

PLANNING JUSTIFICATION REPORT

**IN SUPPORT OF
OFFICIAL PLAN and ZONING BY-LAW AMENDMENT**

**6, 10, 12 Queen Street South, 16 James Street & 2 William
Street**

City Park Homes (Streetsville) Inc.

City of Mississauga
Regional Municipality of Peel

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Planning Justification Report
City Parks Homes (Streetsville) Inc.
Official Plan and Zoning By-law Amendment
6, 10 and 12 Queen Street South, 16 James Street & 2 William Street
City of Mississauga

1.0 INTRODUCTION

Glen Schnarr & Associates Inc. has been retained by City Parks Homes (Streetsville) Inc. to assist in obtaining the necessary planning approvals to permit the development of lands municipally known as 6, 10 and 12 Queen Street South, 16 James Street and 2 William Street (herein referred to as the “Subject Lands”). The Subject Lands are generally located in the southwestern quadrant of the intersection of Queen Street South and Britannia Road West in the City of Mississauga and are legally described as:

“PARTS OF LOTS 21, 22, 23, 25, 26, 27, 28 & 30 REGISTERED PLAN STR-2, CITY OF MISSISSAUGA”

The Subject Lands are currently occupied by three detached dwellings used for residential and medical office purposes, and a commercial building which was formerly used as a vehicle service garage and school bus depot. City Parks Homes (Streetsville) Inc. is proposing to develop the Subject Lands with 77 stacked townhouse units, consisting of 73 residential only units and 4 live/work units, with an internal road network, resident and visitor parking and amenity areas (herein referred to as the “Proposed Development”).

This Planning Justification Report (the “Report”) has been prepared to assess the proposed Official Plan Amendment and Zoning By-law Amendment applications (the “proposed Amendments”) required to bring the Subject Lands into conformity with current the Provincial planning policy regime and the associated Provincial planning documents. This Report presents an analysis of the proposed Official Plan Amendment and Zoning By-law Amendment applications and evaluates the proposal in consideration of the policies of the Provincial Policy Statement (2020), the Growth Plan for the Greater Golden Horseshoe (2020), Region of Peel Official Plan (Office Consolidation December 2018), the City of Mississauga Official Plan (Office Consolidation September 2020), and the City of Mississauga Zoning By-law 0225-2007.

1.1 PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Lands are currently subject to two land use designations in the Mississauga Official Plan (2020). 16 James Street and 2 William Street (the western portion of the lands), are currently designated “*Residential Medium Density*” and properties 6, 10 and 12 Queen Street South (along Queen Street South) are designated “*Mixed Use*”. The Subject Lands are within the Streetsville

Community Node Character Area. A portion of 16 James Street and 2 William Street are subject to a permitted Floor Space Index range of 0.3- 1.0 and 6, 10 and 12 Queen Street South are subject to Special Site 5 policies. Special Site 5 policies in the Streetsville Community Node Plan apply generally to the properties fronting Queen Street South from Britannia Road West south of Thomas Street, and prohibit drive-through facilities.

The Proposed Development of stacked townhouses conforms to the “*Residential Medium Density*” designation on the western portion of the lands, however, does not conform with the “*Mixed Use*” designation on the eastern portion of the lands. The Proposed Development includes live/work units in Block 2, with potential for retail along Queen Street South, however as per the Official Plan’s definition of “*Mixed Use*”:

“11.2.6.4 *Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor.*”

The proposed live/work units in Block 2 include retail in the front, along Queen Street and a residential dwelling unit behind. As residential units are proposed on the ground floor, the Proposed Development does not meet the above-noted definition of “*Mixed Use*”. We are therefore proposing for 6, 10 and 12 Queen Street to be redesignated as “*Residential Medium Density*” consistent with the balance of the lands, to permit the Proposed Development. A Special Site Policy is proposed for the Subject Lands in their entirety permitting an FSI up to 1.12 and permitting live/work units.

1.2 PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are currently split-zoned in the City of Mississauga Zoning By-law 0225-2007. 16 James Street and 2 William Street are currently zoned “*D- Development*” and 6, 10 and 12 Queen Street are currently zoned “*Mainstreet Commercial - C4-38*”. The following amendments to the Zoning By-law are required to facilitate the Proposed Development:

1. Rezoning from: “*C4-38*” and “*D*” to “*RM9-XX*”;
2. Add additional permitted uses including live-work units, retail store, financial institution, personal Service Establishment, restaurant, take-out Restaurant, office, medical office and veterinary clinic;
3. Reduced parking rate of 1 parking space per residential unit and 0.2 parking spaces per dwelling unit for shared visitor and non-residential parking;
4. Reduced loading spaces to 0;
5. Reduced minimum landscaped area and minimum landscape buffers;
6. Reduced minimum contiguous private outdoor space; and,
7. Reduced frontages, yards, and building setbacks as per provided Zoning Matrix prepared by Glen Schnarr & Associates Inc. dated September 2021.

Please see Section 5.5 of this Report for further detail on the proposed Zoning By-law Amendment. This Report presents an analysis of the proposed Zoning By-law Amendment and demonstrates consistency and conformity with Provincial land use policy (Provincial Policy Statement, Growth Plan for the Greater Golden Horseshoe) and conformity with the Region of Peel Official Plan, and the Mississauga Official Plan.

2.0 PROCESS AND ENGAGEMENT

The proposed strategy for consulting with the public with respect to the application will follow the requirements of the Planning Act for statutory meetings and the City of Mississauga's Official Plan Amendment and Zoning By-law Amendment process. It is anticipated that the Applicant, in tandem with the City, will hold community meetings as well as the statutory Public Meeting with nearby residents and provide notices concerning advancements related to the Proposed Development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

A Pre-Consultation meeting was held with the City of Mississauga staff on August 26, 2020 (Pre-consultation file number: DARC 20-196) to present a preliminary concept of the Proposed Development and to determine the materials required to satisfy a complete application submission.

Due to the COVID-19 pandemic, the City is currently subject to operational restrictions which prohibit in-person public gatherings, including information and formal statutory public meetings. In order to advance the application through the Planning approvals process, the City is providing virtual Public Meetings with opportunities for members of the public to provide written correspondence on an application, call via telephone to speak to an agenda item or provide a virtual delegation. The applicant is open to participating in interim options to facilitate public consultation in collaboration with City staff. In addition to the online notices posted by staff, the provision of online meetings in lieu of a formal statutory public meeting, should the City deem that satisfactory and in the public interest.

The Applicant reached out to Councillor Carlson's office with respect to a Pre-submission community meeting, however it was determined that a community meeting will not be scheduled prior to submission.

3.0 SITE DESCRIPTION AND SURROUNDING LAND USES

3.1 SITE CONTEXT

As previously noted, the Subject Lands comprise of multiple assembled properties, which are municipally addressed as 6, 10 and 12 Queen Street South, 16 James Street and 2 William Street (see *Figure 1*). The Subject Lands are bordered by Queen Street South to the east, James Street to the South, Britannia Road West to the north and Canadian Pacific Railway Corridor to the west. The Subject Lands have a combined area of 0.79 hectares (1.94 acres), with a frontage of

approximately 49.52 metres (162.46 feet) along Queen Street South and 33.89 metres (111.18 feet) along James Street. The existing land uses on the Subject Lands include single detached residential dwellings on 6, 10 and 12 Queen Street South and a commercial children's coaching facility on 16 James Street, while the property 2 William Street is currently vacant. The existing structures on the Subject Lands will be demolished to facilitate the Proposed Development. Additionally, current vehicular access to the Subject Lands is provided to each of the three properties along Queen Street South, in addition to vehicular accesses from James Street and William Street from south. There are existing sidewalks along both, James Street and Queen Street South.

3.2 AREA CONTEXT

The Subject Lands are located in the 'Streetsville Community Node', in the southwestern quadrant of the intersection of Britannia Road West and Queen Street South (see *Figure 2*). An overview of the surrounding land uses is provided below:

- North: The Subject Lands are bordered by Britannia Road West to the north. Lands to the north, across Britannia Road and along Queen Street North comprise of commercial uses including a used car dealership, a denture clinic, an auto parts store and a restaurant.
- East: Lands towards the east along Queen Street South have commercial and office uses as well as single detached dwellings. Commercial and office uses include a coffee shop and restaurant, salon, mortgage office and an insurance office.
- South: The Subject Lands are bordered by James Street to the south. Lands across James Street are characterised by residential development, primarily consisting of townhouse developments. Lands towards southwest are occupied by an automotive store.
- West: The Subject Lands are bordered by Canadian Pacific Railway Corridor to the west. Lands further west comprise of single detached dwellings.

3.3 FACILITIES, SERVICES AND RECREATION

The Subject Lands are well served by services and recreational opportunities as illustrated in *Figure 3* of this report. The summary below provides a list of facilities, services and recreational opportunities within a one (1) kilometer radius of the Subject Lands. The Queen Street Corridor is well serviced by transit, providing access to a variety of public and private amenities within walking distance for the future residents of the Proposed Development.

Table 1 Facilities, Services and Recreation

Parks and Recreation	Commercial
John Clipperton Park	Tim Hortons Takeout and Delivery
Riverview Park	Cagney's Steakhouse and Winebar
Glendenning Park	Bobby's Hideaway Greek Restaurant
River Grove Park	Latin Super Chicken Restaurant
Turney Woods Park	Jing Thai Restaurant
School/Education	Cake Royale Takeout
Dolphin Senior Public School	World's Finest Beer and Wine Co.
Streetsville Secondary School	Beer Store
Ray Underhill Public School	Shopper's Drug Mart
Willow Way Elementary School	LCBO
Kendelhurst Academy Preschool	RR Supermarket
Institutional	Library
River Grove Community Centre	Streetsville Library
UWell Health Physiotherapy Centre	Mobility
Britannia Health Clinic	Multiple Bus Stops
Monarch Dentistry Dental Clinic	Pedestrian Pathway on Queen Street South
Scotia Bank	Pedestrian Pathway on Britannia Road
TD Canada Trust Branch and ATM	
RBC Royal Bank	
Trinny Church, Streetsville	
Three Hierarch's Church	
Hindu Heritage Centre	
Qasimul Uloom Islamic Centre	

As illustrated in Table 1- *Facilities, Service and Recreation* and the Facilities, Service and Recreation Map (refer to *Figure 3*) the Subject Lands are located within a vibrant area of the City with access to numerous facilities, services and recreational opportunities that contribute towards creation of a complete community. As such, the Subject Lands are ideally situated for intensification and located within an area that can accommodate residents in all stages of life and abilities. Additionally, the Subject Lands offer multimodal connectivity options which have been further discussed in Section 3.4 of this report.

3.4 TRANSIT AND CONNECTIVITY

Queen Street South, which is an extension of Mississauga Road, abuts the Subject Lands towards the east. The portion of the road abutting the Subject Lands, and extending further south is designated "Major Collector (Scenic Route)" in the City of Mississauga Official Plan, with an ultimate Right-of-Way width of 20 meters (65.61 ft) as illustrated on *Figure 4*. Additionally, Britannia Road, located to the north of the Subject Lands, is designated "Regional Arterial" in the City of Mississauga Official Plan with an ultimate right-of-way width of 36 meters (118.11 feet), as illustrated on *Figure 4*.

Britannia Road and Queen Street South have active transportation facilities, with the former being designated “Primary On-Road/Boulevard Route (Regional)” and the latter being designated “Primary On-Road/Boulevard Route” in the City of Mississauga Official Plan on Schedule 7 - Long Term Cycling Routes (see *Figure 5*). Additionally, there is an existing pedestrian sidewalk on James Street which abuts the Subject Lands to the south.

As existing rail facility abuts the Subject Lands towards the west (see *Figure 6*). Additionally, by the virtue of their location on a major intersection, the Subject Lands are already well served by existing public transit network, being within walking distance of several existing municipal MiWay bus routes, and approximately 1.6 kilometers north of the Streetsville GO Station. The bus stop at Queen Street S at Britannia Road is located just east of the Subject Lands, west of the abutting road. The bus stop at Britannia Road at Queen Street N is located approximately 60 meters from the Subject Lands. There are multiple additional bus stops within 500 meters of the Subject Lands which provide connectivity to multiple key locations in the City of Mississauga. The major routes accessible to the Subject Lands are:

- *Route 44* runs north/south along Mississauga Road (which transitions into Queen Street) and connects Meadowvale Town Centre towards the North to University of Toronto’s Mississauga Campus in the south. It generally operates every 25 minutes on weekdays and 45 minutes on weekends. The major destinations on this route are Parkway Shopping Centre, Meadowvale GO station and Streetsville GO Station.
- *Route 10* runs east/west along Britannia Road and connects Meadowvale Town Centre to Square One Shopping Centre, generally operating every 15 minutes on weekday peak times and 25 minutes on weekends. The major destinations along this route are River Grove Community Centre and Streetsville Square.
- *Route 39* runs east/west along Britannia Road and connects Meadowvale Town Centre in the west to Renforth Station in the east. This routes generally operates every 25 minutes on weekday peak times and 45 minutes on the weekends. Key destinations along this route include Streetsville Square, Britannia Village, Heartland Town Centre and Hershey Centre.
- *Route 87* runs east/west along Britannia Road and connects Meadowvale Town Centre in the west to Renforth Station in the east, on weekdays only. This route operates every 40 minutes and makes its last stop of the day at the bus stop on Britannia Road at Queen Street North at 5:23 pm. Key destinations along this route include Streetsville Square, Mississauga Market Place and Centennial Park Plaza.

Figure 7 illustrates existing transportation services within 1 kilometre of the Subject Lands. As discussed in this section, the Subject Lands are well positioned for active transportation and have adequate access to public transportation facilities, which connect to major institutional locations, community amenities and regional transit hubs such as Streetsville GO and Meadowvale Go Stations. Streetsville GO Station is located approximately 1.6 kilometres from the Subject Lands, providing connections to other GO Stations, further contributing towards regional connectivity of the Subject Lands to Kitchener, Milton, and Toronto.

3.5 OTHER DEVELOPMENT PROJECTS IN THE AREA

The area surrounding the Subject Lands is characterized by a combination of low- and medium-density housing and commercial businesses. There are many recently approved and upcoming development projects within Ward 11, surrounding the Subject Lands. Below is a summary of current and recent development applications in the area:

Address	Applicant	City File	Proposal	Status
25 Queen Street South	NIA Architects Inc.	SP 19 77	Ground Floor Office and second floor residential uses	Approved
473 and 505 Hensall Circle	W.E. Oughtred & Associates Inc.	OZ/OPA 18 15	Mixed commercial uses including automotive and retail commercial in existing buildings	In Progress
53 Queen Street South	Summerwood Estates Inc.	SP 7 208	Proposed Mixed Use Building	Approved
142 - 148 Queen Street South	Dezen Realty Co Ltd/678604 Ontario Inc.	SP 13 26	3-Storey residential and commercial mixed-use building	Withheld
56 Tannery Street		OZ/OPA 10 5	67 Condominium townhouse and 143 condominium apartments in 7 storey building	In Progress
51 & 57 Tannery St. & 208 Emby Drive	Weston Consulting	OZ/OPA 18 12	142 Stacked back-to-back townhouses + 5 standard townhouses	Withheld
215 Broadway Street	Glen Schnarr and Associates Inc.	21CDM-M 18 1	Three storey mixed use building (at grade office; 16 residential units on the 2 & 3 storeys) Standard Condo	In Progress

4.0 DEVELOPMENT PROPOSAL

The development concept for the Subject Lands consists of two (2) townhouse blocks, containing a total of 77 units (73 residential only and 4 live/work units), along with an internal road network, parking, and landscaping. The gross site area of the Subject Lands is approximately 7,864.41 square metres (0.79 hectares or 1.94 acres), out of which 116.59 square metres (0.01 hectares or 0.02 acre) is reserved for an easement in favour of Alectra, resulting in a net site area of 7,747.82 square metres (0.77 hectares or 1.91 acres). The various components of the development concept are discussed below:

Residential & Retail

The Proposed Development consists of five (5) types of two-bedroom townhouse units based on their area and orientation of rooms. The Proposed Development has 56 'Type 1' dwellings, each with an area of 64.99 square metres (699.54 square feet), 14 'Type 2' dwellings, each with an area of 65.25 square metres (702.34 square feet) and three (3) 'Type 3' dwellings, each with an area of 74.85 square metres (805.67 square feet). Further, there are two (2) dwellings each of 'Type 4' and '5', former with an area of 64.99 square metres (699.54 square feet) and the later with an area of 65.25 square metres (702.34 square feet) per dwelling unit. Additionally, 'Type 4' and 'Type 5' units have an associated retail component. These five (5) unit types are arranged in two (2) townhouse blocks to optimise the available land and enable efficient planning.

Block 1 has a gross floor area (GFA) of 5,018.43 square metres (54,017.93 square feet), containing 57 units, comprising 48 'Type 1', six (6) 'Type 2' and three (3) 'Type 3' dwellings. Additionally, Block 2 has a GFA of 2,014.47 square metres (21,683.57 square feet), with eight (8) units each of 'Type 1' and 'Type 2' and two (2) units each of 'Type 4' and 'Type 5', for a total of 20 units. Furthermore, 'Type 4' units have 73.07 square metres (786.52 square feet) of associated retail area, and Type 5' units have 61.04 square metres (657.03 square feet) of retail area at grade, fronting towards Queen Street South.

Both residential blocks are proposed to have a height of 13 metres (42.65 feet). Additionally, the Floor Space Index (FSI) of the Proposed Development is 1.10 and the proposed density is 99.38 units per hectare (40.21 units per acre).

Road Network and Parking

Access to the Subject Lands has been proposed through two access points on Queen Street South from the east and James Street from the south. The proposed ROW for the internal road network is 7 metres (22.96 ft) and provides access to both Townhouse Blocks. The modules within the townhouse blocks are interconnected through a 1.7 metre wide pedestrian pathway/sidewalk, which provides pedestrian access to these blocks. These sidewalks further connect to the public pathways on Queen Street South and James Street. The internal road network, together with the walkway and driveways, has an area of 2,949.40 square metres (31,747.07 square feet), occupying approximately 38.07% of the Subject Lands.

Each residential townhouse unit is proposed to have 1 parking space, for a total of 77 resident parking spaces. Surface parking is provided at the rear of both townhouse blocks, as an extension of the south and east access roads. The strategic location of the Block 1 parking lot, along the western boundary of the Subject Lands, provides an adequate buffer from the abutting Rail Corridor towards the west. In addition, a crash wall is also provided along the western property line. The Proposed Development has 0.2 visitor parking spaces per unit, for a total of 15 spaces, which includes two (2) accessible parking spaces. Additionally, the Proposed Development has 21 bicycle parking spaces, located along the pedestrian walkway for safe and easy access.

Open Spaces and Landscaping

The Proposed Development has two amenity areas, one located towards the southeast of the Subject Lands ('Amenity Area 1') with an area of 282.77 sq m (3,043.71 sq ft) and a second towards the northwest, ('Amenity Area 2') with an area of 107.38 sq m (1,155.82 sq ft). The amenity areas are connected to the townhouse blocks through a pedestrian walkway. Landscaping covers approximately 31.67% of the Subject Lands and occupies an area of 2,454.12 sq m (26,415.92 sq ft). These green areas within the Proposed Development further provide an opportunity for recreation and social interaction for the future residents of the Proposed Development. Additionally, the Proposed Development provides for private amenity space in the form of balconies, having a minimum area of 6 square metres (64.58 square feet) per dwelling unit. Design and programming for the Amenity Areas is illustrated on the landscape plans prepared by MSLA dated July 30, 2021. Amenity Area 1 is proposed to have a concrete seat wall and precast concrete pavers for passive recreational uses, whereas Amenity Area 2 is proposed to have a playground structure with bench seating, pergola and planters.

5.0 CONFORMITY WITH APPLICABLE LAND USE POLICIES

As required by Sections 2 and 3 of the Planning Act, the following section demonstrates the proposed Official Plan Amendment and Zoning By-law Amendment's consistency with the Provincial Policy Statement (2020) and conformity with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), Region of Peel Official Plan (2018) and the City of Mississauga Official Plan (2019).

5.1 PROVINCIAL POLICY STATEMENT (2020)

Section 3 of the Planning Act requires that planning authorities "shall be consistent" with the Provincial Policy Statement (the "PPS") when exercising any authority that affects a planning matter. The Provincial Policy Statement, 2020, states that Ontario's long-term prosperity depends on a coordinated approach for wisely managing change and promoting efficient development patterns that result in strong, healthy and complete communities. This is achieved by balancing environmental protection, public health, and safety while creating economically sustainable built environments (Section 1.0). In this regard, the PPS provides for a high-level policy foundation that promotes and enhances the concept of a complete community.

The PPS promotes efficient development patterns by directing growth to settlement areas and discouraging the unnecessary and inefficient expansion of these areas, encouraging the effective use of existing and planned infrastructure and by accommodating a range and mix of uses.

Specifically, the PPS includes the following policies:

“1.1.1 Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs”*

The Proposed Development represents efficient development on underutilized lots in the built boundary of Mississauga. The Proposed Development consists of medium density residential development in the form of stacked townhouses, contributing to the range and mix of housing types in an area which is currently largely occupied by detached units, with the exception of

townhouse dwellings to the south of the Subject Lands. The Proposed Development will gently intensify residential land use along Queen Street West, by adding 77 units to the existing housing stock of Streetsville and overall the City. Additionally, townhouses are typically more compact and generally a more affordable form of development, thus extending the range of housing options available in the Streetsville area. Furthermore, the Proposed Development proposes units ranging from 61.04 square metres (657.02 square feet) to 74.85 square metres (805.67 square feet) to cater to a range of family sizes and needs.

The Proposed Development demonstrates a compact form of development, with accessibility to transit (see Section 3.4 of this report) and active transportation options. Adequate landscaping and opportunities for active transportation through internal sidewalks and bicycle parking has been provided in the proposal, thus minimizing environmental and public health concerns. Additionally, the proposal has been supported by adequate studies, including but not limited to Environmental Site Assessments (prepared by Bruce A. Brown Associates Limited, dated August 12, 2020 and November 12, 2020), Noise and Vibration Study (prepared by Jade Acoustics Inc., dated September 2, 2021) and Sun/Shadow Impact Study (prepared by FBP Architects Inc., dated August 30, 2021) to test the suitability of the Subject Lands for development. The reports highlight no major environmental or public health concerns, and the recommendations have been incorporated to the Proposed Development concept plan. As illustrated in *Figure 6*, the Subject Lands are bordered by Canadian Pacific Railway Corridor to the west. A buffer ranging from 16.20 metres (53.14 feet) to 22.21 metres (72.86 feet) has been provided between the Railway Corridor and the residential development by strategically locating a surface parking lot along the western boundary of the Subject Lands, thus ensuring public safety.

The Proposed Development is located within the City of Mississauga settlement area, on an underutilized parcel of land. The Subject Lands are surrounded by developed lands. Additionally, the development represents a compact urban form and does not have the potential to hinder any future expansion or development in the area. Additionally, the compact urban form on underutilized parcels of land, contributes to the intensification of land use in the area. The development is proposed to have medium density residential development, which is transit supportive. Additionally, as indicated in the Functional Servicing Report prepared by Skira & Associates Limited, dated July 30, 2021, the Proposed Development will utilize existing servicing and infrastructure, thus minimizing servicing costs. As such, the Proposed Development is consistent with Policies under section 1.1.1 of the PPS.

Section 1.1.3 of the PPS provides direction on future growth and development within designated settlement areas and recognizes settlement areas as being critical to the long-term development and prosperity of Ontario's communities. The PPS aims to promote an efficient growth pattern within settlement areas, including the protection of existing resources and the effective use of infrastructure and public service facilities. The following policies, which provide direction on the management of growth within settlement areas, are particularly relevant to the Proposed Development:

“1.1.3.1 Settlement areas shall be the focus of growth and development.”

1.1.3.2 *Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) *efficiently use land and resources;*
- b) *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed”*

1.1.3.3 *Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.”*

The Proposed Development subject to this application is proposed on lands which are located within the City of Mississauga’s Urban Area (Settlement Area). The development proposes gentle intensification of underutilized parcels of land through a medium density residential development which represents an efficient use of land. Additionally, as indicated in the Functional Servicing Report prepared by Skira & Associates Ltd., dated July 30, 2021, the Proposed Development will utilize existing servicing, thus avoiding any unjustified expansion. Furthermore, the Proposed Development provides opportunities for active transportation through internal pedestrian connections, as well as connections to the municipal sidewalks on Queen Street South and James Street. 21 bike parking spaces are also provided on site to further encourage cycling. Availability of active transportation is coupled with easy access to transit facilities as discussed in Section 3.4 of this report. The nearby transit routes provide connections to numerous key locations in the City as well as higher order transit stations for regional connectivity. Additionally, adequate landscaping provisions have been provided in the proposal. These measures together make the development contextually sensitive, transit supportive and active transportation supportive, and thus consistent with policies 1.1.3.1 and 1.1.3.2 of the PPS.

As previously discussed, the Subject Lands are ideally located on the intersection of a Regional Arterial Road (Britannia Road West) and a Major Collector Road (Queen Street West). Both of these corridors are well served by transit facilities, providing access to many key locations in the city as well as higher order transit stations for regional connectivity. The Proposed Development, with a medium density-built form, will further contribute to the viability of transit in the area by

producing transit supportive densities. Furthermore, the Proposed Development represents intensification on underutilized parcels of land, which is consistent with policy 1.1.3.3. of the PPS.

Section 1.4 of the PPS includes policies related to Housing and providing for a diversity of housing types and densities. The policies applicable to the Proposed Development provide that:

“1.4.1 To provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 15 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

1.4.3 Planning authorities shall provide for an appropriate range and mix of Housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:

- b) permitting and facilitating:
 - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;**
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations”*

The Proposed Development represents intensification through a compact urban form on underutilized parcels of land, which will utilize the existing servicing. The medium density

residential development will add to the mix and range of housing available in the area, which currently comprises largely of detached residential units. Furthermore, the Proposed Development has units ranging from 64.99 square metres (699.54 square feet) to 74.85 square metres (805.67 square feet) to cater to different family sizes and needs. Additionally, Sections 3.3 and 3.4 of this report highlight the services and facilities in the area. These sections illustrate that a variety of services and facilities are available in the area, which can cater to residents in all stages of life. Additionally, the proposed intensification of underutilized lots will enable efficient use of land, active transportation, and transit supportive development. Please see Housing Report prepared by GSAI dated September 2021 for further information. As such, the Proposed Development is in line with policies 1.4.1 and 1.4.3 of the PPS.

Section 1.5 of the Provincial Policy Statement emphasizes the importance of public spaces, recreation, parks and open space in the creation of healthy and active communities:

“1.5.1 Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.”*

The Proposed Development supports active transportation through the provision of an internal network of 1.7 metre wide sidewalk, which interconnects the various modules of the 2 townhouse blocks. This network further connects to the public sidewalk on Queen Street South, which is also a designated ‘primary on-road/boulevard route’ in the City of Mississauga Official Plan. (See Figure 5). Queen Street sidewalk connects to the existing public sidewalk on Britannia Road towards the north, which is also a designated ‘regional primary on-road/boulevard route’. Additionally, pedestrian connection has been provided to the existing public sidewalk on James Street towards the south of the Subject Lands. Additionally, as discussed in Section 3.4 of this report, the Subject Lands are well serviced by transit facilities. The Subject Lands are located in a vibrant area, with multiple parks and restaurants which provide opportunities for social interaction. As such, the Proposed Development consistent with the applicable provisions of policy 1.5.1 of the Official Plan.

The Provincial Policy Statement also includes policies on infrastructure and public service facilities within Section 1.6. These policies are to ensure development is planned in a coordinated, efficient and cost-effective manner. Relevant policies include:

“1.6.6.1 Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*

- 1. municipal sewage services and municipal water services;*

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the

environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

1.6.6.7 Planning for stormwater management shall:

- a) be integrated with planning for sewage and water services and ensure that systems are optimized, feasible and financially viable over the long term;*
- b) minimize, or, where possible, prevent increases in contaminant loads;*
- d) mitigate risks to human health, safety, property and the environment;*
- e) maximize the extent and function of vegetative and pervious surfaces;*
- f) promote stormwater management best practices, including stormwater attenuation and re-use, water conservation and efficiency, and low impact development.”*

The Functional Servicing and Stormwater Management Report prepared by Skira and Associates Limited, dated July 30, 2021, included in this submission confirms that the Proposed Development can be supported using existing infrastructure including municipal water and wastewater. The Proposed Development will be serviced to the existing 150mm watermain on William Street and looped to 300mm watermain on Queen Street South. The existing 300mm and 150mm watermain will provide sufficient water supply to service the development. The proposed 150mm watermain will be constructed along private condo road. Each block will be provided with a 50mm common service and water chamber in front of each block. Each unit will be supplied with service internally. Any existing water services on Queen Street South will be removed and capped at main.

With respect to wastewater connections, the Proposed Development will be serviced to the existing 250mm sanitary sewer on William Street for Block 1 and 250mm sanitary sewer on Queen Street South for Block 2 and partial Block 1. A new proposed 200mm dia. sanitary sewer will be constructed along private condo road. Individual block connections will be provided to each block from the main sanitary line. The existing sanitary sewer has sufficient capacity and depth to accept the proposed developments via gravity flow.

With regards to stormwater management, stormwater quantity control for the site will be achieved by the use of surface storage and oversized storm sewers. Quality control for the site will be provided through the use of an oil/grit separator. Connection to be provided to William Street 450mm storm and Queen Street South 375mm storm. Additionally, approximately 31.38% (2431.08 sq m) of the total site area is proposed to be covered by landscaping, which will further

facilitate stormwater management. As such, the Proposed Development is consistent with applicable policies under section 1.6.6 of the PPS.

Section 1.6.7 of the PPS provides policy guidance with respect to Transportation Systems. The relevant policies state:

“1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.”

As discussed in section 3.3 of this report, the Subject Lands are located in a vibrant area with a mix of commercial, institutional, and recreational uses which will be accessible to the future residents of the Proposed Development. Additionally, Section 3.4 of this report demonstrates that the Subject Lands are well served by existing transit and active transportation facilities. Furthermore, the compact urban form and the proposed medium density residential development will further facilitate transit and active transportation. As such, the Proposed Development is consistent with policy 1.6.7.4 of the PPS.

The PPS also contains policies on Long-Term Economic Prosperity. As outlined in Section 1.7:

- “1.7.1 Long-term economic prosperity should be supported by:
- b) encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing option for a diverse workforce;
 - e) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;

The Proposed Development will contribute 77 units to the existing housing stock of the City of Mississauga, all located on currently underutilized parcels of land, which are well connected to transit and active transportation facilities. The residential townhouse units range in size from 64.99 sq m (699.54 sq ft) to 74.85 sq m (805.67 sq ft), to cater to a range of family sizes and needs. Additionally, the Proposed Development incorporates high quality urban design and landscaping, consistent with the existing surrounding architectural design, which will encourage a sense of place in the community. Additional details on design and built form have been provided in the accompanying Urban Design Brief, submitted under a separate cover, prepared by Glen Schnarr and Associated Inc., and dated September 2021.

Throughout this section of the Report, it is demonstrated how the Proposed Development is consistent with the PPS and better advances and meets the policies of the PPS. The subject Official Plan Amendment and Zoning By-law Amendment are required to facilitate the proposed residential development and bring the Subject Lands into consistency with the PPS.

5.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2020)

The Growth Plan for the Greater Golden Horseshoe (the “Growth Plan”) came into effect May of 2019, and amended August 2020, replacing the 2019 Growth Plan. Under the Planning Act, all planning decisions with respect to land use shall conform to the Growth Plan. The Growth Plan is intended to be a framework for implementing the Province’s vision for supporting strong prosperous communities through managing growth in the Region through 2051. The 2020 Growth Plan builds from the progress of the former plan and provides stronger policies regarding the importance of optimizing the use of land and infrastructure as well as the achievement of complete communities.

Section 2.2 of the Growth Plan contains policies regarding how municipalities shall plan for and allocate population and employment growth in order to meet growth forecasts. Section 2.2.1 provides guidance on growth management within the Greater Golden Horseshoe. The relevant policies are:

“2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to settlement areas that:*
 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;*
- c) within settlement areas, growth will be focused in:*
 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. areas with existing or planned public service facilities;*

The Proposed Development comprising medium density townhouse units is appropriate as it is located within a Community Node in the City of Mississauga, which is identified for intensification (Refer to *Figure 8*). The Subject Lands have access to existing municipal and wastewater services as well as a variety of commercial, recreational, and institutional facilities. The intensification of land use on underutilized parcels of land in this area, which have access to transit and active transportation will support the creation of complete communities. Additionally, the Proposed Development has a range of unit sizes to cater to a variety of community needs. As such, the Proposed Development conforms with policy 2.2.1.2 of the Growth Plan.

Section 2.2 further provides policy guidance on the creation of complete communities. The policies relevant to the Proposed Development include:

2.2.1.4 *Applying the policies of this Plan will support the achievement of complete communities that:*

- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
- c) provide a diverse range and mix of housing options, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:*
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. public service facilities, co-located and integrated in community hubs;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*

The Proposed Development is located in Streetsville Community Node and has access to a variety of recreational, commercial and institutional facilities, which can accommodate residents in all stages of life, income and abilities. (Refer to Section 3.3 of this report). Improvement in overall quality of life and health is facilitated by opportunities for active transportation through provision of internal 1.7 m wide sidewalk, as well as connections to public sidewalks on the abutting roads. The location of the Proposed Development in a vibrant location surrounded by a mix of uses provides opportunities for social interaction. Furthermore, the proposed townhouse units contribute to the existing housing mix in the area which currently comprises largely of detached developments. The proposed townhouse dwellings range in size from 64.99 square metres (699.54

square feet) to 74.85 square metres (805.67 square feet), which will cater to a range of family sizes and needs. Additionally, medium density residential development is proposed on underutilized parcels of land in a community node, which represents a compact urban form located in a vibrant urban area with access to a variety of commercial and recreational spaces (refer Sections 3.3 and 3.4 of this report). The Proposed Development also provides for public open spaces in the form of strategically located amenity areas for equitable access, as well as private amenity spaces in the form of balconies. As such, the Proposed Development represents a compact built form with a vibrant public realm. Therefore, the Proposed Development conforms to the applicable policies under section 2.2 of the Growth Plan.

The Growth Plan also contains policies directing growth to Delineated Built-up Areas. Of note:

“2.2.2.3 All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:

- c) encourage intensification generally throughout the delineated built-up area;*
- d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities.”*

The Proposed Development contemplates 77 residential townhouse units at an FSI of 1.10 and density of 99.38 units per hectare (40.21 units per acre), constituting intensification of underutilized parcels of land, in a community node (refer to *Figure 8*) and along Corridors (refer to *Figure 9*), which are area identified for intensification in Mississauga. Furthermore, the compact, transit and active transportation supportive development, with access to a variety of facilities and services and provision of a range of dwelling unit sizes contributes to the creation of complete communities and is therefore, consistent with Policy 2.2.2.3 of the Growth Plan.

Section 2.2.6 of the Growth Plan contains policies regarding housing, which builds on the Housing policies of the PPS. Policies relevant to the Proposed Development include:

“2.2.6.1 Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:

- a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:*
 - i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents;*

2.2.6.3 *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.”*

As previously, the Proposed Development has a density of 99.38 units per hectare (40.21 units per acre), which represents intensification of underutilized parcels of land in a community node, and is supportable from a planning perspective. The development adds to existing mix of housing options in the area by proposing medium density townhouse units, while the area is currently occupied by detached developments with the exception of townhouse/apartment units to the south of the Subject Lands. This will extend the range of housing options in area for individuals with different affordability levels and needs.

As previously described in this report, the compact housing form with availability of existing servicing and accessibility to transit, active transportation, commercial, recreational, and institutional uses which will cater to individuals at different stages of life will facilitate the creation of a complete community. The Housing Report prepared by Glen Schnarr & Associates Inc., dated September 2021 further discuss the conformity to the Growth Plan housing policies. As such, the Proposed Development conforms to applicable policies under section 2.2.6 of the Growth Plan.

Section 4.2.10 of the Growth Plan requires that municipalities give consideration for climate change in planning decisions. Of note:

“4.2.10.1 Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:

- a) supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
- b) reducing dependence on the automobile and supporting existing and planned transit and active transportation;*

The Proposed Development demonstrates environmentally sensitive planning by supporting transit and active transportation through intensification in the form of medium density townhouse dwellings and providing for pedestrian connections throughout the Subject Lands, as well as to the public sidewalks on the abutting roads. The Subject Lands are also well served by existing transit facilities as discussed in Section 3.4 of this report. Thus, the provision of transit and active transportation supportive development will contribute to the reduction of greenhouse gas emissions and dependence on automobiles. Furthermore, as previously described, through intensification, provision of a range of unit sizes and access to a variety of recreational, commercial, and institutional facilities, the Proposed Development supports the development of complete communities, and therefore, conforms to policy 4.2.10.1 of the Growth Plan.

The Proposed Development and corresponding Official Plan Amendment and Zoning By-law Amendment conform to the Growth Plan, especially its policies that promote growth, intensification and the development of complete communities. The current land use designation and zoning of the Subject Lands is an underutilization of land given the locational attributes, and the proposed amendments are required to bring the City of Mississauga Official Plan and Zoning By-law into conformity with the Growth Plan policies noted above.

5.3 REGION OF PEEL OFFICIAL PLAN

The Region of Peel Official Plan, Office Consolidation December 2018 (the “Regional Plan”) outlines policies and strategies that reflect and conform to the policies of the PPS and the Growth Plan. The policies and strategies contained in the Regional Plan are centred around a sustainable development framework which, among other things, supports growth and development and requires that it occur in a sustainable manner by integrating environmental, social, economic and cultural considerations. To build on this framework, the Regional Plan illustrates a regional land use structure and allocates growth to the three local municipalities within the Regional Plan area.

The Subject Lands are located within the ‘Urban System’ (see Figure 10). The Region of Peel’s objectives for the Urban System include the following:

- “5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.*
- 5.3.1.4 *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.*
- 5.3.1.7 *To recognize the integrity and physical characteristics of existing communities in Peel.”*

Further, Urban System policies include the following:

- “5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans.*
- 5.3.2.3 *Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a*

pattern of compact forms of urban development and redevelopment.”

The Proposed Development represents sustainable development as it intensifies underutilized parcels of lands in the designated built-up area in the City of Mississauga. Additionally, Proposed Development has a compact urban form and medium density residential development which is transit supportive. As discussed in Section 3.4 of this report, the Subject Lands have walkable access to multiple bus routes, which provide connectivity to numerous key locations in the City of Mississauga as well as higher order transit stations for regional connectivity. There are existing active transportation routes on Britannia Road, Queen Street South (refer to *Figure 5*), as well as James Street which are connected to the proposed internal pedestrian network. Opportunities for active transportation and availability of numerous services and facilities at a walkable distance (refer to *Figure 3*) promote public health and contribute to the creation of complete communities. As such the Proposed Development conforms to policies 5.3.1.2 - 5.3.1.5 of the Regional Official Plan.

The architectural features of the Proposed Development are contemplated to be generally consistent with the architectural character of the existing surrounding buildings. The existing development along both sides Queen Street South comprises a mixture of residential and commercial and office developments. In this context, the Proposed Development provides for retail spaces in Block 2, which fronts on Queen Street west, thus maintaining the character of the neighbourhood, in line with Policy 5.3.1.7 of the Region of Peel Official Plan.

As illustrated in *Figure 10*, the Subject Lands are located within the ‘Urban System’ in the Region of Peel Official Plan and the Subject Lands are located within the designated ‘Built-up Area’ in the City of Mississauga. As such the Proposed Development is consistent with policy 5.3.2.2 of the Regional Official Plan. Additionally, as previously discussed, the Proposed Development has a compact urban form, utilizes existing servicing infrastructure (as per the Functional Servicing/Stormwater Management Report prepared by Skira and Associates Limited, dated July 30, 2021) and supports long term viability of the existing transit facilities through the provision of medium density residential development. Therefore, the Proposed Development conforms to policy 5.3.2.3 of the Regional Official Plan.

Section 5.8 of the Regional Official Plan provides policy guidance on housing in the region. The relevant objectives are:

- “5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*

- 5.8.1.3 *To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.*

As previously discussed in this report, Proposed Development comprises of 77 townhouse dwellings, with unit sizes ranging from 64.99 square metres (699.54 square feet) to 74.85 square metres (805.67 square feet), which will cater to a range of family sizes and needs. This medium

density residential development will extend the range of housing options in the area, which is currently largely occupied by single family detached units. Furthermore, the Proposed Development demonstrates environmentally sensitive planning through the provision of landscaping and facilitating transit and active transportation supportive development. As such, the Proposed Development is in line with policy 5.8.1.1 and 5.8.1.3 of the Regional Official Plan.

The above-noted policies confirm that the Subject Lands and the Proposed Development are a prime opportunity for gentle intensification. As noted, the Subject Lands are walkable, close to amenities and transit supportive. The Proposed Development consisting of 77 townhouse units, at an FSI of 1.10 represents a compatible development within the Streetsville Community Node area. The subject Official Plan Amendment and Zoning By-law Amendment therefore conform to the relevant policies in the Region of Peel Official Plan.

5.4 CITY OF MISSISSAUGA OFFICIAL PLAN (OFFICE CONSOLIDATION SEPTEMBER 2020)

The City of Mississauga’s Official Plan, Office Consolidation November 22, 2019 (the “Official Plan”) contains goals, objectives and policies used to guide decisions on land use, built form, transportation, the environment and the manner in which the City should grow. The Official Plan incorporates upper level planning policies of the Provincial Policy Statement, Growth Plan and Regional Plan.

The Subject Lands are designated ‘*Residential Medium Density*’ and ‘*Mixed Use*’ in the City of Mississauga Official Plan. (See Figure 11). The Subject Lands are located within the ‘Community Node’ (See Figure 8), which is identified as an intensification area in Schedule 2 of the Official Plan. Additionally, Queen Street South and Britannia Road West, which abut the Subject Lands to the east and north respectively, are designated ‘Corridors’ in the City of Mississauga’s Official Plan.

Section 5 of the City of Mississauga Official Plan provides policy guidance on where to direct growth in the City. The policies for Community Nodes include:

- “5.3.3.3 *Community Nodes are Intensification Areas.*
- 5.3.3.4 *Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare.*
- 5.3.3.11 *Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes*
- 5.3.3.13 *Community Nodes will be developed to support and encourage active transportation as a mode of transportation.”*

The Subject Lands are located within the Streetsville Community Node (see *Figure 12*) and proposes intensification on underutilized parcels of land through medium density residential development in the form of townhouse dwellings. The Proposed Development will have a FSI of 1.10, with the density of 99.38 units per net hectare (40.21 units per net acre). This form of residential intensification is supportable from a planning perspective in the area, as the existing surroundings largely constitute single family detached dwellings, and a medium density residential form will intensify the land uses without disturbing the existing character of Streetsville. As such, the proposed intensification will contribute to the achievement of the intent of Policy 5.3.3.4 of the Official Plan by providing an appropriate form of intensification and density for the Subject Lands.

The existing development in the area surrounding the Subject Lands are largely characterised by low density detached units, with the exception of existing townhouse units to the south of the Subject Lands. Therefore, the proposed medium density residential development is compatible with the surrounding area and will integrate into the existing urban fabric of Streetsville. Additionally, the development is proposed to incorporate a high-quality urban design and landscaping which has been detailed in the accompanying Urban Design Brief prepared by Glen Schnarr and Associates Inc. and dated September 2021. As such, the Proposed Development meets the intention of policy 5.3.3.11 of the Official Plan.

As previously discussed in this report, the proposed medium density residential development will intensify underused parcels of land, thus supporting existing transit facilities. Additionally, the provision of internal pedestrian sidewalk with the width of 1.7 metres, as well as its connectivity with the public pathways on Queen Street South and James Street support active transportation. Therefore, the development conforms to Policy 5.3.3.13 of the Official Plan.

Section 5.4 of the Official Plan outlines policies to guide development along ‘Corridors’. The relevant policies include:

- “5.4.3 *Corridors that run through or abut the Downtown, Major Nodes, Community Nodes and Corporate Centres are encouraged to develop with mixed uses oriented towards the Corridor.*

- 5.4.4 *Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood and Employment Area.*

- 5.4.7 *Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.*

- 5.4.8 *Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies....*

5.4.13 *Low density residential development will be discouraged from locating within Intensification Corridors.”*

The Subject Lands are located at the southwestern quadrant of the intersection of Britannia Road West and Queen Street South. These roads are designated ‘Corridors’ in the City of Mississauga Official Plan. In line with policy 5.4.3 of the Official Plan, the Proposed Development contemplates mixed use development in Block 2, which fronts on Queen Street South, with retail uses at grade and residential uses behind and above. The Proposed Development demonstrates a compact urban form through the provision of townhouse dwelling units, which is an appropriate form of intensification in the area, as the surrounding comprise largely of detached units and townhouse dwellings. The Subject Lands are located in a vibrant area, which has a mix of commercial, institutional, and recreational facilities, and the proposed residential will contribute 77 residential units to the existing mix of uses in the area. Furthermore, as previously discussed in this report, the proposed medium density residential development is well served by existing transit and active transportation facilities and supports the long-term viability of sustainable transportation modes in the area. As such, the Proposed Development complies to policy 5.4.4 of the Official Plan.

The Proposed Development provides for at-grade retail uses in Block 2, which are oriented towards Queen Street South. Additionally, the proposed townhouse development will have a building height of 13 meters (42.65 ft) and comprise of three (3) storeys. Therefore, the Proposed Development conforms to Policy 5.4.7 and 5.4.8 of the Official Plan. Furthermore, as previously discussed, the Proposed Development comprises medium density development, which is appropriate in view of the surrounding context of the Subject Lands. As such, the Proposed Development conforms to Policy 5.4.13 of the Official Plan.

Section 5.5 Provides guidance on the development of areas identified for intensification. The policies relevant to the proposal are:

- “5.5.1 *The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas*
- 5.5.4 *Intensification Areas will be planned to reflect their role in the City Structure hierarchy.*
- 5.5.5 *Development will promote the qualities of complete communities.*
- 5.5.7 *A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and offices will be encouraged. However, not all of these uses will be permitted in all areas.*

5.5.8 *Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.*

5.5.9 *Intensification Areas will be planned to maximize the use of existing and planned infrastructure.”*

The Subject Lands are located within the Streetsville Community Node (refer to *Figures 8 and 12*) and along Queen Street West, which is a designated ‘Corridor’ (refer to *Figure 9*) in the City of Mississauga Official Plan. Policy 5.5.1 of the Official Plan identifies Community Nodes as intensification areas. As such, the medium density residential development proposed on the Subject Lands represents an appropriate form of intensification in the area which will integrate with the existing character of Streetsville, which is in line with Policy 5.5.4 and 5.5.8 of the Official Plan. Furthermore, as previously described in this report, the Proposed Development supports the creation of complete communities through by facilitating transit and active transportation, in an area which is well served by numerous recreational, commercial, and institutional facilities, suitable for people at different stages of life (refer to *Figure 3*).

The Proposed Development comprises of medium density housing, along with at-grade retail areas along Queen Street South, which will integrate the Proposed Development into the existing mixed-use fabric of Streetsville. The Proposed Development will have townhouse units with sizes ranging from 61.04 square metres (657.02 square feet) to 74.85 square metres (805.67 square feet), which will cater to different family sizes and needs. Therefore, the Proposed Development conforms to policy 5.5.5 of the Official Plan. Lastly, as indicated in the Functional Servicing and Stormwater Management Report prepared by Skira and Associates Limited, July 30, 2021 the existing servicing infrastructure has sufficient capacity to support the Proposed Development, which confirms to Policy 5.5.9 of the Official Plan.

Section 7 of the Official Plan provides guidance on the creation of complete communities in the City. The policies of note are:

“7.2.1 *Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.”*

As previously discussed in this report, and indicated in the Functional Serving and Stormwater Management Report, prepared by Skira & Associates Limited, dated July 30, 2021, the proposed will utilize existing servicing infrastructure. Additionally, Section 3.4 of this report discusses the existing transit and active transportation facilities in the area, which will be further supported by the proposed medium density residential development. As such, the Proposed Development maximizes the use of existing community infrastructure while extending the range of housing mix available to the potential future residents in the area. Therefore, the Proposed Development conforms to policy 7.2.1 of the Official Plan.

Section 9 of Mississauga’s Official Plan outlines policies to build a desirable Urban Form. The policies under this section focus on achievement of “*a sustainable urban form, with high quality urban design and a strong sense of place, that is culturally vibrant, attractive, liveable and*

functional...”. The policies focus on the importance of provision and access to active transportation and transit, superior urban design through massing and orientation of buildings, creation of attractive streetscapes and, building design and parking design. The Proposed Development generally aligns with the intent of the policies in Section 9 as it demonstrates intensification on an underutilized parcel of land, with access to transit and active transportation facilities. As demonstrated in Section 3.3 and 3.4 of this report, the development is proposed in a vibrant area, with access to numerous facilities and services.

Further, urban design principles have been given due consideration in the proposal, as a portion of the eastern edge of the Subject Lands, along Queen Street South is proposed to be landscaped, along with the provision of at-grade retail areas, which will contribute to the creation of an attractive streetscape. Blank facades along the street have been avoided and parking areas have been located towards the rear of the Subject Lands, away from the view on Queen Street South. High quality landscaping has been proposed throughout the development (see Landscape Plans included), and pedestrian connections have been provided between the residential blocks, as well as to the public pathways on Queen Street South and James Street. The policies under Section 9 of the Official Plan and the measures undertaken in the Proposed Development to facilitate conformance have been discussed in detail in the Urban Design Brief, submitted under a separate cover, prepared by Glen Schnarr and Associates Inc. and dated September 2021.

Section 11 of the Official Plan provides general guidance and policies for the land use designations which comprise the Urban System. The Subject Lands are currently designated “*Residential Medium Density*” and “*Mixed Use*” (See *Figure 11*). The Proposed Development consists primarily of residential townhouses, and policy 11.2.5.5. of the Official Plan identifies all forms of townhouse dwellings as Medium Density Residential Uses. The proposed Official Plan amendment redesignates the entire property as “*Residential Medium Density*” and proposes a site-specific policy with respect to permitted Floor Space Index and permitting live/work units.

Section 14 of the Official Plan lays out policies for the areas identified as ‘Community Nodes’ in Mississauga. As previously noted, the Subject Lands are located within the ‘Streetsville Community Node. (see *Figures 8 and 12*) Additionally, Special Site policy 5 applies to a part of the Subject Lands. The general policies applicable to the Proposed Development are included in Section 14.1.1. Of note are:

“14.1.1.2 *For lands within a Community Node a minimum building height of two storeys to a maximum building height of four storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies*

The Proposed Development, located in Streetsville Community Node has a building height of 13 meters, comprising three (3) storeys. Therefore, the proposal is in conformance with policy 14.1.1.2 of the Official Plan.

Further, the applicable residential policies under section 14.1.2 state:

14.1.2.1 The Residential Low Density I and Residential Low-Density II designations will not be permitted, except for lands designated Low Density I and Residential Low Density II at the time this Plan comes into effect.”

The Proposed Development comprises of townhouse units. As per policy 11.2.5.5. of the Official Plan, all forms of townhouse dwellings are identified as Medium Density Residential Uses. As such, the proposed amendments are in line with the intent of policy 14.1.1.2 of the City of Mississauga Official Plan.

Section 14.10.1 includes Urban Design Policies applicable to the Proposed Development. Of note are:

“14.10.1.1 Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.

14.10.1.2 Development with a high level of urban design, pedestrian amenity, landscaping and compact built form will be encouraged to create a strong sense of place and reinforce the role of the Community Node as the centre of activity for the surrounding community.

14.10.1.3 Queen Street South will remain the focus of the commercial core within the Streetsville Community Node.

14.10.1.4 The development of symbolic gateways to define entry to and exit from the Streetsville Community Node will be encouraged.

14.10.1.6 Designs for new buildings and additions will enhance the historic character and heritage context of the Streetsville Community Node through appropriate height, massing, architectural pattern, proportions, set back and general appearance.”

The Proposed Development contemplates medium density residential development, comprising of townhouses which will be three (3) storeys in height. As previously described in Section 3.2 of this report, the surrounding land uses comprise largely of detached units with townhouse units to the south of the Subject Lands and retail/office uses to the east of Queen Street South. The proposed townhouse development with at grade retail uses, will therefore be compatible with the village character of Streetsville and integrate into the existing urban fabric of the surrounding area. The Urban Design Brief prepared by Glen Schnarr and Associates Inc, dated September 2021 discusses in detail the urban design of the Proposed Development. It is highlighted that through appropriate massing, building orientation and landscaping, a high-quality urban design has been incorporated in the Proposed Development. Additionally, with at grade retail spaces oriented

towards Queen Street South, the Proposed Development will contribute towards maintaining and enhancing the commercial focus of the street.

The Proposed Development is located at the northern entry of the Streetsville Character Area. The brick building facades with tall glass windows accompanied by robust landscaping will together create a strong presence of the development, while maintaining the existing historical character of the area. These elements will create an aesthetic visual identity for the Proposed Development which will serve as a symbolic gateway into Streetsville..

Lastly, the brick façade of the buildings in the Proposed Development, will be complemented by stucco trims, glass windows and accent brick arches. The combination of these traditional materials for the buildings will contribute to the enhancement of historic character and heritage context of Streetsville. The windows on the façades of the buildings are proposed to have architectural design elements like brick arches. Additional aesthetic elements include glass and metal handrails, accent brick porch piers and pre-finished stucco panels. The height and massing of the Proposed Development is appropriate in the surrounding context which consists of detached units and townhouse developments to the south. Further, the Proposed Development provides for two (2) public amenity areas, as well as private amenity spaces in the form of balconies which also present an opportunity for social interaction among neighbours. Lastly, the various modules of the two (2) residential blocks are interconnected through a 1.7 metre wide sidewalk, which further connects to the public pathways on abutting municipal roads. As demonstrated above and in the Urban Design Brief prepared by Glen Schnarr and Associates Inc, dated September 2021, the Proposed Development has a high quality urban design, pedestrian amenity, landscaping and compact built form, and thus conforms to the applicable urban design policies in section 4.10.1 of the Official Plan. The Subject Lands' contribution to the historic Streetsville heritage is addressed in the Heritage Impact Study prepared by SMDA Design Limited, dated July 30, 2021 included with this submission. Compatibility of the Proposed Development with the surrounding community is also supported by the included Sun/Shadow Impact Study prepared by FBP Architects Inc., dated August 30, 2021 as well as the Preliminary Environmental Noise and Vibration Report prepared by Jade Acoustics Inc., dated September 2, 2021, both included with this submission.

Section 14.10.4 of the Official Plan provides guidance on Stormwater Management within Streetsville. The relevant policies are:

“14.10.4.1 A stormwater drainage report will be required to ensure that the existing drainage system has the capability to convey the increased storm flow from redevelopment in accordance with current City drainage standards.”

A Functional Servicing and Stormwater Management Report, prepared by Skira and Associates Limited , dated July 30, 2021 has been submitted with this application under a separate cover and includes a drainage component in support of the Proposed Development. Therefore, the Proposed Development conforms to policy 14.10.4.1 of the Official Plan.

As previously discussed, a part of the Subject Lands along the west side of Queen Street South is identified as Special Site 5. The policies applicable to Special Site 5 include:

“14.11.6.5.2 Notwithstanding the provisions of the Mixed-Use designations, drive-through facilities will not be permitted.”

As illustrated in *Figure 12*, a part of the Subject Lands is governed by Special Site 5 Policies. As discussed in Section 4 of this report, the Proposed Development comprises of medium density residential uses, with an interior road and pedestrian network and appropriate landscaping. As such, no drive through facilities are proposed on the Subject Lands, which conforms to Policy 14.11.6.5.2 of the City of Mississauga Official Plan. The draft Official Plan Amendment has been included in this report as Appendix I.

5.5 MISSISSAUGA ZONING BY-LAW 0225-2007

The Subject Lands are currently zoned ‘*Development (D)*’ and ‘*Mainstreet Commercial (C4-38)*’ in Mississauga Zoning By-law 0225-2007 (see *Figure 13*).

A Zoning By-law Amendment is required to bring the zoning into conformity with the Official Plan and to facilitate the Proposed Development. A Zoning Bylaw Table with requested site-specific provisions prepared by Glen Schnarr & Associates Inc., dated September 2021, is included with this submission, and proposes to rezone the Subject Lands in their entirety as “RM9XX – Site Specific”. The “RM9” zone permits stacked townhouses. Site specific provisions proposed include the following:

1. Add additional permitted uses including live-work units, retail store, financial institution, personal Service Establishment, restaurant, take-out Restaurant, office, medical office and veterinary clinic

The above-noted uses are complementary and compatible with residential uses and will allow the Proposed Development to include active uses at grade along Queen Street. These uses are common for pairing with residential uses.

2. Reduced parking rate of 1 parking space per residential unit and 0.2 parking spaces per dwelling unit for shared visitor and non-residential parking

Nextrans Consulting was retained to prepare a Parking Study for the Subject Lands dated August 2021 included with this submission. Nextrans assessed the parking required for the Proposed Development and determined that 92 parking spaces are sufficient. We understand the City is currently undertaking a City-wide Parking Study assessing Zoning By-law parking rates and the proposed parking standard of 1 parking space per unit for resident and 0.20 parking spaces per unit for visitor/non-residential shared is in line with the direction the City is headed with the revised rates.

3. Reduced loading spaces to 0

Loading spaces are required for the non-residential uses proposed for the Subject Lands. The non-residential uses proposed for the Subject Lands are for the live/work units along Queen Street which are limited in size. It is not anticipated that future tenants will be receiving deliveries large enough that warrant large delivery trucks.

4. Reduced minimum landscaped area and minimum landscape buffers

The Proposed Development includes landscape buffers and landscaped areas of varying sizes, of which are appropriate for an infill site within an urban context.

5. Reduced frontages, yards, and building setbacks as per provided Zoning Matrix prepared by Glen Schnarr & Associates Inc. dated September 2021.

The Proposed Development is compact, urban development which is an efficient use of land. To facilitate the Proposed Development, and respect the unique lot configuration, reduced setbacks and yards are required in certain instances. Please see the attached Zoning Matrix prepared by Glen Schnarr & Associates Inc., dated September 2021, included as Appendix II.

6.0 SUPPORTING STUDIES AND REPORTS

6.1 PRELIMINARY ENVIRONMENTAL NOISE AND VIBRATION REPORT

Jade Acoustics Inc. were retained to prepare a Preliminary Environmental Noise and Vibration Report for the Proposed Development, dated September 2, 2021 and included with this submission. The Noise Report outlines that the Subject Lands are subject to traffic noise from Queen Street South and Britannia Road West and rail traffic noise from the CP Galt Subdivision which carries CP freight and Milton GO (Metrolinx) rail service. The Subject Lands are also located at the NEP/NEF 25 composite noise contour line for Toronto Pearson International Airport. The Noise Report concludes that with mitigative measures, all proposed townhouse units will meet noise guidelines. Exterior walls will be made of masonry materials. Furthermore, mitigation includes no windows and/or exterior doors to habitable indoor spaces directly exposed to the CP Facility operations. A 2.4 metre high acoustic fence is required for the outdoor space. Mandatory central air conditioning and warning clauses are required for all units.

6.2 URBAN DESIGN BRIEF

Glen Schnarr & Associates Inc. were retained to prepare an Urban Design Brief for the Proposed Development, dated September 2021 and included with this submission. The Urban Design Brief looks at the Subject Lands, neighbourhood context and surrounding facilities and transit, as well as analyzes the Proposed Development in accordance with applicable urban design guidelines and policies. Specifically townhouse built form guidelines and Streetsville urban design guidelines are considered.

6.3 FUNCTIONAL SERVICING REPORT / STORMWATER MANAGEMENT / DRAINAGE PROPOSAL

Skira and Associates Limited were retained to prepare a Functional Servicing and Stormwater Management Report (“FSR”), dated July 30, 2021. The FSR presents a site servicing strategy for the Subject Lands that addresses the requirements of the applicable regulatory agencies and provides the basis for detailed servicing design. The Proposed Development will be serviced to the existing 150mm watermain on William Street and looped to 300mm watermain on Queen Street South. The existing 300mm and 150mm watermain will provide sufficient water supply to service the development. The proposed 150mm watermain will be constructed along private condo road. Each block will be provided with a 50mm common service and water chamber in front of each block. Each unit will be supplied with service internally. Any existing water services on Queen Street South will be removed and capped at main.

With respect to wastewater connections, the Proposed Development will be serviced to the existing 250mm sanitary sewer on William Street for Block 1 and 250mm sanitary sewer on Queen Street South for Block 2 and partial Block 1. A new proposed 200mm diameter sanitary sewer will be constructed along private condo road. Individual block connections will be provided to each block from the main sanitary line. The existing sanitary sewer has sufficient capacity and depth to accept the proposed developments via gravity flow.

With regards to stormwater management, stormwater quantity control for the site will be achieved by the use of surface storage and oversized storm sewers. Quality control for the site will be provided through the use of an oil/grit separator. Connection to be provided to William Street 450mm storm and Queen Street South 375mm storm. Additionally, approximately 31.38% (2431.08 sq m) of the total site area is proposed to be covered by landscaping, which will further facilitate stormwater management.

6.4 TREE INVENTORY/ PRESERVATION PLAN AND ARBORIST REPORT

DA White Tree Care was retained to prepare a Tree Inventory/Preservation Plan and Arborist Report. The Report has been included in the submission, dated August 27, 2021. The Arborist Report states that to permit the Proposed Development, 29 trees are proposed to be removed, which includes 2 City-owned trees, 23 private trees and four neighbouring trees. Seven neighbouring trees are proposed to be preserved. The Arborist Report further states that all of the trees to be retained would be protected by barriers during the demolition and construction work on the site as per the city tree protection detail. MSLA Landscape Architects has developed a detailed tree preservation plan and proposed landscape plan for the subject site.

6.5 ENVIRONMENTAL SITE ASSESSMENT (ESA) PHASE I and PHASE II

A Phase I and II Environmental Site Assessment was prepared by Bruce Brown Associates Limited, dated August 12, 2020 and November 12, 2020 respectively. The Phase I reviewed historical land use, research from secondary sources and a physical inspection of the Subject

Lands. The Phase I found that the Subject Lands had been used for commercial/industrial and residential purposes since the 1950's, including residential uses for the Queen Street addresses. 6 Queen was renovated and converted to a non-residential medical office use, and the other two detached houses on Queen south of this were vacated, and experienced freezing pipes, resulting in water damage rendering them uninhabitable under present conditions. 16 James Street and 2 William Street share a common renovated commercial building on the north side of James. Former uses of this building include a vehicle service garage and school bus depot office. Other industrial structures proximate to the rail frontage have been demolished. Several storage structures for landscape materials remain. Shale bedrock is overlain by at least 8m of dense clay-silt till. Depth to bedrock is not established. Motor vehicle service and a bus depot with fueling facilities present a potential source of environmental impact for which supplementary Phase 2 intrusive investigations are mandatory under O.Reg. 153/04. These former uses are located within 30 meters of the rail line.

The Phase II was completed, which built on a previous Phase II completed in October 2016. Satisfactory soil and groundwater quality, meeting residential standards, was found at ten test locations including two inside the existing building and two where a former above-grade fuel facility for a private bus line had been located. A marginal exceedance in F1 petroleum hydrocarbon fraction was reported in one surface soil sample, and a single exceedance for methyl tert butyl ether (MTBE) in groundwater relative to commercial and industrial standards for medium and fine-textured soils was reported in the same location only. Bedrock was not found within the maximum 9.1m depth of investigation. A supplementary program of three boreholes developed as wells located to the north, south, and east of the documented exceedance location found no exceedances for any parameters of concern, when compared to applicable Table 3 residential and parkland standards as set out in O. Reg. 153/04.

6.6 STAGE 1 AND 2 ARCHAEOLOGICAL ASSESSMENT

The Archaeologists Inc. were retained to prepare Stage 1 and 2 Archaeological Assessment, dated August 27, 2021 which is included with the submission. A Stage 1 background study of the subject property was conducted to provide information about the property's geography, history, previous archaeological fieldwork and current land condition in order to evaluate and document in detail the property's archaeological potential and to recommend appropriate strategies for Stage 2 survey. A Stage 2 property assessment was conducted to document all archaeological resources on the property, to determine whether the property contains archaeological resources requiring further assessment, and to recommend next steps. The characteristics of the property dictated that the Stage 2 survey be conducted by test pit survey. The Stage 1 background study found that the subject property exhibits potential for the recovery of archaeological resources of cultural heritage value and concluded that the property requires a Stage 2 assessment. The Stage 2 property assessment, which consisted of a systematic test pit survey, did not result in the identification of archaeological resources. The Stage 1 background study concluded that the property exhibits archaeological potential. The Stage 2 property assessment did not identify any archaeological resources within the subject property. The report recommends that no further archaeological assessment of the property is required.

6.7 TRANSPORTATION IMPACT STUDY / TRANSPORTATION DEMAND MANAGEMENT / PARKING STUDY / OPERATIONS AND SAFETY

Nextrans Consulting was retained to prepare a Transportation Impact Study (“TIS”) which is inclusive of transportation demand management strategies, a parking assessment, as well as an operations and safety assessment. The Report, dated August 2021 has been included with the submission. The Transportation Impact Study assesses existing traffic conditions, including the existing road network, existing active transportation, existing transit, existing traffic volumes and concludes that no improvements are required under existing conditions to facilitate the Proposed Development. The TIS also concludes that no traffic calming measures are required for the Proposed Development, however it is recommended that the condominium road pavement width be designed as tight as possible to discourage speeding and minimize pedestrian crossing. The TIS also concludes that the parking proposed for the Proposed Development is sufficient.

6.8 SHADOW IMPACT STUDY

FBP Architects Inc. were retained to prepare a Shadow Impact Study for the Proposed Development. The Shadow Impact Study, dated August 30, 2021 has been included with the submission and follows the City of Mississauga Terms of Reference dated June 2014. The Shadow Impact Study assesses 5 criteria including impacts on residential outdoor amenity space of the Proposed Development, communal outdoor amenity areas within the shadow zone, public realm including sidewalks, open spaces and plazas, turf and flower gardens and building faces to allow for possibility for use of solar energy. Residential outdoor amenity spaces for 14 James Street, 14 and 20 Queen Street, 12 James Street and 8 and 10 James Street are impacted at certain times. No communal outdoor amenity spaces within the proposal’s shadow zone have been identified. A small portion of the existing sidewalk on the east side of Queen Street is shaded at certain times with incremental shade. A small portion of the existing sidewalk on the east side of James Street is shaded and/or incrementally shaded at certain times. No mixed-use, commercial, employment and high-density residential streets outside of the site boundary impacted by shadows from proposed development. No public open spaces, parks and plazas outside of the site boundary are impacted by shadows from proposed development and no public park outside of the site boundary are impacted by shadows from proposed development. Shadows from Proposed Development impact certain surrounding properties at certain times, with respect to potential for future solar panels.

6.9 STREETScape FEASIBILITY

Skira and Associates Limited were retained to prepare a Streetscape Feasibility Study for the Proposed Development, dated September 2, 2021 and included with the submission. The Streetscape Feasibility Study was prepared in accordance with the City of Mississauga Terms of Reference dated May 2, 2019 and includes a Utility Plan and considers the Landscape Plans for the Proposed Development.

6.10 HERITAGE IMPACT STUDY

SMDA Design Limited was retained to prepare a Heritage Impact Study for the Subject Lands, which is dated July 30, 2021 and included with the submission. 6, 10 & 12 Queen St. S. was the subject of a development proposal in 2016 and the existing buildings on the site were surveyed and a Heritage Impact Statement prepared to assess the impact of their removal. This report went to the Mississauga Heritage Advisory Committee on June 14, 2016. The staff recommendation was that the buildings were not worthy of designation under the Ontario Heritage Act and that owner's request for demolition should proceed through the applicable process. As of the time of this writing the buildings have not been demolished.

16 James Street (also known as 2 William Street), which also comprises the Subject Lands is a trapezoidal property with one mixed use commercial building and one newer shed on the property. It is these lands that are the primary focus of this Heritage Impact Statement. The previous Heritage Impact Statement for 6, 10 & 12 Queen St. S. has also been submitted.

The Heritage Impact Study for 6, 10 and 12 Queen Street concludes that the site is not rare or unique, does not display a high degree of craftsmanship or technical achievement. Furthermore, the property has no significant relationship to any individual or other entity of significance to the community and there is no significant contextual value associated with the site. Conclusively, the property at 16 James St./2 William St. does not meet the requirements for designation under Part IV of the Ontario Heritage Act. Under the definition of the PPS, 16 James Street/2 William Street do not warrant conservation. The Proposed Development represents good use and intensification for a property which has been underutilized and derelict for some time and no mitigation is required. There is no detrimental impact on the Heritage value of the site.

6.11 WASTE MANAGEMENT PLAN

RWDI Consulting Engineers and Scientists were retained to prepare a Waste Management Plan for the Proposed Development. The Waste Management Plan, dated August 10, 2021 included with the submission follows the requirements and guidelines outlined in the Region's document entitled 'Waste Collection Design Standards Manual' dated 2020. The Waste Plan presents a clear outline of how solid waste (including Blue Box Recyclables and garbage) will be stored, transferred, and collected from the proposed community. The estimated material quantity and characteristics that are anticipated to be generated from the Development and a preliminary plan for the storage and collection of the generated waste materials are outlined herein.

The Proposed Development includes an external garbage enclosure/ waste area, central to the plan, to be accessed by waste trucks via the south Queen Street vehicular access. The Waste Plan concludes that the Proposed Development will provide enough space for the storage, staging, and collection of BB recyclables and mixed waste from the residences. The Plan has not accommodated for the management of source separated organics (SSO) from the condominium suites since the Region does not require SSO collection for multi-unit residential developments.

7.0 CONCLUSIONS

It is our professional opinion that the Proposed Development is consistent with the Provincial Policy Statement (2020) and conforms with and does not conflict with the Growth Plan (2020). In addition, the proposed amendments bring the Region of Peel Official Plan, the City of Mississauga Official Plan and the City of Mississauga Zoning By-law into consistency and conformity with Provincial policy. The Proposed Development will contribute to the achievement of complete communities through the redevelopment of an underutilized infill site, based on the following reasons:

1. The Proposed Development represents a reinvestment and improvement of the existing Subject Lands which are currently underutilized by vacant single detached homes and a former bus depot;
2. The Subject Lands are within a Community Node at the intersection of two “Corridors”, areas intended for intensification;
3. The Subject Lands are within walking distance to a variety of parks and recreational opportunities, schools and education, institutional uses and commercial uses;
4. The Subject Lands are withing walking distance to transit and are 1.6 kilometres away from the Streetsville GO Station;
5. The Proposed Development of stacked townhouses with building heights of 13 metres (3 storeys) and a Floor Space Index of 1.10 is appropriate intensification for the Subject Lands;
6. The Proposed Development includes live/work units which include retail uses at grade along Queen Street, contributing to the animation of the Queen Street corridor; and,
7. The Proposed Development includes walkways throughout the Subject Lands to increase permeability and promote active transportation.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Jim Levac, MCIP, RPP
Partner



FIGURE 1

SITE CONTEXT PLAN

6, 10, 12 Queen Street South, 16 James Street, 2 William Street South Part of William Street
City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
September 7, 2021



FIGURE 2

AERIAL CONTEXT PLAN

6, 10, 12 Queen Street South, 16 James Street, 2 William Street South Part of William Street
City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
September 7, 2021

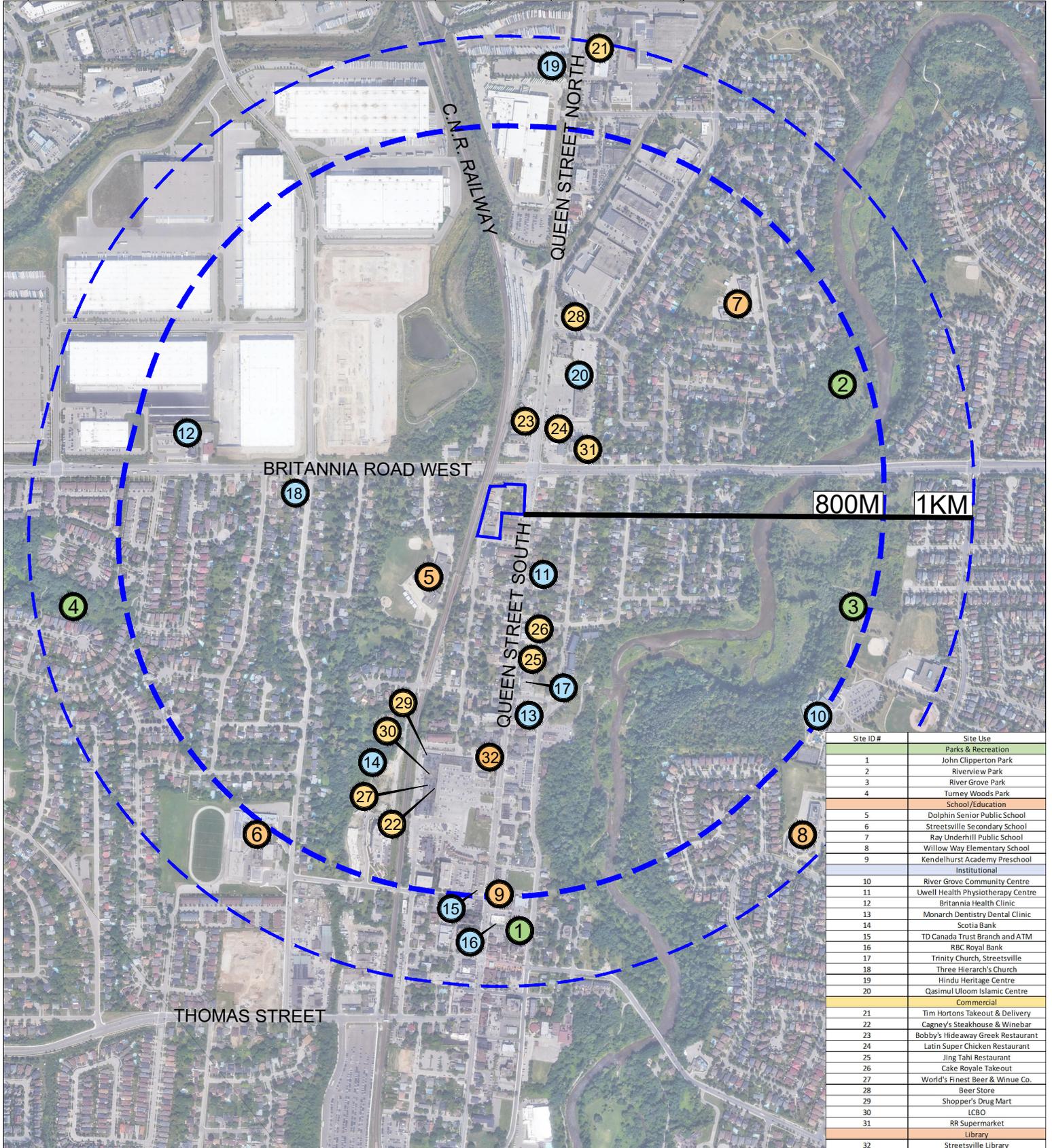


FIGURE 3

FACILITIES, SERVICES & RECREATION

6, 10, 12 Queen Street South, 16 James Street, 2 William Street South Part of William Street City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
September 7, 2021

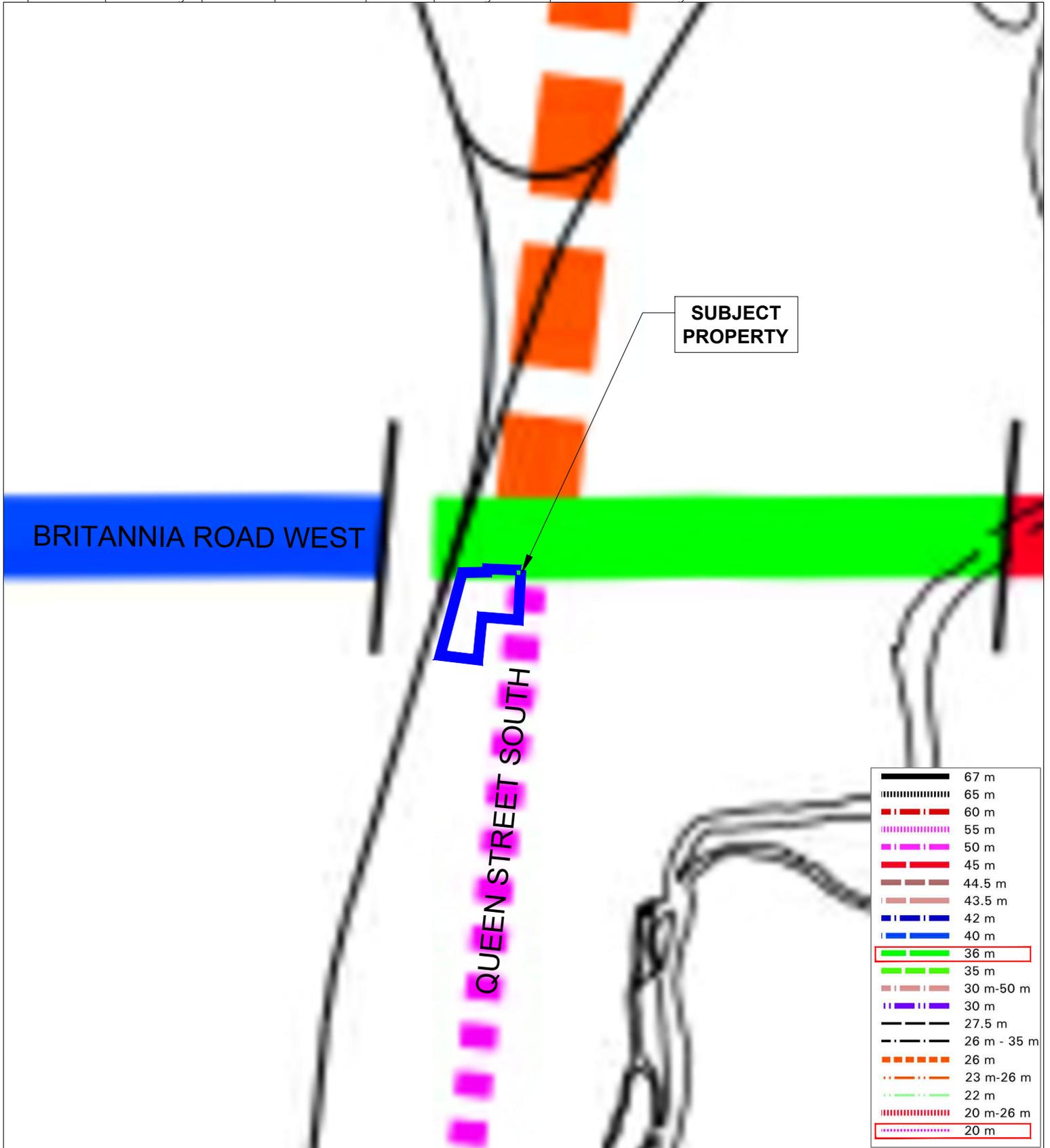


FIGURE 4
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE '8' DESIGNATED
RIGHT-OF-WAY WIDTHS

6, 10, 12 Queen Street South, 16 James Street, 2 William Street South Part of William Street
 City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
 September 7, 2021

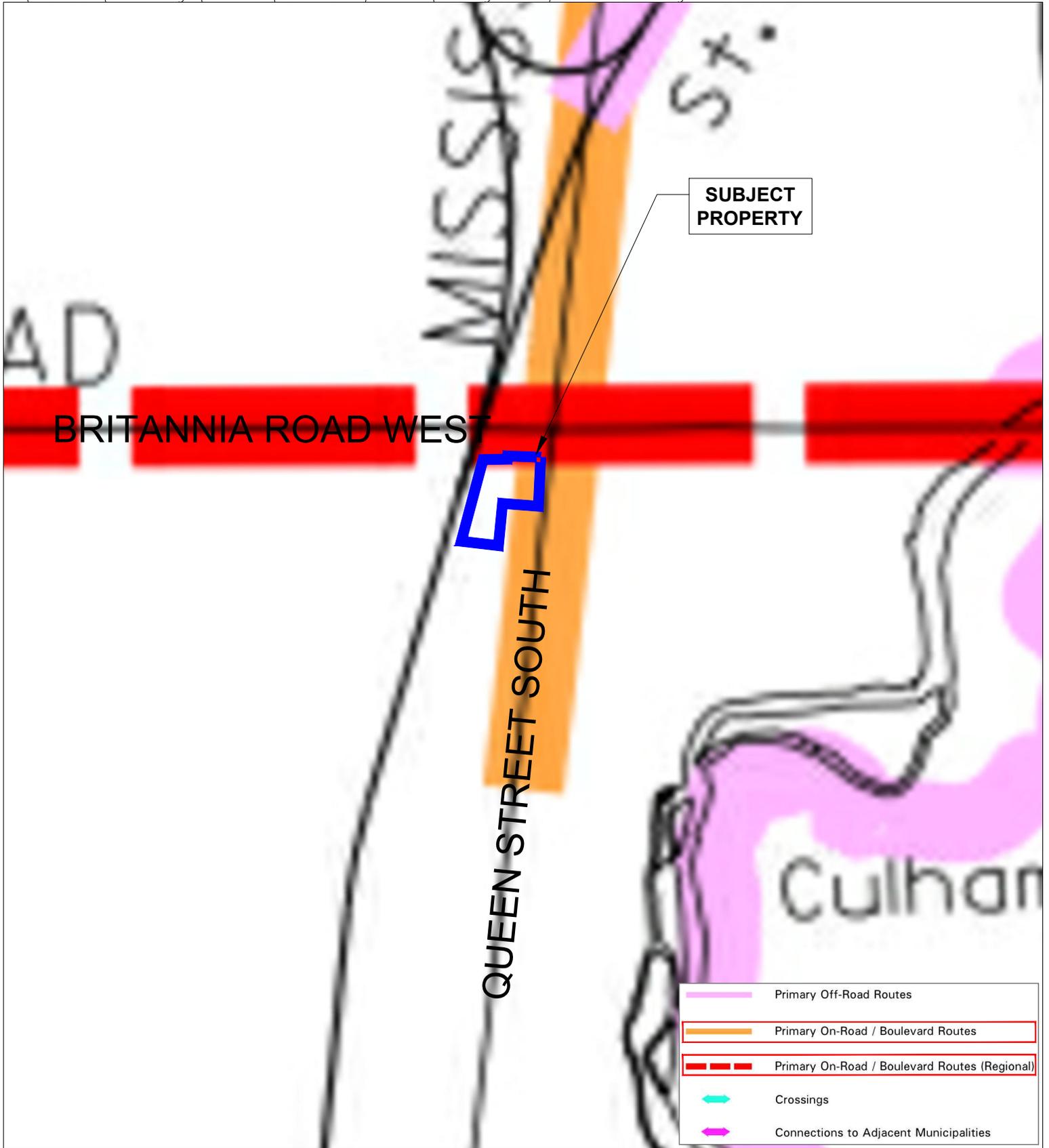


FIGURE 5
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE '7' LONG TERM CYCLING
ROUTES

6, 10, 12 Queen Street South, 16 James Street, 2 William Street South Part of William Street
 City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
 September 7, 2021

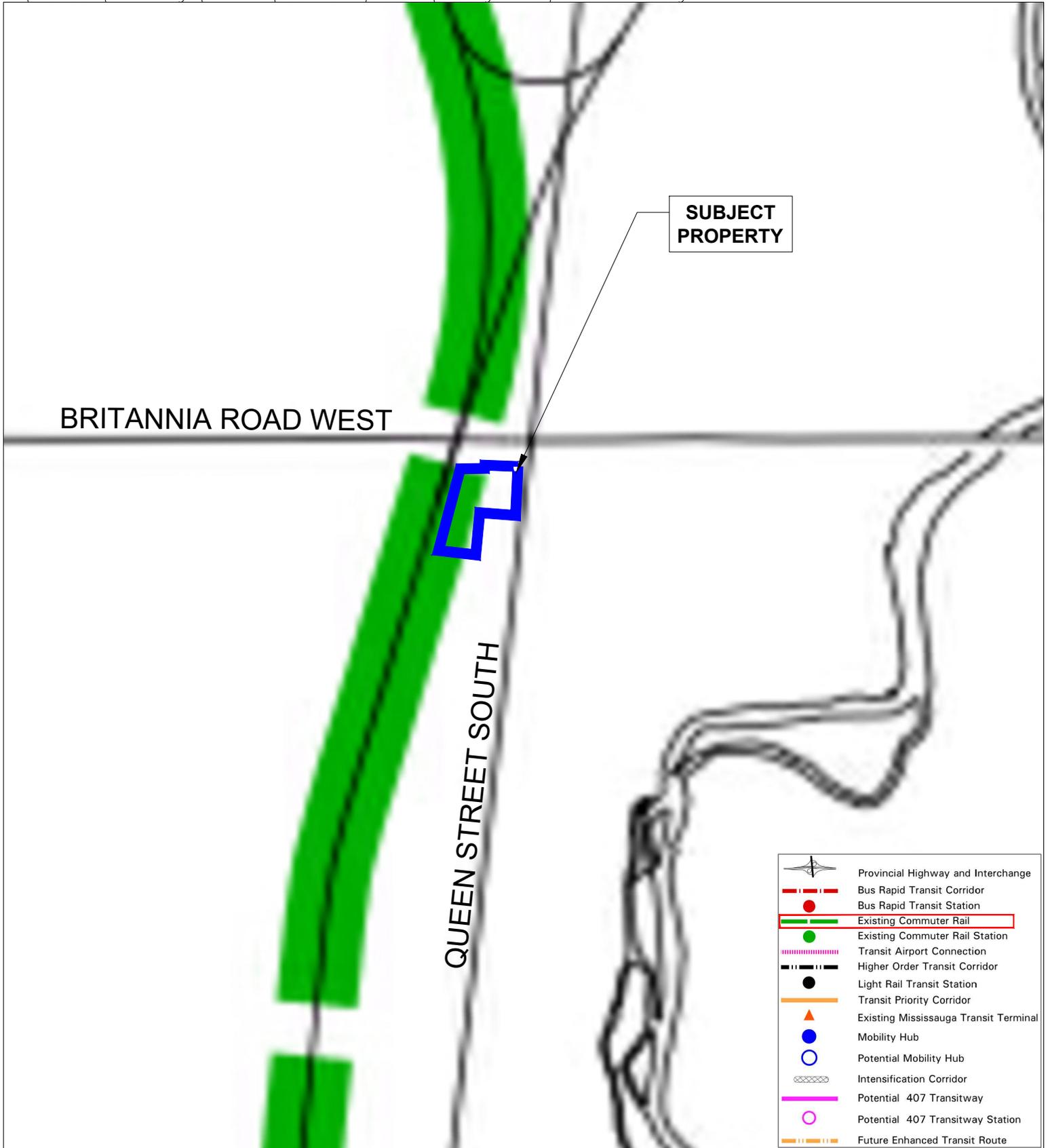


FIGURE 6
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE '6' LONG TERM TRANSIT
NETWORK

6, 10, 12 Queen Street South, 16 James Street, 2 William Street South Part of William Street
 City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Property

-  Provincial Highway and Interchange
-  Bus Rapid Transit Corridor
-  Bus Rapid Transit Station
-  Existing Commuter Rail
-  Existing Commuter Rail Station
-  Transit Airport Connection
-  Higher Order Transit Corridor
-  Light Rail Transit Station
-  Transit Priority Corridor
-  Existing Mississauga Transit Terminal
-  Mobility Hub
-  Potential Mobility Hub
-  Intensification Corridor
-  Potential 407 Transitway
-  Potential 407 Transitway Station
-  Future Enhanced Transit Route



Scale NTS
 September 7, 2021

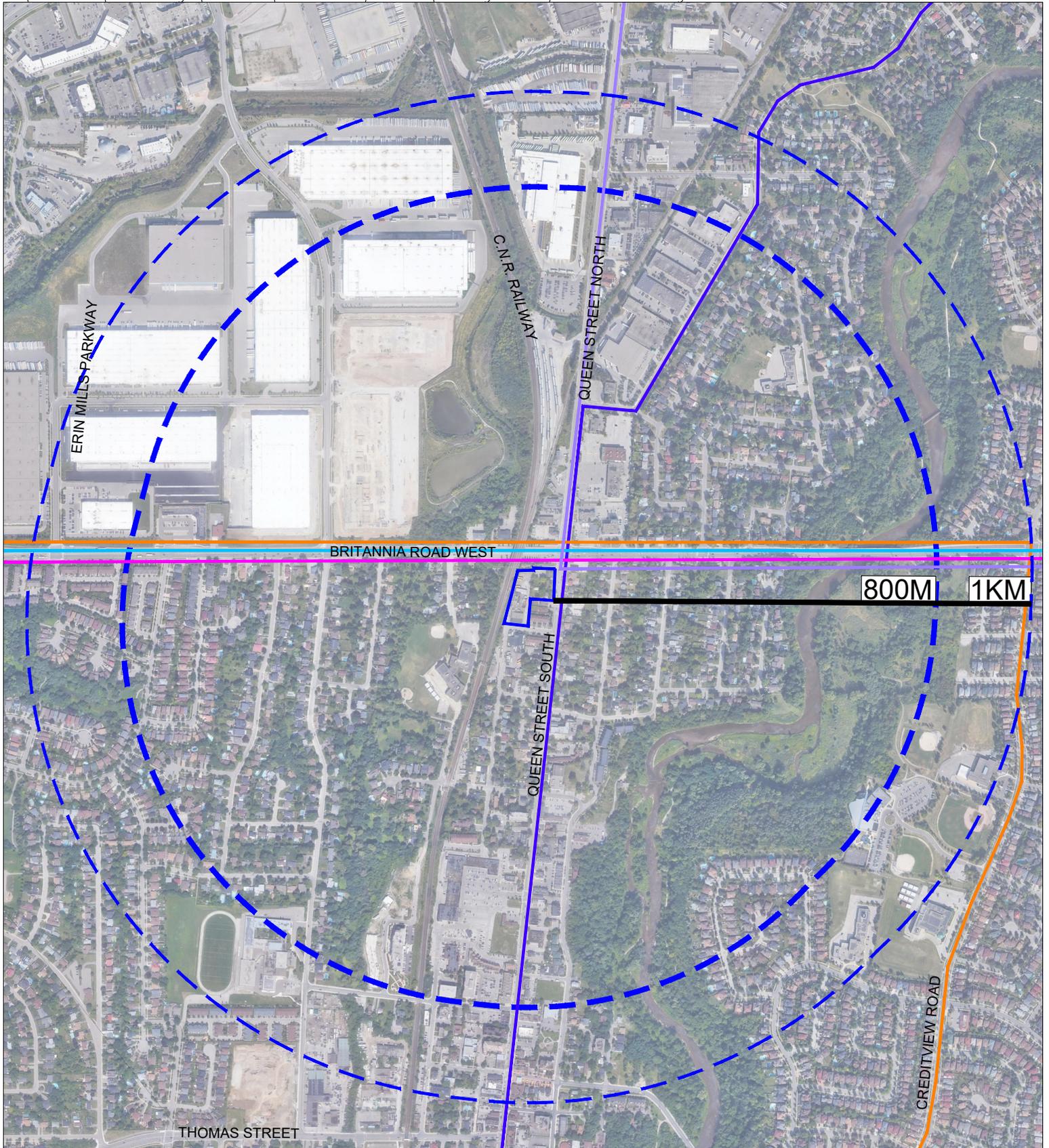


FIGURE 7

TRANSPORTAION SERVICES MAP

6, 10, 12 Queen Street South, 16 James Street, 2 William Street South Part of William Street
 City of Mississauga, Regional Municipality of Peel

LEGEND

-  Subject Property
-  Route 10
-  Route 39
-  Route 43
-  Route 44
-  Route 87



Scale NTS
 September 7, 2021

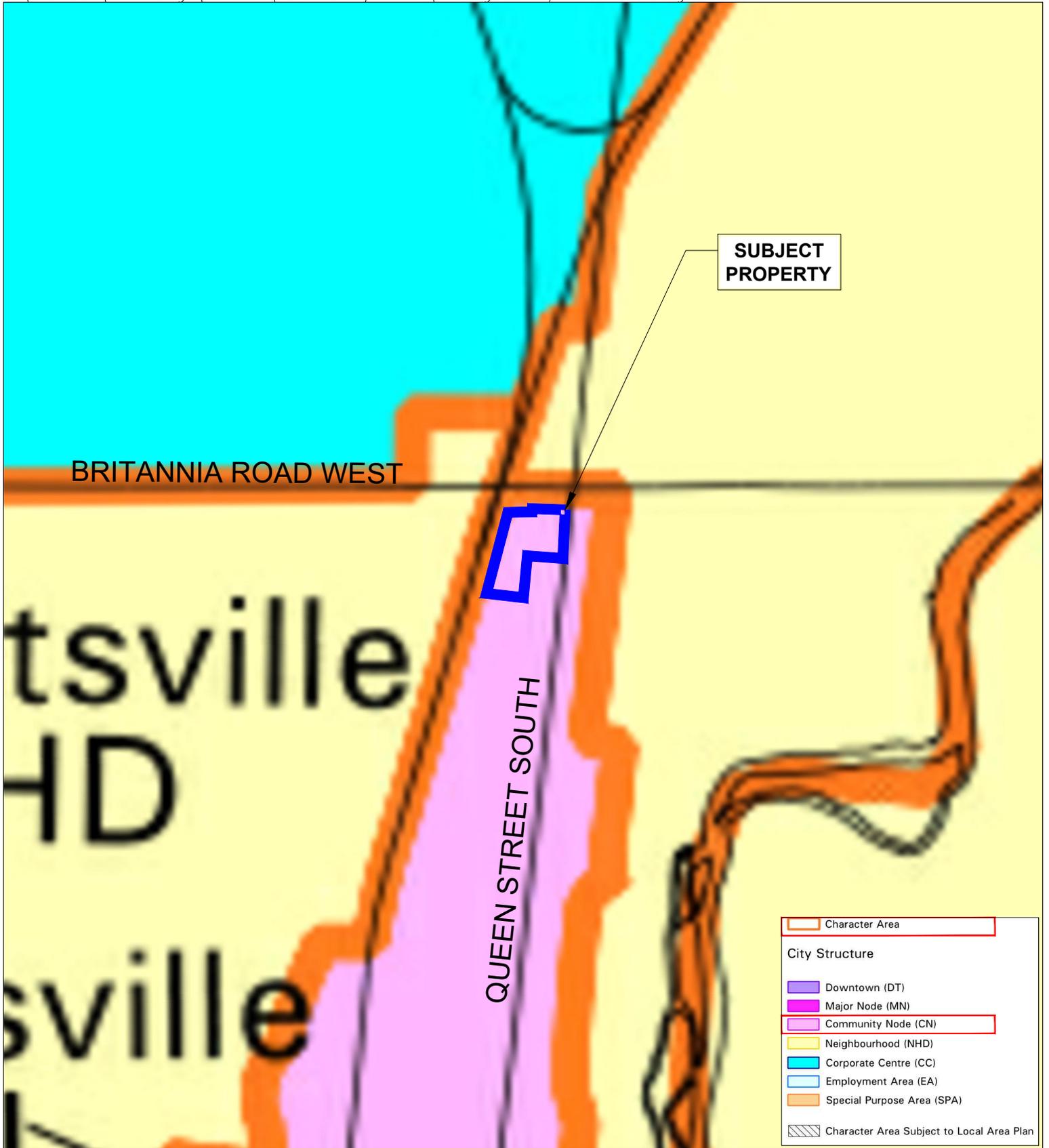


FIGURE 8
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE '9' CHARACTER AREAS

6, 10, 12 Queen Street South, 16 James Street, 2 William Street South Part of William Street
 City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Property

	Character Area
City Structure	
	Downtown (DT)
	Major Node (MN)
	Community Node (CN)
	Neighbourhood (NHD)
	Corporate Centre (CC)
	Employment Area (EA)
	Special Purpose Area (SPA)
	Character Area Subject to Local Area Plan



Scale NTS
 September 7, 2021

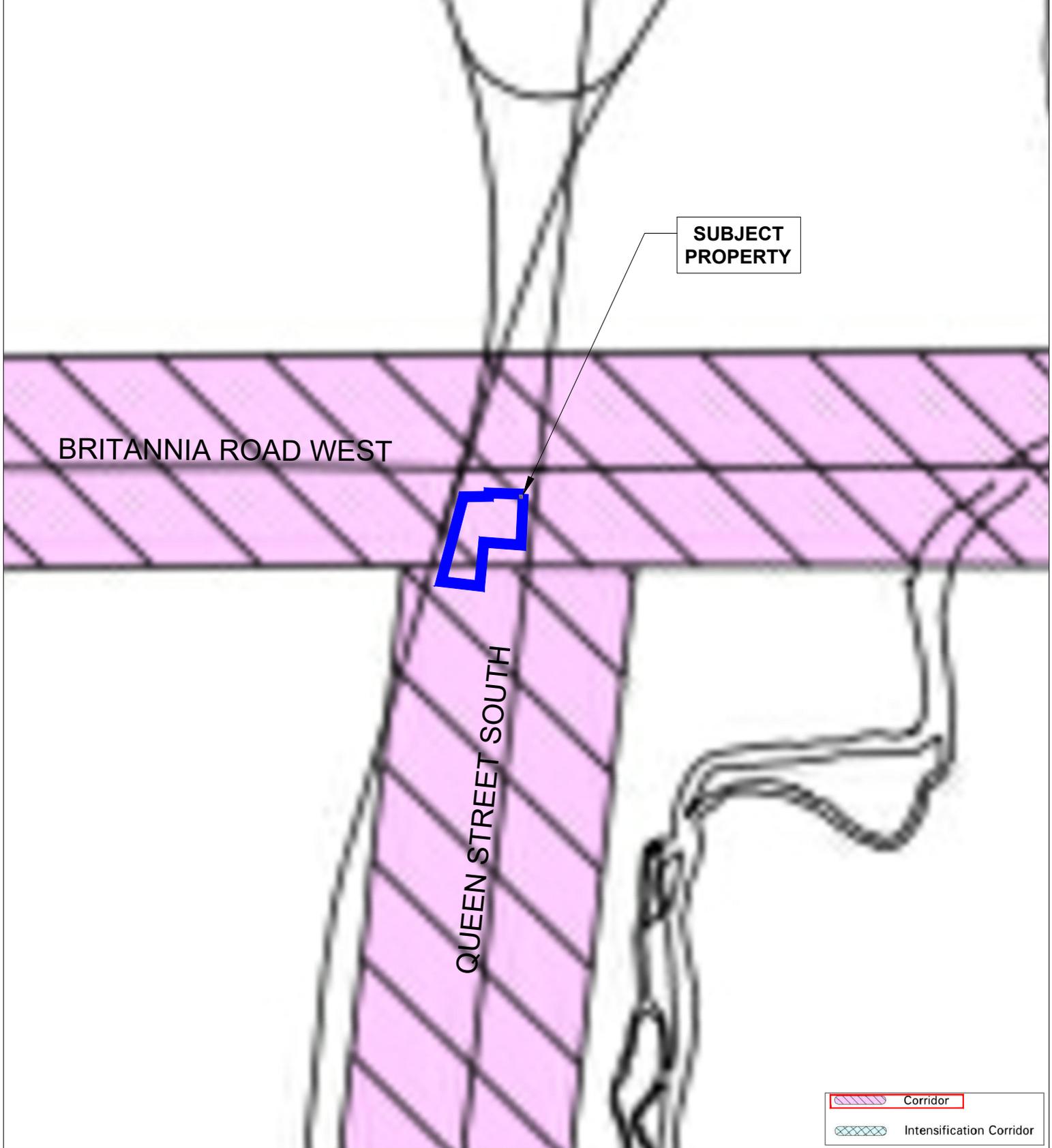


FIGURE 9
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE '1C' URBAN SYSTEM
-CORRIDORS

6, 10, 12 Queen Street South, 16 James Street, 2 William Street South Part of William Street
City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
September 7, 2021

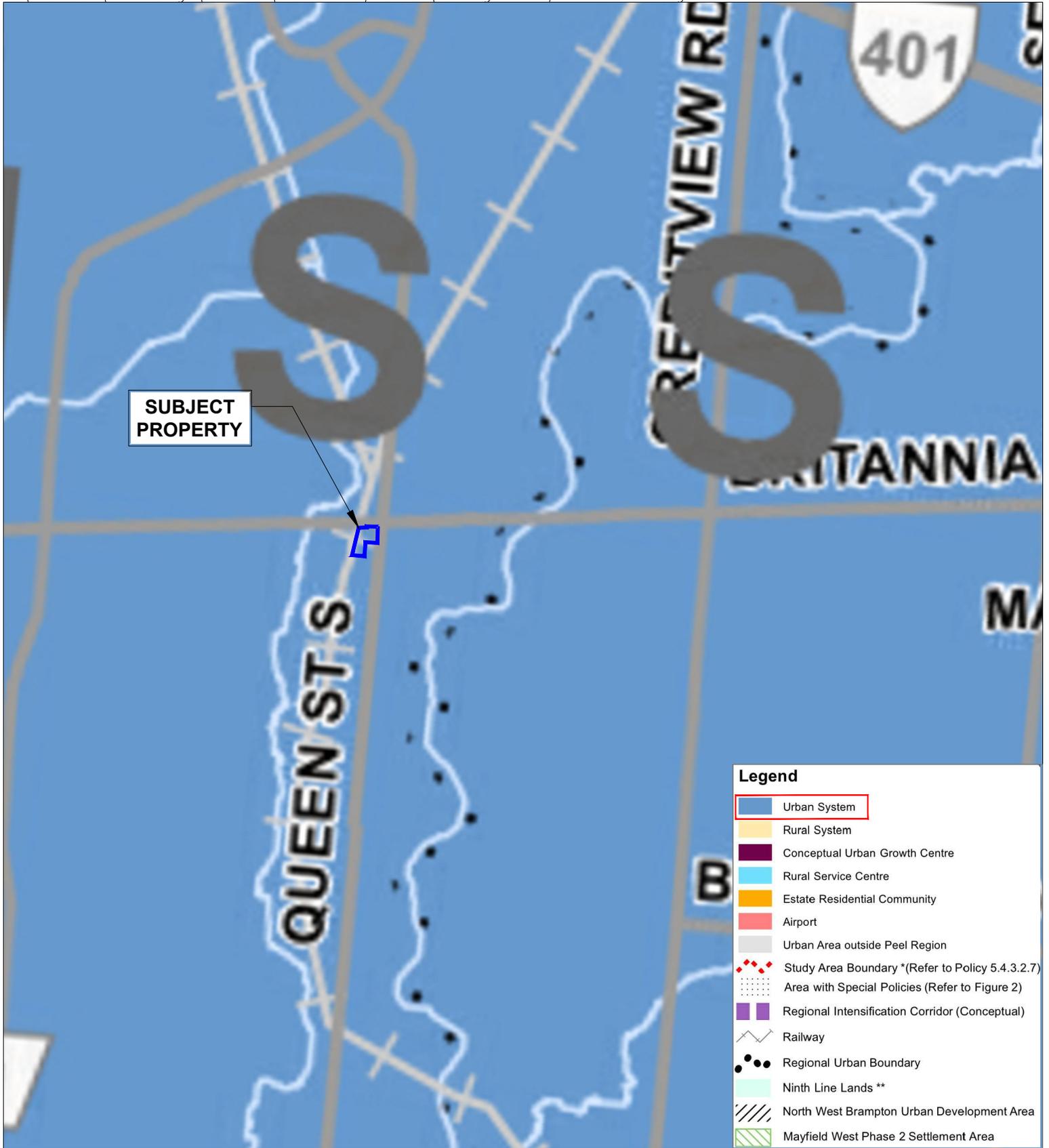


FIGURE 10
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'D' REGIONAL STRUCTURE

6, 10, 12 Queen Street South, 16 James Street, 2 William Street South Part of William Street
 City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
 September 7, 2021

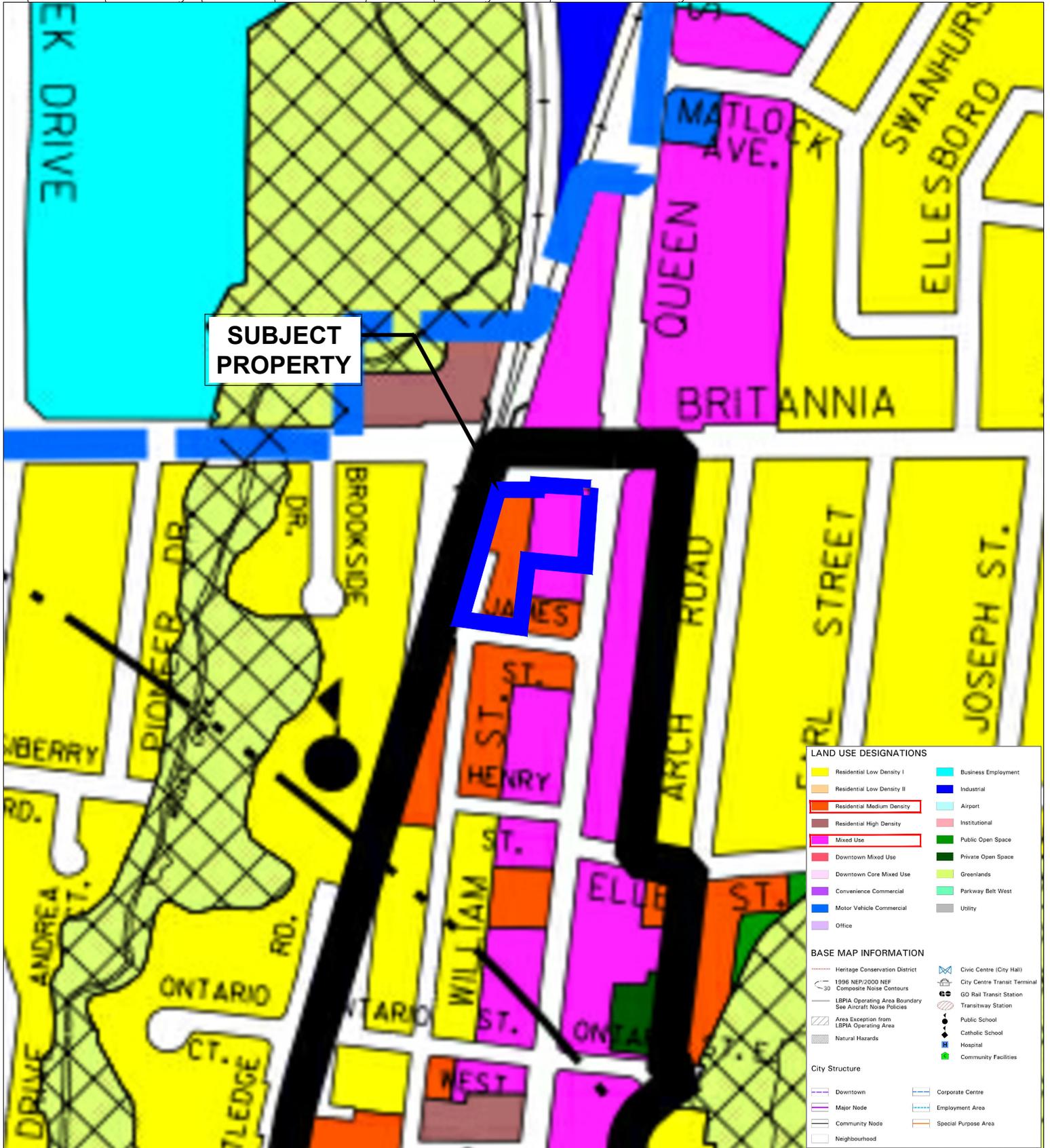


FIGURE 11
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE '10' LAND USE DESIGNATIONS

6, 10, 12 Queen Street South, 16 James Street, 2 William Street South Part of William Street
 City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
 September 7, 2021

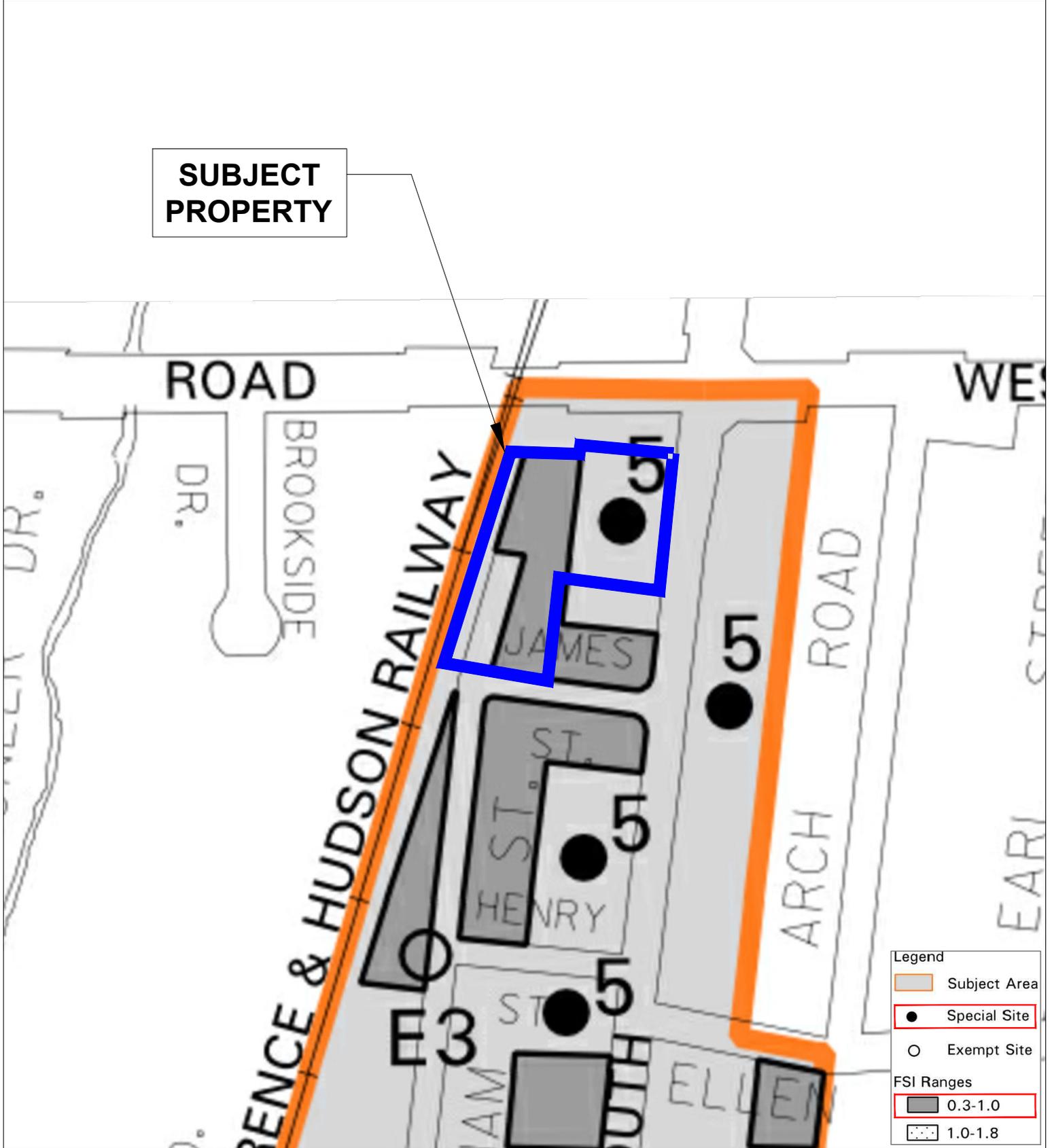


FIGURE 12
CITY OF MISSISSAUGA OFFICIAL PLAN
STREETSVILLE CHARACTER AREA

6, 10, 12 Queen Street South, 16 James Street, 2 William Street South Part of William Street
 City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
 September 7, 2021

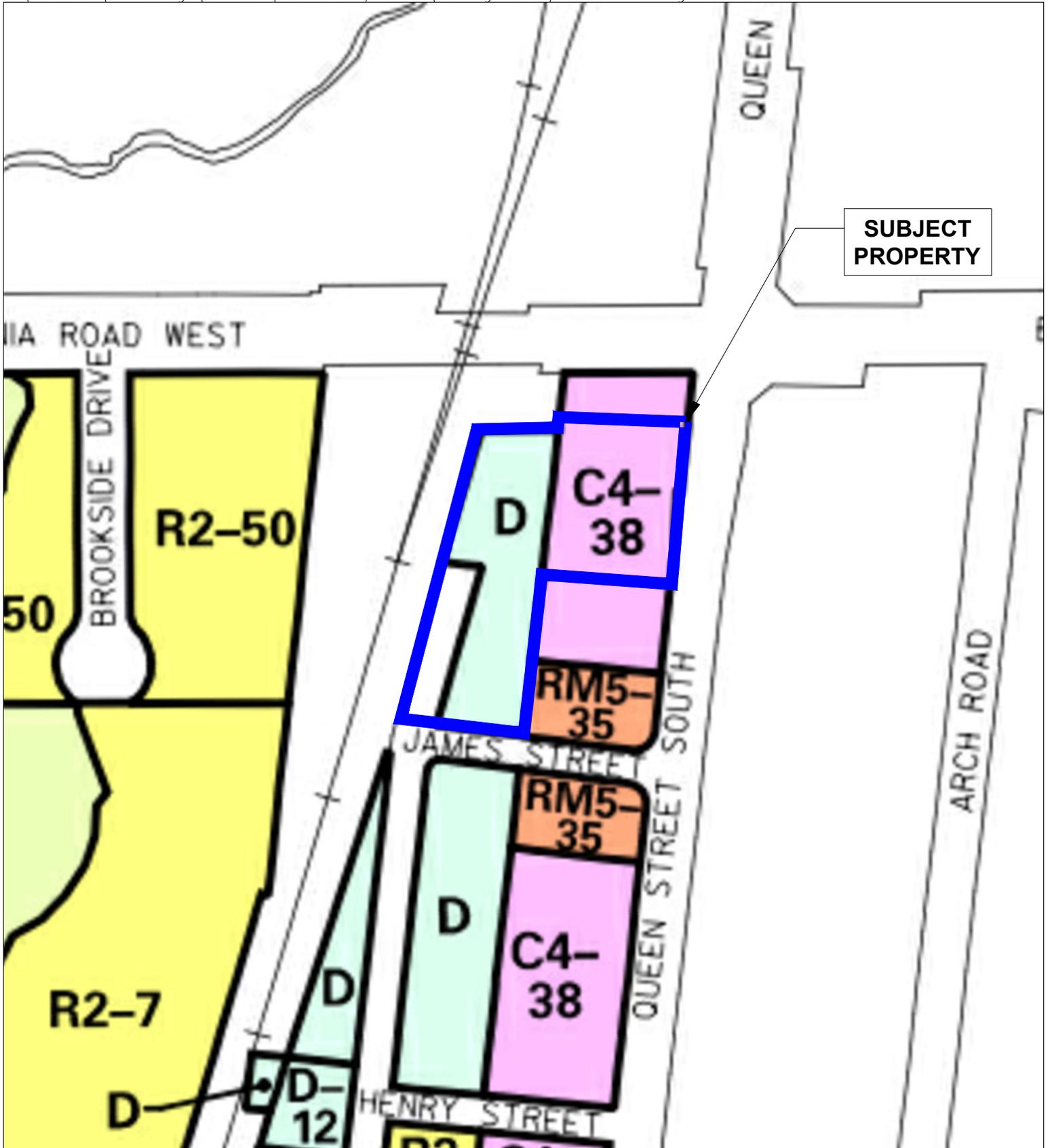


FIGURE 13
CITY OF MISSISSAUGA ZONING BY-LAW
0225-2007

6, 10, 12 Queen Street South, 16 James Street, 2 William Street South Part of William Street
City of Mississauga, Regional Municipality of Peel

LEGEND

 Subject Property



Scale NTS
September 7, 2021

Amendment No. XXX
to
Mississauga Official Plan

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

PURPOSE

The purpose of this Amendment is to amend the Streetsville Community Node Character Area to include the Subject Lands as a Special Site.

LOCATION

The lands affected by this amendment are located on the west side of Queen Street South, south of Britannia Road West. The lands are municipally addressed as 6, 10 and 12 Queen Street South, 16 James Street and 2 William Street. The Subject Lands are currently located in the Streetsville Community Node Character Area, as identified in the City of Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Local Planning Appeal Tribunal.

The Mississauga Official Plan contains a City Structure which outlines where growth ought to be encouraged and discouraged within the City. The City Structure is comprised of Intensification Areas and Non-Intensification Areas. Intensification Areas include Downtowns, Major Modes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. Intensification Areas are the principal location for future growth within the City. The Subject Lands are located within a Community Node where intensification is encouraged.

As per the Streetsville Community Node Character Area, a maximum building height of four storeys is permitted and the Subject Lands are currently permitted an FSI of 0.3-1.0. The City requires that a Special Site policy be added to the MOP for the proposed FSI: this has been included in the enclosed implementing OPA.

The Subject Lands are currently subject to two land use designations. 16 James Street and 2 William Street (the western portion of the lands), are currently designated "Residential Medium Density" and properties 6, 10 and 12 Queen Street South (along Queen Street) are designated "Mixed Use". Lands designated as "Residential Medium Density" permit all forms of townhouse dwellings. Permitted uses for lands designated "Mixed Use" include commercial parking facility, financial institution, funeral establishment, makerspaces, motor vehicle rental, motor vehicle sales, overnight accommodation, personal service establishment, post secondary facility, residential (in conjunction with other permitted uses), restaurant, retail store and secondary office.

The Proposed Development of stacked townhouses conforms to the "Residential Medium Density" designation on the western portion of the lands, however, does not conform with the "Mixed Use" designation on the eastern portion of the lands. The Proposed Development includes live/work units in Block 2, with potential for retail along Queen Street South, however as per the Official Plan's definition of "Mixed Use":

"11.2.6.4 Residential uses will be permitted in the same building with another permitted use but dwelling units will not be permitted on the ground floor."

The proposed live/work units in Block 2 include retail in the front, along Queen Street and a residential dwelling unit behind. As residential units are proposed on the ground floor, the Proposed Development does not meet the above-noted definition of "Mixed Use". We are therefore proposing for 6, 10 and 12 Queen Street South to be redesignated as "Residential Medium Density" consistent with the balance of the lands, to permit the Proposed Development. A Special Site policy is proposed for the Subject Lands in their entirety permitting an FSI up to 1.12 and permitting live/work units.

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

1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms with and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). In addition, the Proposed Development will bring the Region of Peel Official Plan (2018), City of Mississauga Official Plan (2020) into consistency with the Provincial Policy Statement and into conformity with the Growth Plan. The Proposed

Development represents the reinvestment and intensification of an underutilized site and will utilize transit infrastructure investments.

2. The Subject Lands are within a Community Node, which is an Intensification Area in the Mississauga Official Plan. The lands are situated at the intersection of two Corridors (Britannia Road West and Queen Street), and are located 1.6 kilometres away from the Streetsville GO Station.

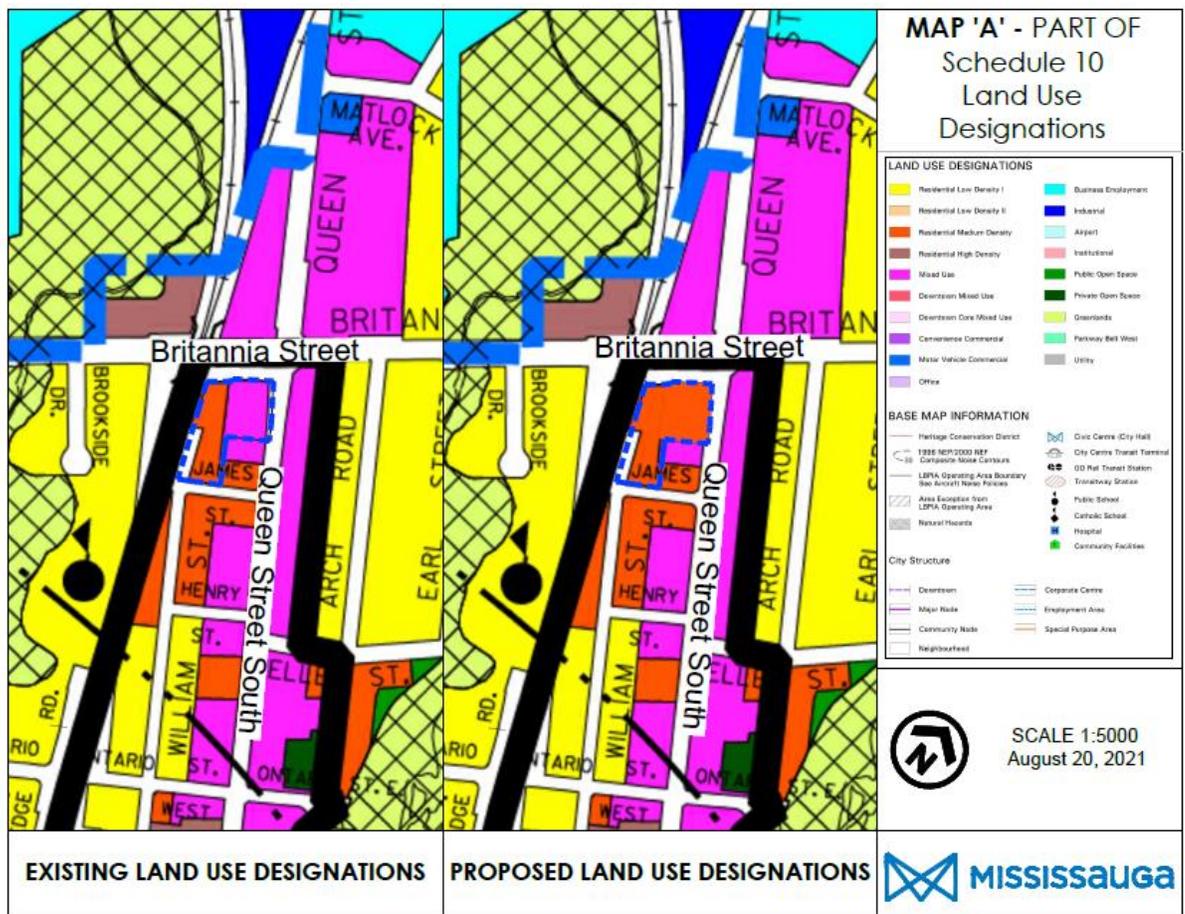
3. The Proposed Development will utilize existing servicing and future servicing can be provided in an efficient manner.

4. The Proposed Development with building heights of 13 metres (3 storeys) and a Floor Space Index of 1.10 is a prime example of gentle intensification for lands that are predominantly already designated for medium density residential. The Subject Lands are also well-served by existing greenspace and service and retail establishments in the area. Bringing additional residents to this otherwise underutilized parcel will bring families within walking distance to an abundance of retail, services and greenspace, contributing towards goals of a complete, walkable community.

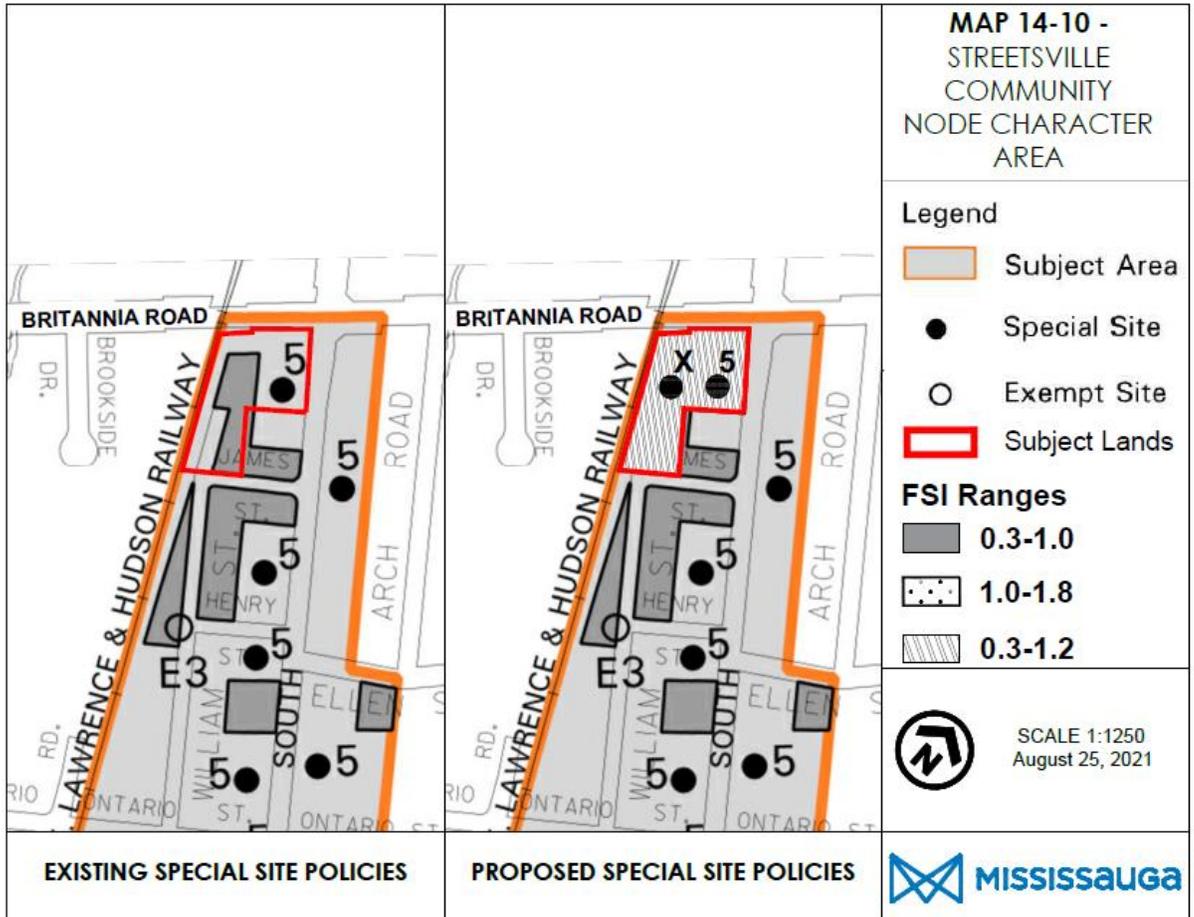
5. The Proposed Development will improve and contribute towards the Queen Street streetscape by proposing new built form with space for future retail contributing towards an active main street with pedestrian activity.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Schedule 10, Land Use Designations, of the Mississauga Official Plan is hereby amended by re-designating the portion of the Subject Lands currently designated as “Mixed Use” to “Residential Medium Density”. The Subject Lands in their entirety will be designated as “Residential Medium Density”.



2. Section 14.10, Streetsville Community Node Character Area, of Mississauga Official Plan, is hereby amended by amending by adding the following:



14.10.6.XX The lands identified as Special Site X are located on the west side of Queen Street South, south of Britannia Road W.

14.10.6.XX Notwithstanding the policies of this Plan, a maximum Floor Space Index (FSI) of 1.2 will be permitted.

14.10.6.XX Notwithstanding the policies of this plan, live/work units will be permitted.

IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan dated September 3, 2020.

INTERPRETATION

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

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

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

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

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

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

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

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan regarding a land use designation change and to add a Special Site Policy within the Downtown Fairview Character Area;

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

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

ENACTED and PASSED this _____ day of _____, 2021.

MAYOR

CLERK

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

City File: DARC 20-196

Type of Application: Official Plan Amendment and Zoning By-law Amendment

Please note: Nothing in this document precludes our ability to add and/or change provisions throughout the planning process. We reserve the right to review any final by-laws prior to approval.

	Zoning Standard/Regulation	General Provision - Section	Parent Zone - Section	Required Zoning Standard/Regulation	Proposed Zoning Standard/Regulation
Zone Regulations (...notwithstanding the Section(s) outlined in "Required Zoning Standard/Regulation" of the below, the following standards as shown in "Proposed Zoning Standard/Regulation" shall apply)					
General Provisions (Part 2)	Minimum Separation Distance	2.1.2	N/A	All buildings and structures containing a use in Table 2.1.2.1.1 - Minimum Separation Distance from Residential Zones, shall comply with the applicable minimum separation distance required:	Delete lines 1.0 and 3.0 of Table 2.1.2.1.1
	Centreline Setbacks	2.1.14	N/A	Where a lot abuts a right-of-way or a 0.3 metre reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of way shall be as contained in Table 2.1.14.1 - Centreline Setbacks. 42m ROW - 21m + required yard/setback	Delete provision
	Rooftop Balcony	2.1.30 2.1.30.1 2.1.30.2	N/A	A rooftop balcony shall be set back 1.2 m from all exterior edges of a building or structure Notwithstanding Article 2.1.30.1, a setback for a rooftop balcony may be 0.0 m where: (0174-2017), (0179-2018) (1) the exterior edge of the building faces a street and the building is located in a non-residential zone; (2) the exterior edge of the rooftop balcony does not abut a Residential Zone and the building is located in a non-residential zone.	Meet Provision
Parking, Loading and Stacking (Part 3)	Parking Requirements	Table 3.1.2 Line 10.0 Condominium Stacked Townhouse Line 16.0 – Financial Institution 31.1 – Office 31.2 – Medical Office 33.1 – Personal Service Est 41.1 – Retail 42.2 – Restaurant 42.3 – Take-out Restaurant 47.0 – Veterinary Clinic	N/A	Without exclusive use garage and driveway: 1.10 resident spaces per studio/one-bedroom unit 1.5 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 2.0 resident spaces per four-bedroom unit 0.25 visitor spaces per unit Per 100m ² GFA – non-res 5.5 spaces 3.2 spaces 6.5 spaces 5.4 spaces 5.4 spaces 16.0 spaces 6.0 spaces 3.6 spaces	<ul style="list-style-type: none"> 1.0 spaces per residential unit 0.2 shared visitor/non-residential spaces per unit
	Accessible Parking Requirements	3.1.3		4% of 19.25 visitor parking spaces; plus 4% of Required non-residential spaces	2 Accessible spaces provided
	Accessible Parking Space Dimension Requirement	3.1.1.4.5	N/A	one Type A one Type B	Meet provisions
	Loading Space Requirement(s)	3.1.4	N/A	Office and/or Medical Office Less than or equal to 2 350 m ² – none required Other Non-residential uses Greater than 250 m ² but less than or equal to 2 350 m – one required	No loading spaces provided

	Setback to Railway Right-of-Way	4.1.7	N/A	The minimum setback for all dwellings to a railway right-of-way shall be 30.0 m	20.0 m provided
Parent Zone (RM9) (PART 4)	Permitted Uses <i>(...in addition to those uses permitted in "ZONE", the uses in "Proposed Zoning Standard/Regulation" shall also be permitted on lands zoned "ZONE")</i>				
	Permitted Uses	Table 4.14.1 Line 2.1	RM9	Stacked Townhouse	<ul style="list-style-type: none"> • Stacked Townhouse • Live-work units • Retail Store • Financial Institution • Personal Service Establishment • Restaurant • Take-out Restaurant • Office • Medical Office • Veterinary Clinic
	Zone Regulations <i>(...notwithstanding the Section(s) outlined in "Required Zoning Standard/Regulation" of the below, the following standards as shown in "Proposed Zoning Standard/Regulation" shall apply)</i>				
	Lot Regulations				
	Minimum Lot Frontage	Line 3.0		38.0 m Through Lot means each lot line that divides the through lot from a street. A lot line with a 0.3 m reserve shall not be a front lot line	<ul style="list-style-type: none"> • Queen St frontage – 49 m meets provision • James St frontage - 48.04 m • 33.95 m along street line
	Minimum Dwelling Unit Width	Line 4.0		4.5 metres	6.5 m
	Maximum Dwelling Height				
	Sloped Roof	Line 5.1		17 m (1) & 4 storeys	N/A
	Flat Roof	Line 5.2		13 m & 4 storeys (9)	13m & 3 storeys (No mechanical on roof so footnote 9 N/A)
	MINIMUM FRONT AND EXTERIOR SIDE YARDS				
	Minimum Front Yard	Line 6.0		7.5 m (2)	<ul style="list-style-type: none"> • 0.60 m to Queen Street • 5.3 m to James Street • N/A (through lot)
	Minimum Exterior Side Yard	Line 7.0		7.5 m (2)	
MINIMUM INTERIOR SIDE YARD					
Minimum Interior Yard	Line 8.0		4.5 m (2)	<ul style="list-style-type: none"> • 1.85 m to closest point abutting Britannia Road lot line 	

Where any portion of the interior side lot line abuts a zone permitting detached dwellings and/or semi-detached	Line 8.1		9 m (2)	<p>(Britannia frontage would have a 0.30 m reserve therefore considered an interior side yard)</p> <ul style="list-style-type: none"> 6.4 m abutting C4-38 zone which permits detached dwelling legally existing
Where the interior side lot line abuts a RM4, RM5, RM6, RM7, RM8, RM9, RM10, RM11, or RM12 zone and the rear wall of the building abuts the interior side lot line	Line 8.2		7.5 m (2)(3)	<ul style="list-style-type: none"> Front wall of building abuts RM5-35 zone Therefore, N/A Front wall defined as walls facing internal to development.
Where the front wall of a building abuts the interior side lot line	Line 8.3		9.0 m (2)	<ul style="list-style-type: none"> Front wall of building abuts interior side lot line 4.6 m where abutting C4-38
MINIMUM REAR YARD				
Minimum Rear Yard	Line 9.0		7.5 m (2)	<p>Rear yard is the point at which side yards meet</p> <p>Meet provision</p>
Where any portion of the rear lot line abuts a zone permitting detached dwellings and/or semi-detached	Line 9.1		9.0 m (2)	N/A
Where the front wall of the building abuts the rear lot line	9.2		9.0 m (2)	<p>Rear wall of building abuts rear lot line</p> <p>N/A</p>
ENCROACHMENTS AND PROJECTIONS				
Maximum projection of a balcony, awning or deck, exclusive of stairs, from the outermost face or faces of the building	Line 10.1		2.0 m	1.8 m projection of balcony
Maximum projection of any part of a building, including architectural features but exclusive of stairs, above a below grade patio	Line 10.2		50% of the depth of the patio	N/A
MINIMUM INTERNAL SETBACKS				
From a garage face to a condominium road or sidewalk	Line 11.1		6.0 m	N/A
From a garage face to a condominium road or sidewalk, where the garage and driveway are accessed at the rear of the dwelling unit	Line 11.2		1.0 m	N/A
From the front wall of a building to a	Line 11.3		4.5 m	<ul style="list-style-type: none"> 1.77 m provided from

condominium road, sidewalk, walkway or parking space not located on a driveway				front wall of building to sidewalk <ul style="list-style-type: none"> • 3.47 m provided from front wall of building to condo road • 3.5 m provided from front wall of building to parking space
From a porch, exclusive of stairs, located at and accessible from the first storey or below the first storey, to a condominium road, sidewalk, walkway or parking space	Line 11.4		2.5 m	<ul style="list-style-type: none"> • 0.56 m provided from a porch to a sidewalk (exclusive of stairs) • 2.0 m provided from a porch to a parking space
From a rear wall of a building to a side wall of another building on the same lot	Line 11.5		12.0 m	Meet provision
From a rear wall of a building to a rear wall of another building on the same lot	Line 11.6		15.0 m	Meet provision
From a side wall of a building to a side wall of another building on the same lot	Line 11.7		3.0 m	Meet provision
From a side wall of any building to a walkway	Line 11.8		1.5 m	Meet provision
From a side wall of a building to a condominium road, sidewalk, or parking space	Line 11.9		3.0 m	1.7 m provided
From a front wall of a building to a front wall of another building on the same lot, where the building is less than or equal to three storeys	Line 11.10		12.0 m (4)	Meet provision
From a front wall of a building to a front wall of another building on the same lot, where the building is less than or equal to three storeys and contains a dwelling unit in the basement	Line 11.11		15.0 m	N/A
From a front wall of a building to a front wall of another building on the same lot, where the building is four storeys	Line 11.12		15.0 m (4)	N/A
From a front wall of a building to a side wall of another building on the same lot	Line 11.3		9.0 m (4)	Meet provision
The area created by the minimum separation distance between buildings may not include the required amenity area	Line 11.4			Amenity area provided between front wall to front wall separation (minimum separation of 12m required – 23m provided)

ATTACHED GARAGE, PARKING AND DRIVEWAY				
Attached Garage	Line 12.1		Permitted (5)	No garage provided
Minimum Parking Spaces	Line 12.2		(6)(7) Without exclusive use garage and driveway: 1.10 resident spaces per studio/one-bedroom unit 1.5 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 2.0 resident spaces per four-bedroom unit	1.0 spaces per residential unit
Minimum Visitor Parking Spaces	Line 12.3		(6) 0.25 visitor spaces per unit	0.2 shared visitor/non-residential spaces per unit
Maximum driveway Width	Line 12.4		2.6 m (7)	N/A
PARKING AREAS AND PARKING STRUCTURE SETBACKS				
Minimum setback between a parking space and an interior side lot line and/or rear lot line	Line 13.1		3.0 m	0.90 m provided (Setback at closest point at corner by Britannia Rd)
Minimum setback of a parking structure constructed above or partially above finished grade to any lot line	Line 13.2		6.0 m	N/A
Minimum setback of a parking structure constructed completely below finished grade to any lot line	Line 13.3		3.0 m	N/A
CONDOMINIUM ROADS, SIDEWALKS AND WALKWAYS				
Minimum width of a condominium road	Line 14.1		7.0 m	Meet provision
Condominium roads are permitted to be shared with abutting lands zoned to permit back to back townhouse, stacked townhouse, townhouse or apartment, or any combination thereof	Line 14.2		Yes	N/A
Minimum width of a sidewalk traversed by a driveway	Line 14.3		2.0 m	N/A
Minimum width of a sidewalk not traversed by a driveway	Line 14.4		1.5 m	1.7 m provided
MINIMUM AMENITY AREA AND LANDSCAPED AREA				
Minimum landscaped area	Line 15.1		40% of the lot area	31 % provided
Minimum required landscaped soft area	Line 15.2		50% of landscaped area	20% provided
Minimum landscaped buffer abutting any side and rear lot line	Line 15.3		3.0 m	0.40 m provided
Minimum contiguous amenity area	Line 15.4		The greater of 2.8 sq m per dwelling unit or 5% of the lot area (8)	5.06 sq m per dwelling unit and 5.03% of lot area provided
Minimum setback from an amenity area to a building and	Line 15.5		3.0 m	0.0m setback from amenity area to road and 3.27

	to any type of road				m setback to a building
	A setback from an amenity area shall be unencumbered except for a perpendicular walkway and shall consist of only soft landscaped material	Line 15.6		Yes	0.0 m setback to road walkway between amenity area and building
	Minimum contiguous private outdoor space per unit	Line 15.7		6.0 sq m	0 sq m provided for units where no balcony
	Notwithstanding Line 15.7, minimum contiguous private outdoor space per unit when located on a balcony	Line 15.8		4.5 sq m	Where balcony, meet provision
	Minimum setback of a rooftop amenity space from all exterior edges of a building adjacent to low density residential development	Line 15.9		10. m	N/A

Notes:

- (1) Measured to the highest ridge of a sloped roof.
 - (2) See also Subsections 4.1.7 and 4.1.8 of this By-law.
 - (3) Only applies to the RM7 zone if lands are used for a duplex or triplex.
 - (4) Where there are buildings with different heights on one lot, the average of the required setbacks shall be used.
 - (5) See also Subsection 4.1.12 of this By-law.
 - (6) See also Part 3 of this By-law.
 - (7) See also Subsection 4.1.9 of this By-law.
 - (8) Excludes private outdoor space.
 - (9) The calculation of height shall be exclusive of structures for rooftop access, provided that the structure has a maximum height of 3.0 m; a maximum floor area of 20.0 m²; and it is set back a minimum of 3.0 m from the exterior edge of the building
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