

PLANNING
JUSTIFICATION
REPORT

21-51 QUEEN STREET NORTH | FEBRUARY 2022





Sajecki Planning Inc.



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1.0

INTRODUCTION

Sajecki Planning Inc. has been retained by Miss BJJ Corp. to assist in securing planning approvals for the redevelopment of the site municipally known as 21-51 Queen Street North in the City of Mississauga ("the subject site"). The subject property is located north of Britannia Road West along the east side of Queen Street North in Mississauga, Ontario. The site is presently occupied by a one storey commercial strip mall and a large surface parking lot fronting Queen Street North.

Located just north of the Streetsville Community Node, the site is designated "Mixed Use" in the City of Mississauga Official Plan and is zoned Neighbourhood Commercial (C2) in the City of Mississauga Zoning By-law 0225-2007.

This Planning Justification Report was prepared in support of applications to amend the City of Mississauga Official Plan and Zoning By-law to permit a nine storey mixed use building containing 390 residential units and commercial uses at-grade.

This Planning Justification Report seeks to provide:

- An overview of the subject property and local context;
- A review of the applicable Provincial, Regional, and Municipal planning policy and regulatory frameworks;
- An explanation of the proposed built form, uses and other development statistics;
- A summary of all supporting studies and technical reports; and,

- A description and justification of the proposed amendment to City of Mississauga Zoning By-law 0225-2007.

On April 14, 2021, a pre-application meeting with the Development Application Review Committee ("DARC") was held to discuss the proposal. All items identified in the submission requirements checklist (attached as Appendix A) have been prepared and submitted in support of the Official Plan Amendment ("OPA") and Zoning By-law Amendment ("ZBA") applications and fulfill all requirements of a Complete Application. Summaries of all technical reports and studies are provided in Section 5.0 of this report.

2.0

SITE AND
SURROUNDINGS

2.1 Subject Property

The subject property is located north of Britannia Road West along the east side of Queen Street North in Ward 11 in the City of Mississauga. The legal description of the site is PLAN 548 PT BLK C.

The site is rectangular in shape with a lot area of approximately 9,676 m². The frontage on Queen Street North is approximately 69 metres.

The site currently contains Streetsville Plaza; a one-storey strip mall, consisting of commercial uses, including retail, restaurant, recreation, and miscellaneous services, and a large surface parking.

The existing building on the site is not listed on the heritage register and is not a designated heritage site. It is proposed that the existing building be demolished.

2.2 Planning History

There are no previously approved Official Plan or Zoning By-law amendments pertaining to the site. A standard Site Plan application was filed for the site in 1987 (SP 87 26) which was later cancelled.

2.3 Surrounding Land Uses

2.3.1 Immediate Surroundings

The immediate land uses surrounding the subject property along Queen Street North are primarily low-rise commercial, industrial and employment uses (ranging from one to three storeys), and low-density neighborhoods to the east.

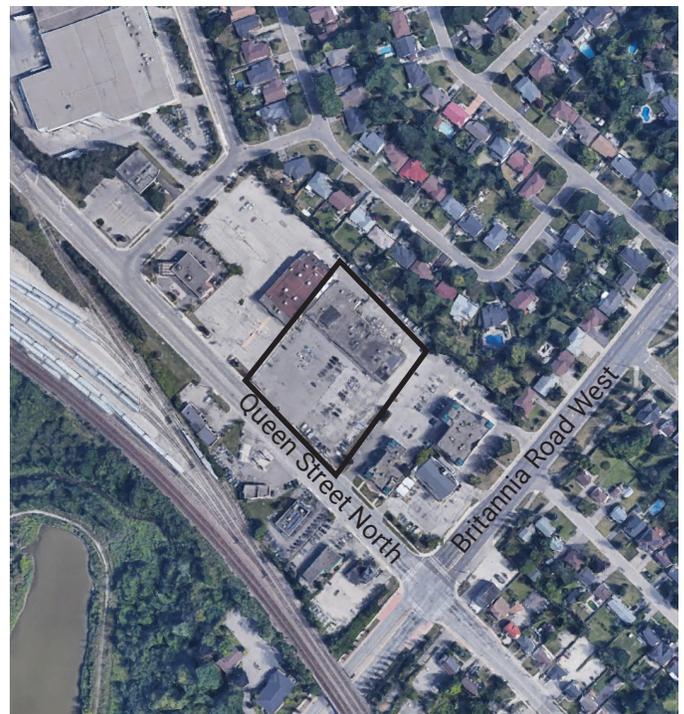


Figure 1 - Aerial view of the subject property



Figure 2 - Context map of immediate surrounding uses

The parcel to the north of the site is occupied by a large building (Portuguese Cultural Centre of Mississauga), a large surface parking lot, as well as a smaller building on the northwest corner (Meineke Car Care Centre).

Immediately east of the site is a residential neighbourhood consisting primarily of single detached residential dwellings. The site backs onto the rear yard of the single detached dwellings on Swanhurst Boulevard.

Immediately south of the site are two, one to three storey buildings consisting of various commercial establishments including restaurants, offices, and other services (17 Queen Street North and 1965 Britannia Road West). A surface parking lot serving both commercial buildings cover a large portion of this parcel. South of these properties is the Streetsville Home Hardware (3 Queen Street North), located on the northeast corner of the Queen Street North and Britannia Road West intersection.

Immediately adjacent to the site on the west side of Queen Street North is an auto service establishment (Ken Champ Auto Inc.) and a Petro Canada gas station. Both properties back onto the Canadian National Railway.

2.3.2 General Surroundings

Queen Street to the North

The parcel fabric in the area north/northwest of the subject property consists primarily of large lots with employment and industrial uses, as well as several small strip malls. Building heights along Mississauga

Road (which becomes Queen Street North) are limited to one to two storeys.

North of the site along the east side of Mississauga Road (Queen Street North) are various commercial establishments such as car dealerships and maintenance centres, offices (Luso Canadian Charitable Society) and several small neighbourhood strip malls.

The Riverview neighbourhood is located directly east/northeast of the site. The neighbourhood's built form is primarily characterized by single detached houses. Bounded by the Credit River, the neighbourhood is home to several parks such as Riverrun Park, Riverview Park, Credit Meadows Park (along the creek), as well as the Ray Underhill Public School. Other public amenities in the neighbourhood include the Ray Underhill Public School and the Streetsville Memorial Park and community center.

North of the site along the west side of Mississauga Road is the Streetsville Bus Services Division, the Hindu Heritage Centre, a truck storage site, an auto parts plant, as well as restaurant uses further north.

Adjacent to the railway and associated industrial uses located west of Erin Mills Parkway are residential neighbourhoods with higher densities, consisting of various built forms including mid to high-rise apartment buildings, townhouses, semi-detached houses, and single detached houses. The area has several community amenities such as the Meadowvale Community Centre and Library, St. Teresa of Avila Separate School, West Credit Secondary School, as well as numerous parks.

Planning Justification Report: 21-51 Queen Street North



View of the site from Queen Street North



View of the site from southeast



Aerial view of the site from east property line



Aerial view of the site from northWest

Queen Street to the South

Queen Street to the south of the intersection differs from north due to its village character. Storefronts line the street (neighbourhood commercial establishments) with a mix of residential and office uses above. Building heights along Queen Street South are generally one to two storeys, with some three storeys buildings. Streetsville is rich in community infrastructure, with numerous churches and community centres in close proximity.

The streets immediately adjacent to Queen Street South consist generally of mid-rise apartments, single detached family homes, semis, and several newer townhome developments.

Further southeast off Queen Street South, adjacent to the railway crossing are mid-rise apartment buildings and condo townhomes (Reid Drive). Ardent Mills Streetsville Flour Mill is also located on Reid Drive.

The area south of the railway crossing is generally comprised of residential uses. The railway, running parallel to Queen Street South, acts as the western boundary of the Streetsville commercial area. The Streetsville GO Station is also located on this block.

2.4 Surrounding Development Applications

Applications have been filed for several developments near the subject property. The applications vary from low to mid-rise, mixed use buildings between three and seven storeys, consisting of residential and commercial uses. Recently, applications have been

submitted for condominium and stacked townhomes near the subject site. **Table 1** outlines active and recently approved development applications in the surrounding area. Information provided includes the approximate distance from the site, a description of the proposed development and the application status. The content included in the Table is informed by the City of Mississauga's Planning Information Hub. Development activity is primarily concentrated south of the site along Queen Street South and Rutledge Road.

2.5 Transportation Network

The subject property is located at the intersection of a Major Collector Road (Queen Street North) and a Regional Arterial Road (Britannia Road West). It is located 1.5 km north of Streetsville GO Station and 2.5 km south of Meadowvale GO Station. The following sub-sections outline the road and transit network connecting the site to other areas of Mississauga and the greater Region.

2.5.1 Road Network

Queen Street North is identified in the Mississauga Official Plan ("MOP") as a Major Collector Road north of Britannia Road West and a Major Collector Road (Scenic Route) south of Britannia Road West where it transitions to Queen Street South (Schedule 5: Long Term Road Network). Queen Street North is a two-way street that runs north-south, with Britannia Road West as the transition point between the north and south directions. Queen Street North has five lanes adjacent to the site. It has an ultimate 26-metre right-of-way with a portion of the street south of Britannia

Table 1 - Development Applications

Address	Approximate distance from subject site	City File No.	Description	Status
6, 10 and 12 Queen Street South, 16 James Street, 2 William Street and 0 William Street	150 metres	OZ/OPA 21 14	Development consisting of 77 stacked towns and 4 live/work units	Application in process
53 Queen Street South	490 metres	SP 07 208	Three-storey commercial and residential infill development	Approved
31 Queen Street South	350 metres	SP 21 80	Three-storey building (office and residential)	Withheld
66 Queen Street South	555 metres	SP 20 114	Three-storey residential apartment building consisting of 10 units	Withheld
473 and 505 Hensall Circle	N/A	OZ/OPA 18 15	Mixed commercial uses including automotive and retail commercial in existing buildings	Withheld
56 Tannery Street	880 metres	OZ/OPA 10 5	67 Condominium Townhouse and 143 Condominium Apartments in 7-storey Building	Application in Process
142 - 148 Queen Street South	930 metres	SP 13 26	3-Storey Residential and Commercial Mixed-Use Building	Withheld

Road West having a 55-metre right-of-way (Schedule 8: Designated Right-of-Way). Queen Street North has a dedicated left-turn lane on Britannia Road West, and a dedicated left-turn lane into the Streetsville Plaza at 21-51 Queen Street North. Queen Street North is anticipated to have Primary On-Road/Boulevard Cycling Routes (Schedule 7: Long Term Cycling Routes).

Britannia Road West is identified in the MOP as a Regional Arterial Road (Schedule 5: Long Term Road Network). Britannia Road is a two-way road that runs east-west, with 6 lanes west of Queen Street North and 5 lanes east of Queen Street North. Two of these lanes are dedicated left and right-turn lanes onto Queen Street North. Britannia Road West is anticipated to have Regional Primary On-Road/Boulevard Cycling Routes (Schedule 7: Long Term Cycling Routes). Britannia Road West has a 36-metre right-of-way where it intersects Queen Street North (Schedule 8: Designated Right of-Way).

2.5.2 Transit Network

Bus Services

Existing transit services connect the subject property to other areas of Mississauga and adjacent municipalities. There are several bus routes with services on adjacent streets that connect to GO Stations, the Mississauga Transitway and Toronto Transit Commission services. These routes include:

- 43 and 44 on Queen Street North; and,
- 10, 39 and 87 on Britannia Road West

43 Matheson-Argentia runs north-south on Queen

Street North and turns east on Britannia Road West between the Meadowvale Town Centre and Renforth Station, providing weekday service. The stop for routes running north along Queen Street North is located at Queen Street North and Matlock Ave approximately 80 metres north of the site, while the stop for routes running south along Queen Street North before turning eastward on Britannia Road West is just across the site on the west side of Queen Street North. These stops also service the 44 Mississauga Road route. 43 Matheson-Argentia is serviced by bus stops at the intersection of Queen Street North and Britannia Road West as well.

44 Mississauga Road runs north-south along Queen Street/Mississauga Road between Meadowvale Town Centre and University of Toronto at Mississauga (UTM) Campus. The stops for this route are located at Queen Street North and Matlock Ave approximately 80 metres north of the site, and just across the site on the west side of Queen Street North. The bus route runs every 21 to 22 minutes on weekdays and every 40 minutes on weekends.

10 Bristol-Britannia is an east-west route that runs all week between Meadowvale Town Centre and the City Centre Transit Terminal. This route is serviced by bus stops at the intersection of Queen Street North and Britannia Road West. The stop for west-running routes is approximately 150 metres from the site and the stop for east-running routes is approximately 200 metres from the site.

39 Britannia runs east-west between Meadowvale Town Centre and Renforth Station and is serviced

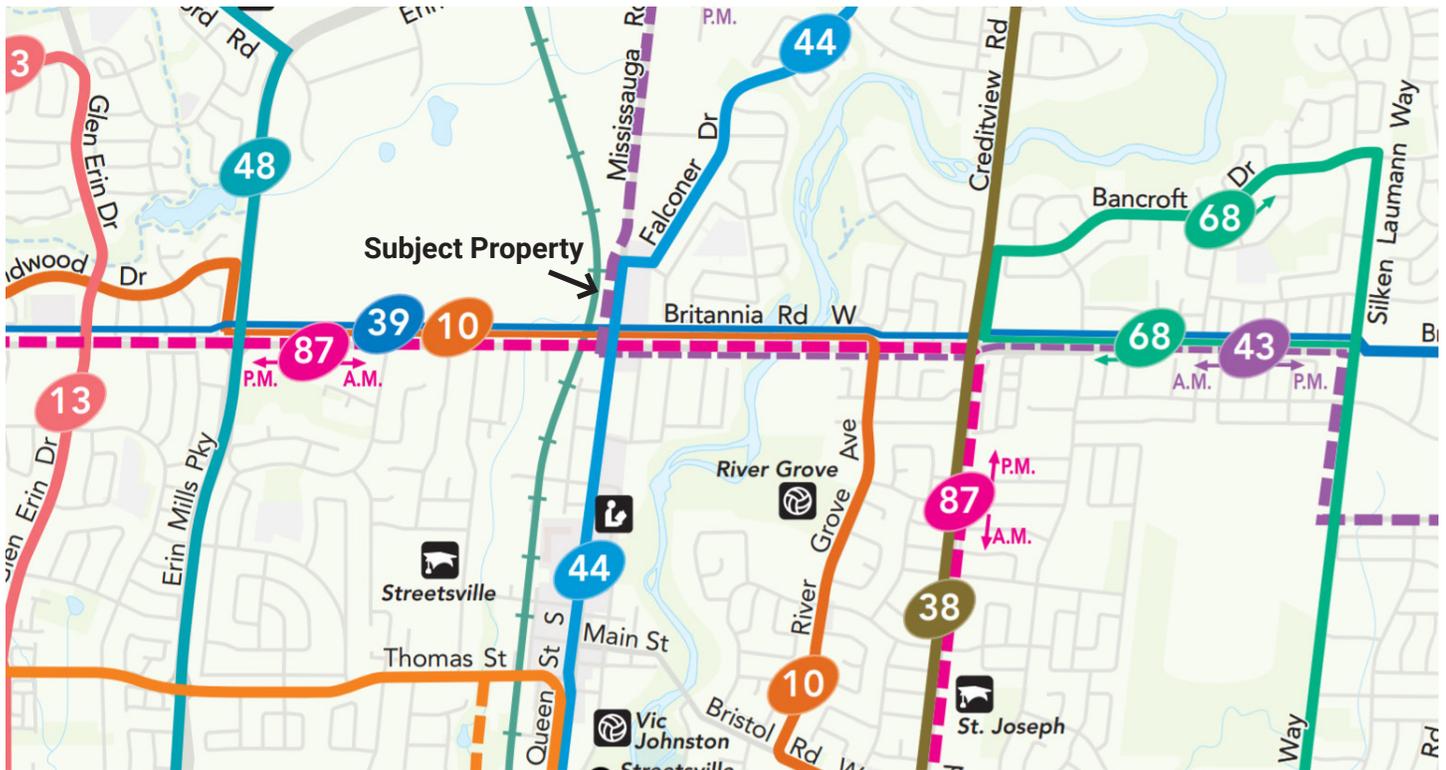


Figure 3 - Location of the subject property within the existing transit network

by bus stops at the intersection of Queen Street North and Britannia Road West. This route runs on weekdays and weekends.

87 Meadowvale Skymark runs east-west along Britannia Road West on weekdays and connects Meadowvale Town Centre and Renforth Station. Stops for these routes are located south of the site at the intersection of Queen Street North and Britannia Road West.

3.0

PROPOSAL

3.1 Development Overview

Miss B.J.L. Corp. proposes to demolish the existing one-storey strip mall located on the site to construct a mixed-use residential building consisting of nine storeys plus mechanical penthouse. A total GFA of 27,837.4 m² is proposed, comprised of a residential GFA of 26,640 m² and a non-residential GFA of 1,197.5 m². This results in a total FSI of 2.88.

Three levels of underground parking are proposed with a total of 575 parking spaces. This includes 453 residential parking spaces, 78 residential visitor parking spaces and 44 retail parking spaces. In addition to the proposed parking supply, 26 tandem parking spaces are provided. A total of 300 bicycle parking spaces, including 234 residential long-term bicycle parking spaces, 60 residential visitor short-term bicycle parking spaces and six retail bicycle parking spaces are provided. Additionally, two loading spaces are proposed. A total of 1,064 m² of exterior amenity space and 1,678 m² of interior amenity space are proposed on the site, for a total of 2,742 m². The following **Table 2** provides a summary of the proposed site statistics.

The following sub-sections outline the proposed built form, landscaping and streetscaping improvements, amenity areas, access points and internal circulation.

Built Form

The proposed building is situated close to the site boundary to accommodate appropriate separation distances from Queen Street North and adjacent development, provides for an urban street front,

and mitigates shadow and wind impacts on site. The location of retail uses fronting Queen Street North encourages an animated streetscape and a pedestrian friendly environment.

Each level of the building is stepped-back from preceding level to provide an appropriate transition to the 9-storey building height. The first floor of the building has a total floor plate size of 5,905.2 m². Floors 2 to 6 have floor plate sizes between 3,053.4 m² to 4,078.5 m². Floors 7 and 8 have total floor plate sizes of 5,883.5 m². Floor 9 has a total floor plate size of 2,772.8 m². The mechanical penthouse has an area of 475.4 m².

Landscaping and Streetscaping

There are shared access easements along the southeastern and northern property lines. Landscaping is provided along the four property lines including soft landscaping within the easements. The proposed development has a minimum 15-metre setback from the northern property line and a 6-metre setback from the southeastern property line to account for the existing easement. The Tree Preservation Plan conducted by Kuntz Forestry Consulting Inc. shows that all 13 of the existing trees on-site can be saved provided proper tree protection is installed. A green roof area is proposed.

Amenity Areas

A total of 2,742 m² of private amenity space is proposed between Levels 1, 2, and 3, and the roof of the building. This includes 1,064 m² of exterior amenity space and 1,678 m² of interior amenity space.

Table 2 - Summary of Site Statistics

Site Area	9,676 m ²
Height (floors / m.)	9 storeys plus mechanical penthouse / 31.9 m
Gross Floor Area (GFA)	
Residential	26,640 m ²
Non-Residential	1,197.5 m ²
Total GFA	27,837.4 m ²
Number of Residential Units	
Bachelor / Studio Units	94 (24.1%)
One-Bedroom	205 (52.6%)
Two-Bedroom	80 (20.5%)
Three-Bedroom	11 (2.8%)
Total Units	390
Number of Retail Units	7
Amenity Space	
Exterior	1,064 m ²
Interior	1,678 m ²
Total Amenity Space	2,742 m ²
Amenity Space per unit	7.03 m ²
Floor Space Index (FSI)	2.88
Parking Spaces	
Residential	453
Visitor	78
Retail	44
Total Vehicular Parking Spaces (not including tandem)	575
Tandem Parking Spaces	26
Bicycle Parking Spaces	300 (294 residential and 6 retail)



Figure 4 - Architectural rendering of the proposed development looking southeast.

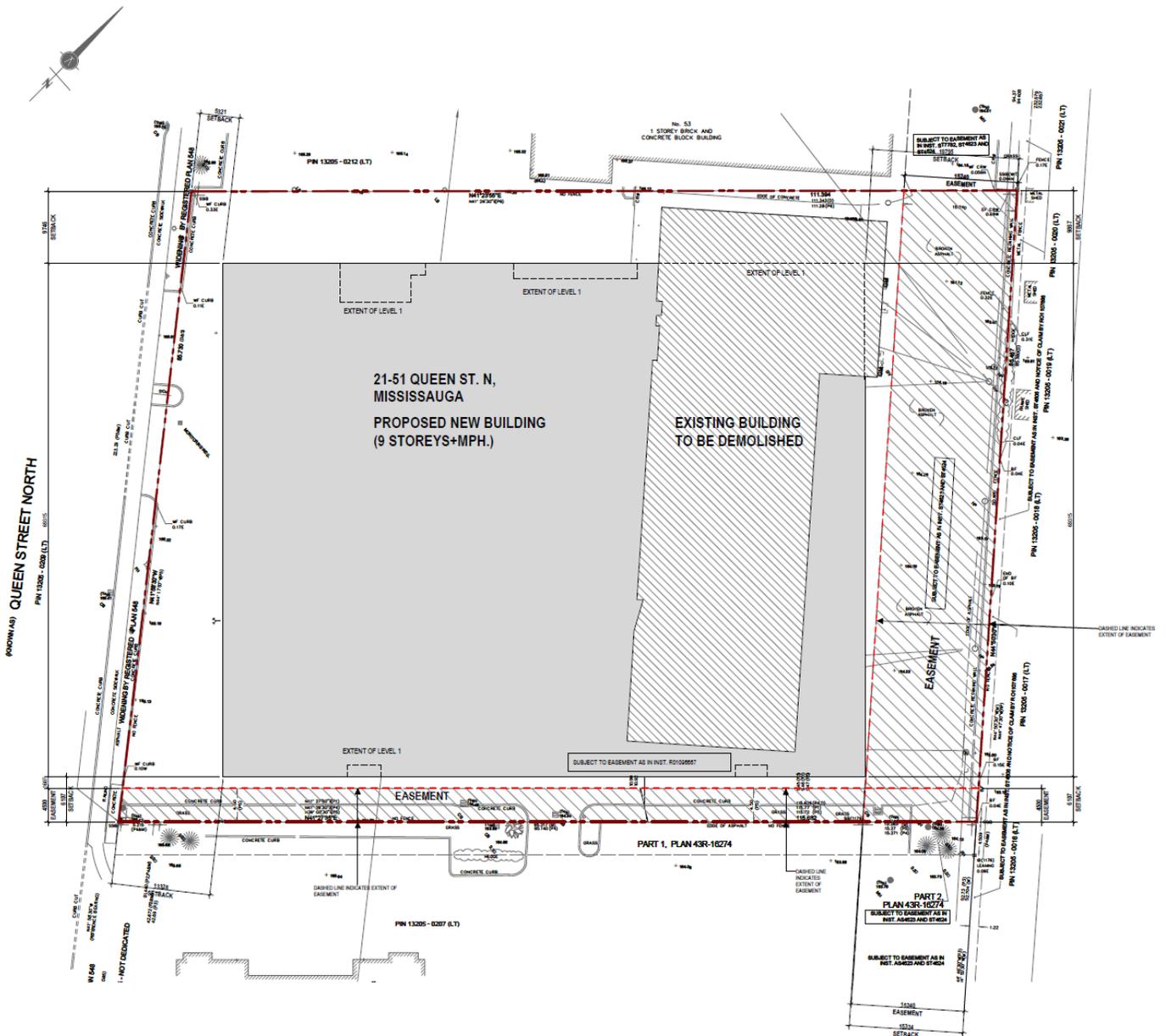


Figure 5 - Existing and proposed development

Approximately 7.03 m² of amenity space is provided per unit.

Access Locations, Pedestrian and Vehicular Circulation

Main entrances to residential and retail areas are oriented along Queen Street North. Secondary entrance points are located southeast of the site.

Parking and loading entrance is provided at the northwest corner from Queen Street North. Three visitor and residential drop-off parking spaces are located northwest of the site adjacent to the driveway. One entrance ramp to the underground parking garage is proposed.

3.2 Required Approvals

The subject property is designated Mixed Use in the Official Plan and is located just north of the Streetsville Community Node Character Area. Subject to the Mixed Use designation policies, developments that consist primarily of residential uses, with non-residential uses at-grade require an Official Plan Amendment.

City of Mississauga Zoning By-law 0225-2007 zones the site Neighbourhood Commercial (C2). The current zoning permits the proposed uses, and amendments to performance standards including height, density and parking ratios (among others) are required to facilitate the development.

3.3 Public Consultation

The public consultation approach will follow regulations outlined in the Planning Act and City of Mississauga Official Plan Amendment and Zoning By-law Amendment processes.

Stakeholders and the public will be engaged throughout the development process via written channels, informal meetings and statutory meetings. These will be planned to take place either in-person or virtually depending on public health requirements.

All application materials will be made available both online and in-person, and an application notice sign will be posted on the subject property and updated throughout the development process.

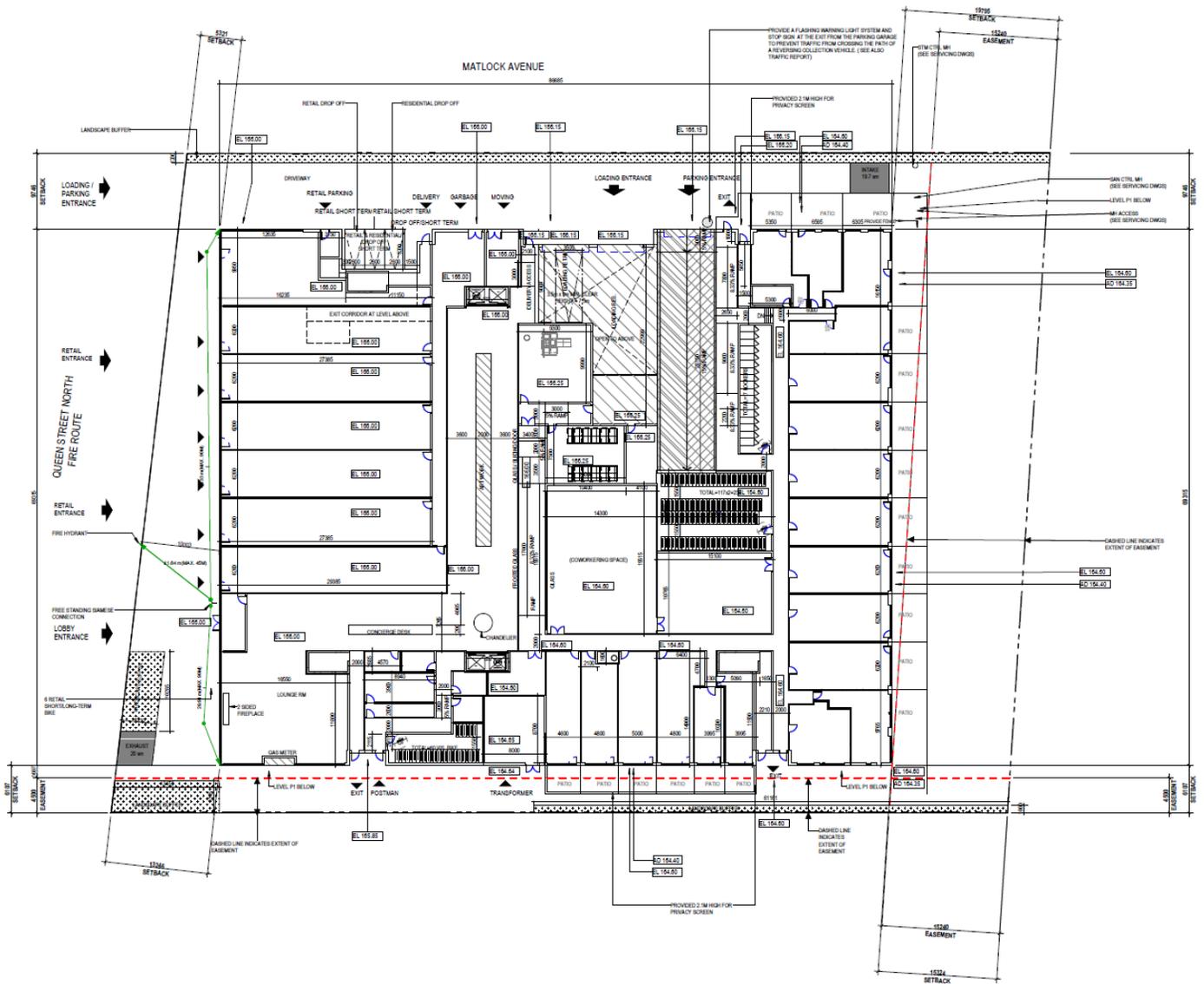


Figure 6 - Site plan of the proposed development

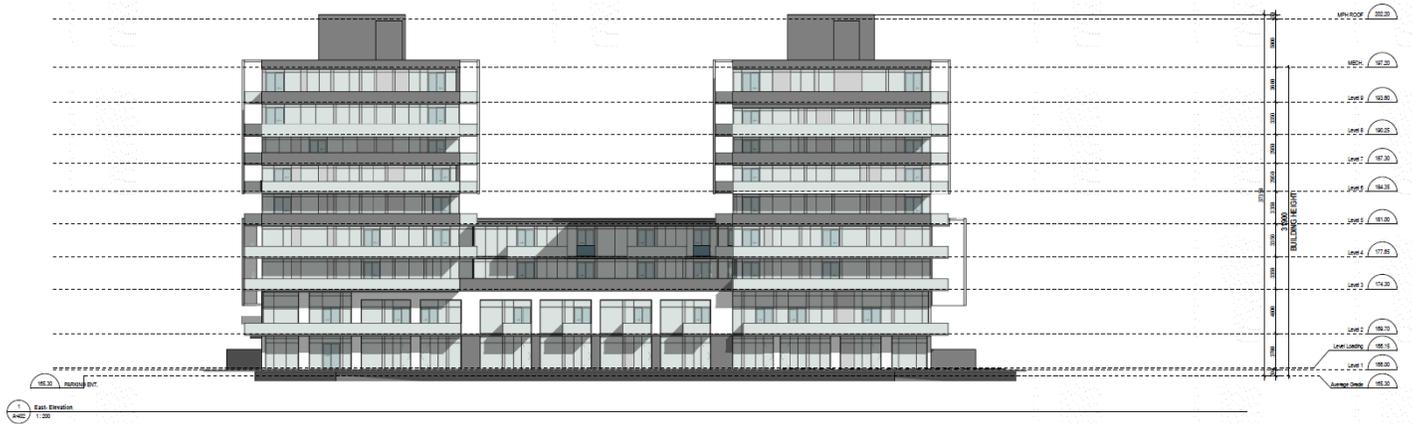


Figure 7 - East Elevation

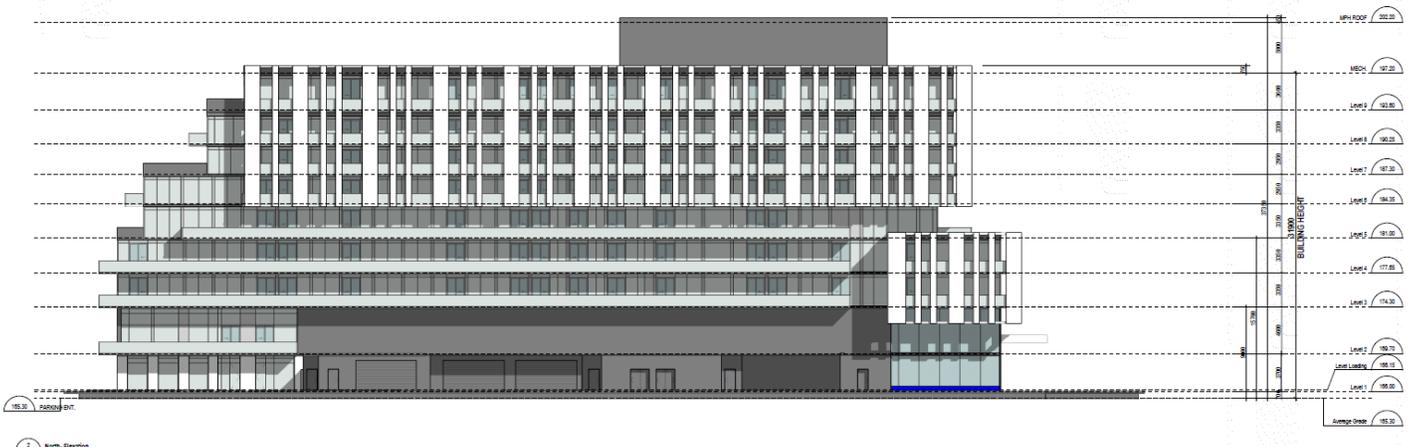
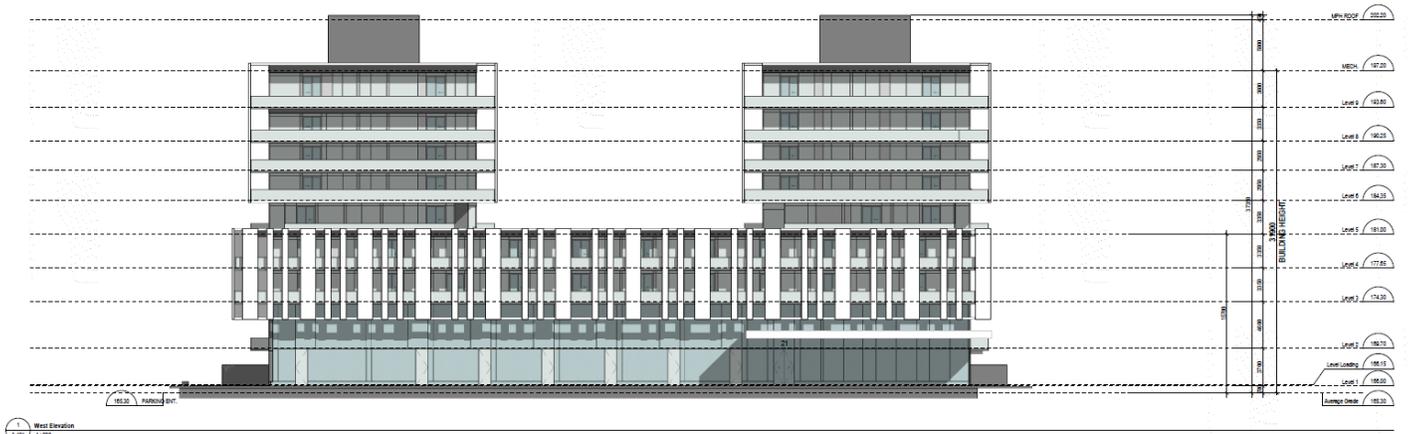


Figure 8 - North Elevation



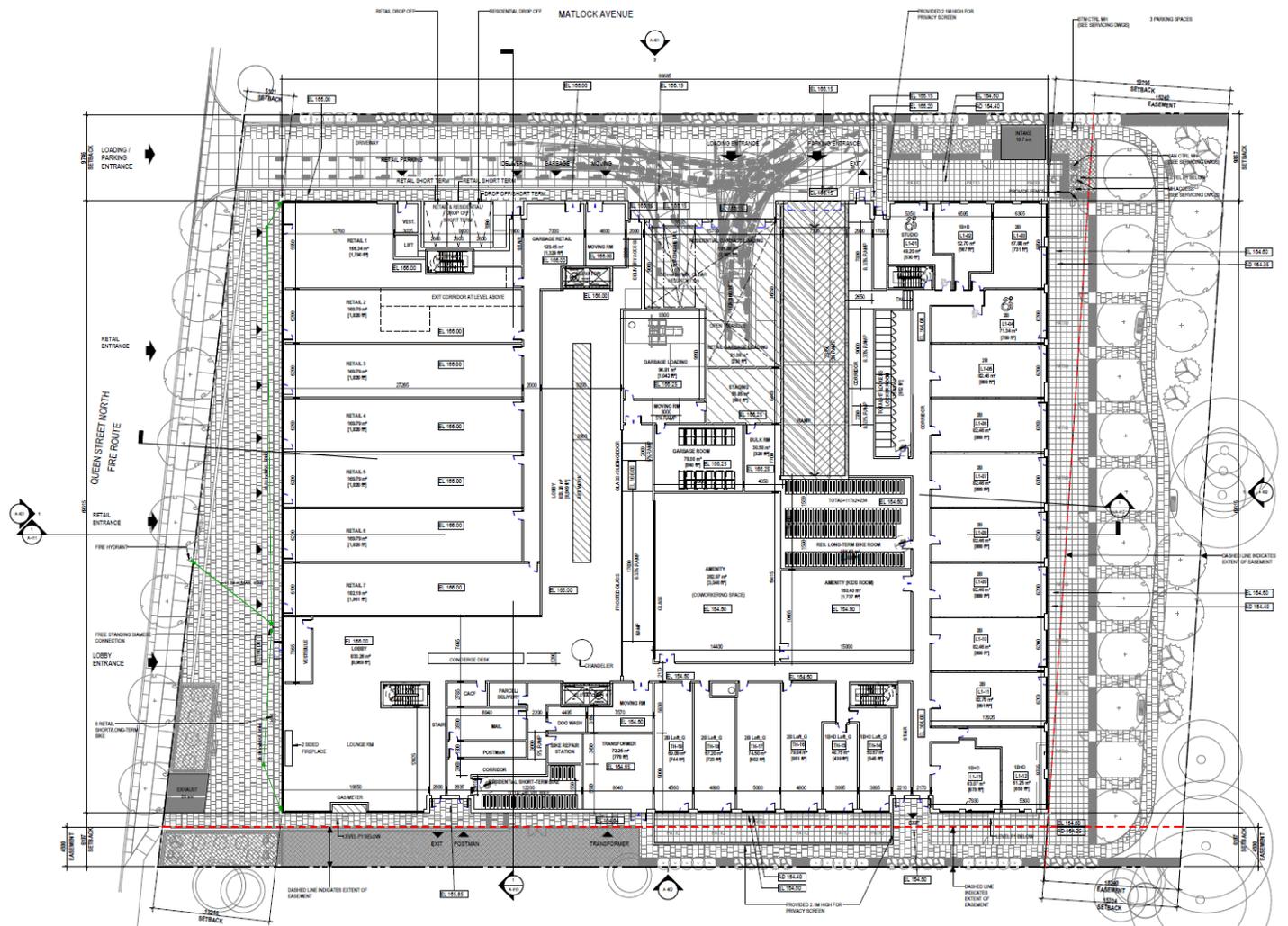


Figure 11 - Level 1 floor plan of the proposed development.

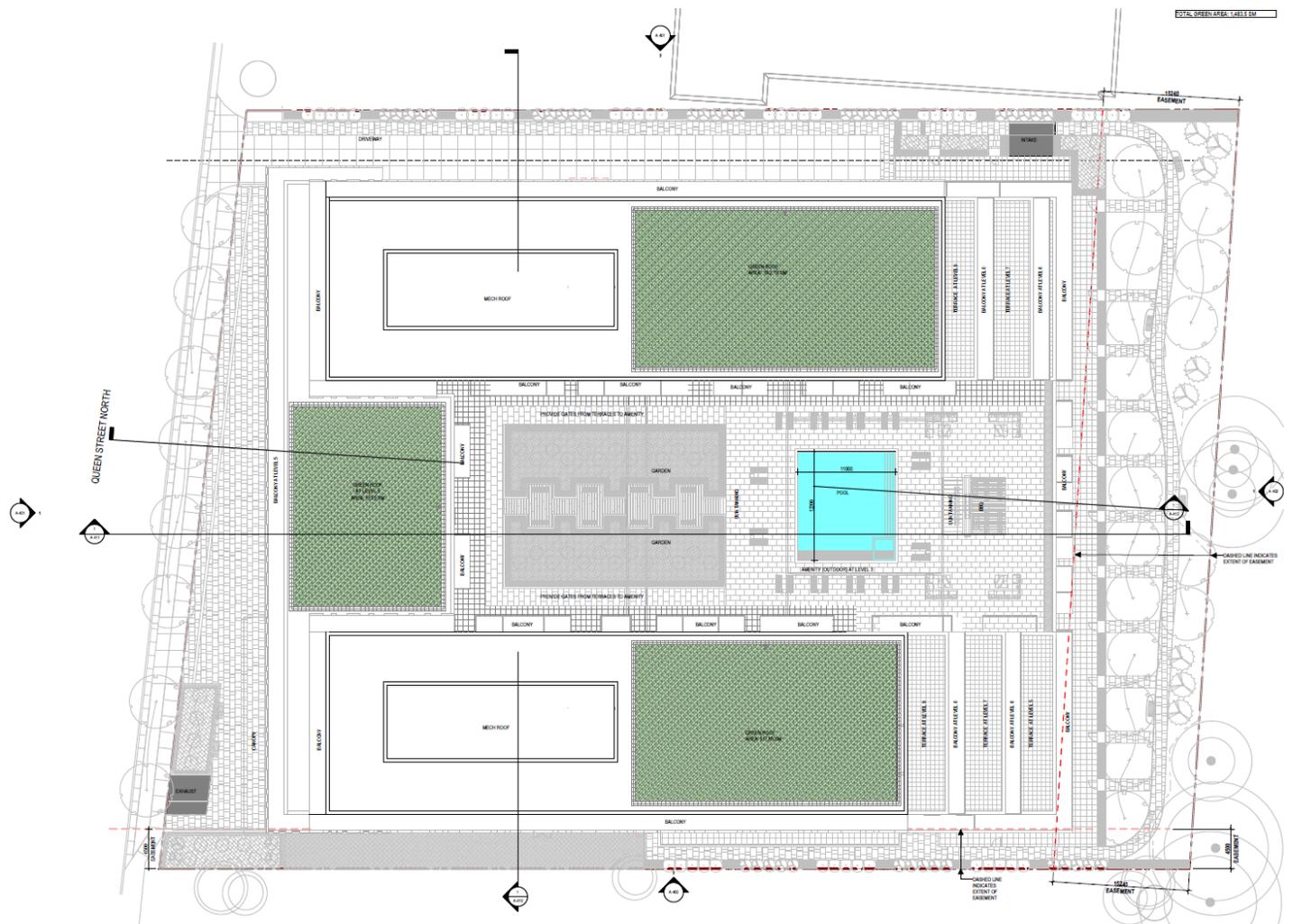


Figure 12 - Roof level floor plan of the proposed development.

4.0

POLICY AND
REGULATORY
CONTEXT

4.1 Overview

The following sub-sections provide an overview of Provincial, Regional and Municipal planning policies that inform development on the subject property. This discussion outlines the ways in which the proposed development is consistent with the Provincial Policy Statement and conforms to the Growth Plan for the Greater Golden Horseshoe, and the Region of Peel Official Plan and is consistent with the direction and policy framework of the Mississauga Official Plan.

4.2 Planning Act R.S.O. 1990, c. P.13

The Planning Act R.S.O. 1990, c. P.13 (“Planning Act”) is the legislation that establishes the ground rules for land use planning in Ontario. It enables municipalities to control land use and provides the mechanisms through which this control is exercised. Section 2 of the Planning Act outlines matters of provincial interest that approval authorities must have regard to when carrying out responsibilities. Matters that are applicable to the proposed development include:

- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management services;
- (h) the orderly development of safe and healthy communities;

(j) the adequate provision of a full range of housing, including affordable housing;

(k) the adequate provision of employment opportunities;

(p) the appropriate location of growth and development;

(q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians; and,

(r) the promotion of built form that is well-designed, encourages a sense of place, and provides for public spaces that are of high quality, safe, accessible, attractive and vibrant

Planning Act Section 3(5) states that planning decisions must be consistent with ministerial policy statements and conform or not conflict with provincial plans that are in effect on that date.

4.3 Provincial Policy Statement

Section 1 of the PPS provides policies for building strong and healthy communities. Policy 1.1.1 encourages efficient development and land use patterns that prevent settlement area expansion, an appropriate range and mix of residential and employment uses, and cost-effective development patterns to minimize land consumption and servicing costs.

The subject property is located within a settlement area and built-up area according to Schedule D4 of the Region of Peel Official Plan. The PPS states that

settlement areas should be the focus of growth and development (Policy 1.1.3.1). Land use patterns within these areas should feature opportunities for intensification and have a density and mix of land uses that efficiently use land and resources, are appropriate for planned or available infrastructure, support active transportation, and are transit supportive (Policy 1.1.3.2).

The proposed development implements a land use pattern that efficiently uses the land and surrounding resources. The proposed residential units and commercial uses support the existing public transit system and active transportation network. With adequate water and sanitary servicing as outlined in the Functional Servicing Report, the proposed development will make more efficient use of municipal services and infrastructure.

Section 1.3 focuses on promoting economic development and competitiveness through employment land uses. Policy 1.3.1 states that economic development and competitiveness will be promoted by providing a mix and range of employment uses and encouraging compact, mixed use development that incorporates employment into liveable and resilient communities.

The proposal will incorporate a mixture of uses within the building. A combination of residential and commercial uses along with proposed indoor and outdoor amenities will support a liveable and resilient community.

Section 1.4 provides a framework for housing land uses by encouraging an appropriate range and mix of

housing types and densities. Policy 1.4.3 states:

“Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by: ...

- 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”

Infrastructure and public service facilities are outlined in Section 1.6 of the PPS, with transportation systems provided in Policy 1.6.7. The PPS supports the promotion of a land use pattern, density, and mix of uses that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (Policy 1.6.7.4).

As outlined in Sections 3, 4 and 5 of the Functional Servicing and Stormwater Management Report, the site is serviced by existing municipal services and infrastructure, as well as public transit as outlined in the Urban Transportation Considerations Report. Queen Street North and Britannia Road West are proposed to incorporate on-road cycling lanes and sidewalks to encourage alternative means of active transportation.

Section 1.7 provides a framework for supporting economic prosperity. Policy 1.7.1 states:

“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 options for a diverse workforce;
- c) optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;
- d) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets;
- 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;
- f) promoting the redevelopment of brownfield sites”

The proposal enhances an underutilized site along Queen Street North by developing residential and commercial uses and adding a range of housing options for the City.

Summary

Based on the above rationale, it is our opinion that the proposed development, Official Plan Amendment and Zoning By-law Amendment are consistent with

the PPS.

4.4 A Place to Grow: Growth Plan for the Greater Golden Horseshoe

A Place to Grow: Growth Plan for the Greater Golden Horseshoe (“Growth Plan”) was issued under Section 7 of the Places to Grow Act and came into effect in August 2020. The Growth Plan builds on the PPS and provides a regional framework that supports the growth of stronger, more complete communities, a thriving economy, a clean and healthy environment, and social equity.

Planning decisions must conform to or not conflict with the Growth Plan, according to Section 3(5) of the Planning Act. Policies of the Growth Plan take precedence over the policies of the PPS to the extent of any conflict, except where the relevant legislation provides otherwise.

The Growth Plan features many guiding principles in Section 1.2.1. Guiding principles that are pertinent to this proposal include supporting complete communities and a mix of housing options, and making efficient use of land and infrastructure to support transit viability by prioritizing intensification in strategic growth areas.

Growth Plan policies support the achievement of complete communities that feature a diverse mix of land uses, including residential and employment uses, provide a diverse range and mix of housing options expand access to a range of transportation options including active transportation, and provide for a more compact built form (Policy 2.2.1(4)).

Complete communities are defined as:

“Places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts” (Section 7 – Definitions).



The Growth Plan directs growth to settlement areas that have a delineated built boundary, have existing municipal water and wastewater systems, and can support the achievement of complete communities (Policy 2.2.1(2)(a)). Within these areas, growth will be focused in delineated built-up areas, strategic growth areas, locations with existing or planned transit (with a priority on higher order transit), and areas with existing or planned public service facilities (Policy 2.2.1(2)(c)).

Strategic growth areas are defined as:

“Within settlement areas, nodes, corridors, and other areas that have been identified by municipalities or the Province to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form. Strategic growth areas include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas” (Section 7 – Definitions).

The subject property is located within the settlement area, delineated built boundary, and provides an opportunity to redevelop an underutilized site. The proposal’s built form is compact, stepped back from surrounding residential uses and contributes to housing options in the area. A range and mix of unit sizes have been proposed, including 24.1% bachelor or studio units, 52.6% one-bedroom or one-bedroom

plus den units, 20.5% two-bedroom or two-bedroom plus den units and 2.8% three-bedroom units, which will accommodate different household sizes and income levels.

Policies in Section 2.2.2 provide direction for land use planning in delineated built-up areas. The Growth Plan states that by the time the next municipal comprehensive review is approved and for each year thereafter, a minimum of 50 percent of all residential development occurring annually within areas including the Peel Region will be within the delineated built-up area (Policy 2.2.2(1)(a)).

Ensuring the availability of sufficient land for a variety of employment is necessary to achieve economic development and competitiveness goals, according to Policy 2.2.5(1). The Growth Plan states that retail uses will be directed to locations that support active transportation or have existing or planned transit (Policy 2.2.5(3)), and that surface parking should be minimized in favour of active transportation networks and transit-supportive built form (Policy 2.2.5(4)). It directs that the retail sector be supported by compact built form (Policy 2.2.5(15)).

Policies in Section 2.2.6 outlines housing policies including those related to the achievement of complete communities. These include achieving minimum intensification and density targets and diversifying the overall housing stock across the municipality (Policy 2.2.6(2)).

Retail uses proposed on the subject property ensure that jobs are located within an area well-supported by a connected transit network. Existing surface

parking will be replaced by a mid-density mixed-use building. Retail uses will front onto Queen Street North to ensure accessibility for residents, employees and community members. The proposal will also expand the existing housing supply, and contribute to the redevelopment and intensification of an underutilized site.

Transportation in the GGH should provide connectivity among transportation nodes, offer a balance of transportation choices that reduce reliance upon the automobile and promote transit and active transportation, and offer multimodal access to jobs, housing, schools, cultural, and recreational opportunities (Policy 3.2.2(2)).

The transit network provided near the subject property and its connections to the Streetsville and Meadowvale GO Stations help support policies outlined in Section 3.2.2 and 3.2.3 and contribute toward reduced greenhouse gas emissions and upgraded linkages between transit stations and other municipalities (Policy 3.2.3(2)).

To achieve climate change goals outlined in Section 4.2.10, municipalities must support the achievement of complete communities as well as the minimum intensification and density targets outlined in the Growth Plan. They should also reduce dependence on the automobile and support existing and planned transit and active transportation (Policy 4.2.10(1)).

The proposed mid-density, mixed use building is adjacent to the intersection of a major collector (Queen Street North) and major arterial road (Britannia Road West). The site provides access to

a multi-modal transportation system and minimizes the need for private automobiles. The proposal includes 300 bicycle parking spaces in three levels of underground parking and a bike repair station on the first floor of the building. The proposed Transportation Demand Management Plan outlined in BA Group's report will also encourage use of public transit and active transportation.

Summary

Based on the rationale provided above, it is our opinion that the proposed development, Official Plan Amendment and Zoning By-law Amendment conform to the policies of the Growth Plan.

4.5 Region of Peel Official Plan

The Region of Peel Official Plan ("ROP") guides growth and development in the Region of Peel ("the Region"). The ROP was adopted by Regional Council on July 11, 1996 and received ministerial approval with modifications on October 22, 1996. The Province has delegated approval authority of Mississauga Official Plan and official plan amendments to the Region of Peel. The Region is completing a Municipal Comprehensive Review ("MCR") of its Official Plan, which is anticipated to be completed by July 1, 2022, based on Provincial requirements. This process is further outlined in Subsection 3.7.3.

The ROP seeks to provide a long-term, holistic approach to planning that guides growth and development in Peel while protecting the environment, managing resources and outlining a regional structure that manages growth effectively and efficiently.

Table 3 in Section 4.2 of ROP outlines population, households and employment forecasts for Peel Region. 2031 forecasts for Mississauga anticipate a population of 805,000 people, 270,000 households, and 510,000 jobs. This represents an increase of 37,000 people and 10,000 jobs from 2021.

Chapter 5 of the ROP contains broad planning goals, objectives, and policies in response to growth pressures. The overarching goal is to provide a diversity of healthy complete communities for those living and working in Peel Region. These communities will be connected by a multi-modal transportation system and provide an efficient use of land, public services and infrastructure (Policy 5.1.2). The subject site's location at the intersection of Queen Street North, a major collector and Britannia Road West, a major arterial, and proposed retail, exterior and interior private amenities and residential uses on site facilitate the development of a complete community for its residents and support the use of transit.

The subject property is located within the Urban System and the Built-Up Area according to Schedule D and D4 of the ROP. Objectives for the Urban System include establishing healthy complete urban communities that contain living, working, and recreational opportunities (Policy 5.3.1.3), achieving intensified and compact form and a mix of land uses (Policy 5.3.1.4), and achieving a pedestrian-friendly and transit-supportive urban structure, form, and density (Policy 5.3.1.5), among others. The proposal directs development to the Urban System and Built-Up Area and will efficiently use existing services and infrastructure while encouraging a compact built

form in accordance with Policy 5.3.2.3.

The subject property represents a prime opportunity for redevelopment and intensification of an underutilized site due to its proximity to two major roads and the Streetsville and Meadowvale GO Stations. It provides opportunities for residents to live and work in close proximity to a well-connected transit network.

ROP Section 5.5 addresses how the Region will contribute to the achievement of complete communities as outlined in the Growth Plan. This includes directing municipalities to incorporate Official Plan policies to develop complete communities that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, and have an appropriate mix of housing, a good range of jobs, and easy access to retail and services (Policy 5.5.2.1). The ROP also directs a significant portion of new growth to built-up areas (Policy 5.2.2.2). This vision is furthered by intensification policies set out in Section 5.5.3, including that intensification will be promoted and facilitated by Regional Council (Policy 5.5.3.2.2), and that by 2031 the minimum amount of residential development allocated within Mississauga's built-up area will be 52,000 units (Policy 5.5.3.2.5).

The proposal supports the achievement of a complete community and directs growth to the built-up area. The proposed 390 residential units will be accommodated at the intersection of two major roads and will contribute to the 2031 density targets.

The Region is forecasted to accommodate 340,000

new jobs by 2031, compared to 2001. Section 5.6 of the ROP outlines goals and policies for employment and employment areas. Objectives include attracting and retaining a range of employment types in Peel (Policy 5.6.1.4). The proposal supports employment policies by including retail units in a new building along Queen Street North. The development will retain and locate jobs along Queen Street North and Britannia Road West, both major roads.

Housing policy that furthers sustainable development patterns is detailed in Section 5.8. Objective 5.8.1.1 sets a goal of providing an appropriate range and mix of housing types, densities, sizes and tenure to meet projected requirements and housing needs. Area municipalities are encouraged to support residential redevelopment in areas with sufficient existing or planned infrastructure (Policy 5.8.2.2), and to encourage and support a range of densities and forms of housing affordable to all households (Policy 5.8.2.3).

A total of 390 residential units are proposed within the building with a total breakdown of 24.1% bachelor or studio units, 52.6% one-bedroom or one-bedroom plus den units, 20.5% two-bedroom or two-bedroom plus den units and 2.8% three-bedroom units. Affordable housing will be incorporated as part of this proposal.

Section 5.9 sets out objectives and policies related to transportation in Peel. General objectives include:

- To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system (Policy 5.9.1.2);

- To support the provision of improved transportation mobility and choice to all residents, employees, and visitors (Policy 5.9.1.3);
- To promote and encourage the increased use of public transit and other sustainable modes of transportation (Policy 5.9.1.4);
- To optimize the use of the Region's transportation infrastructure and services (Policy 5.9.1.5);
- To maximize the capacity of the transportation system by focusing on moving people and goods rather than on moving vehicles (Policy 5.9.1.6); and,
- To support the integration of transportation planning, transportation investment and land use planning (Policy 5.9.1.10).

In support of these objectives, municipalities are directed to optimize the use of existing and new Regional transportation infrastructure to support growth through efficient, compact form (Policy 5.9.2.5). The proposed development and performance standards are supportive of a multi-modal transportation system. The building makes efficient use of an underutilized site. According to Schedule E, Queen Street North and Britannia Road West are both classified as major roads. The Major Road Network provides for inter- and intra-municipal travel within Peel according to Section 5.9.4 of the ROP.

Summary

The subject property is in an area directed by the ROP

to accommodate future growth. A range of residential unit types have been proposed as well as a variety of uses. The proposed built form is compact, respectful of the surrounding land uses and reflects transit-supportive densities. For the reasons outlined above, it is our opinion that the proposed development and Official Plan Amendment and Zoning By-law Amendment conform to the policies of the ROP.

4.6 City of Mississauga Official Plan

The City of Mississauga Official Plan ("MOP") was adopted by City Council on September 29, 2010, and partially approved by the Region of Peel on September 22, 2011. There were numerous appeals to the Ontario Municipal Board (now the Ontario Land Tribunal). This Section refers to the April 8, 2021 Office Consolidation which includes appeal decisions and Council-approved amendments to date.

The Planning Act requires that the Official Plans of lower-tier municipalities (i.e., City of Mississauga) must conform to the Official Plans of their respective upper-tier municipalities (i.e., Region of Peel). The MOP provides a policy framework to guide development to the year 2031 and direct growth to where it will benefit the urban form, support a strong public transportation system, and address the long-term sustainability of the city. The City of Mississauga ("the City") is completing an Official Plan Review that will outline the next phase of growth until 2051 and incorporate new provincial legislation and regulations, policy initiatives and plans, as well as consider new trends, ideas and policy implications.

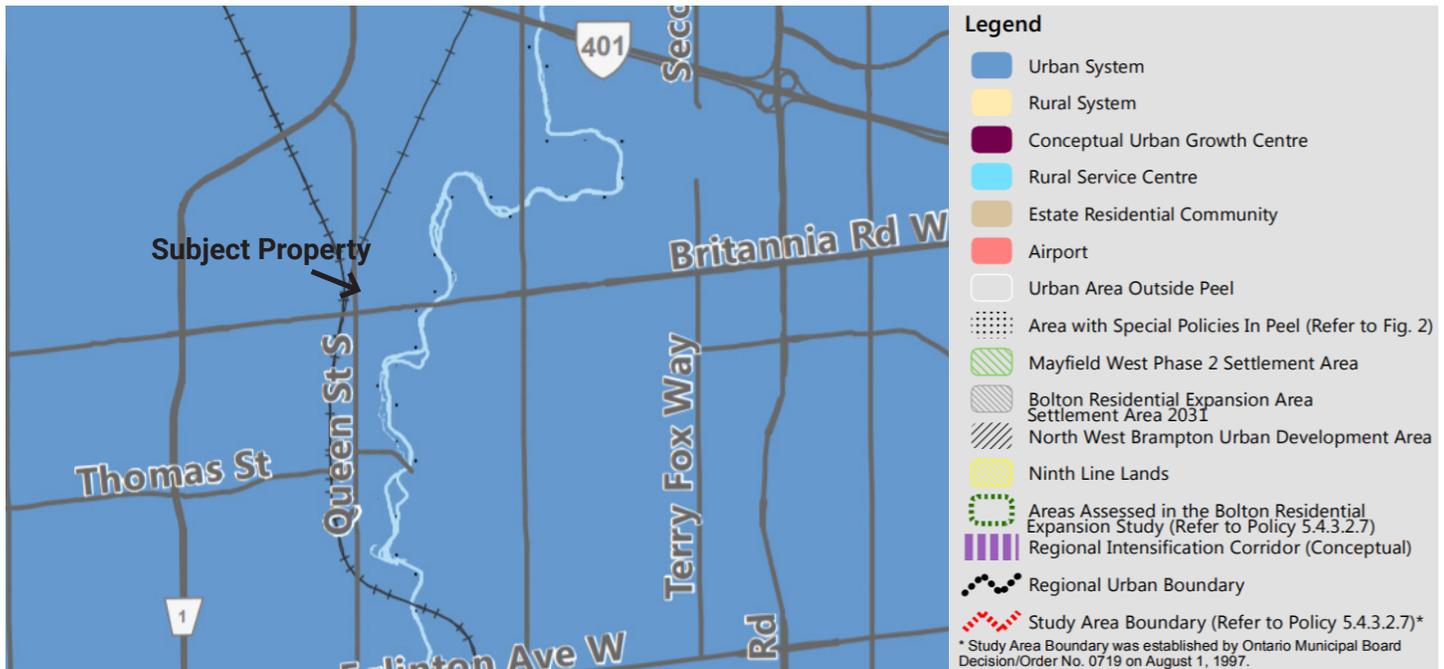


Figure 13 - Schedule D of the ROP

Chapter 4- Vision

Chapter 4 of the MOP sets out a vision for Mississauga’s future. Section 4.4 includes several key guiding principles for land use decisions including: the preservation of cultural heritage; the promotion of a strong and diversified economy through a range of employment opportunities; a range of mobility options for people of all ages and abilities; a wide range of housing, jobs and community infrastructure resources; and, the creation of distinct, vibrant and complete communities.

To achieve these principles, Mississauga will direct growth to locations supported by planned and higher order transit, higher density, pedestrian-oriented development, and community infrastructure, services, and facilities (Section 4.5). It will also create a multi-modal city by developing public transportation and active transportation networks that are safe, efficient, and seamless (Section 4.5). The City also seeks to build an urban form that supports vibrant mixed-used

communities (Section 4.5) and supports existing and future office and commercial businesses (Section 4.5). The proposal supports the guiding principles of the MOP through the incorporation of retail units within the proposed building and contribution to the wide range of housing within the City. The site is also connected to existing and planned public and active transportation networks.

Chapter 5- Direct Growth

Chapter 5 of the MOP discusses how the City of Mississauga will direct growth by encouraging compact, mixed-use development in appropriate locations. Mississauga is forecasted to accommodate a population of 805,000 people and 510,000 jobs by 2031. Policy 5.1.3 directs forecasted growth to locations that ensure resources and assets are managed in a sustainable manner. Policy 5.1.6 also states:

“Mississauga encourages compact, mixed use

development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.”

Chapter 5 of the MOP discusses how the City of Mississauga will direct growth by encouraging compact, mixed-use development in appropriate locations. As discussed previously, Mississauga is forecasted to have a population of 805,000 people and 510,000 jobs by 2031. Policy 5.1.3 directs forecasted growth to locations that ensure resources and assets are managed in a sustainable manner. Policy 5.1.6 also states:

“Mississauga encourages compact, mixed-use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.”

Chapter 7 of the MOP outlines policies for creating complete communities, including housing. Housing should maximize use of community infrastructure and engineering services (Policy 7.2.1). It should also provide a range of housing choices in terms of type, tenure and price, include affordable housing options (Policy 7.2.2). Housing that meets the needs of young adults, older adults and families is encouraged in Major Nodes (Policy 7.2.9).

The proposed development supports the guiding principles of the MOP by contributing to the range of housing available within Mississauga. The subject property maximizes the use of community infrastructure and engineering services by adding 390 residential units and commercial space to a site that is connected to municipal services, has access

to the road network and is well-connected to the public transit system. The proposal also provides a range of housing choices to Mississauga residents with units ranging from studios to three bedrooms. This ensures that the proposed development is able to meet the needs of young adults, older adults, families and other household types.

Affordable housing will be incorporated into the proposal as unit breakdowns are finalized, which will further contribute to the range of housing prices in Mississauga.

Chapter 6- Value the Environment

Chapter 6 of the MOP provides policies to ensure growth does not compromise the natural environment. Mississauga seeks to build communities that are environmentally sustainable and encourage sustainable ways of living (Policy 6.2.2). Mississauga encourages tree planting to increase the Urban Forest Canopy (Policy 6.1.12), which includes all trees in the City. The Urban Forest will be protected and managed (Policy 6.3.41), and development and site alteration will not have negative impacts on the Urban Forest (Policy 6.3.42).

The Tree Inventory and Preservation Plan by Kuntz Forestry Consulting Inc. identified 13 trees on the site of which all 13 trees can be saved provided appropriate tree protection measures are implemented. As identified in the Tree Preservation Plan, the proposed development will contribute to the protection of the Urban Forest by saving the existing trees on the site. The development also supports stormwater management best practices as

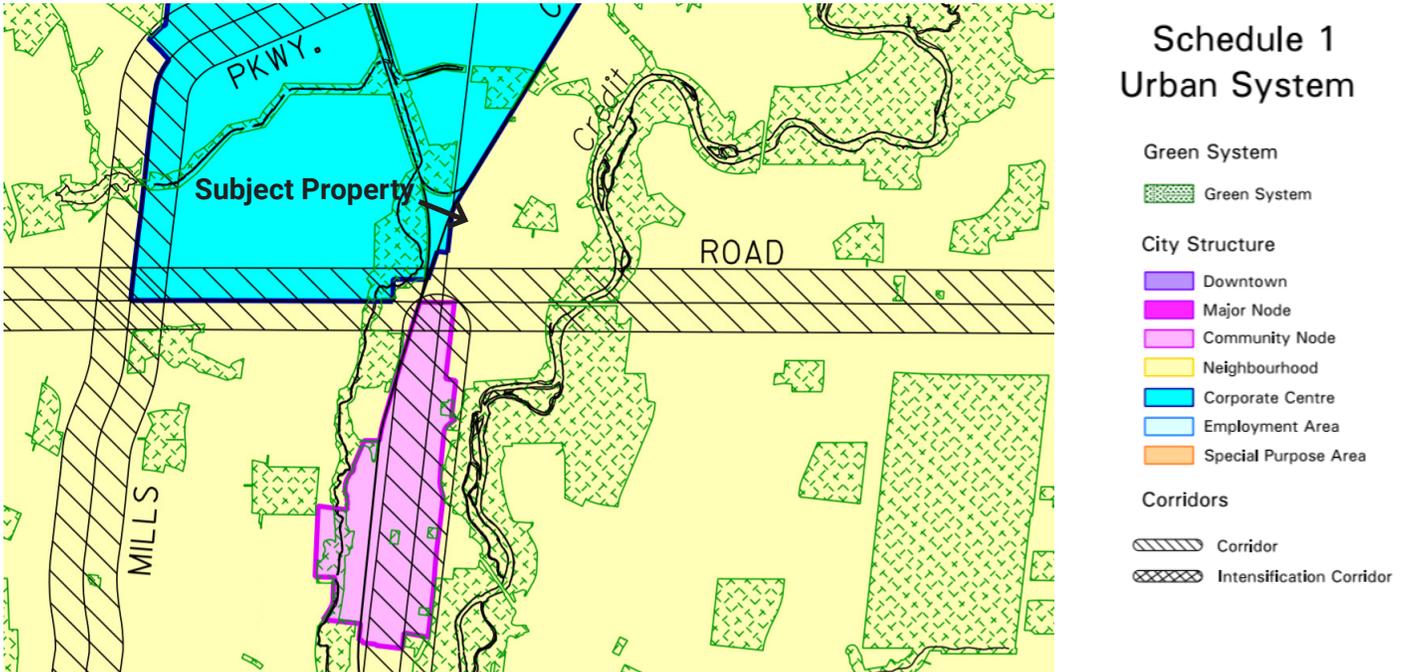


Figure 14 - Schedule 1 of the MOP

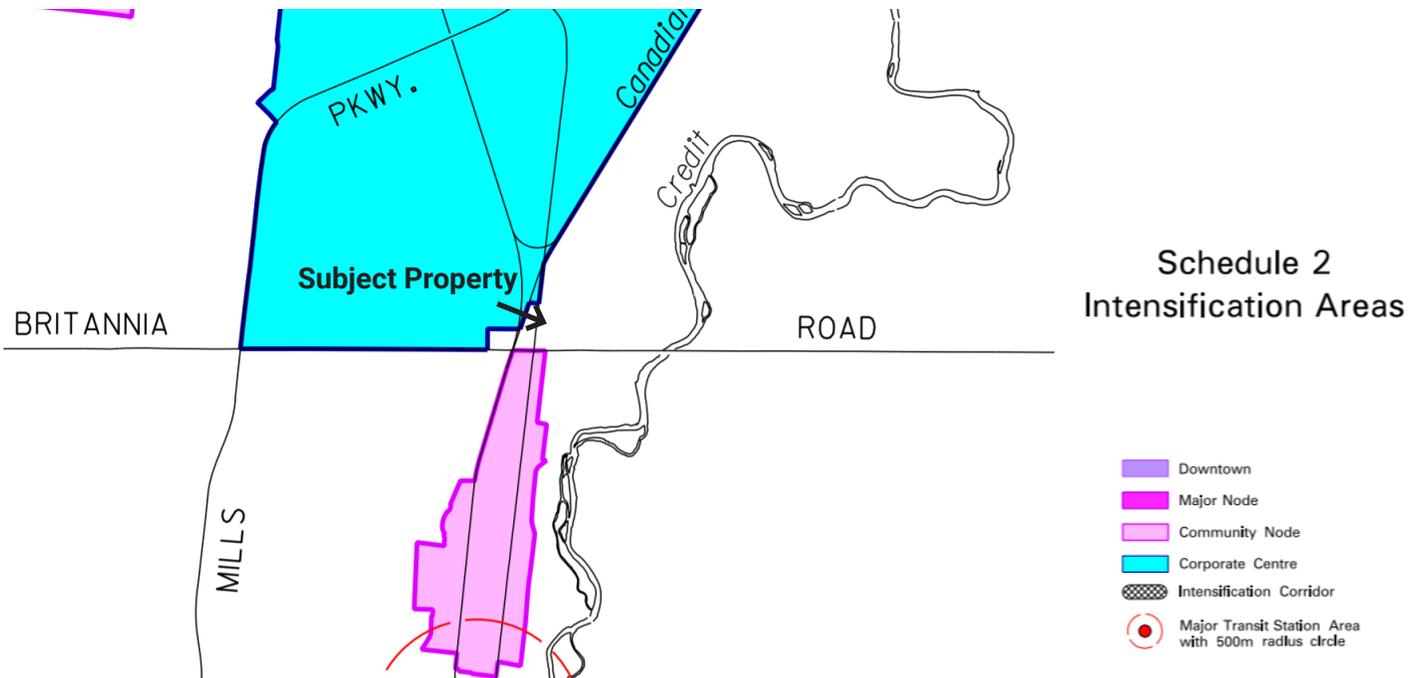


Figure 15 - Schedule 2 of the MOP

outlined in the MOP (Policies 6.2.7 and 6.4.2.2).

Chapter 7- Complete Communities

Chapter 7 of the MOP outlines policies for creating complete communities including housing and heritage. The City encourages new, higher density housing in Major Nodes (Section 7.2). Cultural heritage resources including buildings are protected in Section 7.4.1 of the MOP, and Policy 7.4.1.14 requires that these resources be integrated with development proposals. The proposed development supports complete community policies in the MOP by adding a mix of uses to the site. This mixture of uses supports existing and planned transit and helps to create a complete community in Mississauga.

Chapter 8- Create a Multi-Modal City

Chapter 8 sets policies for transitioning Mississauga to a more urban municipality. The site is located on Queen Street North and Britannia Road West, which are identified as Major Collector and Major Arterial roads respectively in Schedule 5 of the MOP. Major Collectors are in Neighbourhoods are designed to accommodate moderate volumes of traffic and are to be the focus of active transportation facilities. Major Arterials are designed to be principal transportation corridors for high volumes of people and goods (Policy 8.2.2.1). Additionally, Policy 8.2.3.8 states that transit infrastructure will be used to shape growth and planning for high residential and employment densities. The proposed development includes 300 bicycle parking spaces in three levels of underground parking and a bike repair station on the ground floor level.

Chapter 11- General Land Use Designation

The subject property is designated Mixed Use in Schedule 10 (Figure 16) and is part of the Streetsville Neighbourhood Character Area.

Uses permitted in all designations include community infrastructure, community gardening, conservation, electric power distribution and transmission facility, flood control and/or erosion management, natural gas and oil pipeline, parkland, piped services and related facilities for water, wastewater and stormwater, telecommunication facility, transit facilities and transportation infrastructure (Policy 11.2.1.1).

Uses permitted in Mixed Use areas include commercial parking facility, financial institution, funeral establishment; makerspaces, motor vehicle rental; motor vehicle sales, overnight accommodation; post-secondary educational facility, residential, in conjunction with other permitted uses (under appeal), restaurant, retail store, and secondary office.

Chapter 16- Neighbourhoods

Neighbourhood policies are outlined in Section 16 of the MOP. Development applications in Neighbourhoods that exceed four storeys will only be considered if:

- a. an appropriate transition in heights that respects the surrounding context will be achieved;
- b. the development proposal enhances the existing or planned development;
- c. the City Structure hierarchy is maintained; and

- d. the development proposal is consistent with the policies of this Plan (16.1.1.2).

Section 16.24 provides policies for the Streetsville Neighbourhood Character Area, which includes the site.

Policy 16.24.1.1 requires development to be compatible with and enhance the village character of Streetsville by integrating with the surrounding area.

The established residential character of the areas along Main Street east of Church Street and along Queen Street South, south of Barry Avenue, are to be maintained through appropriate building masses, setbacks, intensive landscaping, streetscapes with mature trees, and a regular street grid pattern (Policy 16.24.1.3).

The proposed development is stepped back from Level 5 to Level 9 to provide gradual transition in height. The development is setback approximately 15 metres from the north property line to account for the existing easement as well as maintain an appropriate distance from the existing residential development along the property line. The proposal includes landscaping along all four property lines.

The proposal activates the Queen Street North streetscape and enhances the Streetsville neighbourhood by developing an underutilized site.

4.6.1 Official Plan Amendment Justification

The proposed maximum building height of nine storeys is not permitted under the existing policy framework for the City's Neighbourhoods. A building

proposed in a Mixed Use designated area that is primarily residential with non-residential uses at-grade only is required to change the designation to an appropriate residential designation through an Official Plan Amendment. An Official Plan Amendment is also required to permit the additional building height permissions. As detailed in the Draft Official Plan Amendment (see Appendix C), the following amendments to Schedule 10 and Chapter 16 of the Official Plan are being proposed for the lands identified as 21-51 Queen Street North:

1. Section 16.24.5, Special Site Policies, Streetsville Neighbourhood Character Area of the Mississauga Official Plan, is hereby amended by adding the following:

16.24.5.X Site X

16.24.5.X.X The subject site identified as Special Site X is located on the east side of Queen Street North, north of Britannia Road West.

16.24.5.X.X Notwithstanding the policies of this Plan, the following additional policies will apply:

- a. one apartment building with a maximum height of 9 storeys plus mechanical penthouse will be permitted; and
 - b. ground-floor retail uses will be permitted.
2. Schedule 10 - Land Use Designations, of the Mississauga Official Plan, is hereby amended by changing the designation of the subject site

from “Mixed Use” to “Residential High Density”.

Summary

The proposal represents a compact and mixed-use development that incorporates residential, and retail uses. It is well serviced by existing public transit and located close to the Streetsville and Meadowvale GO Stations; supportive of a multi-modal transportation system. The proposed building and massing provide increased setbacks at upper levels to ensure appropriate transition to nine storeys while creating a pedestrian-friendly environment along Queen Street North.

Furthermore, the proposed built form ensures appropriate transitions and compatibility with the surrounding buildings and minimizes adverse impacts such as shadowing, privacy and wind. Based on the rationale provided above, it is our opinion that the proposed development and Official Plan Amendment, and Zoning By-law Amendment conform with the policies of the MOP.

4.7 City of Mississauga Zoning By-law 0225-2007

City of Mississauga Zoning By-law 0225-2007 regulates the use of land, buildings and structures in Mississauga and implements policies in the MOP. Council passed the By-law on June 20, 2007, and it was approved by the Ontario Municipal Board with the exception of site-specific appeals on September 10, 2007. The site is zoned Neighbourhood Commercial (C2) according to Index Map 29. The C2 zone permits retail store, restaurant, financial

institution, medical office, office, commercial school, veterinary clinic and other non-residential accessory uses. There is a maximum 12,000 m² Gross Floor Area (“GFA”) for non-residential uses and a maximum building height of four storeys or 20.0 metres.

4.7.1 Zoning By-law Amendment Justification

The proposed development is not permitted under the existing “Neighbourhood Commercial (C2)” zoning for the subject site. A Zoning By-law Amendment is required to permit the additional residential and retail commercial uses, and to permit a variety of performance standards including height, density and parking ratio, among others.

The proposed zoning for the site is “RA2 (Apartment Zone)” with an exception to permit the proposed residential building with nine storeys plus mechanical penthouse and retail uses at-grade. By adding retail space the site will function as a true mixed-use site that helps to create a complete community at a key intersection in the City of Mississauga.

The proposal will create new housing units, retail space, underground parking and private indoor and outdoor amenity areas on a site which currently contains a one-storey strip mall and an abundance of surface parking.

4.8 Additional Considerations

4.8.1 The City of Mississauga’s Strategic Plan

The City of Mississauga’s Strategic Plan, Our Future Mississauga, (“Strategic Plan”) was developed in 2009 through rigorous community engagement. The

Strategic Plan is the highest level policy document that was created to shape and direct strategic decision-making for the city.

Of the five Strategic Pillars for Change outlined in the Strategic Plan, the most relevant to the proposed development include “Move: developing a transit-oriented city” and “Connect: completing our neighbourhoods”.

Specific Strategic Goals have been identified for each Strategic Pillar that will ensure the Strategic Vision is implemented. Some key Strategic Goals identified under the Move and Connect Strategic pillars include:

- **Direct Growth** – support transit-oriented development policies to direct growth.
- **Develop Walkable, Connected Neighbourhoods** – develop compact, mixed-use neighbourhoods to allow residents the ability to easily access everyday necessities. All development and infrastructure projects should employ a “pedestrian-first” approach.
- **Build Vibrant Communities** – link urban areas and neighbourhoods that offer commercial, social, artistic, cultural, civic and recreational experiences accessible to all.
- **Provide Mobility Choices** – provide active modes of transportation in all seasons, that are convenient, connected, desirable and healthy.

Summary

The proposed development is transit-oriented and transit-supportive. The redevelopment of the site encourages active transportation modes by adding new bicycle infrastructure (300 bicycle parking spaces and a bike repair station) and will support the existing transit network in the area. The proposed development is compact, mixed-use and will connect residents to a variety of social, recreational and commercial amenities. The proposed development enhances the public realm and streetscape along Queen Street North, making it pedestrian-friendly.

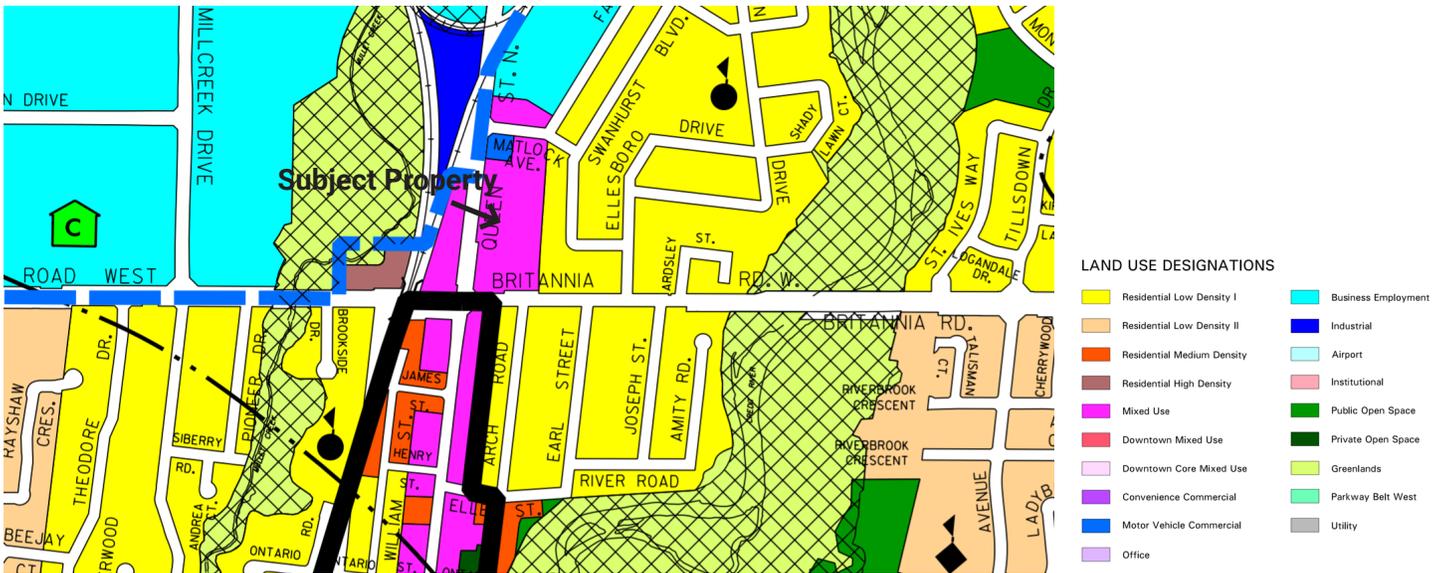


Figure 16 - Schedule 10 of the MOP

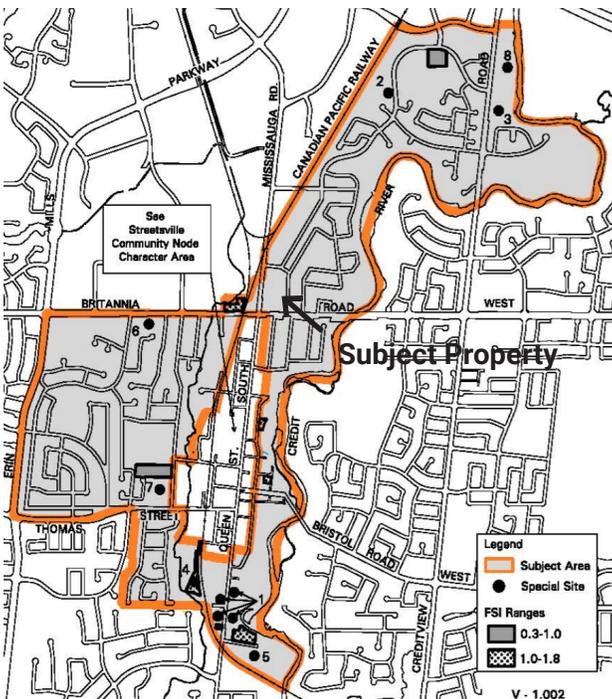


Figure 17 - Streetsville Neighbourhood Character Area

5.0

SUPPORTING
STUDIES

5.1 Urban Transportation Considerations

BA Group completed a Report regarding transportation considerations for the proposed development that combines the Traffic Impact Study and the Parking Utilization Study (the Transportation Demand Management Plan). The Report provides a review of the transportation-related impacts of the proposed development, a parking justification for the reduced parking supply, and outlines the proposed strategies to facilitate movement by all transportation modes to and from the subject property.

The site's location along Queen Street North provides access to a relatively strong level of transit, pedestrian and cycling service. An extension of the existing cycling network is planned to improve connectivity to proposed new cycling facilities. A comprehensive Transportation Demand Management ("TDM") Plan will be implemented to support the use of transit and active transportation while reducing the number of single-occupant vehicle trips during peak hours. The TDM is discussed in Section 4 of the Report and includes the following key measures:

- Provision of a one-time pre-loaded PRESTO card per dwelling unit to promote transit use;
- Providing 300 bicycle parking spaces for the Project;
- Facilitate the implementation of a bike share system on-site;
- Implementation of a bike repair station on-site;

- Implementation of a transit screen in the lobby;
- Implementation of travel information brochures;
- Implementation of a monitoring program report;
- Explore opportunities to offer ride-sharing programs on the site;
- Providing electrical vehicle spaces for 20% of the vehicle parking supply; and,
- Providing pedestrian connections through implementation of sidewalks along the site's boundaries.

A total of 453 residential parking spaces, 78 residential visitor parking spaces and 44 retail parking spaces resulting in a total parking supply of 575 parking spaces are provided. In addition to the proposed parking supply, 26 tandem parking spaces are provided. The Study found the proposed 575 parking spaces to be appropriate based on a review of the City of Mississauga's Parking Regulations Study, the site's location, recent parking demand data and parking space sales data, and the suite of proposed Transportation Demand Management measures. A total of 300 bicycle parking spaces, including 234 residential long-term bicycle parking spaces, 60 residential visitor short-term bicycle parking spaces and six retail bicycle parking spaces are provided. Additionally, two loading spaces are proposed to meet the City's zoning requirement.

The subject property is expected to generate in the order of 155 new two-way vehicle trips in both the weekday morning and afternoon peak hours. The

proposed development is forecast to generate 245 and 235 net-new total vehicle trips two-way person trips during the weekday morning and weekday afternoon peak hours, respectively. Signalized intersections proximate to the site operate well and the site can be accommodated by the existing road network with no changes to signal timings required. Unsignalized intersections, inclusive of the site driveway, operate well today and will continue to operate acceptably under future conditions with background traffic growth and redevelopment of the site. Overall, the Report found that the proposed development, including 390 residential units and 1,198 m² GFA of retail space, can be reasonably accommodated on the surrounding area road network for all types of travel modes.

5.2 Shadow Study

A & Architects completed a Shadow Study Analysis for the proposed development. The Study analyzes existing shadows in the area along with additional shadows created by the proposed building. It includes shadow impacts on June 21, September 21 and December 21 at various times.

The results generally achieve the criteria outlined in the City of Mississauga Standards for Shadow Studies (2014).

5.3 Wind Study

A Pedestrian Wind Study assessing existing conditions (without the proposed development) and conditions with the proposed mixed-use development was prepared by Gradient Wind Engineering Inc. The

purpose of this study is to assess the effects of the proposed development on local pedestrian areas in and around the site, and to provide recommendations for minimizing adverse effects. Areas investigated include nearby sidewalks, laneways, parking areas, patios, green spaces, building access points and Level 3 and Level 5 rooftop areas.

The Study concludes that conditions over all pedestrian-sensitive areas within and surrounding the development site will be acceptable for the intended pedestrian uses on a seasonal basis. Mitigation measures are recommended for the Level 3 and Level 5 rooftop areas to ensure the amenity areas are suitable for sedentary activities.

An analysis of existing versus future wind comfort surrounding the site indicates that the proposed development will have a generally calming effect on existing grade-level wind conditions, with improvements occurring along portions of the Queen Street North sidewalk, surrounding parking areas, and green space northeast of the site. Slightly windier conditions will be experienced over parking areas southeast of the site, a portion of the Queen Street North sidewalk west of the site, and green space directly northeast, conditions remain acceptable for the intended uses.

Within the context of typical weather patterns, which exclude localized storm events, no areas over the study site were found to experience conditions too windy for walking, or that could be considered unsafe for pedestrians.

5.4 Noise and Vibration Impact Study

A Transportation Noise and Vibration Feasibility Assessment for the proposed development was prepared by Gradient Wind Engineering Inc. Overall, the Study found the development is expected to be feasible from a noise and vibration aspect. Some mitigation measures will be required to mitigate noise from the railyard west of the subject property. Key findings include:

- The highest noise levels occur along the west façade which is nearest and most exposed to the transportation noise sources. Upgraded building components will be required to mitigate exterior noise levels predicted due to roadway and railway traffic.
- Mitigation will be required where Outdoor Living Area (“OLA”) noise levels exceed 60 dBA, and is recommended where noise levels exceed 55 dBA. OLA noise levels are expected to exceed 60 dBA at the Level 5 amenity area, and the ground-level patios on the north and south sides. Mitigation at OLA to be further explored at the time of site plan approval.
- Upgraded building components will also be required at multiple points of reception on the façades where stationary noise levels exceed the Class 1 criteria.
- The development’s own mechanical equipment has the potential to generate noise off-site at surrounding noise-sensitive (residential) developments. Any potential impacts can

be minimized by judicious selection of the mechanical equipment and its location.

- At the ground floor, estimated vibration levels due to the railway corridor west of the site do not exceed the identified criterion and therefore vibration mitigation will not be required. As vibration levels are acceptable, correspondingly, regenerated noise levels are also expected to be acceptable.

The assessment recommends a detailed transportation noise and stationary noise study to be conducted at the time of site plan approval to determine specific noise control measures for the development.

5.5 Tree Inventory and Tree Preservation Plan

Kuntz Forestry Consulting Inc. was retained to prepare a Tree Inventory and Preservation Plan Report for the subject property. The Report seeks to prepare an inventory of tree resources having a diameter at breast height (“DBH”) of over 10 centimeters and within six metres of the site and all trees within the road right-of-way. It also evaluates potential tree saving opportunities based on proposed development plans for the site.

The Tree Inventory and Preservation Plan Report concludes that 13 trees are on and within six metres of the site and can all be saved provided proper tree protection is installed.

Recommended measures to minimize impacts to

trees include:

- Install tree protection barriers and fencing at locations as prescribed on Figure 1 of the Report and implement tree protection measures and guidelines set out in the tree preservation plan notes and the tree preservation fencing detail of the report.
- Avoid construction activity within the tree protection zone (“TPZ”) identified on Figure 1 of the Report at any time during or after construction.
- Retain a qualified Arborist or other tree professional to prune branches and roots that extend beyond prescribed tree protection zones in accordance with Good Arboricultural Standards.
- Conduct site visits, pre, during and post construction by a certified consulting arborist (I.S.A.) or registered professional forester (R.P.F.) to ensure proper utilization of tree protection barriers and inspect trees for damage incurred during construction to ensure appropriate measures are implemented.

5.6 Functional Servicing and Stormwater Management Report

Kuntz Forestry Consulting Inc. was retained to prepare A Functional Servicing and Stormwater Management Report for the proposed development was prepared by SITEPLANTECH. Key findings of the stormwater management analysis include:

- No quantity controls are required to develop the subject property.
- Quality controls will be provided by a filtration system that will achieve 80% net total suspended solids removal.
- A Volume of 31.5 m³ will be retained within the SWM chamber and will be reused as part of landscape irrigation, thereby meeting the CVC’s erosion control requirements.

Key findings of the sanitary drainage analysis include:

- The sanitary discharge from the proposed development will be directed to the infrastructure within the easement located along the east property limit.

Key findings of the sanitary drainage analysis include:

- The sanitary discharge from the proposed development will be directed to the infrastructure within the easement located along the east property limit.

Key findings of the water supply analysis include:

- According to the calculations and hydrant flow tests presented in this report, the existing municipal infrastructure is adequate to support the proposed development.

Key findings of the site grading analysis include:

- The proposed grading is compatible with existing elevations at the property limit, and will not adversely affect adjacent properties.

Key findings of the erosion and sediment control (“ESC”) analysis include:

- ESC measures will be designed as per the “Erosion and Sediment Control Guideline for Urban Construction” document (December 2006).
- Provided that these measures are well maintained during construction, these will be adequate to keep sediments from entering the municipal infrastructure during construction.

5.7 Phase One Environmental Site Assessment

Grounded Engineering Inc. was retained to conduct a Phase One Environmental Site Assessment (“ESA”) on the subject property. The goal of an ESA is to identify potential issues of environmental concern associated with the site.

Based on the results of the Phase One ESA, a Phase Two ESA will be required prior to the submission of a Record of Site Condition (“RSC”). A Phase Two ESA is required to assess the soil and groundwater quality on site to address the identified Areas of Potential Environmental Concerns (“APECs”) on the site. An RSC cannot be submitted based on the Phase One ESA alone.

5.8 Housing Report

A Housing Report for the proposed development was prepared by Sajecki Planning Inc. The purpose of the report is to provide a planning rationale based

on provincial, regional and municipal housing policies and objectives, and to provide an analysis with respect to how the proposed development addresses housing targets and reflects good planning.

The Report identifies ways in which the proposed development addresses housing policies, including:

- It will provide new housing supply through infill on an underutilized site by replacing surface parking lots while also maintaining some existing commercial uses and introducing new permitted uses to the site;
- It will add 390 residential units to the housing supply;
- The new housing supply will be appropriately serviced by existing infrastructure, including existing and planned public and active transportation routes;
- The proposed development will achieve a complete community that is supportive of public health;
- The residential units will be supported through a variety of private indoor and outdoor amenity spaces; and
- The proposed development will contribute to the range of housing options in the City of Mississauga and Streetsville neighbourhood.

It is premature at this stage to determine the number of affordable ownership units that can be supplied as part of the proposed development. Details regarding

affordable ownership units will be determined and confirmed at a later time in the development approvals process. The applicant will work with the City to achieve the City's housing goals.

5.9 Preliminary Hydrogeological Review Report

Grounded Engineering Inc. was retained to conduct a hydrogeological review. The Report is based on factual borehole information provided by Fisher Environmental Ltd. and in-situ testing data obtained by Grounded Engineering Inc.

The impact of the proposed dewatering on the existing adjacent development is considered by to be within acceptable limits. There will be no impact to drinking water wells.

Additional treatment will be required before the water can be discharged to the Storm Sewer and additional treatment will not be required before the water can be discharged to the Sanitary and Combined Sewer, to avoid impacts to the City's sewage works caused by groundwater quality.

There are no natural waterbodies within the Zone of Impact ("ZOI") that will be affected by the proposed construction dewatering or permanent drainage. Any groundwater which will be taken from the site will be discharged (if required) into the City's sewer systems.

The extent of the negative impact identified in the report will be limited to the ZOI caused by the groundwater taking at the site. As a result of dewatering and draining the soil, changes in groundwater level have the potential to cause settlement based on the change in the effective stresses within the ZOI. If adjacent buildings or municipal infrastructure are within the ZOI and will undergo settlement that may be considered unacceptable as identified the Land Stability Section of the Report, consideration should be given to implement a monitoring and mitigation program during dewatering activities.

The Report recommends that a professional dewatering contractor be consulted to review the subsurface conditions and to design a site-specific dewatering system. Both the temporary construction dewatering system and the permanent building drainage system must be properly installed and screened to ensure sediments and fines will not be removed, which is typically a primary cause of dewatering related settlement.

6.0

PLANNING ANALYSIS

As outlined in Section 4.0, the proposed development and Official Plan and Zoning By-law Amendments are consistent with and conform to Provincial, Regional and Municipal planning policies. The following sub-sections further outline how the proposed development reflects good planning.

6.1 Complete Community

The proposed development will support the development of a complete community within its local context and in the City more broadly. The proposal incorporates residential and commercial uses at the nexus of two major roads in Mississauga. It will also provide new indoor and outdoor amenities. As a whole, the proposed mixed use development will accommodate the daily needs of residents, employees and visitors.

The proposal will add 390 units to Mississauga's housing stock, contributing to the range and type of housing available within the City. Condominium units are proposed to range from studios to three bedrooms, which will accommodate a range of household sizes, ages and needs. Through the residential uses, the proposal helps to minimize vehicle trips within Mississauga by providing opportunities to live, work and shop in one place. Additionally, the proposed development will include affordable housing units.

The development is serviced by various existing public transit routes along Queen Street North and Britannia Road West. Furthermore, Queen Street North is anticipated to have primary on-road cycling and Britannia Road West is anticipated to have regional primary on-road cycling routes as part

of Mississauga's long-term active transportation plan. Redeveloping the subject site will encourage the use of active transportation and public transit, ultimately supporting the creation of a multi-modal transportation system in Mississauga.

6.2 Built Form and Design

The proposed development exemplifies urban design policies identified in the MOP. The proposal seeks to transform surface parking and low-density buildings into a compact, mixed use development that is consistent with the urban character of Streetsville.

The proposed development will reinforce a street edge and create visual interest along Queen Street North. The proposed building design respects the scale of the street and ensures appropriate separation distances from the surrounding development. Step backs have been incorporated into the building to provide an appropriate transition to the proposed height and mitigate wind and shadow impacts on surrounding areas.

The proposed building will incorporate retail uses to activate streetscape along Queen Street North, create a pedestrian-friendly environment, and enhance pedestrian safety. Upgraded landscaping along Queen Street North will further contribute to the public realm.

6.3 Height and Density

The subject property is located just north of a Community Node, in the Streetsville Neighbourhood Character Area.

The proposal features one, nine storey residential building with at-grade retail. The proposal will add 390 units to Mississauga's housing supply, which will create a more efficient land use pattern and contribute to prescribed provincial, regional and municipal density targets. This is an appropriate level of intensification given the property's proximity to the Meadowvale and Streetsville GO transit stations. The proposed development can be serviced by existing sanitary and water infrastructure. The proposal has a compact built form and provides a gradual transition to surrounding developments and activates an underutilized site.

The MOP states that development in Neighbourhoods may exceed four storeys if an appropriate transition in heights to the surrounding areas is achieved; the proposal enhances the existing or planned development; the City Structure hierarchy is maintained; and the proposal is consistent with the policies of the MOP. We believe the proposal fulfills each of these conditions.

7.0

CONCLUSION

Based on the information outlined in this Planning Justification Report and the findings identified in the supporting technical reports and studies, we are of the opinion that the proposed development and associated Official Plan and Zoning By-law Amendments represent an appropriate redevelopment of the subject property. The proposal represents good planning due to the site's location, access to existing and planned transportation networks, and access to existing servicing infrastructure. We conclude the following:

- The proposed development and associated Official Plan and Zoning By-law Amendments are consistent with the Provincial Policy Statement (2020);
- The proposed development and associated Official Plan and Zoning By-law Amendments conform to the Growth Plan (2020);
- The proposed development and associated Official Plan and Zoning By-law Amendments conform to the Region of Peel Official Plan (2021 office consolidation);
- The proposed development and associated Official Plan and Zoning-Bylaw Amendments are consistent with the direction and policy framework of the Mississauga Official Plan (2021 office consolidation),
- The proposed development will not create adverse impacts on the surrounding area; and
- The proposed development can be appropriately serviced by existing and planned infrastructure.

It is our professional land use planning opinion that the proposed mixed-use development is appropriate, desirable and will support the creation of complete communities in Mississauga. As such, the Official Plan and Zoning By-law Amendments should be approved to implement the proposed development at 21-51 Queen Street North in Mississauga.

APPENDICES

Appendix A: Submission Checklist

Submission Requirements Checklist

Type of Application:

- Official Plan Amendment (OPA) Removal of H (H-OZ)
 Rezoning (OZ) Plan of Subdivision (T)

Planning and Building Department
 Development and Design Division
 300 City Centre Drive
 Mississauga, ON L5B 3C1
 Tel: 905-896-5511
www.mississauga.ca
eplans.devdes@mississauga.ca



General Information		
Address / Legal Description of Site 21-51 Queen St North	Ward No. 11	Meeting Date April 14, 2021
Description of Proposal A multi storey mixed use building with retail at grade and residential above		
Applicant Name Sajacki Planning	Planner Name R. Vertolli	Pre-Application Meeting No. DARC 21-126 W11

General Requirements	Required Reports / Studies (7 copies each, unless noted below)
<input checked="" type="checkbox"/> Official Plan Amendment and/or Rezoning Application Form , including ALL Schedules	<input checked="" type="checkbox"/> Planning Justification Report
<input type="checkbox"/> Plan of Subdivision Application Form	<input checked="" type="checkbox"/> Parking Utilization Study
<input checked="" type="checkbox"/> City Application Fees / Deposits	<input type="checkbox"/> Urban Design Study (contact UD for TOR)
<input type="checkbox"/> Commenting Agency Fee Collection Form	<input checked="" type="checkbox"/> Sun/Shadow Study
<input type="checkbox"/> Region of Peel Commenting Fee	<input checked="" type="checkbox"/> Wind Study
<input type="checkbox"/> Conservation Authority Review Fee	<input type="checkbox"/> Digital 3D Building Mass Model (SketchUp)
<input checked="" type="checkbox"/> Cover Letter	<input checked="" type="checkbox"/> Acoustical Feasibility Study
<input checked="" type="checkbox"/> Context Plan / Map	<input checked="" type="checkbox"/> Arborist Report
<input checked="" type="checkbox"/> Concept / Site Plan	<input checked="" type="checkbox"/> Tree Inventory / Tree Preservation Plan
<input checked="" type="checkbox"/> Grading / Site Servicing Plan / Cross Sections	<input checked="" type="checkbox"/> Easements / Restrictions on Title
<input checked="" type="checkbox"/> Recent Survey Plan	<input type="checkbox"/> Streetscape Feasibility Study (includes an existing utility plan that meets the Terms of Reference)
<input type="checkbox"/> Draft Plan of Subdivision	<input checked="" type="checkbox"/> Traffic Impact Study & internal site circulation
<input checked="" type="checkbox"/> Building Elevations	<input type="checkbox"/> Transportation Demand Management Strategy
<input checked="" type="checkbox"/> Official Plan – Table/List of requested Site-Specific Exemptions	<input type="checkbox"/> Operations and Safety Assessment
<input checked="" type="checkbox"/> Zoning By-law – Table/List of requested Site-Specific Exemptions)	<input type="checkbox"/> Slope Stability Study / Top of Bank Survey
<input checked="" type="checkbox"/> Draft Notice Sign Mock-up	<input checked="" type="checkbox"/> Stormwater Management Report
<input checked="" type="checkbox"/> List of Low Impact Design Features for Site and Building	<input checked="" type="checkbox"/> Functional Servicing Report (FSR)
<input type="checkbox"/> Urban Design Advisory Panel	<input checked="" type="checkbox"/> Hydrogeological Report
<input type="checkbox"/> Pre-Submission Community Engagement Meeting (contact Ward Councillor's office to confirm if required)	<input type="checkbox"/> Environmental Impact Statement – Type (i.e. minor or major) to be determined following site visit prior to application submission
Other Requirements / Notes	<input checked="" type="checkbox"/> Phase 1 Environmental Site Assessment
Parcel Register	<input type="checkbox"/> Phase 2 Environmental Site Assessment
Waste Management Plan and Demand Table	<input type="checkbox"/> Heritage Impact Assessment
Landscape Concept Plan	<input type="checkbox"/> Archaeological Assessment
Underground Parking Plans	<input checked="" type="checkbox"/> Housing Report

Other Information
<ul style="list-style-type: none"> Application forms can be obtained at Apply for an Official Plan amendment, Zoning By-law amendment or plan of subdivision – City of Mississauga Additional information/reports/studies/plans may be required upon submission of the application. This checklist is valid for one (1) year from the date of the meeting or at the discretion of the Director of Development and Design or his/her designate. In the event that the checklist expires prior to the application being submitted, and/or new policy and/or by-laws apply, another updated checklist may be required. As part of the Public Engagement Strategy for a complete application, and where deemed necessary by the Ward Councillor, the applicant may be required to host a Community Engagement Meeting prior to submitting an application with surrounding residents to inform the community of the contemplated development proposal and to gather feedback. Further details on the meeting can be obtained by the Planner assigned to the file. Application submission is via ePlans only at Mississauga ePlans Login Applicants should consult with the Planning Services Centre of the Development and Design Division to verify the application fee calculation before preparing a cheque. Send your completed Fee Calculation Worksheet (in the application form) to eplans.devdes@mississauga.ca for review.

Appendix B:
Draft Official Plan Amendment

The Corporation of the City of Mississauga

By-law No. _____

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

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 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. XX, 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 by amending Schedule 10 and adding a Special Site Policy to the Streetsville Neighbourhood 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. XX to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this _____ day of _____, 2022.

Signed _____
MAYOR

Signed _____
CLERK

Amendment No. XX
to
Mississauga Official Plan

The following text and schedules attached constitute Official Plan Amendment No. XX.

PURPOSE

The purpose of this Amendment is to change the land use designation of the subject lands from “Mixed Use” to “Residential High Density” to facilitate the future development of a residential building with at-grade retail having a maximum of 9-storeys plus mechanical penthouse on the subject site.

LOCATION

The subject site affected by this Amendment are located at 21-51 Queen Street North. The subject site is located within the Streetsville Neighbourhood Character Area, as identified in the Mississauga Official Plan.

BASIS

The Mississauga Official Plan came into effect on November 14, 2012, save and except for those policies and land use designations which have been appealed to the Local Planning Appeal Tribunal (Formerly known as the “Ontario Municipal Board”).

The subject lands are designated “Mixed Use” in the Streetsville Neighbourhood Character Area of the Mississauga Official Plan. Developments that consist primarily of residential uses, with non-residential uses at grade only are currently not permitted on the subject site and buildings with heights above four storeys are currently not permitted within a Neighbourhood.

The proposal to re-designate the subject site to “Residential High Density” to allow for the proposed development is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposal meets the intent, goals and objectives of the Mississauga Official Plan.
2. The site is well served by a variety of existing and planned public transportation and active transportation options, community services, public open spaces, residential, commercial, retail and employment uses.
3. The proposed mixed-use development incorporates residential and retail uses and provides new private indoor and outdoor amenities, while making efficient use of available and planned infrastructure and public service facilities.
4. The proposed built form does not adversely impact surrounding developments and enhances streetscape of Queen Street North. The building will reinforce a street edge

and create visual interest along Queen Street North through podiums that respect the scale of the street, provide active at-grade uses, create a pedestrian-friendly environment and ensure appropriate separation distances from the surrounding residential buildings.

5. The proposed mixed-use development provides new housing supply through the intensification of underutilized lands.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 16.24.5, Special Site Policies, Streetsville Neighbourhood Character Area of the Mississauga Official Plan, is hereby amended by adding the following:

16.24.5.X Site X

16.24.5.X.X The subject site identified as Special Site X is located on the east side of Queen Street North, north of Britannia Road West.

16.24.5.X.X Notwithstanding the policies of this Plan, the following additional policies will apply:

- a) one apartment building with a maximum height of 9 storeys plus mechanical penthouse will be permitted; and
- b) ground-floor retail uses will be permitted.

2. Schedule 10 - Land Use Designations, of the Mississauga Official Plan, is hereby amended by changing the designation of the subject site from "Mixed Use" to "Residential High Density".

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 site will be rezoned to implement this Amendment.

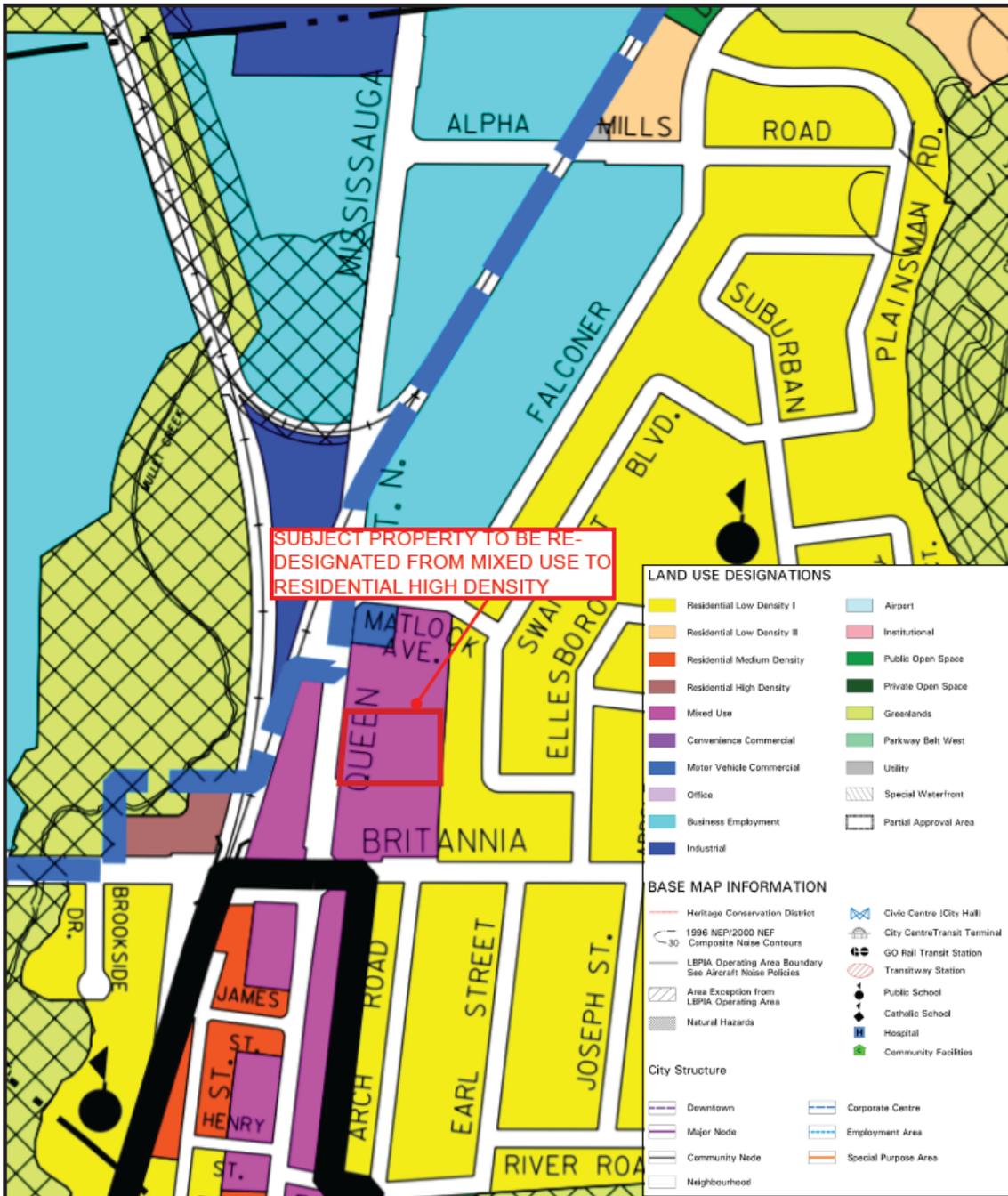
This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan October 21, 2021.

INTERPRETATION

The provisions of the 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 the Mississauga Official Plan.

SCHEDULE 'A'



*Schedule based on City of Mississauga Schedule 10 - Land Use Designation

January XX, 2022

Not to Scale

— Subject Property



Sajecki →
Planning

Appendix C: Draft Zoning By-law Amendment

THE CORPORATION OF THE CITY OF MISSISSAUGA

BY-LAW NUMBER XXX-2022

A by-law to amend By-law Number 0225-2007, as amended.

WHEREAS pursuant to Section 34 and 36 of the Planning Act, R.S.O. 1990, c.P.13, as amended, the Council of a local municipality may pass a zoning by-law;

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

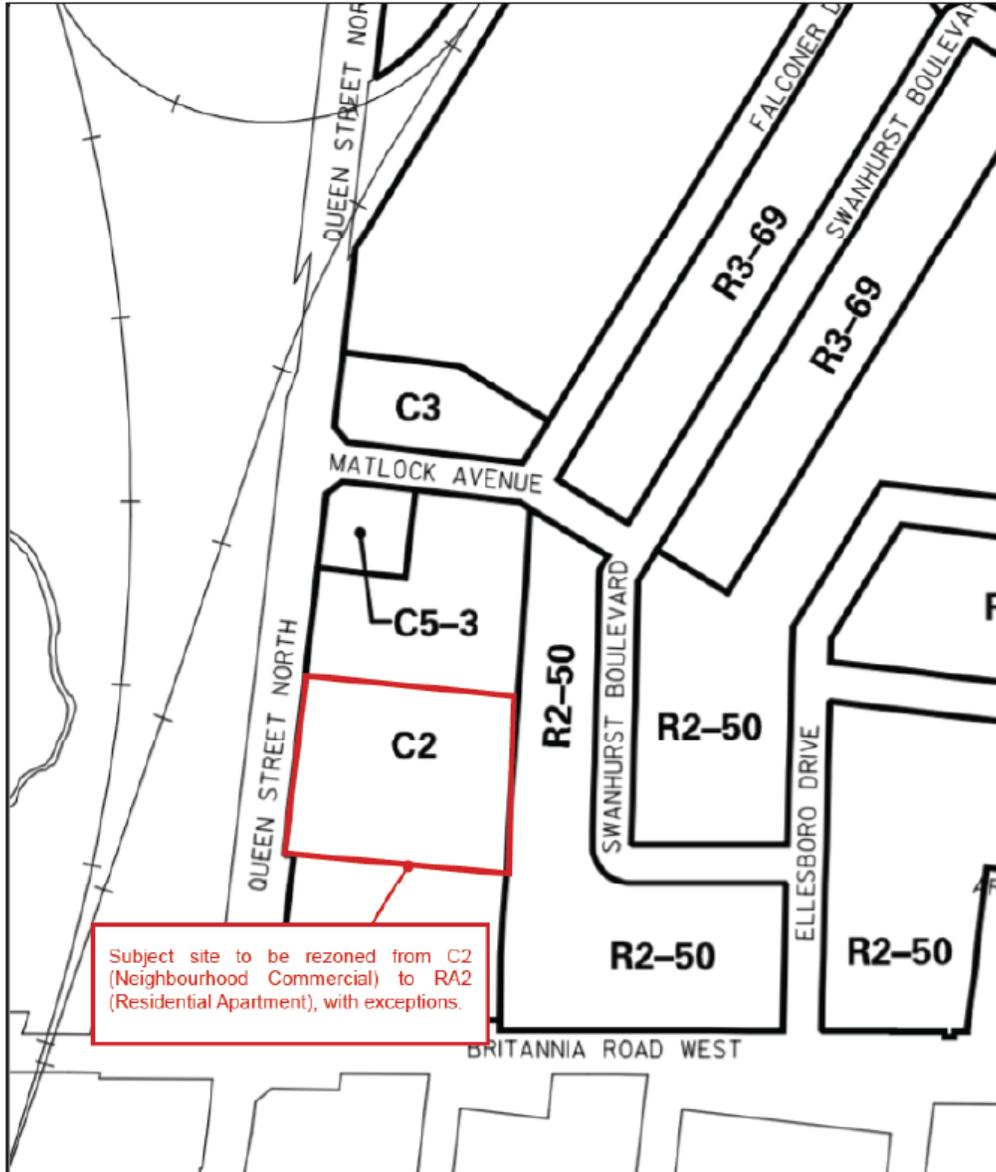
1. The City of Mississauga Zoning By-law Number 0225-2007, as amended, be and it is hereby amended by rezoning the subject lands in Zoning Map 45W as Commercial Neighbourhood (C2) to Residential Apartment Zone 2 (RA2) with Exception XX as shown on Schedule "A".

4.15.3.XX	Exception RA2-XX	Map #45W	By-law: XXX-2022
In a RA2 zone the permitted uses and applicable regulations shall be as specified for a RA2 zone except that the following uses/regulations shall apply:			
Permitted Uses			
4.15.3.XX.1	Retail store less than or equal to 600 m ²		
Zone Regulations			
4.15.3.XX.2	Maximum Floor Space Index- Apartment Zone	2.88	
4.15.3.XX.3	Maximum Height	31.9 m and 9 storeys (excluding mechanical penthouse)	
4.15.3.XX.4	Minimum Front Yard for that portion of the dwelling with a height less than or equal to 13.0 m	5.3 m	
4.15.3.XX.5	Minimum Front Yard for that portion of the dwelling with a height greater than 26.0 m	9.95 m	
4.15.3.XX.6	Minimum Interior Side Yard	6.017 m	
4.15.3.XX.7	Where a rear lot line, or any portion thereof, abuts a zone permitting detached and/or semi-detached	15.324 m	
4.15.3.XX.8	Maximum encroachment of a balcony located above the first storey , sunroom, window, chimney , pilaster, cornice, balustrade or roof eaves into a required yard	1.8 m	
4.15.3.XX.9	Maximum encroachment into a required yard of a porch, balcony located on the first storey , staircase, landing or awning, provided that each shall have a maximum width of 6.0 m	4.6 m	
4.15.3.XX.10	Maximum projection of a balcony located above the first storey measured from the	1.8 m	

	outermost face or faces of the building from which the balcony projects	
4.15.3.XX.11	Minimum Above Grade Separation Between Buildings	9.746 m
4.15.3.XX.12	Minimum parking spaces	Residential spaces: 453 Visitor spaces: 78 Retail spaces: 44
4.15.3.XX.13	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line	0.896 m
4.15.3.XX.14	Minimum setback from a waste enclosure/loading area to a street line	9.746 m
4.15.3.XX.15	Minimum landscaped area	14%
4.15.3.XX.17	Minimum depth of a landscaped buffer along any other lot line	1 m along the west property line
4.15.3.XX.18	Minimum percentage of total required amenity area to be provided in one contiguous area	48.7%
4.15.3.XX.19	Minimum amenity area to be provided outside at grade	0 m ²

SCHEDULE "A" (SCHEDULE RA2-XX ZONE)

SCHEDULE 'A'



LOCATION:

PLAN 548 PT BLK C
City of Mississauga
Regional Municipality of Peel
Subject Property (21-51 Queen Street North)

Not to Scale

THIS IS SCHEDULE XX
TO BY-LAW AMENDMENT _____



January XX, 2022

Sajecki →
Planning

S | P

2022