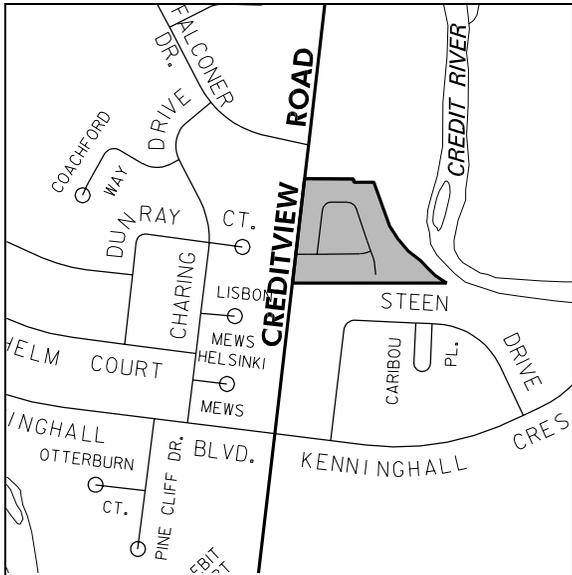
The lands identified as Special Site 4 are located north of Britannia Road West and west of Queen Street North.

Notwithstanding the provisions of the General Commercial designation Motor Vehicle Commercial uses will also be permitted.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Streetsville District Policies of Mississauga Plan

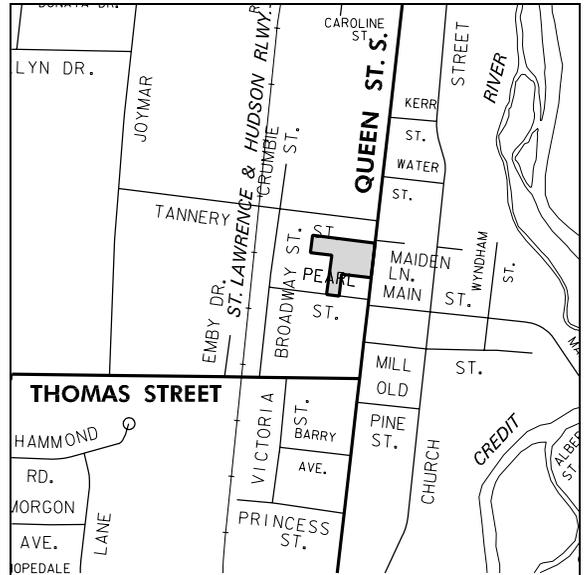
4.32.6.6 Site 5



The lands identified as Special Site 5 are located east of Creditview Road, north of Kenninghall Crescent.

Notwithstanding the Residential Low Density II designation, the lands may be developed for townhouse development and semi-detached dwellings, or any combination thereof, with a maximum density of 15.5 units per net residential hectare.

4.32.6.7 Site 6



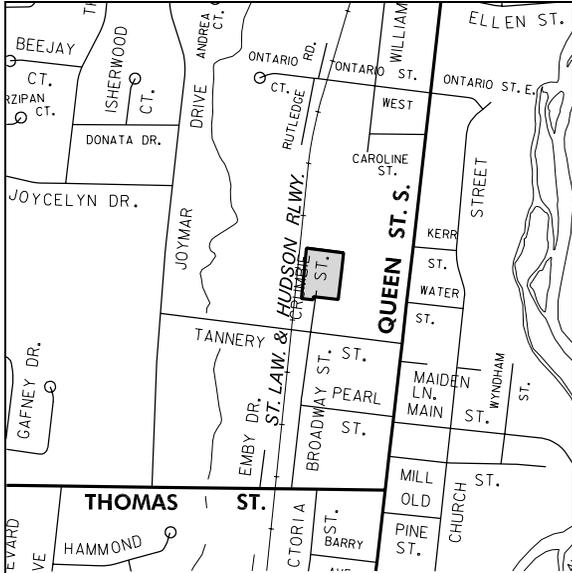
The lands identified as Special Site 6 are located on the west side of Queen Street South, south of Tannery Street.

Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be five storeys.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Streetsville District Policies of Mississauga Plan

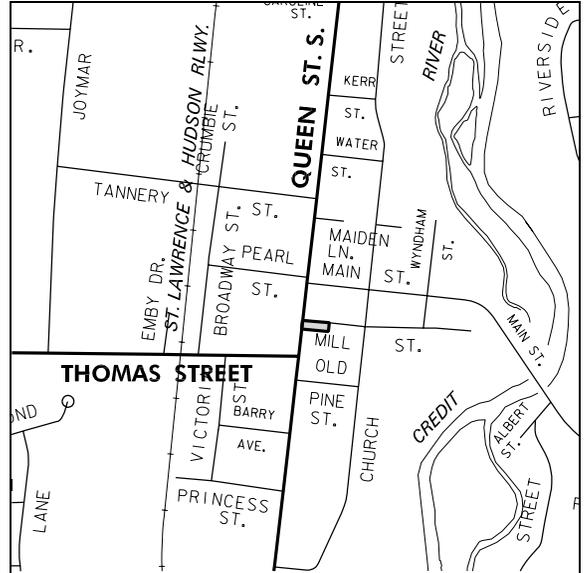
4.32.6.8 Site 7



The lands identified as Special Site 7 are located east of the St. Lawrence and Hudson Railway tracks and north of Crumvie Street.

Notwithstanding the provisions of the General Commercial designation, motor vehicle repair facilities will be permitted.

4.32.6.9 Site 8



The lands identified as Special Site 8 are located on the east side of Queen Street South, south of Mill Street.

Notwithstanding the provisions of the Mainstreet Commercial designation, motor vehicle repair facilities will be permitted.

Specific policies in this section must be read in conjunction with all the policies in this Plan.

Streetsville District Policies of Mississauga Plan

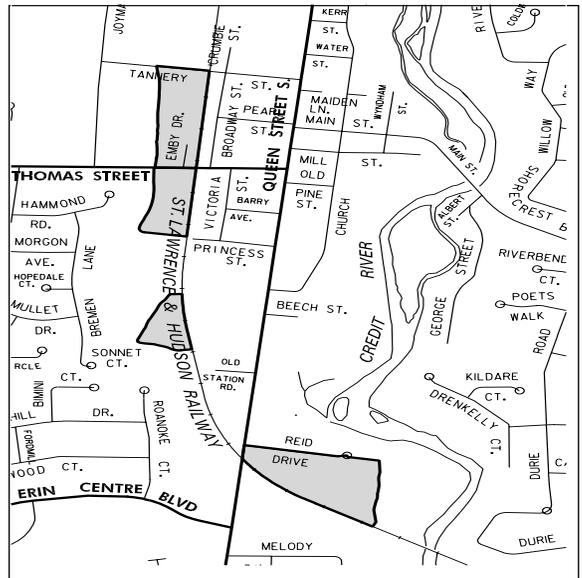
4.32.6.10 Site 9



The lands identified as Special Site 9 are located south of Britannia Road West on both sides of Queen Street South and north of Henry Street and Ellen Street.

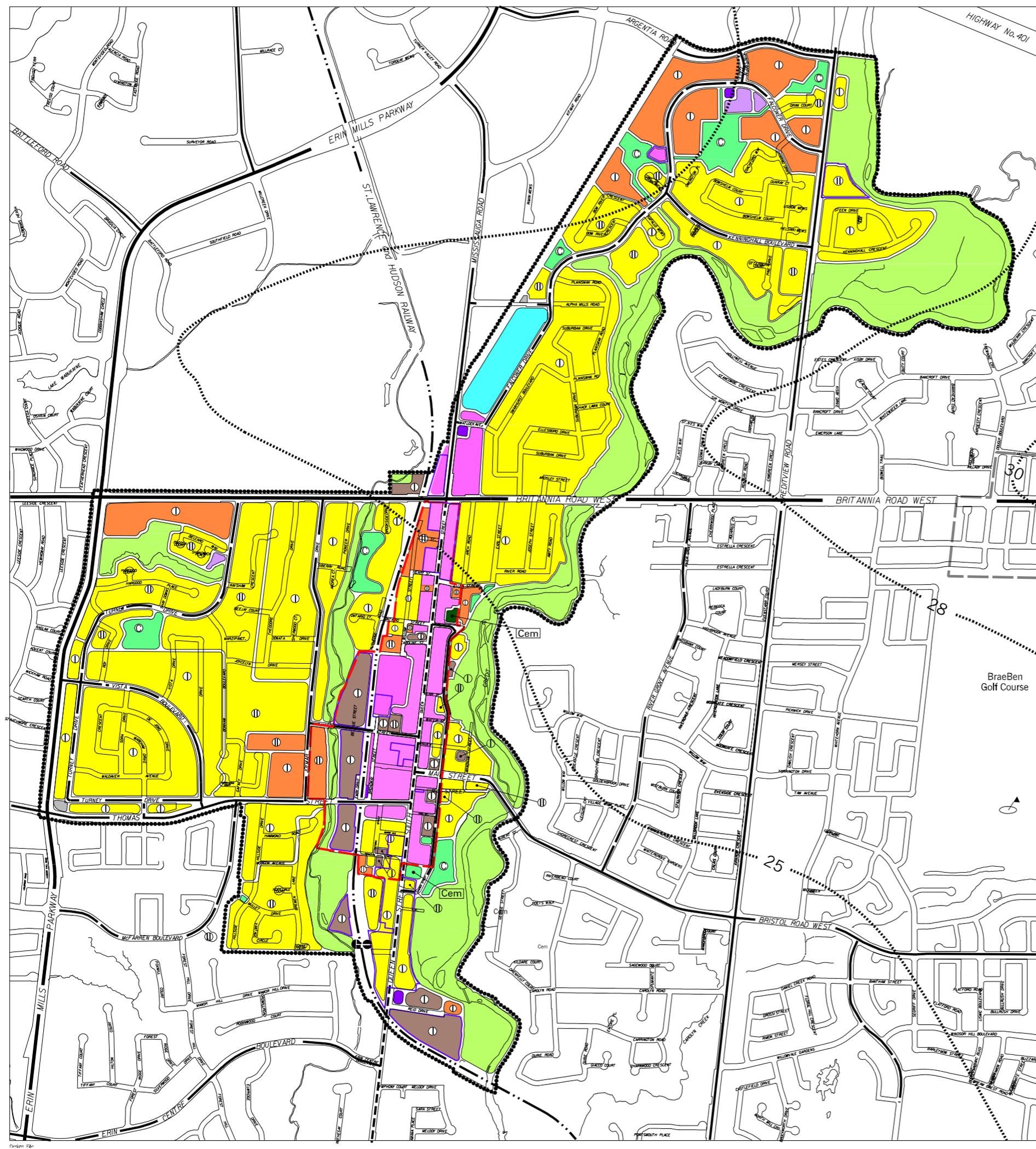
Notwithstanding the provisions of the Mainstreet Commercial designation, building heights should not exceed two storeys.

4.32.6.11 Site 10



The lands identified as Special Site 10 are located south of Tannery Street between Mullett Creek and the St. Lawrence & Hudson Railway and south of Reid Drive, west of the Credit River adjacent to the St. Lawrence & Hudson Railway.

Notwithstanding the provisions of the Residential High Density I designation, building forms should consist of low profile buildings ranging in height from four storeys near Mullett Creek and the Credit River valleys to six storeys near the railway tracks, oriented to maximize visual access to Mullett Creek and the Credit River.



LAND USE DESIGNATIONS

- Residential - Low Density I
- Residential - Low Density II
- Residential - Med. Density I
- Residential - Med. Density II
- Residential - High Density I
- Residential - High Density II
- Mainstreet Commercial
- General Commercial
- Convenience Commercial
- Motor Vehicle Commercial
- Business Employment
- Public Open Space
- Private Open Space
- Greenbelt
- Utility

LAND USE LEGEND

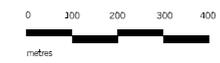
- LBPIA Operating Area Boundary- See Aircraft Noise Policies
- Node Boundary
- Community Park
- Cemetery
- 1996 NEP /2000 NEF Composite Noise Contours
- Planning District

Note:
 The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available.
 For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.

TRANSPORTATION LEGEND

- Provincial Highway and Interchange
- Arterial
- Major Collector
- Major Collector (Scenic Route)
- Minor Collector
- Local Road
- Existing Commuter Rail
- GO Transit Station

Special Sites Areas (See Special Site Policies)



DRAFT
Streetsville District Review
Land Use Map

City of Mississauga 2006 January

Streetsville District Policies Review – Proposed Site Specific Redesignations

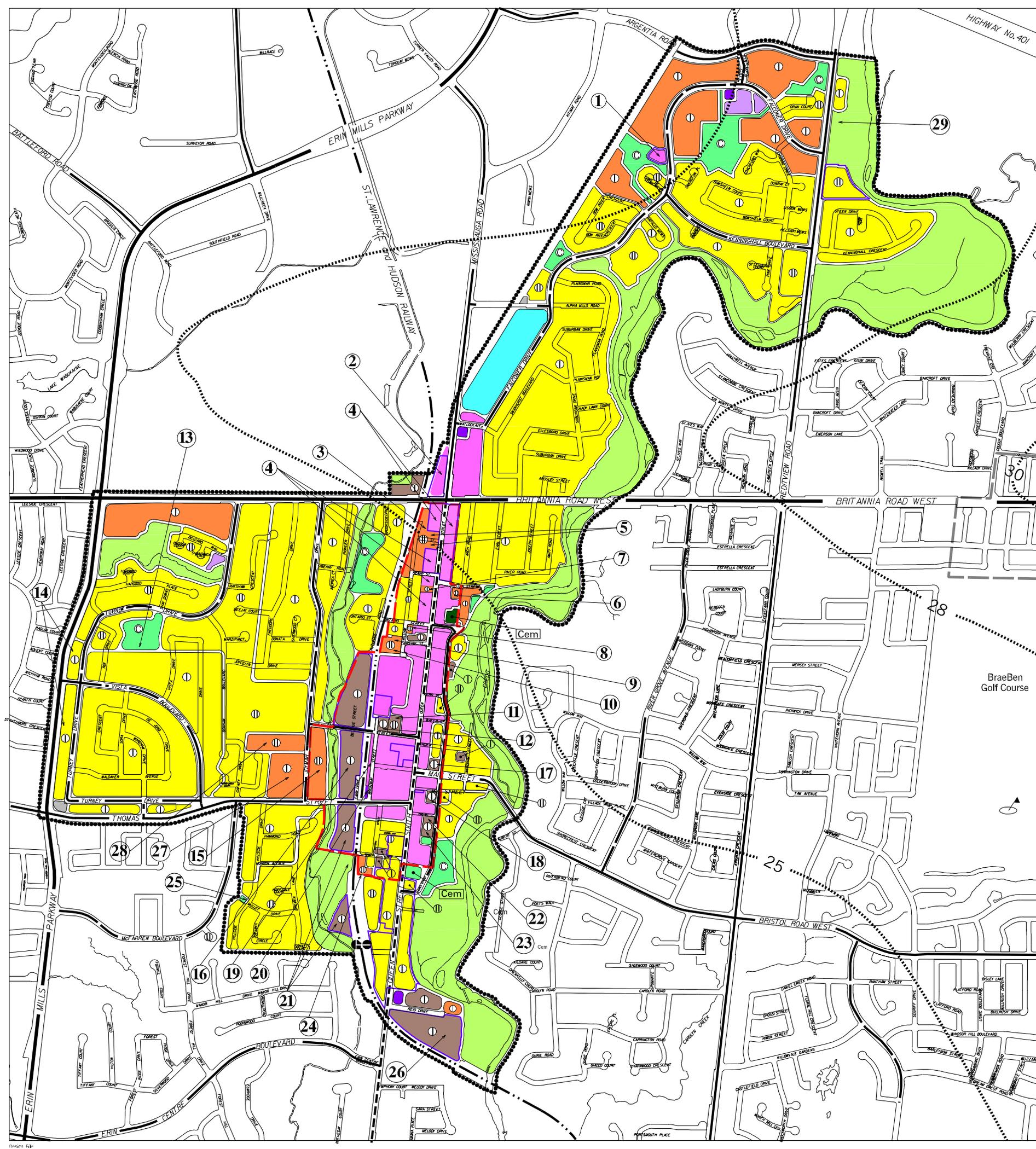
Map No.	Location	Existing Land Use Designation	Existing Land Use	Proposed Land Use Designation	Purpose of Revision / Comments
1	114 Falconer Drive	Open space/Community Park	Streetsville Day Care Centre	General Commercial Site 2	Property is not part of the City park system -Special Site 2 policy restricts commercial activity to the operation of a day care facility.
2	West Side of Queen St. North., north of Britannia Rd. West	Motor Vehicle Commercial (OPA 25 Site 7)	Retail commercial, Automotive and Restaurant	General Commercial Site 4	Permit redevelopment of area at major road intersection and minor gateway location to General Commercial uses and recognize existing motor vehicle commercial uses.
3	William St. north of Henry St.	Business Employment	Automotive Repair, Bus storage, office and repair	Residential Medium Density II	Permit redevelopment of remnant Business Employment lands within the Streetsville Node to higher density residential uses consistent with Official Plan policies.
4	East and west sides of Queen St. South, south of Britannia Road West , north of Caroline St. and Ellen St.	Residential Low Density I North half of Site 5	Office, Detached Dwellings	Mainstreet Commercial Special Site 9	Permit redevelopment of residential lands to higher density residential uses along public transit route on major collector road within the Streetsville Node in a manner which respects heritage character and adjacent residential uses. Encourage connections with retail commercial land uses north of Britannia Road West and downtown retail commercial area.
5	1 to14 James St.	Residential Low Density II	2 Storey Townhouses	Residential Medium Density II	Recognize existing townhouses with a density of 47 units/ha (19.0 units/acre).
6	11 Ellen St.	Mainstreet Commercial	3 Storey Apartment	Residential Medium Density II	Recognize existing apartment building with an FSI of 0.39.
7	52 Queen St. South	Residential Medium Density I, Site 10	Vacant	Residential Medium Density II	The current Special Site Policy permits an apartment building with a maximum density of 50 units/ha (20.2 units/acre) , although the Medium Density I designation only permits townhouse development at a density of 26-42 units/ha (10.5-17 units/acre). The proposed Medium Density II designation recognizes the current permission and removes the need for a Special Site Policy.
8	85 William St.	Residential Low Density I (OPA 25 Site 14)	2 Storey Double Duplex	Residential Medium Density II	Recognize existing duplex building with a density of 50 units/ha (20.2 units/acre) and remove the need for a Special Site Policy.
9	92 William St.	Residential Med. Density I	2 Storey Apartment	Residential Medium Density II	Recognize existing apartment building with an FSI of 0.32.
10	98 William St.	Residential High Density I, Site 8	3 Storey Apartment	Residential Medium Density II	Recognize existing apartment building built at an FSI of 0.77 and remove the need for a Special Site Policy which permits a lower density of development.

Streetsville District Policies Review – Proposed Site Specific Redesignations

Map No.	Location	Existing Land Use Designation	Existing Land Use	Proposed Land Use Designation	Purpose of Revision / Comments
11	30 Tannery St.	Mainstreet Commercial, (OPA 25 Site 6)	7 Storey Apartment	Residential High Density II	Recognize existing apartment building built at an FSI of 3.13 and remove the need for a Special Site Policy.
12	32 Tannery St.	Mainstreet Commercial, (OPA 25 Site 6)	6 Storey Apartment	Residential High Density I	Recognize existing apartment building built at an FSI of 1.69 and remove the need for a Special Site Policy.
13	5779 Turney Dr.	Utility	Vista Heights Park	Public Open Space Community Park	Recognize existing land use. Region of Peel former water tower has been removed.
14	Along east side of Erin Mills Pkwy south of Hargood Pl.	Greenbelt	Landscape buffer	Residential Low Density I	Recognize existing land use.
15	North of Thomas St., south of Tannery St. and west of Mullet Creek	Business Employment Site 2, west half	Industrial and commercial	Residential Medium Density II	Permit redevelopment of remnant Business Employment lands located across the street from the GO Train Station to higher density residential uses within the Streetsville Node.
16	North of Thomas St., south of Tannery St. and east of Mullet Creek	Business Employment, Site 2, east half	Detached dwellings, industrial and commercial	Residential High Density I	Permit redevelopment of remnant Business Employment lands located across the street from the GO Train Station to higher density residential uses within the Streetsville Node.
17	16 Main St.	Mainstreet Commercial (OPA 25 Site 12)	5 Storey Apartment	Residential High Density I	Recognize existing apartment building built at an FSI of 1.44 and remove the need for a Special Site Policy.
18	13 Mill St.	Mainstreet Commercial	6 Storey Apartment	Residential High Density I	Recognize existing apartment building built at an FSI of 1.34
19	West side of Broadway St.	Mainstreet Commercial	Parking Lot Residential	General Commercial	Permit future retail commercial development.
20	38 Thomas St.	Mainstreet Commercial	Auto Repair	Motor Vehicle Commercial	Recognize existing use.
21	Thomas St. GO Train Station parking lot	Residential Low Density II	Commuter Parking lot	Residential High Density I	Permit redevelopment to higher density residential uses within the Streetsville Node.
22	9 Old Pine St.	Mainstreet Commercial	3 Storey Apartment	Residential High Density I	Recognize existing apartment building built at an FSI of 1.8.
23	270 Church St.	Mainstreet Commercial	5 Storey Apartment	Residential High Density I	Recognize existing apartment building built at an FSI of 1.52.

Streetsville District Policies Review – Proposed Site Specific Redesignations

Map No.	Location	Existing Land Use Designation	Existing Land Use	Proposed Land Use Designation	Purpose of Revision / Comments
24	39 Princess St.	Residential Low Density II, Site 1	Vacant	Residential Medium Density II	Permit redevelopment of site within the Streetsville Node to higher density residential uses.
25	West side of Hillside Dr., west of Mullet Dr.	Residential Low Density II	Mullet's Walk Park	Public Open Space / Community Park	Recognize existing land use
26	South of Reid Dr.	Business Employment	Manufacturing	Residential High Density I	Permit redevelopment of remnant Business Employment lands located in walking distance of the GO Train Station and along public transit route to higher density residential land uses.
27	West side of Joymar Dr., north of Thomas St. (80, 86 Joymar Drive)	Business Employment	Residential, manufacturing	Residential Medium Density I	Permit redevelopment of remnant Business Employment lands located in walking distance of the GO Train Station and along public transit route to higher density residential land uses.
28	West side of Joymar Dr. north of Thomas st.	Residential Medium Density I , Site 11	2 Storey Townhouses	Residential Medium Density II	Recognize existing townhouses with a density of 44 units/ha (17.8 units/acre).
29	East side of Creditview Rd. between Argentia Rd and Falconer Drive	Residential Low Density I	Vacant	Greenbelt	Revised Greenbelt land use boundary based on Peel Region Core Greenlands and City's NAS information.



LAND USE DESIGNATIONS

-  Residential - Low Density I
-  Residential - Low Density II
-  Residential - Med. Density I
-  Residential - Med. Density II
-  Residential - High Density I
-  Residential - High Density II
-  Mainstreet Commercial
-  General Commercial
-  Convenience Commercial
-  Motor Vehicle Commercial
-  Business Employment
-  Public Open Space
-  Private Open Space
-  Greenbelt
-  Utility

LAND USE LEGEND

-  - LBPIA Operating Area Boundary- See Aircraft Noise Policies
-  - Node Boundary
-  - Community Park
-  - Cemetery
-  - 1996 NEP /2000 NEF Composite Noise Contours
-  - Planning District

TRANSPORTATION LEGEND

-  Provincial Highway and Interchange
-  Arterial
-  Major Collector
-  Major Collector (Scenic Route)
-  Minor Collector
-  Local Road
-  Existing Commuter Rail
-  GO Transit Station

 Special Sites Areas (See Special Site Policies)

 - Revision No.

Note:

The 1996 Noise Exposure Projection (NEP)/2000 Noise Exposure Forecast (NEF) Composite Noise Contours are shown for information purposes only and are not part of the District Land Use Map. These contours will change from time to time as new information becomes available. For accurate reference the composite NEP/NEF map produced by Transport Canada at a scale of 1:50 000 should be consulted.



DRAFT
Streetsville District Review
Land Use Map Revisions

City of Mississauga 2006 January

Current Policy	Revision / Comment	Proposed Draft Policy
<p>4.32.3 Urban Design Policies</p> <p>4.32.3.1 Community Identity and Focus</p> <p>a. New developments should maintain and enhance the identity of Streetsville as a diverse established community by integrating with the surrounding area and avoiding the establishment of enclaves.</p> <p>b. New developments or re-developments within the Streetsville Business Improvement Area (BIA) should be designed to reflect and enhance the streetscape.</p> <p>c. The Streetsville Business Improvement Area should be the focus of activity for the District, combining residential uses, cultural activities, shopping, dining, commerce and recreation.</p> <p>d. The District's heritage resources will be conserved and any disturbance and/or alteration of such resources should be minimized.</p> <p>e. In addition to general policies directing design elements which affect community identity and focus, there are two special character areas which require special attention. The location of the special character areas is identified in Figure 1, Character Areas - Streetsville District. Each special character area includes lands of a variety of designations.</p> <p>f. Building heights should not exceed 6 storeys unless other maximum heights are provided.</p>	<p>Addressed in Draft Policy 4.32.3.1.a.</p> <p>Addressed in Draft Policy 4.32.3.3.f.</p> <p>Addressed in Draft Policy 4.32.3.1.c.</p> <p>Addressed in Heritage Resource Policies section 3.17.2 & Draft Policy 4.32.3.2.a.</p> <p>Addressed in Draft Policy 4.32.3.2 d.</p> <p>Addressed in Residential High Density I Draft Policy 4.32.4.1.5.</p>	<p>4.32.3 Urban Design Policies</p> <p>4.32.3.1 Community Identity and Focus</p> <p>a. Development should be compatible with and enhance the character of Streetsville as a distinct established community by integrating with the surrounding area.</p> <p>b. Development with a high level of urban design, pedestrian amenity, landscaping and compact built form will be encouraged in the Streetsville Node to create a strong sense of place and reinforce the role of the Node as the centre of activity for the District.</p> <p>c. Queen Street South will remain the focus of the Mainstreet Commercial core within the Streetsville Node.</p> <p>d. The development of symbolic gateways to define entry to and exit from the Streetsville Node will be encouraged.</p> <p>4.32.3.2. Historic Character</p> <p>a. Alterations to heritage structures, including building repairs and additions, and/or alterations to existing vegetation which is part of the cultural landscape, shall be in keeping with the original character of the heritage resources to be preserved.</p> <p>b. Building designs, for new buildings and additions, which enhance the historic character and heritage context of the Streetsville Node, through appropriate height, massing, architectural pattern, proportions, set back, and general appearance, will be encouraged.</p>

Current Policy	Revision / Comment	Proposed Draft Policy
<p>4.32.3.2 Streetsville Node</p> <p>4.32.3.2.1 Queen Street Core</p> <p>a. Along Queen Street and Main Street, mixed-use developments with street-related commercial uses and closely spaced storefronts lining the street are encouraged to foster an active pedestrian street.</p> <p>b. Notwithstanding the existence of higher buildings, new buildings should be at least 2 storeys but not more than 3 storeys high.</p> <p>c. An urban character is to be maintained; buildings will be located close to the street and aligned with it to enclose the street space, and gaps in the street wall should be minimized.</p> <p>d. The creation of a unique and identifiable streetscape is critical for the development and maintenance of the desired image of a heritage commercial village with a canopy of trees enclosing the street and sheltering pedestrians. Such a streetscape will include elements such as trees in grates, special paving, lamp standards, benches, planters and other street furniture designed in an integrated fashion.</p> <p>e. The street setback of new buildings should match the setback of adjacent buildings to create a uniform street wall close to the street. Where the building setbacks on either side of a redevelopment site are not equal, the lesser setback should be used.</p> <p>f. On-site parking and driveways should not be located within 20 m of Queen Street or Main Street. The development of integrated parking solutions across multiple sites is encouraged, such as the creation of rear lanes to access joint parking areas.</p>	<p>Addressed in Draft Policy 4.32.3.3.a.</p> <p>Addressed in Draft Policy 4.32.3.3.b.</p> <p>Addressed in Draft Policy 4.32.3.3.d.</p> <p>Addressed in Draft Policy 4.32.3.3.f.</p> <p>Addressed in Draft Policy 4.32.3.3.d.</p> <p>Addressed in Draft Policy 4.32.3.3.e.</p>	<p>c. Commercial signs which reflect the historic village character in the Streetsville Node, such as hand painted wooden signs, projecting signs as permitted by municipal by-laws and other signs which reflect late nineteenth or early twentieth century practises will be encouraged.</p> <p>d. The established residential character of the areas generally located along Main Street east of Church Street and along Queen Street South south of Barry Avenue, shall be maintained through appropriate building masses, setbacks, intensive landscaping, streetscapes with many mature trees, and a regular street grid pattern.</p> <p>4.32.3.3 Mainstreet Commercial Character</p> <p>a. Mixed-use developments, with street-related retail commercial uses in closely spaced storefronts lining the street, will be encouraged along the principal streets in the Streetsville Node to promote an active pedestrian environment.</p> <p>b. New buildings shall be at least two storeys but not more than three storeys in height. Building additions shall not be more than three storeys in height and shall be generally harmonious in style and massing with the buildings to which they are attached.</p> <p>c. The apparent height of new buildings shall be reduced through massing and design.</p> <p>d. New development will be encouraged to reflect the original lot pattern and setback dimensions of surrounding properties. The front setback of new buildings should match the setback of adjacent buildings so as to create a uniform street wall. Where the building setbacks on either side are not equal, the lesser setback should be used.</p>

Current Policy	Revision / Comment	Proposed Draft Policy
<p>g. Developments which back on places accessible to the public, such as parking areas or lanes, should have the rear façade designed to provide a level of detail and fenestration appropriate to its role as a secondary public facade and may provide direct access for users.</p> <p>h. Safe, comfortable and convenient passages should be provided from the front facade to parking areas at the rear of buildings.</p> <p>i. Where developments include open spaces adjacent to the public right-of-way or other public spaces with the streetscape treatment, these spaces must be designed as an extension of the streetscape incorporating identical details.</p> <p>j. Building designs should be sympathetic to the historical character of the village and should include a high level of detailing to provide visual interest without copying historical buildings.</p> <p>k. Signs should reflect the historic character of Streetsville; hand-painted wood signs, projecting signs and other signs which reflect late 19th or early 20th century practices are encouraged, back-lit signs are not appropriate.</p> <p>4.32.3.2.2 Core Residential</p> <p>This character area includes areas adjacent to the Queen Street Core and areas along Queen Street north and south of the Queen Street Core which serve as a gateway to the village. While these areas have a predominantly residential character which should be preserved, compatible redevelopment can be accommodated.</p> <p>a. The predominant characteristics of these areas should be preserved including: the 1-2 storey building heights; the combination of small building masses on lots with generous setbacks; the well landscaped streetscapes and lots with many mature trees; and the regular street grid.</p>	<p>Addressed in Draft Policy 4.32.3.4.b.</p> <p>Safety issue is addressed in Urban Design Policies section 3.15.12</p> <p>Addressed in Draft Policy 4.32.3.3.f.</p> <p>Addressed in Draft Policy 4.32.3.2.b.</p> <p>Addressed in Draft Policy 4.32.3.2.c.</p> <p>Character Areas have been eliminated to reduce duplication of policies and land use designations.</p> <p>Addressed in Draft Policy 4.32.3.2.d. and Special Policy Site 3</p>	<p>e. Parking areas and driveways should not be located within 20 metres of Queen Street South or Main Street. Integrated parking solutions across multiple sites, including the creation of rear lane access to joint parking areas and the development of private pay parking lots, are encouraged.</p> <p>f. Development which enhances the streetscape through landscaping and the provision of pedestrian amenities will be encouraged along the principal streets within the Streetsville Node.</p> <p>4.32.3.4 Public Realm</p> <p>a. The placement of parking areas to the rear of buildings and the consolidation of driveways will be encouraged along principal street frontages in the Streetsville Node to increase the area available for planting and public amenity.</p> <p>b. The rear facades of developments which back onto places accessible to the public, including parking areas or laneways, should be designed to provide a level of detail, fenestration, and direct access appropriate to their role as secondary frontages.</p>

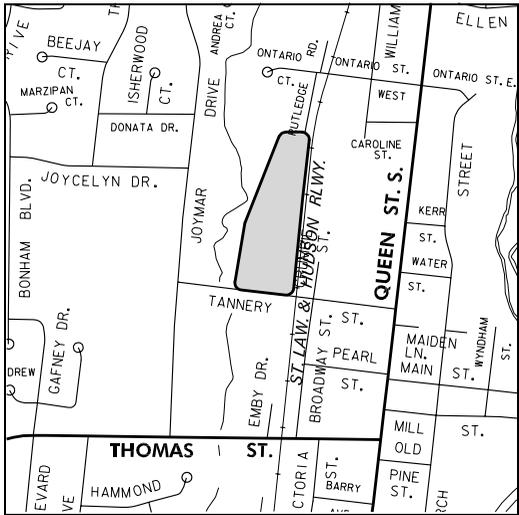
Current Policy	Revision / Comment	Proposed Draft Policy
<p>b. Where permitted by land use designation or existing zoning, commercial uses should have subdued signs which reflect the historic character of Streetsville: hand-painted wood signs, projecting signs and other signs which reflect late 19th or early 20th century practices are encouraged.</p> <p>c. Where permitted by land use designation or existing zoning, commercial uses should accommodate parking in a manner which retains the residential streetscape character and preserves existing trees, locating it in the side or rear yard to maintain a landscaped front yard.</p> <p>d. New buildings should not exceed a height of 3 storeys and should generally be designed with a massing which reduces the apparent building height.</p> <p>e. Development should reflect the original lotting pattern.</p> <p>f. Building designs should maintain and enhance the image of a late 19th or early 20th century village through appropriate architectural details and landscaping design.</p>	<p>Addressed in Draft Policy 4.32.3.2.c.</p> <p>Addressed in Draft Policy 4.32.3.4.a. and Special Policy Site 3</p> <p>Addressed in draft Policy 4.32.3.3.b.</p> <p>Addressed in Draft Policy 4.32.3.3.d.</p> <p>Addressed in Draft Policy 4.32.3.2.b.</p>	
<p>4.32.4 Land Use</p> <p>4.32.4.1 Residential</p> <p>In addition to the uses permitted by the Land Use Policies of this Plan, bed and breakfast establishments are permitted provided that they front upon Queen Street, Main Street, Thomas Street or Church Street.</p> <p>4.32.4.1.1 Residential Low Density I</p> <p>The Residential Low Density I designation permits detached dwellings to a maximum density of 12 units per net residential hectare.</p>	<p>No change.</p> <p>Density revised to 17 units per net residential hectare consistent with Streetsville Secondary Plan (1983)</p>	<p>4.32.4 Land Use</p> <p>4.32.4.1 Residential</p> <p>In addition to the uses permitted by the Land Use Policies of this Plan, bed and breakfast establishments are permitted provided that they front upon Queen Street South, Main Street, Thomas Street or Church Street.</p> <p>4.32.4.1.1 Residential Low Density I</p> <p>The Residential Low Density I designation permits detached dwellings to a maximum density of 17 units per net residential hectare.</p>

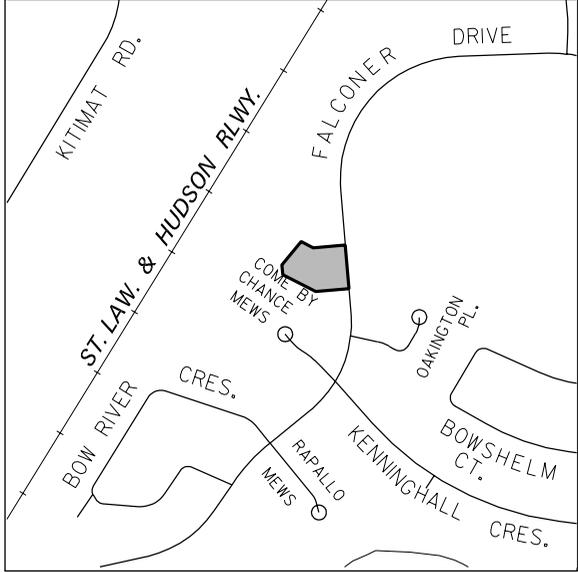
Current Policy	Revision / Comment	Proposed Draft Policy
<p>4.32.4.1.2 Residential Low Density II</p> <p>The Residential Low Density II designation permits detached, semi-detached, street townhouse, and duplex dwellings at a density of 18-37 units per net residential hectare.</p> <p>4.32.4.1.3 Residential Medium Density I</p> <p>The Residential Medium Density I designation permits townhouse development, at a density of 26-42 units per net residential hectare. Building height should generally not exceed 3 storeys.</p> <p>4.32.4.1.4 Residential High Density I</p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index of 1.0-1.8. Building height should not exceed 6-storeys, unless specified otherwise in this Plan.</p>	<p>OPA 25 revision #383 for consistency with other sections of Mississauga Plan.</p> <p>No change.</p> <p>Residential Medium Density II designation included to remove need for Special Site Policies and provide a wider range of options for the form of future development</p> <p>Building height revised to seven storeys to recognize height of existing apartment buildings and remove the need for Special Site Policies.</p> <p>Residential High Density II designation included to remove the need for Special Site Policies and recognize existing development.</p>	<p>4.32.4.1.2 Residential Low Density II</p> <p>The Residential Low Density II designation permits detached, semi-detached, triplex dwellings, street townhouse dwellings, and duplex dwellings at a density of 18-37 units per net residential hectare.</p> <p>4.32.4.1.3 Residential Medium Density I</p> <p>The Residential Medium Density I designation permits townhouse development, at a density of 26-42 units per net residential hectare. Building height should generally not exceed three storeys.</p> <p>4.32.4.1.4 Residential Medium Density II</p> <p>The Residential Medium Density II designation permits all forms of horizontal multiple dwellings at a density of 42-57 units per net residential hectare and low rise apartments at a Floor Space Index of 0.3-1.0. Building height should generally not exceed four storeys.</p> <p>4.32.4.1.5 Residential High Density I</p> <p>The Residential High Density I designation permits apartment dwellings at a Floor Space Index of 1.0-1.8. Building height should not exceed seven storeys.</p> <p>4.32.4.1.6 Residential High Density II</p> <p>The Residential High Density II designation permits apartment dwellings at a Floor Space Index of 1.8-3.0.</p>

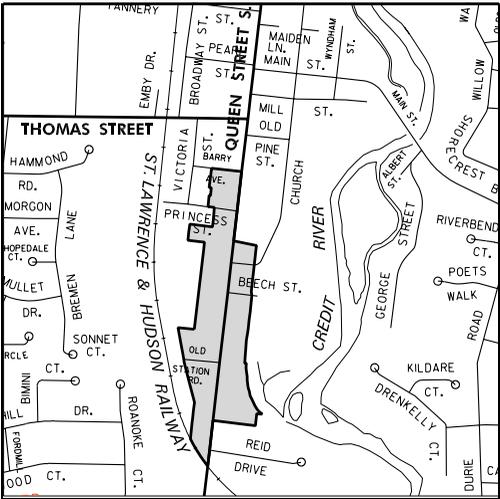
Current Policy	Revision / Comment	Proposed Draft Policy
<p>4.32.5 Transportation</p> <p>4.32.5.1 Road Classification Table 1, Major Collector – Main Street</p> <p>* These are considered basic rights-of-way. At major intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.</p> <p>4.32.5.2 Road System</p> <p>The arterial and major collector road system which provides access to this area has largely been developed, although minor adjustments may be made to this road system without further amendment to the Plan, provided that the general intent of the Plan is adhered to.</p> <p>a. The maximum pavement width of Queen Street South, from Britannia Road West to the St. Lawrence & Hudson Railway, will not exceed a basic two lane cross-section, except for bus bays, on street parking lanes, turning lanes at intersections and bicycle and pedestrian routes.</p> <p>b. City Council may consider the temporary or permanent closure of Main Street between Queen Street South and Church Street.</p> <p>4.32.5.3 Parking</p> <p>Measures will be taken to rectify the imbalance between the locations of the existing supply and demand for parking and the imbalance in the demand for on-street and off-street parking from a traffic and parking demand point of view.</p>	<p>Transportation and Works Department requested the changes to Section 4.32.5. Main Street right- of-way width revised from 26m to 20-30 m. Wording of the text at the bottom of the table has been updated.</p> <p>General Policy removed. Amendment to the Plan addressed in the Transportation General Policies section 3.14.5.</p> <p>No change.</p> <p>Outdated policy removed.</p> <p>Replaced with updated Draft Policy 4.32.5.3</p>	<p>4.32.5 Transportation</p> <p>4.32.5.1 Road Classification Table 1, Major Collector - Main Street</p> <p>* “Designated rights-of-way widths” are considered the basic required rights -of-way along roadway sections. At intersections, grade separations, or major physical or topographical constraints, wider rights-of-way may be required to accommodate bus bays, auxiliary lanes, side slopes, bicycle paths, streetscape works, etc.</p> <p>4.32.5.2 Road System</p> <p>The maximum pavement width of Queen Street South, from Britannia Road West to the St. Lawrence & Hudson Railway, will not exceed a basic two lane cross-section, except for bus bays, on street parking lanes, turning lanes at intersections and bicycle and pedestrian routes.</p> <p>4.32.5.3 Parking</p> <p>The City will continue to encourage and promote better utilization of the existing and future parking inventory through discussions with the members of the Streetsville Business Improvement Area (BIA), with a goal of developing a self sufficient parking operation through measures such as parking charges.</p>

Current Policy	Revision / Comment	Proposed Draft Policy
<p>4.32.6 Special Site Policies</p> <p>4.32.6.1 Introduction</p> <p>There are sites within the District which merit special attention and are subject to the following policies.</p> <p>4.32.6.2 Site 1</p> <p>The lands identified as Special Site 1 are located south of Princess Street and east of the St. Lawrence & Hudson Railway.</p> <p>Notwithstanding the provisions of the Residential Low Density II designation, the development of the lands may include townhouse dwellings.</p> <p>4.32.6.3 Site 2</p> <p>4.32.6.3.1 The lands identified as Special Site 2 are located south of Britannia Road West east of the St. Lawrence & Hudson Railway and north of Thomas Street west of the St. Lawrence & Hudson Railway.</p> <p>Notwithstanding the provisions of the Business Employment designation, the following uses will be permitted:</p> <p>a. industrial uses within enclosed buildings including manufacturing, assembling, processing, fabricating, repairing, wholesaling and enclosed storage of goods;</p> <p>b. commercial uses that are related to industrial uses;</p> <p>c. business offices in combination with industrial uses;</p>	<p>Residential Low Density II designation use revised to Residential Medium Density II. Special Site Policy not required.</p> <p>Remnant parcels of Business Employment lands which are experiencing a transition in land uses and which are located in proximity to public transit, such as the GO Transit Station on Thomas Street, have been revised to Residential Medium Density II and Residential High Density I. Special Site Policy removed.</p>	<p>4.32.6 Special Site Policies</p> <p>4.32.6.1 Introduction</p> <p>There are sites within the District which merit special attention and are subject to the following policies.</p>

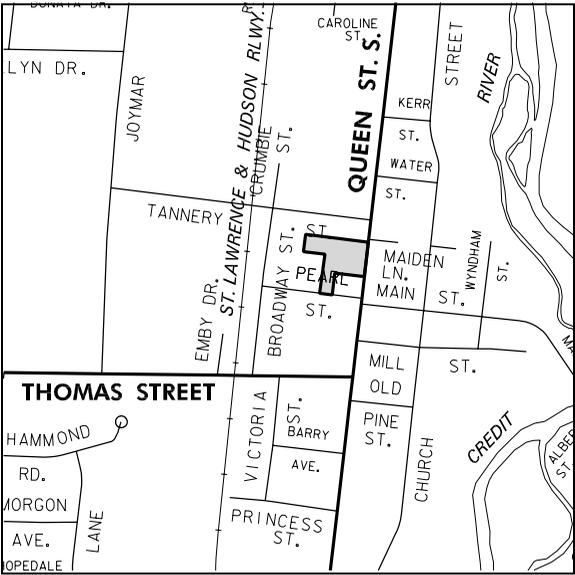
Current Policy	Revision / Comment	Proposed Draft Policy
<p>d. commercial uses that directly service the surrounding district with the exception of the following:</p> <ul style="list-style-type: none"> —• department store type merchandise; —• food merchandising; —• retail warehousing; —• motor vehicle commercial uses; —• convenience restaurants; <p>e. business and professional offices;</p> <p>f. public and private clubs and fraternal organizations.</p> <p>4.32.6.3.2 Area 2A</p> <p>Development of the lands identified as Area 2A will be subject to the following additional requirements:</p> <p>a. the determination of the area suitable for redevelopment will have regard for the extent of the "Regional Storm" floodplain and the Stability and Erosion Component hazards associated with Mullett Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City;</p> <p>b. redevelopment of Area 2A should include provision for a public road connecting Thomas Street and Tannery Street west of the St. Lawrence & Hudson Railway right of way.</p>	<p>Special Site Policy 4.32.6.3.2. Area 2A removed as the issue of the "Regional Storm" floodplain and the Stability and Erosion Component hazards associated with Mullett Creek are addressed in the Natural Hazards General Policies section 3.12.3.2.j.</p> <p>Addressed in Transportation General Policies section 3.14.5.5.</p>	

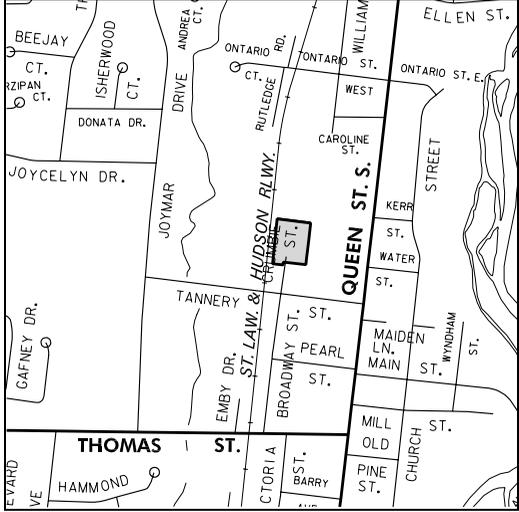
Current Policy	Revision / Comment	Proposed Draft Policy
<p>4.32.6.4 Site 3</p> <p>The lands identified as Special Site 3 are located north of Tannery Street west of the St. Lawrence & Hudson Railway.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, the development of the lands identified as Special Site 3 will be subject to the following additional requirements:</p> <ul style="list-style-type: none"> a. the determination of the area suitable for redevelopment will have regard for the extent of the "Regional Storm" floodplain and the Stability and Erosion Component hazards associated with Mullett Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City; b. provision of a connecting public road between Rutledge Road and Tannery Street adjacent to the St. Lawrence & Hudson Railway right of way to the east of the site with all potential development occurring to the west; c. a maximum of 397 dwelling units are permitted in a building form consisting of low profile buildings ranging in height from four (4) storeys near Mullett Creek to six (6) storeys near the railway tracks which are oriented to maximize visual access to Mullett Creek; d. the design of east-facing facades of such buildings should exhibit concern for noise attenuation; e. provision of adequate landscaping and fencing; f. a portion of the subject lands is identified as a former waste disposal site and is subject to section 46 approval, pursuant to the <i>Environmental Protection Act</i>, R.S.O. 1990, c.E.19. This portion of the subject lands will be placed in a holding zone pursuant to section 36 of the <i>Planning Act</i>, R.S.O. 1990, c.P.13. The holding symbol "H" will be removed from the zoning designation with respect to the whole or any part of parts of lands upon satisfaction of the following requirements: 	<p>The lands located north of Tannery Street west of the St. Lawrence & Hudson Railway are subject to the revised Draft Special Site 1.Policies.</p> <p>The issue of the “Regional Storm” floodplain and the Stability and Erosion Component hazards associated with Mullett Creek are addressed in the Natural Hazards General Policies section 3.12.3.2.j.</p> <p>Public road issue addressed in Transportation General Policies section 3.14.5.5.</p> <p>Requirements of section 4.32.6.4.f. have been met.</p>	<p>4.32.6.2 Site 1 (Formerly Site 3)</p>  <p>The lands identified as Special Site 1 are located north of Tannery Street west of the St. Lawrence & Hudson Railway.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, the lands may be developed for a maximum of 397 dwelling units in a building form consisting of low profile buildings ranging in height from four storeys near Mullett Creek to six storeys near the railway tracks, oriented to maximize visual access to Mullett Creek.</p>

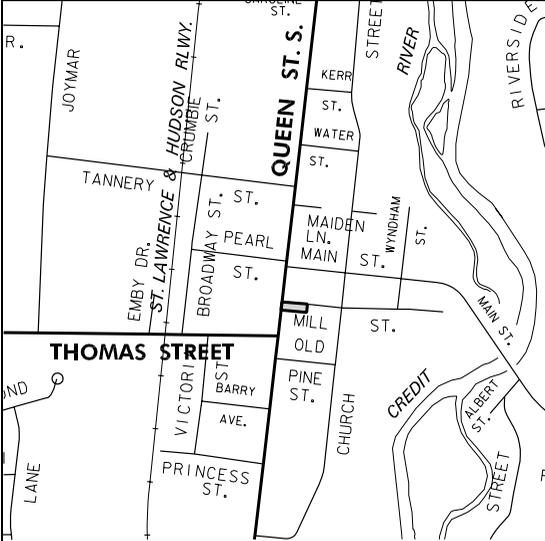
Current Policy	Revision / Comment	Proposed Draft Policy
<p>• completion of the decommissioning plan and a letter of completion being issued to the owner of the lands by the Provincial Government District Office;</p> <p>• issuance of the Provincial Government Minister's Approval pursuant to section 46 of the <i>Environmental Protection Act</i> R.S.O. 1990, c.E.19;</p> <p>During the interim period until the holding designation is removed, the lands may be used only for those uses permitted under the previous zoning on the lands.</p> <p>4.32.6.5 Site 4</p> <p>The lands identified as Special Site 4 are located north of Britannia Road West west of the St. Lawrence & Hudson Railway.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, redevelopment of the lands will be subject to the following additional requirements:</p> <p>a. the determination of the buildable area will have regard for the extent of the floodplain at the north west quadrant of the site;</p> <p>b. access to the site should be restricted to the westerly limit of the site.</p>	<p>Draft Special Site Policy 2 proposed to restrict the commercial use of the site to an existing day care facility.</p> <p>Special Site Policy 4.32.6.5 removed as issue of area suitable for development is addressed in Natural Hazards General Policies section 3.12.3.2.j. Issue of access is addressed through development application.</p>	<p>4.32.6.3 Site 2 (New)</p>  <p>The lands identified as Special Site 2 are located on the west side of Falconer Drive, north of Oakington Place.</p> <p>Notwithstanding the provisions of the General Commercial designation, the following additional policy will apply:</p> <p>a. only a day care facility will be permitted.</p>

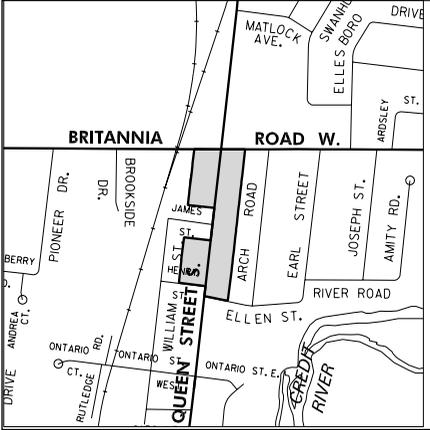
Current Policy	Revision / Comment	Revision / Comment
<p>4.32.6.6 Site 5</p> <p>In addition to the uses permitted by their Residential designations, the lands identified as Special Site 5 which front upon Queen Street South, may also be used for office uses, excluding real estate offices, which have a low traffic trip generation rate, which require limited on-site parking and which will have no detrimental effect on the streetscape, functions and capacity of Queen Street South subject to the following requirements: <i>(MPA-13)</i></p> <ul style="list-style-type: none"> a. any office conversion should maintain a residential appearance in keeping with the existing scale, quality, material, and character of the existing dwellings in the immediate area. The existing houses should be preserved if at all possible, while the interior floor plan may be altered for office use; b. any additions and alterations of existing buildings should be sensitive to the existing vernacular and heritage village theme, and should be largely confined to the rear of the property; c. the calculation of the permitted bulk of the building will be based on the required number of on site, surface parking spaces which can be accommodated in the rear yard, subject to the City's landscaping requirements; d. new buildings will be allowed, provided they have a residential appearance, in keeping with the Streetsville heritage village theme, recognize the setbacks of surrounding buildings, do not exceed 3 storeys in height and comply with the residential zone provisions of the property; e. any additions, alteration, conversion or redevelopment should maintain the existing front yard setback, with the front yard used for landscaping; f. sufficient on-site parking, which will consist of only surface parking, as required by the Zoning By-law, should be provided in the rear yard only at grade without removal of existing trees, except at the discretion of the City arborist; 	<p>Proposed Draft Policy 4.32.6.4. Site 3 continues the current permission for office uses for the lands south of Barry Street fronting on both sides of Queen Street South, subject to updated requirements.</p> <p>Site 5 has been revised to remove the lands in the north part, located south of Britannia Road West fronting on both sides of Queen Street South, which have been revised to Mainstreet Commercial.</p> <p>Addressed in Draft Policy 4.32.3.2.</p> <p>Addressed in Draft Policy 4.32.3.2.</p>	<p>4.32.6.4 Site 3 <i>(Formerly part of Site 5)</i></p>  <p>In addition to the uses permitted by their Residential designation, the lands identified as Special Site 3 which front upon Queen Street South, may also be used for offices.</p> <ul style="list-style-type: none"> a. any office conversion should maintain a residential appearance in keeping with the existing scale, materials, and character of the existing dwellings in the immediate area. The existing houses should be preserved if at all possible, while the interior floor plan may be altered for office use; b. any additions and alterations of existing buildings should be sensitive to the existing vernacular and heritage village theme, and should be largely confined to the rear of the property;

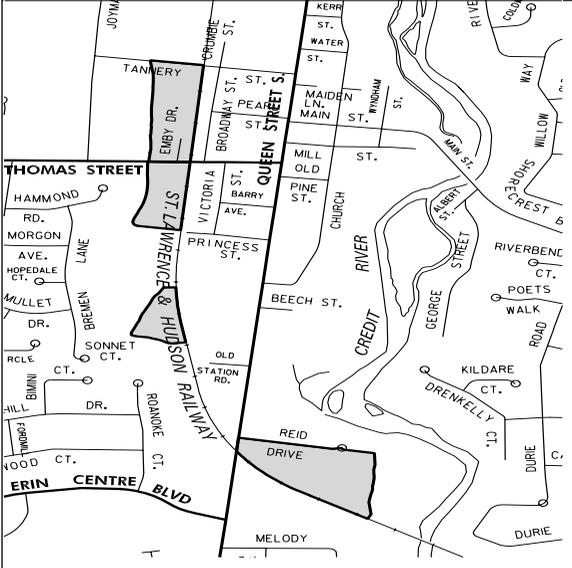
Current Policy	Comment / Revision	Proposed Draft Policy / Revision
<p>g. cash-in-lieu of parking will be considered where the preservation of mature trees is warranted. The maximum parking reduction for a cash-in-lieu arrangement should not exceed 20% of the Zoning By-law requirement;</p> <p>h. vehicular entrances should be combined to minimize the number of access points on Queen Street South;</p> <p>i. minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area;</p> <p>j. existing lot sizes should be retained;</p> <p>k. rear yard drainage will be provided to the satisfaction of the City;</p> <p>l. the approval of any applications for such conversions will require the implementation of a site grading and storm drainage proposal for the property which will incorporate the necessary storm water management techniques to reduce storm water discharge to levels that can be adequately accommodated by the municipal storm sewer system; and provide for the drainage of additional paved surfaces by the connection to the municipal storm sewers, thereby minimizing the impact of the proposal on adjacent lands.</p> <p>4.32.6.7 Site 6 —</p> <p>The lands identified as Special Site 6 are located on the north side of Tannery Street, east of Crumbie Street.</p> <p>Notwithstanding the Mainstreet Commercial designation, the following additional uses will also be permitted:</p> <p>a. an apartment building with a maximum floor space index of 1.7 times the lot area.</p>	<p>Addressed in OPA 25 revision #83, Transportation, Parking, General Policies section 3.17.6.7</p> <p>Policy not required.</p> <p>Land use designation revised to Residential High density I. Special Site Policy no longer required.</p>	<p>c. any additions, alteration, conversion or redevelopment should maintain the existing front yard setback, with the front yard used for landscaping;</p> <p>d. sufficient on-site parking, which will consist of only surface parking, as required by the Zoning By-law, should be provided in the rear yard only at grade without removal of existing trees, except at the discretion of the City arborist;</p> <p>e. vehicular entrances should be combined to minimize the number of access points on Queen Street South;</p> <p>f. minimal signage will be permitted. The design of such signage and external lighting should be compatible with the residential character of the area;</p> <p>g. existing lot sizes should be retained;</p> <p>h. rear yard drainage will be provided to the satisfaction of the City.</p>

Current Policy	Comment / Revision	Proposed Draft Policy / Revision
<p>4.32.6.12 Site 11 (MPA 16)</p> <p>The lands identified as Special Site 11 are located on the west side of Joymar Drive north of Thomas Street.</p> <p>Notwithstanding the provisions of the Residential Medium Density I designation, the following additional policy will apply:</p> <p>a. townhouses with a maximum density of 44 units per net residential hectare will be permitted.</p>	<p>Land use designation revised to Residential Medium Density II.</p>	<p>4.32.6.7 Site 6 (New)</p>  <p>The lands identified as Special Site 6 are located on the west side of Queen Street South, south of Tannery Street.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, the maximum height permitted will be five storeys.</p>

Current Policy	Comment / Revision	Proposed Draft Policy / Revision
		<p>4.32.6.8 Site 7 (New)</p>  <p>The lands identified as Special Site 7 are located east of the St. Lawrence and Hudson Railway tracks and north of Crumby Street.</p> <p>Notwithstanding the provisions of the General Commercial designation, motor vehicle repair facilities will be permitted.</p>

Current Policy	Comment / Revision	Proposed Draft Policy / Revision
	<p>Draft Policy 4.32.6.9 Site 8 proposed to recognize existing use.</p>	<p>4.32.6.9 Site 8 (New)</p>  <p>The lands identified as Special Site 8 are located on the east side of Queen Street South, south of Mill Street.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, motor vehicle repair facilities will be permitted.</p>

Current Policy	Comment / Revision	Proposed Draft Policy / Revision
	<p>Draft Policy 4.32.6.10. Site 9 proposed to limit height of development adjacent to low density residential uses.</p>	<p>4.32.6.10 Site 9 (Formerly Part of Site 5)</p>  <p>The lands identified as Special Site 9 are located south of Britannia Road West on both sides of Queen Street South and north of Henry Street and Ellen Street.</p> <p>Notwithstanding the provisions of the Mainstreet Commercial designation, building heights should not exceed two storeys.</p>

Current Policy	Comment / Revision	Proposed Draft Policy / Revision
	<p>Draft Policy 4.32.6.11.Site 10 proposed to encourage development which is compatible with adjacent greenbelt uses.</p>	<p>4.32.6.11 Site 10 (New)</p>  <p>The lands identified as Special Site 10 are located south of Tannery Street between Mullett Creek and the St. Lawrence & Hudson Railway and south of Reid Drive, west of the Credit River adjacent to the St. Lawrence & Hudson Railway.</p> <p>Notwithstanding the provisions of the Residential High Density I designation, building forms should consist of low profile buildings ranging in height from four storeys near Mullett Creek and the Credit River valleys to six storeys near the railway tracks, oriented to maximize visual access to Mullett Creek and the Credit River.</p>