
PLANNING JUSTIFICATION REPORT

IN SUPPORT OF

OFFICIAL PLAN AMENDMENT & ZONING
BY-LAW AMENDMENT APPLICATIONS

PREPARED FOR

City Park Homes (Streetsville) Inc.

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

February 2023
GSAI File # 956 – 008

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

1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by City Park Homes (Streetsville) Inc. (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 6, 10, 12 Queen Street South, 2 William Street and 16 James Street, in Streetsville, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are an assembly of five (5) lots located on the west side of Queen Street South, north of James Street. Collectively, the Site is legally described as:

PT LT 21, PL STR2 Streetsville; City of Mississauga

PT LT 22, PL STR2 Streetsville; City of Mississauga

PT LT 23, PL STR 2 Streetsville; City of Mississauga

PT LT 21, PL STR2 Streetsville; City of Mississauga

PT LT 25, PL STR2 Streetsville; City of Mississauga

PT LT 28 PL STR2 Streetsville; City of Mississauga

PT LT 29 PL STR2 Streetsville; City of Mississauga

PT LT 30 PL STR2 Streetsville; City of Mississauga

The Site is currently improved with three (3) detached dwellings, a commercial structure and surface parking area. Access is provided via driveways off of James Street and Queen Street South.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of an Official Plan Amendment and Zoning By-law Amendment (the 'Amendments') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a high density, compact, mixed-use development that integrates with the surrounding Streetsville community. The proposed Amendments have been prepared to implement higher density, contextually appropriate development, in an appropriate location, at an appropriate density, than the current local policy permissions allow.

This Report demonstrates that the proposal and corresponding Amendments serve to implement the Provincial policy directions which support compact, mixed use development in proximity to transit services, amenities and services. This Report also demonstrates that the in-effect local permissions provided by the Mississauga Official Plan ('MOP') and the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') are outdated with respect to the Subject Lands.

Various Reports and Studies have been undertaken to identify policy changes for the Streetsville community over the past ten (10) years including the Region of Peel Major Transit Station Area Study and the City of Mississauga Major Transit Station Area Study. When considered collectively, the above-mentioned Studies emphasize the importance of compact, mixed-use, transit-supportive and pedestrian-oriented development occurring near transit services. As such, the Subject Lands are identified as an appropriate and desirable location for high density, compact, mixed use development to occur.

This Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the Mississauga Official Plan ('MOP') and City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') in relation to the current policy and regulatory framework and existing physical conditions.

1.1 / PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Lands are currently split designated 'Mixed Use' and 'Residential Medium Density' by the in-effect MOP. These designations reflect current conditions, but not the proposed development. A site-specific Official Plan Amendment ('OPA') is required to implement the proposal.

The proposed OPA seeks to redesignate the Site in its entirety to 'Residential High Density' and to introduce new Special Site Policy in the Streetsville Community Node Character Area in order to allow for modified development standards to be enacted. A draft OPA has been prepared and a copy is provided in **Appendix I** of this Report.

This Report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2022).

1.2 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007'), as amended, which currently split zones the Site as 'Mainstreet Commercial, Exception 38 (C4 – 38)' and 'Development (D)'. The current zoning largely reflects current conditions, but not the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to rezone the Site to a 'Residential Apartment (RA2)' zone category and implement modified site-specific exceptions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To rezone the Site from 'C4 – 38' and 'D' to 'RA2 – XX';
- To permit a selection of complimentary, accessory uses;
- To permit a site-specific density;
- To permit site-specific building envelope standards;
- To permit a site-specific parking standard;
- To permit a site-specific bicycle parking standard;
- To permit a site-specific loading standard;
- To permit a site-specific landscaping standard; and,
- To permit a site-specific amenity space standard.

A summary of the in-effect and the requested zone provisions has been prepared. A copy of this summary, referred to as the 'Zoning By-law Table', has been prepared and a copy is provided in **Appendix II** of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2022).

2 / PROCESS & ENGAGEMENT

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Mississauga's Official Plan Amendment and Zoning By-law Amendment processes. It is anticipated that the Owner, in collaboration with City Staff, will host the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

We note that a Development Application Review Committee ('DARC') meeting was held on August 26, 2020 to present a preliminary concept for the Subject Lands and to determine submission requirements.

It is noted that prior to formal submission of the initial Application, the Owner hosted a Councillor-initiated Community Meeting on November 2, 2021. This Community Meeting enabled the Project Team to gather feedback and insights from community members. A Public Meeting was also held on April 19, 2022. This Public Meeting provided the Project Team further feedback and insight from Planning and Development Committee members.

The feedback received from community members, Planning and Development Committee members as well as from City, Regional and Agency Staff, have informed the proposed development and its components. The proposed development, as currently contemplated, and as further described in **Section 4** of this Report, represents a refinement from the initial proposal submitted for formal review.

3 / SITE & CONTEXT

This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding Streetsville context.

3.1 / SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the west side of Queen Street South, north of James Street. Collectively, the Subject Lands have a total area of approximately 0.78 hectares (1.92 acres), with a frontage of 68.9 metres along Queen Street South and a frontage of 33.9 metres along James Street.

The Site is generally flat. Overall, the Site is currently improved with three (3) detached dwellings, a low-rise commercial structure, surface parking area and outdoor storage area. Access is provided via driveways off of Queen Street South and James Street. There are existing sidewalks along Queen Street South and James Street.


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FIGURE 1
SITE CONTEXT PLAN

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

LEGEND

 Subject Lands



Scale NTS
November 29, 2022

3.2 / AREA CONTEXT

The Subject Lands are located within the Streetsville community of the City. As demonstrated in **Figure 1**, surrounding uses are as follows:

- NORTH** A vacant lot and Britannia Road West are immediately north. Further north are low-rise commercial structures and surface parking areas. The Canadian Pacific Railway ('CPR') corridor continues to the north.
- SOUTH** James Street is immediately south. Further south are low-rise commercial structures with surface parking areas and low-rise residential dwellings.
- EAST** Low-rise residential dwellings and Queen Street South are immediately east. Further east is a continuation of the residential Neighbourhood predominantly comprised of low-rise dwellings.
- WEST** The CPR Corridor is immediately west. Further west is a forested area, low-rise residential dwellings, Frank Dowling Park and Dolphin Senior Public School.

3.3 / SURROUNDING DESTINATIONS

As demonstrated in **Figure 2** on the next page, the Subject Lands are well-served by a multitude of recreational and commercial amenities. There are several greenspaces located within walking distance of the Subject Lands, including the Frank Dowling Park, Mullet Creek, Timothy Street Memorial Park and the Credit River. The Subject Lands are also located in proximity to an extensive retail area along the Queen Street South corridor. Collectively, this retail area includes a diversity of uses and services which support the day-to-day needs of residents.

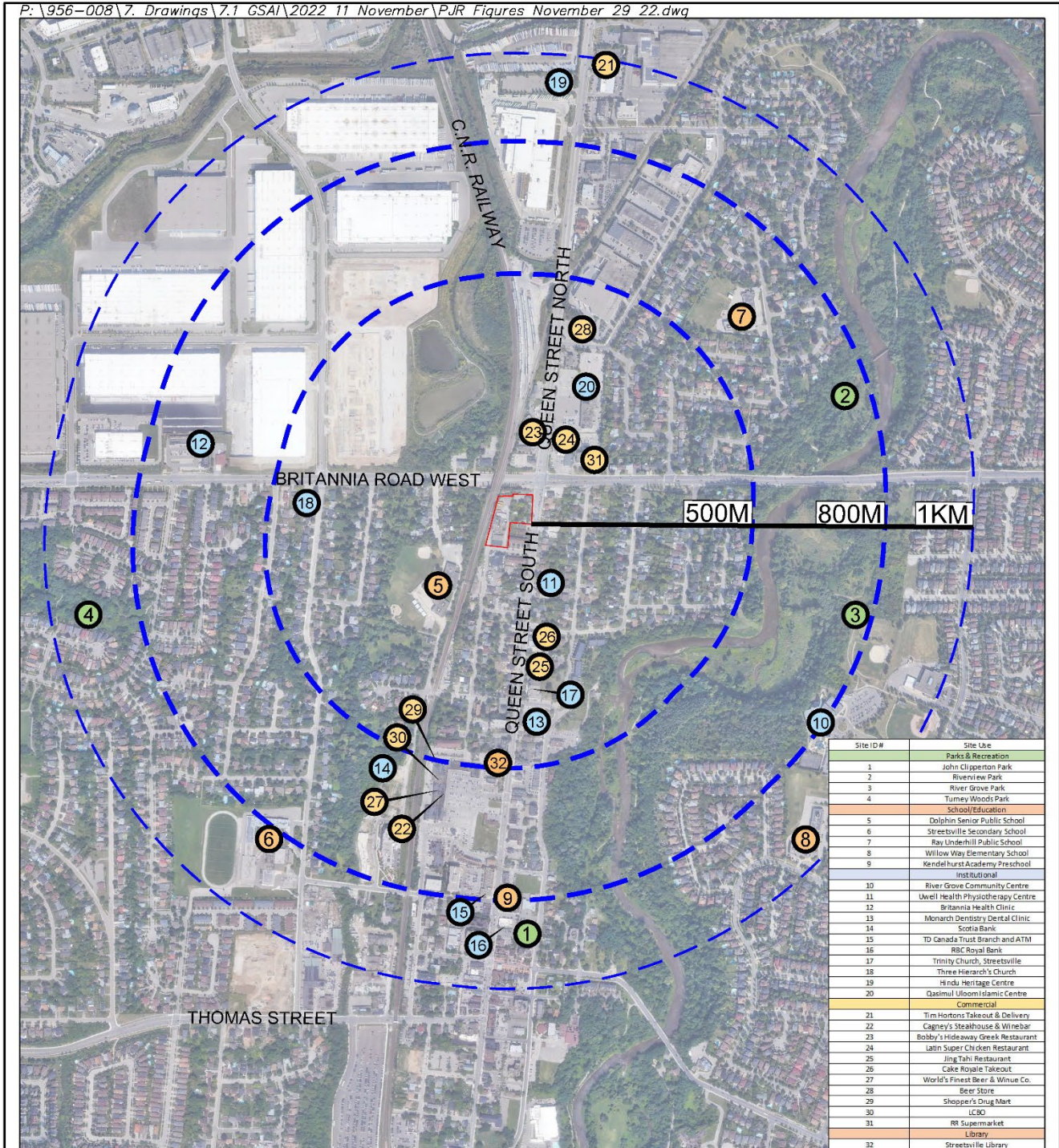


FIGURE 2
FACILITIES, SERVICES & RECREATION

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

LEGEND

Subject Lands



Scale NTS
November 29, 2022

3.4 / TRANSIT CONTEXT

As demonstrated in **Figure 3** on the next page, the Subject Lands are well-served by transit services. A summary of these services is provided below.

LOCAL PUBLIC TRANSIT

The Subject Lands are serviced by an existing bus route (Route 44) operated by Mississauga Transit ('MiWay'). Route 44 (Mississauga Road) has an existing bus stop directly in front of the Subject Lands. Route 44 has a service frequency of approximately 25 minutes and operates between the University of Toronto at Mississauga ('UTM') and Meadowvale Town Centre.

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are within a comfortable walking distance of existing bus transit. Residents are able to easily access street-level transit services and are able to transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Mississauga and beyond.

REGIONAL TRANSIT

The Streetsville GO Station, located approximately 1.1 kilometres southwest of the Subject Lands, is on the Milton GO Transit Line (Route 21) with service to Downtown Toronto. Route 21, operated by Metrolinx, has a service frequency of approximately 30 minutes, during the a.m. and p.m. peak periods, Monday to Friday. We note that the Milton GO Transit Line does not currently operate during the off peak periods, Monday to Friday or on weekends and holidays.

Based on the above, the Subject Lands are well connected to regional transit networks.

ROAD NETWORK

Queen Street South is classified as a 'Major Collector' with an ultimate Right-of-Way ('ROW') of 20 metres by the in-effect Mississauga Official Plan ('MOP'). We note that James Street is not classified by the MOP. The Subject Lands are surrounded by and have frontage on both Queen Street South and James Street. The current approximate widths of Queen Street South and James Street are 18.4 metres and 12.4 metres, respectively.

CYCLING

Queen Street South is identified as being a 'Primary On-Road / Boulevard Cycling Route (Schedule 7, Long Term Cycling Routes) by the MOP, connecting the Subject Lands to the active transportation network.

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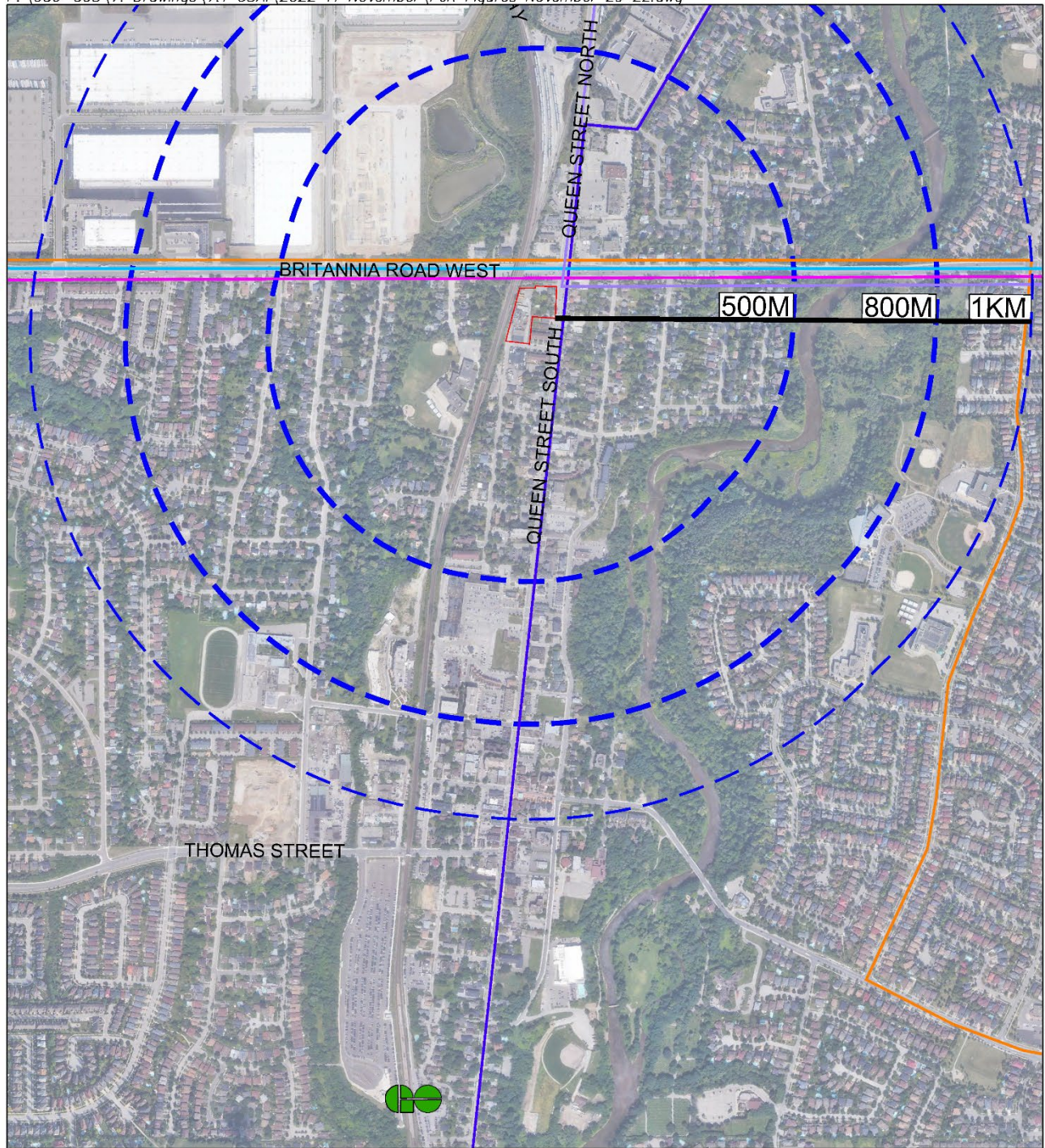


FIGURE 3
TRANSPORTAION SERVICES MAP

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

LEGEND

- Subject Lands
- MiWay Route 10
- MiWay Route 39
- MiWay Route 43
- MiWay Route 44
- MiWay Route 87



Streetsville Go
Station



Scale NTS
November 29, 2022

3.5 / SURROUNDING DEVELOPMENTS

Ward 11 has several recently approved and active development applications that are supporting reinvestment and revitalization of Streetsville. Table 1 below summarizes those recently approved and active development applications in the surrounding area.

ADDRESS	APPLICANT OR OWNER	CITY FILE NO.	NO. OF UNITS	DENSITY	BUILDING HEIGHT(S)	NOTES
21 – 51 Queen Street North	Miss BJL Corp	OZ/OPA 22-9	390	2.88	9 storeys	Official Plan Amendment and Zoning By-law Amendment applications are under review. The proposed development contemplates grade-related non-residential uses
56 Tannery Street / 175 Rutledge Road	Kings Mill Development Inc.	OZ / OPA 10-5	133		5 storeys	Official Plan Amendment and Zoning By-law Amendment applications were approved to permit a 5-storey, 133 unit retirement residence
180 Rutledge Road	Forest Green Homes	SP 21-155	62		5 storeys	A Site Plan Approval ('SPA') application is under review to facilitate a 5-storey apartment structure

4 / THE PROPOSAL

This Section of the Report provides a summary of the proposed development and the supporting studies.

4.1 / THE PROPOSAL

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth, the evolving physical landscape of Streetsville.

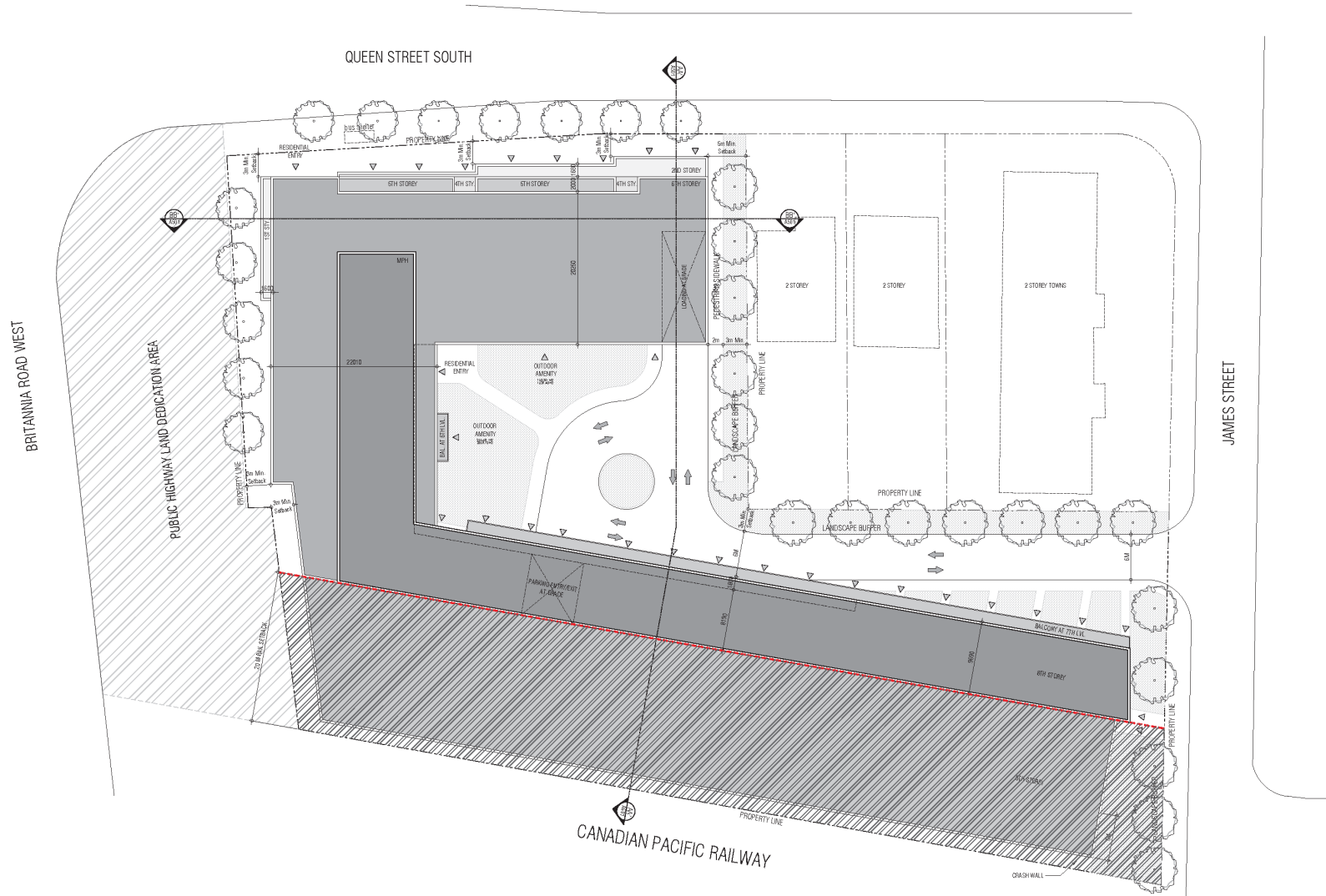
The proposed development contemplates a high-density, compact, mixed-use development comprised of a terraced structure. Overall, the proposed development is to have a total gross floor area ('GFA') of 16,668.8 square metres (179,421.6 square feet), resulting in a density of 2.13 Floor Space Index ('FSI'). Of this, approximately 554.3 square metres (5,966.4 square feet) is to be non-residential GFA, while approximately 16,144.5 square metres (173,455.1 square feet) is residential GFA.

The proposed structure is terraced and is an 8-storey, mid-rise structure. The proposed structure steps back above the 2nd, 4th, 5th and 6th levels to facilitate an appropriate transition to the low-rise residential area immediately south. The structure is positioned to open onto and address the public realm, including the Site's Queen Street South frontage. This is achieved through the provision of a principal residential lobby grade-related non-residential units with direct pedestrian connections to the public realm. This will allow for safe, comfortable and convenient connections to the public sidewalk. The proposed structure is to also include an integrated shared loading area and access to an above-grade parkade structure.

As demonstrated on the accompanying Conceptual Site Plan (see **Figure 4** on the next page), the proposed development has been organized around a central landscaped courtyard, a rear, integrated 5-storey, above-grade parkade structure and landscape enhancements. An indoor amenity area is positioned to be directly visible and accessible from an at-grade landscaped outdoor amenity area.

A variety of landscaped open spaces and amenity areas are to be provided. This includes a landscaped, central courtyard, outdoor at-grade amenity areas and landscaped open spaces along the property lines. Overall, the proposed development includes 944 square metres (10,161.1 square feet) of amenity areas. Of this, approximately 218 square metres (2,346.53 square feet) is to be indoor amenity area, while 727 square metres (7,825.36 square feet) is to be outdoor amenity area. Landscaping and streetscape enhancements are also to be provided. This includes streetscape treatments along the southern and eastern property lines so that a high-quality, inviting, pedestrian-oriented environment and active street frontages are provided. A network of pedestrian pathways is also to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.

A total of 232 dwelling units of varying size and configurations are to be provided. A mixture of studio, 1-, 2- and 3-bedroom units are to be provided, including a selection of 2-storey dwelling units. This diversity of units will support the provisions of greater housing choice for households of varying size, income levels, life stages and lifestyle preferences.



Site Plan

• City Park Homes • Queen and Britannia • 2045.22 • Nov. 11, 2022

232 shared parking spaces are to be provided in the parkade structure. Secure bicycle parking spaces are also to be provided within the parkade structure. Access is to be provided via a full-moves driveway off of James Street. A pedestrian drop-off area, access to the shared loading space and access to the parkade structure are to extend from the driveway.

The proposed development has been designed to integrate with the surrounding community and provide an appropriate transition. This includes consideration being given to the existing and proposed built form in the surrounding area as well as the development vision established by the local policy framework. The proposal has, to the greatest extent possible, provided an appropriate and desirable interface with and transition to the surrounding area.

The components of the proposed development are identified in **Table 1** on the right.

Table 1 / Summary of Proposed Development Statistics

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Total Site Area	0.78 hectares (0.18 acres)
Total Gross Floor Area ('GFA')	16,796.7 square metres (180,798.1 square feet)
<i>Residential GFA</i>	16,242.4 square metres (174,831.6 square feet)
<i>Non-Residential GFA</i>	554.3 square metres (5,966.4 square feet)
Proposed Density	2.13 FSI
Proposed Building Height	8 storeys (26.9 metres)
Proposed No. of Units	232
<i>No. of Live/Work Units</i>	8
<i>No. of Studio Units</i>	19
<i>No. of 1-Bedroom Units</i>	76
<i>No. of 2-Bedroom Units</i>	124
<i>No. of 3-Bedroom Units</i>	7
Proposed Parking Spaces	232
Proposed Bicycle Spaces	159
Proposed Loading Spaces	1

4.2 / SUPPORTING STUDIES

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed. Each are summarized in the Section below.

4.2.1 / ARBORIST REPORT

An Arborist Report ('Report') has been prepared by DA White Tree Care and is provided under separate cover. The Report was undertaken to inventory each tree on the Subject Lands and assess the potential impact to trees as a result of the proposed development.

Overall, the Report inventoried the location, condition and specie of each tree located both on and within six (6) metres of the Subject Lands. It was determined that there are 36 trees situated on the Subject Lands or within six (6) metres and within the City of Mississauga Right-of-Ways. Based on an assessment of the proposed development, a total of 29 trees are recommended for removal and a further 7 trees, located on neighbouring lands, are to be preserved.

4.2.2 / ARCHAEOLOGICAL ASSESSMENT

A Stage One and Two Archaeological Assessment ('Assessment') has been prepared by The Archaeologists Inc. and is provided under separate cover. The Assessment was undertaken to evaluate the archaeological potential of the Subject Lands and recommend appropriate strategies.

The Assessment reviewed historical records, previous archaeological fieldwork and current land conditions. Overall, the Assessment determined that the Subject Lands did not have archaeological potential and no further investigation is required.

4.2.3 / FUNCTIONAL SERVICING & STORMWATER MANAGEMENT REPORT

A Functional Servicing and Stormwater Management ('FS – SWM') Report has been prepared by Skira & Associates Ltd. and is provided under separate cover in support of this proposal. The FS – SWM Report was undertaken to analyze and assess the existing servicing infrastructure and capacities in order to identify a proposed servicing scheme for the proposed development.

Overall, the FS – SWM Report found that municipal services (water and wastewater) are available and capable of accommodating the proposed development, subject to upgrading.

Section 4 of the Report identifies that an underground storage tank is recommended to accommodate on-site storage. The FS – SWM Report concludes that the proposed development is appropriate from a functional servicing and stormwater management perspective.

4.2.4 / HERITAGE IMPACT STUDY

A Heritage Impact Study ('Study') has been prepared by SMDA Design Ltd. and is provided under separate cover in support of this proposal. The Study was undertaken to analyze and assess potential impacts to the cultural landscape of Queen Street South. Overall, it was determined that the proposed development will have no adverse impacts to the surrounding heritage resources nor to the cultural heritage landscape of Queen Street South. Therefore, the proposed development can proceed as contemplated.

4.2.4 / HOUSING REPORT

A Housing Report ('Report') has been prepared by GSAI and is provided under separate cover in support of this proposal. The Report was undertaken to analyze and assess how the proposed development complies with in-effect Provincial, Regional and local housing policy frameworks. Overall, the Report found that the proposed development is consistent with and conforms to the in-effect Provincial, Regional and local housing-related policy framework.

4.2.5 / NOISE FEASIBILITY STUDY

A Noise Feasibility Study ('Study') has been prepared by Howe Gastmeier Chapnik Limited and is provided under separate cover in support of this proposal. The Study was undertaken to analyze and assess potential noise sources that may impact the proposed development and recommend mitigation measures.

Overall, the Study found that the proposed development is feasible with the integration of noise control measures. Section 4.7 of the Study outlines the recommended noise control measures.

In addition to the recommended noise control measures, noise warning clauses are identified as being required. These recommended clauses are outlined in Section 4.7 of the Study.

The Study also concludes that a Class 4 designation is appropriate for the Subject Lands.

4.2.6 / PEDESTRIAN – LEVEL WIND STUDY

A Pedestrian-Level Wind Study ('Study') has been prepared by Gradient Wind and is provided under separate cover in support of this proposal. The Study was undertaken to assess whether uncomfortable wind conditions would exist and if necessary, recommend mitigation measures.

Overall, the Study found that wind conditions in most pedestrian-sensitive areas within and surrounding the proposal will be acceptable for the intended pedestrian uses seasonally and annually. Furthermore, it was found that no areas of the proposed development would experience uncomfortable wind conditions. Therefore, wind mitigation measures are not required.

4.2.7 / PHASE ONE ENVIRONMENTAL SITE ASSESSMENT

A Phase 1 Environmental Site Assessment ('ESA') and a Phase 2 Environmental Site Assessment ('ESA') have been prepared by Bruce A. Brown Associates Limited and are provided under separate cover in support of this proposal. The ESAs, dated August 2022 and November 2020, respectively, were undertaken to identify Potentially Contaminating Activities ('PCAs') that may be present on the Site as well as determine whether there are any Areas of Potential Environmental Concern ('APECs') due to the presence of PCAs on the Site or within 250 metres.

Based on aerial photographs, historical records, interviews and existing conditions, PCAs were identified as a result of the area's development history. The Subject Lands were found to have been used for commercial/industrial and residential purposes since the 1950s. The existing dwellings were found to have been introduced between around 1954, while commercial and industrial operations were found to have been introduced in the 1950s.

Given the combination of uses on the Subject Lands and in the immediate surrounding area, a total of two (2) APECs were identified.

Based on the presence of both PACs and APECs, the submission of a Record of Site Condition ('RSC').

4.2.8 / SUN / SHADOW STUDY

A Sun / Shadow Study ('Study') has been prepared by Graziani + Corazza Architects and is provided under separate cover in support of this proposal. The Study was undertaken to assess shadow impacts of the proposed development on the surrounding area. Overall, the Study found that the proposal meets the shadow criteria for all public spaces. Those spaces that do not meet the shadow impact criteria are located on-site and at-grade. Effort has been made to improve the shadow impact through the incorporation of additional landscaped open spaces, a central landscaped courtyard and a proposed terraced structure that frames the street edges in order to maximize direct sun exposure.

4.2.9 / TRANSPORTATION IMPACT STUDY

A Transportation Impact Study ('TIS' or 'Study') has been prepared by Nextrans and is provided under separate cover in support of this proposal. The TIS was undertaken to assess the traffic impacts of the proposed development on the nearby road network, assess the proposed parking standard, assess the proposed loading standard, assess the site circulation pattern and, if required, provide recommendations for enhancement to the road network in order to accommodate the proposed development.

Overall, the Study found that under existing conditions, all intersections within the study area would have suitable capacity and would operate at an acceptable level of service. As a result of both the proposed development and future growth in background traffic, the Study found that no improvements are required.

The Study provided a parking supply analysis in support of the proposed parking standard. As outlined in Section 8 of the Study, it was determined that the proposed parking supply is appropriate and sufficient to accommodate anticipated parking demand.

The Study also provided a bicycle parking supply analysis in support of the proposed shared bicycle parking standard. As outlined in Section 10 of the Study, it was determined that the proposed shared bicycle- parking standard of 159 shared Class A and Class B residential and non-residential spaces is appropriate and sufficient to accommodate anticipated demand.

Finally, Section 7 of the Study provides an analysis of the site circulation pattern. Overall, it was found that the proposed site design is appropriate and will adequately accommodate site demands.

5 / POLICY CONTEXT

4.2.10 / URBAN DESIGN BRIEF

An Urban Design Brief ('UDB' or 'Brief') has been prepared and is provided under separate cover in support of this proposal. The UDB was undertaken to assess how the proposed development complies with the Mississauga Official Plan urban design principals and policies. More specifically, the Brief examines the proposed development in relation to the design directions contained in Mississauga Official Plan.

Overall, the Brief found that the proposed development represents a high-quality built form and is consistent with the City's urban design goals and objectives for mixed-use developments.

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendments align with and serve to better implement the in-effect policy and regulatory framework.

5.1 / PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and updated on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Strong Healthy Communities (Section 1.0), the Wise Use and Management of Resources (Section 2.0) and Protecting Public Health and Safety (Section 3.0). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendments, are consistent with these is provided below.

1.0 / Building Strong Healthy Communities

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, livable, healthy and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations. The following policies apply to redevelopment of the Subject Lands.

'1.1.1. Healthy, liveable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term;*
- b) accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional ... recreation, park and open space and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health or safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*

- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.'*

The Subject Lands are located within a Settlement Area, as defined by the PPS, and are on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing high density development on lands that are currently underutilized given the current uses;
- by locating a mixture of residential and non-residential uses within the City of Mississauga, on a site designated for redevelopment and intensification by both the Region of Peel Official Plan and the Mississauga Official Plan;

- by introducing 232 residential dwelling units of varying size and configurations in an area well-served by surrounding uses and transit networks;
- by introducing a development form that will integrate with the surrounding environment and will serve to implement the development vision established by local policies for Streetsville as a vibrant, compact, complete community;
- by introducing a development form that supports public health and safety through active public frontages and public landscaped open spaces;
- by making better, higher use of land and existing infrastructure networks; and,
- by incorporating contextually appropriate sustainable design strategies, including additional plantings and landscaped open spaces in order to respond to a changing climate and to promote biodiversity.

1.1.3 Settlement Areas

As stated above and in accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

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

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

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*

Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.'

'1.1.3.4. Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.'

The Subject Lands are located within a Settlement Area. As such, the proposed development has been planned and designed to facilitate a high-quality, compact built form that makes efficient use of land, infrastructure and public service facilities. It will provide for development that provides for residential intensification at an appropriate location, at an appropriate density, to support the achievement of Streetsville as a complete community and surrounding active transportation networks.

Additionally, the provision of various landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing and Stormwater Management Report ('FS – SWM Report'), the proposal can be accommodated by municipal infrastructure networks.

1.5 Public Spaces, Recreation, Parks, Trails & Open Space

'1.5.1. Healthy, active communities should be promoted by:

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources'*

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of a landscaped courtyard, outdoor amenity areas, landscaped open spaces and a prominent sidewalk zone along the Site's Queen Street South frontage.

Overall, the landscaped areas have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated in the accompanying on the accompanying Conceptual Site Plan, the outdoor courtyard and landscaped areas have been strategically located to facilitate space for the use and

enjoyment of residents and visitors and to foster social interaction. Furthermore, the proposed development is to provide for a network of pedestrian pathways that offer safe, comfortable and convenient access across the Site and beyond. Finally, active streetscapes are to be provided along the Site's Queen Street South frontage. This will enable direct pedestrian connections to the front doors of live-work units, the principal residential lobby and other public realm enhancements to be provided. It will also facilitate connections with the active transportation network in the surrounding area.

Overall, the Site has been planned and designed to implement a vibrant and inviting, pedestrian-oriented streetscape, capable of accommodating pedestrian activity and the daily needs of residents, visitors and community members.

1.6.6. Sewage, Water & Stormwater

'1.6.6.1. Planning for sewage and water services shall:

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:*
 - 1. municipal sewage services and municipal water services.'*

'1.6.6.2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.'

As further demonstrated in the accompanying FS – SWM Report, the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposal can be serviced by the existing municipal sewage and water systems.

Further opportunities for enhanced stormwater management will be explored during the detailed design stage.

'1.6.6.7. Planning for stormwater management shall:

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

As demonstrated in the accompanying FS – SWM Report and the accompanying Urban Design Brief, the proposed development has incorporated a range of sustainable development strategies, including the provision of additional plantings, a landscaped courtyard and providing for landscape enhancements.

1.6.7. Transportation Systems

'1.6.7.2 Efficient use should be made of existing and planned infrastructure...'

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

The Subject Lands are well-served by transit services and active transportation networks. More specifically, there are existing street-level transit services in the surrounding area. There is an existing bus stop for MiWay Route 44 (Mississauga Road) directly in front of the Site. Furthermore, there is an existing network of sidewalks along the Site's frontages and within the surrounding area, providing safe, easy, convenient access for residents and visitors. Finally, the Site is situated along the Queen Street South corridor which features a broad range of uses, services and facilities within walking distance to meet the daily needs of residents.

Based on the above, the proposal for a high-density, mixed-use development will support current and future transit ridership, the provision of local employment opportunities and the use of active transportation, including bike lanes along Queen Street South, and enable residents and visitors alike to walk to destinations.

1.7. Long-Term Economic Prosperity

'1.7.1. Long-term economic prosperity should be supported by:

- a) promoting opportunities for economic development and community investment-readiness;*
- 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 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 conserving features that help define character...;*
- g) providing for an efficient, cost-effective, reliable multimodal transportation system that is integrated with adjacent systems and those of other jurisdictions, and is appropriate to address projected needs to support the movement of goods and people'*

The proposal has been planned and designed to provide a series of live-work units that can accommodate a broad range of non-residential uses that will provide local employment opportunities, will respond to market needs and will contribute to the creation of Streetsville as a vibrant, complete community where residents are able to live, work, play and shop within the community or even the same building. The proposal will also facilitate housing choice and a high-quality built form that is compatible with the surrounding community.

1.8. Energy Conservation, Air Quality & Climate Change

'1.8.1. Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:

- a) promote compact form ...;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where it exists or is to be development, or designing these to facilitate the establishment of transit in the future;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure.'*

As stated above, the Subject Lands are well-served by transit services and active transportation networks. Furthermore, the proposal will facilitate a compact, mixed-use development, at an appropriate location and at an appropriate density. Based on the Site's locational characteristics, the proposed development will support compact development in proximity to transit, active transportation and energy conservation objectives. As further discussed in the accompanying Urban Design Brief, the proposal contemplates a

variety of sustainable design features in efforts to maximize conservation efforts.

4.0 / Implementation & Interpretation

Section 4 of the PPS contains policy directions meant to guide how land use planning and development decisions are made. More specifically, this Section of the PPS contains policy directions which state how the PPS is to be applied in order to ensure that decisions affecting a planning matter are 'consistent with' the PPS.

'4.6. The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interest and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.'

As further described in Section 5.4 of this Report, the Mississauga Official Plan ('MOP) outlines the land use designations and policies applicable to the Subject Lands. The MOP, as amended, does not provide policy permissions that enable redevelopment of the Subject Lands to make better use of available land, resources and infrastructure. The corresponding Official Plan

Amendment and Zoning By-law Amendment ('Amendments') seek to introduce site-specific permissions which will facilitate a high-quality, compact, mixed-use, pedestrian-oriented and transit-supportive development that is permitted by Provincial policy and the Region of Peel Official Plan.

SUMMARY / CONFORMITY STATEMENT

The Provincial Policy Statement ('PPS'), 2020 outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well-served by transit and infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate location, that will make better use of existing land, resources and infrastructure. It will also energy conservation and addressing impacts from a changing climate. It is our opinion that the proposal and corresponding Amendments are consistent with the policies of the PPS.

5.2 / A PLACE TO GROW, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH up to the year 2051.

Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit supportive and provide a range of housing opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

Section 2 / Where and How to Grow

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas which can support the achievement of complete communities. Limited growth is also expected to occur within rural areas. The following policies apply to redevelopment of the Subject Lands.

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

- a) the vast majority of growth will be directed to settlement areas that:

 - i. have a delineated built boundary;*
 - ii. have existing or planned municipal water and wastewater systems; and*
 - iii. can support the achievement of complete communities;:**
- c) within settlement areas, growth will be focused in:

 - i. delineated built-up areas;*
 - ii. strategic growth areas;*
 - iii. locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.'**

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the delineated Built-Up Area of the City of Mississauga. Built-Up Area lands are areas where growth and development is forecasted to occur. Redevelopment of the Subject Lands, as contemplated, is supported as the proposal will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, is serviced by existing municipal water and wastewater infrastructure, is serviced by transit services and will support the achievement of Streetsville as a complete community.

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

- a) feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*
- c) provide a diverse range and mix of housing options... to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) expand convenient access to:
 - i. a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;**
- e) provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) integrate green infrastructure and appropriate low impact development.'*

The proposed development supports the achievement of complete communities by providing for a compact development that includes a mix of residential and non-residential uses, located in proximity to transit, services and amenities. It will also further support the provision of a range of local employment opportunities and the provision of local stores and services to meet the daily needs of residents, visitors and the community.

Additionally, the proposal will provide for 232 new residential dwelling units of varying size and configurations, including a selection of 2-storey, apartment-style units, in order to provide housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of new apartment-style dwelling units will further support the range and mix of housing options available in the community, while also supporting greater housing opportunities and facilitating the ability for residents to remain in their community.

Finally, the proposed development contemplates a high-quality, compact built form that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages along Queen Street South and James Street. A series of landscaped open spaces and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces.

2.2.5. Employment

'2.2.5.3. Retail and office uses will be directed to locations that support active transportation and have existing or planned transit.'

'2.2.5.15. The retail sector will be supported by promoting compact built form and intensification of retail and service uses and areas and encouraging the integration of those uses with other land uses to support the achievement of complete communities.'

The proposal contemplates intensification of underutilized lands and will introduce a range of non-residential uses, including but not limited to local retail and commercial uses. Furthermore, the proposed mixture of non-residential uses will provide local employment opportunities and will facilitate high-quality, desirable live-work units to be provided. Overall, the proposed development supports the above-noted policy objectives by contemplating a compact, mixed-use development in proximity to transit services and active transportation networks. Furthermore, the proposal will support the achievement of Streetsville as a complete community.

SUMMARY / CONFORMITY STATEMENT

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development and corresponding Amendments conform to and serve to further implement the policies of A Place to Grow by facilitating contextually appropriate redevelopment on lands that are served by transit and active transportation networks. It will also provide for a range of residential and employment uses which are well-served by existing community services, parks and local businesses. Furthermore, the proposal and corresponding Amendments will provide for better utilization of land, resources and infrastructure in a manner that advances complete community objectives. It is our opinion that the proposal and corresponding Amendments serve to implement the applicable policies of A Place to Grow.

5.3 / REGION OF PEEL OFFICIAL PLAN, 2022

The Region of Peel Official Plan ('ROP') serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (City of Mississauga, City of Brampton and Town of Caledon).

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure (Schedule E-1). Schedule E-1 designates the Subject Lands as 'Urban System' (see **Figure 5**).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands' appropriate and desirable location for redevelopment is reaffirmed by its location within the Streetsville Node, a Strategic Growth Area (Schedule E-2).


For the purpose of this Report, the recently approved November 2022 Region of Peel Official Plan was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Official Plan Amendment and Zoning By-law Amendment work to implement the ROP.



FIGURE 5
REGION OF PEEL OFFICIAL PLAN
SCHEDULE 'E-1' REGIONAL STRUCTURE

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

LEGEND

 Subject Lands



Scale NTS
November 29, 2022

5.4 Growth Management

The ROP directs that development and redevelopment is to occur in strategic locations through intensification. As lands within the Region’s Built-Up Area and a Strategic Growth Area, the following apply.

It is Regional objectives to:

- '5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification, particularly Strategic Growth Areas....'*
- '5.4.6 To optimize the use of the existing and planned infrastructure and services.'*
- '5.4.18.1 To achieve efficient and compact built forms.'*
- '5.4.18.2 To optimize the use of existing infrastructure and services.'*
- '5.4.18.4 To intensify development on underutilized lands.'*
- '5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.'*
- '5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.'*

It is the policy of Regional Council to:

- '5.4.10. Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services.'*
- '5.4.11. Direct a significant portion of new growth to the Delineated Built-Up Areas of the community through intensification.'*
- '5.4.18.10 Facilitate and promote intensification.'*
- '5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-Up Area.'*

The proposal contemplates intensification of underutilized lands, at an appropriate location within the Region’s Delineated Built-Up Area and within the Streetsville Node, a Strategic Growth Area.

Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact, mixed-use development at an appropriate density. Overall, the proposal supports the above-noted Growth Management objectives and policies by contemplating a compact, mixed-use, transit-supportive development in proximity to transit services. This will contribute to the creation of Streetsville as a

complete community where residents and visitors are provided safe, comfortable, convenient access to a range of travel modes and services.

5.6 The Urban System

As demonstrated in **Figure 5**, the Subject Lands are located within the 'Urban System' component of the ROP. As such, the ROP directs that growth and development is permitted, and is to be directed to appropriate locations such as the Subject Lands. The following apply to redevelopment of the Subject Lands.

It is Regional objectives to:

- '5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.'*
- '5.6.3 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.'*
- '5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.'*
- '5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.'*

It is the policy of Regional Council to:

- '5.6.10. Define the Urban System, as shown on Schedule E-1, to include: all lands within the Regional Urban Boundary including lands identified and protected as ...Strategic Growth Areas ...'*
- '5.6.11. Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.'*
- '5.6.12. Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.'*

The proposed development will contribute to achieving the above-noted Urban System objectives and policies by facilitating a high-density, compact, mixed-use, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide for a mixture of residential and non-residential uses in a compact form efficiently utilizing existing services. As further discussed in the accompanying Housing Report, the proposed mixture of dwelling units will contribute to housing diversification while also providing housing choice for current and future households of varying size, income levels, life stages and lifestyle preferences.

5.6.17. Strategic Growth Areas

The ROP directs that Strategic Growth Areas are priority areas for intensification and higher density development to occur. Furthermore, the ROP identifies Strategic Growth Areas as being those lands within Urban Growth Centres, Major Transit Station Areas, Nodes / Corridors and along Intensification Corridors. As stated throughout, the Subject Lands are located within the Streetsville Node and as such, are located within a Strategic Growth Area. The following apply.

It is Regional objectives to:

'5.6.17.1. To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.'

'5.6.17.2 To direct intensification to strategic locations in the Delineated Built-Up Area to maximize efficiencies in infrastructure delivery, services and transit ridership.'

'5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.'

The proposed development will contribute to achieving the above-noted Strategic Growth Areas objectives and policies by facilitating a high-density, compact, mixed-use, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living.

5.10 Transportation System in Peel

The ROP directs that development and redevelopment is to be focused in strategic locations to support the Regional Transportation System. The following apply.

'5.10.13 Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities and complete streets.'

'5.10.16 Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form ...'

The Subject Lands are well-served by existing and planned transit services as well as by active transportation networks. The proposed development and corresponding Amendments serve to realize the development potential of the Site by facilitating a high-density, compact, mixed-use development that is transit-supportive, pedestrian-oriented and appropriately situated. Additionally, the proposed mixture of residential and non-residential uses on the same lot will compliment and enhance the existing range of services and destinations present in the Streetsville community, enabling residents to live, work, play and shop within the community or even the same building. The proposal and corresponding Amendments affirm the Subject Lands are an appropriate and desirable location for intensification to occur and redevelopment as envisioned should be supported.

5.4 / MISSISSAUGA OFFICIAL PLAN, 2022

SUMMARY / CONFORMITY STATEMENT

The Region of Peel Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed development and corresponding Amendments conform to the policies and objectives of the ROP by providing for a high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented development that facilitates intensification at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in a built form that is consistent and compatible with the envisioned evolution of the Streetsville community as outlined by the Growth Management, Strategic Growth Areas and Transportation System policies. In our opinion, the proposed development and corresponding Amendments are in conformity with the applicable policies and objectives of the Peel Regional Official Plan.

The Mississauga Official Plan ('MOP'), as amended, was adopted by City Council in September 2010 and approved by the Region of Peel, with modifications, in September 2011. The MOP was appealed to the Ontario Municipal Board ('OMB', now Ontario Land Tribunal, 'OLT'), and was partially approved, save and except for those parts deferred or under appeal, in November 2012. Since this time, the MOP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect MOP (August 2022) identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure (Schedule 1) comprised of seven (7) components, including Community Nodes. The Subject Lands are located within the Community Node component of the City Structure, within an Intensification Area (Schedule 2, Intensification Areas) and within the Streetsville Community Node Character Area (Schedule 9, Character Areas).

We note that the City of Mississauga is presently completing an Official Plan Review exercise, concurrently with the ongoing Peel 2051+ initiative, that will culminate in City-initiated Official Plan Amendments ('OPAs') to ensure the MOP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the recent Region of Peel Official Plan initiative, and implements key policy recommendations arising from the completion of recent City initiatives and ongoing City initiatives.

The following is an analysis of the applicable in-effect MOP policies and an evaluation of how the proposed development and corresponding Official Plan Amendment and Zoning By-law Amendment serve to better implement Provincial and Regional policy.

5/ Direct Growth

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. Specifically, growth is to be directed to key components of the City Structure, including the Downtown, Major Nodes, Community Nodes and Corporate Centres as well as along key Corridors. Collectively, these areas which are to receive the majority of Mississauga's future growth are referred to as Intensification Areas. In accordance with Schedule 2, Intensification Areas, the Subject Lands are identified as being located within an Intensification Area. As such, the following policies apply.

'5.1.4. Most of Mississauga's future growth will be directed to Intensification Areas.'

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

As a Site located within an Intensification Area, the Subject Lands are recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, mixed-use, transit-supportive development that provides for a range and mixture of residential and non-residential uses to meet the needs of residents. This will contribute to the creation of Streetsville as a complete community where residents are able to live, work, play and shop within the community or even the same building.

5.3.3. Community Nodes

As demonstrated on Schedule 1, the City is comprised of various Community Nodes, each with its own identity. As a Site located with the Community Node component of the City Structure, the following policies apply.

'5.3.3.3. Community Nodes are Intensification Areas.'

'5.3.3.4. Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare.'

'5.3.3.11. Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.'

'5.3.3.13. Community Nodes will be developed to support and encourage active transportation as a mode of transportation.'

As stated throughout this Report, the Subject Lands are recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, mixed-use development that provides for a range and mixture of residential and non-residential uses to meet the needs of residents, while also supporting the achievement of the Community Node-wide minimum density target of 100 to 200 residents and jobs combined per hectare. We note that the non-residential uses contemplated will facilitate high-quality, desirable live-work units with

direct pedestrian connections to the Queen Street South streetscape and active transportation networks.

Furthermore, the built form contemplated will provide for a high-quality, refined architectural design that will facilitate development that is complimentary to the established character of the Streetsville community.

5.4 Corridors

A key organizing principle of the City is a network of Corridors. In accordance with Schedule 1c, Urban System – Corridors, Queen Street South is identified as a Corridor. The following policies apply.

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

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

'5.4.8 Corridors will be subject to a minimum building height of two storeys and the maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements...'

In accordance with Schedule 1c, Corridors, the segment of Queen Street South that is in front of the Subject Lands is identified as a Corridor. As such, the proposal supports the above-noted Corridor policy objectives by facilitating a high density, compact, mixed-use development at an appropriate location. Furthermore,

the proposed development has been planned and designed to frame the street such that active uses and a residential lobby open onto and address the Queen Street South corridor. The proposal also contemplates a pedestrian-oriented built form through the provision of a terraced built form. Overall, the proposed structure conforms to the 2-storey minimum building height requirement.

For the reasons outlined above, it is our opinion that the proposed development and corresponding Amendments conform to the policy objectives for development along Corridors.

5.5 Intensification Areas

As stated above, the MOP directs growth to be focused in Intensification Areas. The following apply.

'5.5.1 The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.'

'5.5.4 Intensification Areas will be planned to reflect their role in the City Structure hierarchy.'

'5.5.5 Development will promote the qualities of complete communities.'

'5.5.7 A mix of medium and high density housing, community infrastructure, employment and commercial uses, including mixed use residential / commercial buildings and offices will be encouraged.'

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

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

The proposal supports the above-noted policy objectives by introducing a range and mixture of residential and non-residential uses in order to meet the daily needs of residents. Furthermore, the proposed development is appropriately situated in proximity to transit services, facilities and amenities, is at an appropriate transit-supportive density, is pedestrian-oriented and will make better use of land, resources and infrastructure.

The proposed development will support the above-noted policy objectives and will support the creation of Streetsville as a complete, walkable community. As described throughout this Report, the Site is recognized as having development potential given its locational attributes, yet the form of development is limited by the Streetsville Community Node Character Area policies. The proposed development and corresponding Amendments are appropriate and in our opinion serve to further implement the envisioned policy directions of the MOP to direct growth to appropriate locations. The proposal will facilitate development with heights (up to 9 storeys) that is appropriate for the location, while still respecting the City Structure hierarchy.

7/ Complete Communities

Chapter 7 of the MOP establishes the policy framework with regards to complete communities, housing, community infrastructure, cultural heritage and community character. The following apply.

'7.1.1 Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.'

'7.1.6 Mississauga will encourage that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.'

As further described in the accompanying Housing Report, the proposal supports the above-noted policy objectives through the provision of new dwelling units of varying sizes and configurations which will facilitate housing choice.

As further described below, MOP policy objectives make reference to compatible development. We note that in accordance with Section 1.1.4.r of the MOP, 'compatible' is defined as follows:

'means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.'

As discussed below, it is our opinion that the proposed development and corresponding Amendments will facilitate compatible development and can in fact seamlessly coexist with the surrounding community, without causing unacceptable adverse impact.

7.4.1. Cultural Heritage Resources

As further described in the accompanying Heritage Impact Assessment, the Subject Lands are located along a recognized Cultural Heritage Landscape, in accordance with the Ontario Heritage Act. As such, the following apply.

'7.4.1.2 Mississauga will discourage the demolition, destruction or inappropriate alteration or reuse of cultural heritage resources.'

As further described in the accompanying Heritage Impact Study, the Subject Lands do not contain listed nor designated heritage resources. As such, the proposed development was found to be appropriate and can proceed as contemplated without comprising the cultural heritage landscape attributes of the Queen Street South corridor.

7.6. Distinct Identities

In terms of community character, the following apply.

'7.6.1.2 Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.'

'7.6.1.3 A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.'

'7.6.1.5 New development will be compatible with the physical, social and environmental attributes of the existing community.'

The Subject Lands are located within the established Streetsville community. The proposed development has been planned and designed to provide for a high-quality, refined built form that integrates with and is complimentary to the established and evolving character of the Streetsville community, including the Queen Street South cultural heritage landscape.

Specifically, the proposal provides for a development that is appropriate, desirable and maintains compatibility with the surrounding community. The ways in which the proposal is compatible and integrates with the established community character is further described in the accompanying Urban Design Brief.

8 / Create a Multi-Modal City

Chapter 8 of the MOP establishes the policy framework with regards to transportation. As stated above, the Subject Lands are located adjacent to the Canadian Pacific Rail ('CPR') Corridor. Given this, the following applies.

'8.8.3. Mississauga will cooperate with the appropriate authorities to provide adequate provision for safety in the planning, design and operation of rail facilities.'

Given the Site's locational attributes, the proposed development has been planned and designed to ensure public safety is maintained. Specifically, the proposal contemplates the provision of a 5-storey, above-grade parkade structure along the western property line. This parkade structure is to provide for adequate separation between the proposed dwelling units and the rail corridor in the event of derailment. Furthermore, the parkade structure has been planned

and designed to integrate with a crash wall feature, without adversely impacting the high-quality, refined built form. As further described in the accompanying Noise & Vibration Study, the proposed development was found to be appropriate and will provide the necessary mitigation measures given its presence along a rail corridor.

9 / Build a Desirable Urban Form

Chapter 9 of the MOP establishes the City's built form policy framework. It is understood that the City's built form policies pertain to the physical layout and design of lands across the City. The following policies apply to redevelopment of the Subject Lands.

- '9.1.2 *Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.'*
- '9.1.5 *Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.'*
- '9.1.11 *A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.'*
- '9.1.13 *Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.'*

The proposed development has been planned and designed to further implement the City's urban form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of high density, compact, mixed-use, transit-supportive, pedestrian-oriented development. Furthermore, the proposal has been planned to facilitate a high-quality, refined built form that is complimentary to and compatible with the character of the Streetsville community. Additionally, a range of sustainable building strategies are to be implemented as further described in the accompanying Low Impact Development ('LID') Features Letter.

9.2.1. Intensification Areas

In terms of urban form considerations within Intensification Areas, the following policies apply.

- '9.2.1.1 *Development will create distinctive places and locales.'*
- '9.2.1.3 *Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.'*
- '9.2.1.4 *Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.'*
- '9.2.1.6 *Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.'*

The proposed development will facilitate a high-quality, refined, compact built form that is pedestrian-oriented and provides for appropriate transition to the surrounding community. Furthermore, the proposed development contemplates a consolidated access as well as shared parking and servicing areas in efforts to provide an optimal site design.

- '9.2.1.10. *Appropriate height and built form transitions will be required between sites and their surrounding areas.'*
- '9.2.1.17. *Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.'*
- '9.2.1.19. *The public realm and the development interface with the public realm will be held to the highest design standards.'*
- '9.2.1.21. *Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.'*
- '9.2.1.22. *Development will be designed to support and incorporate pedestrian and cycling connections.'*
- '9.2.1.23. *Active uses will be required on principal streets with direct access to the public sidewalk.'*
- '9.2.1.24. *Development will face the street.'*
- '9.2.1.25. *Buildings should have active facades characterized by features such as lobbies, entrances and display windows....'*
- '9.2.1.26. *For non-residential uses, at grade windows will be required facing major streets and must be transparent.'*
- '9.2.1.27. *Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.'*
- '9.2.1.28. *Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.'*
- '9.2.1.29. *Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.'*
- '9.2.1.30. *Development will provide open space... appropriate to the size, location and type of the development.'*
- '9.2.1.31. *Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.'*
- '9.2.1.32. *Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.'*
- '9.2.1.33. *Open spaces will be designed to promote social interaction.'*

The proposal supports the above-noted policy objectives by providing a high-quality, compact, mixed-use development that has been planned and designed to provide for an appropriate transition to and integration with the surrounding community. As demonstrated on the accompanying Conceptual Site

Plan, the proposal contemplates the introduction of a mid-rise building that is of an appropriate scale. The proposed structure is also situated to frame the street and to be pedestrian-scaled. As demonstrated on the accompanying Conceptual Site Plan, the structure opens onto and addresses the Site's Queen Street South public realm. This portion of the structure is also to feature a range and mixture of grade-related non-residential uses with direct connections to the public realm.

A series of landscape and public realm enhancements are to be provided. This includes a large, central landscaped courtyard, landscaped open spaces and a network of pedestrian pathways. Collectively, these components will facilitate an optimal site design and opportunities for social interaction and enjoyment of the outdoors. Based on the above, it is our opinion that the proposal and corresponding Amendments comply with the City's urban form policy objectives.

9.3. Public Realm

Section 9.3 of the MOP contains the City's public realm policy directions. The following policies apply.

'9.3.1.4. Development will be designed to:

- c) accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;*
- d) achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;*
- e) meet universal design principles;*
- f) address new development and open spaces;*

- g) be pedestrian oriented and scaled and support transit use;*
- h) be attractive, safe and walkable.'*

'9.3.5.4. Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.'

'9.3.5.5. Private open space and / or amenity areas will be required for all development.'

'9.3.5.6. Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.'

'9.4.1.2 A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.'

'9.4.1.3. Development will support transit and active transportation by:

- a) locating buildings at the street edge, where appropriate;*
- b) requiring front doors that open to the public street;*
- c) ensuring active / animated building facades and high-quality architecture;*
- d) ensuring buildings respect the scale of the street;*
- e) ensuring appropriate massing for the context;*
- f) providing pedestrian safety and comfort; and*
- g) providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.'*

The proposed development supports the above-noted City's public realm policy objectives by providing for a high-quality, compact, mixed-use, transit-supportive and pedestrian-oriented built form. Furthermore, the proposal complies the City's public realm policy objectives through the provision of a built form that frames the street edge, provides direct pedestrian connections to the public realm, provides cyclist amenities including secure bicycle parking spaces and facilitates a pedestrian-scaled development. Furthermore, the development has been planned and organized around landscaped open spaces and outdoor amenity areas.

We note that the City's Public Realm policy directions are further implemented by site development and building-related policy directions outlined in Section 9.5 of the MOP. Collectively, Policies 9.5.1.1 through 9.5.1.15 require developments to be compatible and integrate with the surrounding area. As further discussed in the accompanying Urban Design Brief, the proposal and corresponding Amendments will facilitate a high-quality, refined development that is compatible and integrates with the surrounding area.

11 / Land Use Designations

Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes policies based on sixteen (16) land use designations. As demonstrated on **Figure 6**, the Subject Lands are currently split designated 'Mixed Use' and 'Residential Medium Density'. In order to facilitate the proposal, the corresponding Official Plan Amendment seeks to redesignate the Site to 'Residential High Density'.

In our opinion, the 'Residential High Density' designation is the most appropriate and will facilitate the proposal with site-specific permissions. The following policies apply.

'11.2.5.6. Lands designated Residential High Density will permit the following uses:

- a) apartment dwelling*
- b) uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property.'*

The proposed development will provide for a mixture of high-quality, grade-related non-residential and residential uses that will meet the needs of current and future residents. The proposal represents an appropriate form and advances the City's development objectives. Overall, the proposed development and corresponding Official Plan Amendment have been planned and designed to further implement the City's Residential High Density policy objectives.

14 / Community Nodes

Chapter 14 of the MOP establishes the policy framework for how growth and development is to be managed in the City's Community Node components of the City Structure. As stated, the Subject Lands are located within the Community Node component of the City Structure and are located within the Streetsville Community Node Character Area. The following policies apply.

'14.1.1.3.. Proposals for heights less than two storeys, more than four storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:

- 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.'*

The proposed development and corresponding Official Plan Amendment seek to implement revised standards for the Subject Lands. More specifically, the Subject Lands are recognized as an appropriate and desirable location for higher density, compact, mixed-use development to occur. The proposed development has been planned and designed to facilitate a high-quality, compact, transit-supportive and pedestrian-oriented development that makes better use of land, resources and infrastructure. Through the use of stepbacks and architectural details as discussed in the

accompanying Urban Design Brief, the proposed development can accommodate a greater height than currently permitted while providing for an appropriate transition to the surrounding area. More specifically, the proposed stepbacks will enable a visual break in massing, while avoiding adverse wind or sunlight conditions. Additionally, the proposed development has positioned the structure in such a manner that building mass is directed to the central quadrant of the Site and away from the established residential Neighbourhood areas to the south.

Based on above, it is our opinion that the proposed development, as contemplated, is appropriate, respects the City Structure hierarchy and conforms to the evolving policy context for the Streetsville community. The corresponding Amendments request that an appropriate height permission of 8 storeys be formalized.

14.10. Streetsville

Section 14.10 of the MOP contains the policy framework for the Streetsville Community Node Character Area. The following apply to redevelopment of the Site.

14.10.1. Urban Design Policies

Community Identity and Focus

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

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

Historic Character

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

The proposed development conforms to the above-noted policy objectives by providing for a high-quality, refined built form that frames the street edge. Streetscaping enhancements are to be provided in order to facilitate a vibrant sidewalk zone and accommodate high pedestrian activity, particularly along the Queen Street South corridor. Overall, the proposal contemplates a high-quality, refined built form that is complimentary to and compatible with the established community character. Further detail on the ways in which the proposal respects and responds to the historic character of Streetsville is provided in the accompanying Urban Design Brief.

14.10.2. Land Use

'14.10.2.2. For lands designated Residential High Density a maximum building height of seven storeys is permitted.'

The proposal and corresponding Official Plan Amendment seek to implement revised development standards for the Site. As stated above, the proposed built form with a height of 8 storeys is appropriate and desirable for the Site. This height permission is also a minor deviation from the above-noted in-effect permission. In our opinion, the proposed development has been planned and designed to further implement the City's Streetsville Community Node policy objectives by situating development at an appropriate location, providing a high-quality, refined mid-rise built form that is compatible with the established Streetsville community character and provides for an appropriate transition to the surrounding area, facilitating development at an appropriate transit-supportive density, and better recognizes the development potential of the Subject Lands.

14.10.6. Special Site Policies

Section 14.10.6.5 of the MOP identifies the policy provisions as it relates to lands subject to Special Site 5 of the Streetsville Community Node. In accordance with Map 14-10, see **Figure 7** on the next page), the Subject Lands are partially subject to the in-effect Special Site 5 provisions. As such, the corresponding Official Plan Amendment seeks permission to remove the Subject Lands from Special Site 5 and instead introduce a new Special Site Policy to implement the proposal.

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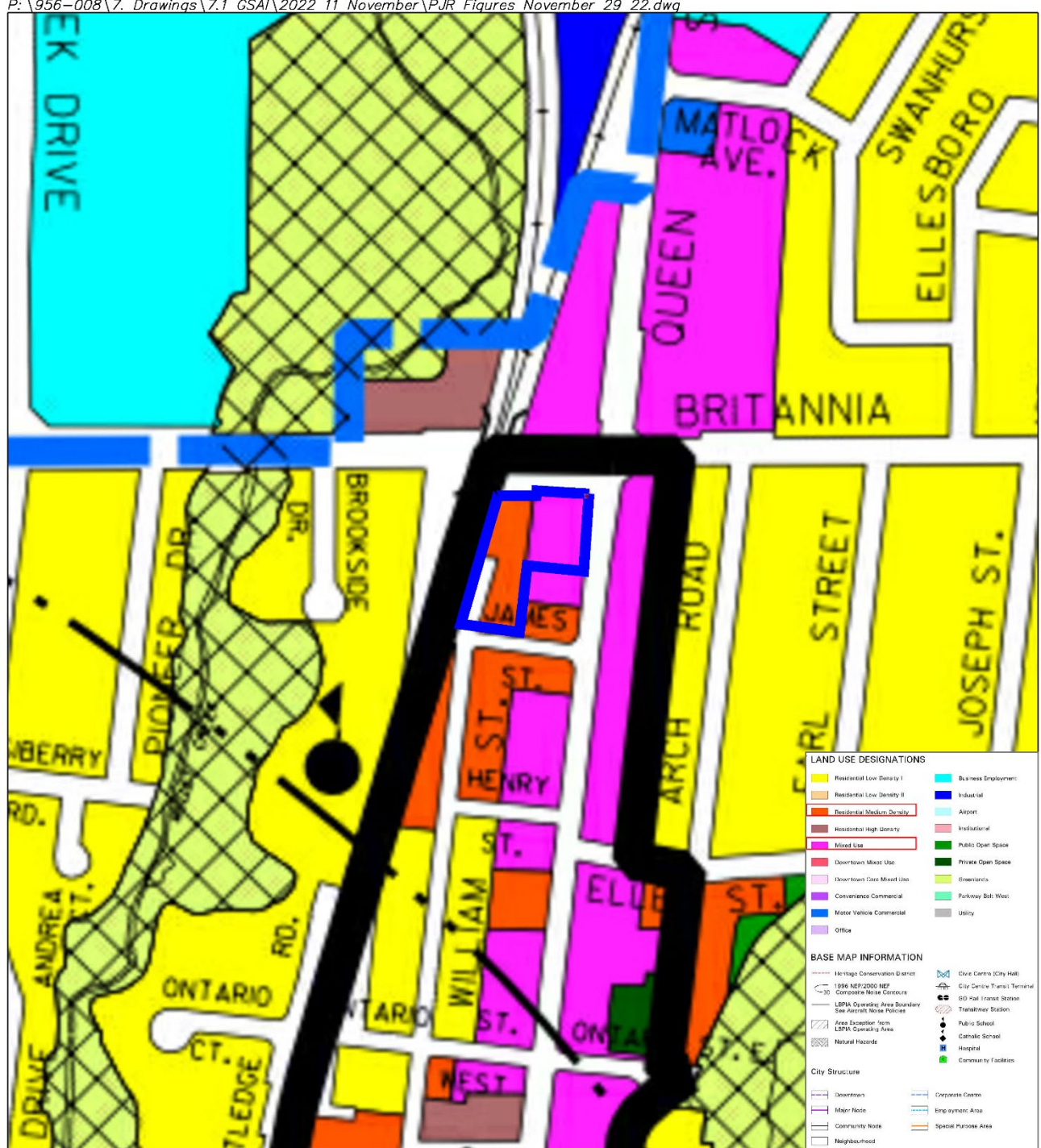


FIGURE 6
CITY OF MISSISSAUGA OFFICIAL PLAN
SCHEDULE '10' LAND USE DESIGNATIONS

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

LEGEND

Subject Lands



Scale NTS
November 29, 2022

P:\956-008\7. Drawings\7.1 GSAI\2022 11 November\PJR Figures November 29 22.dwg

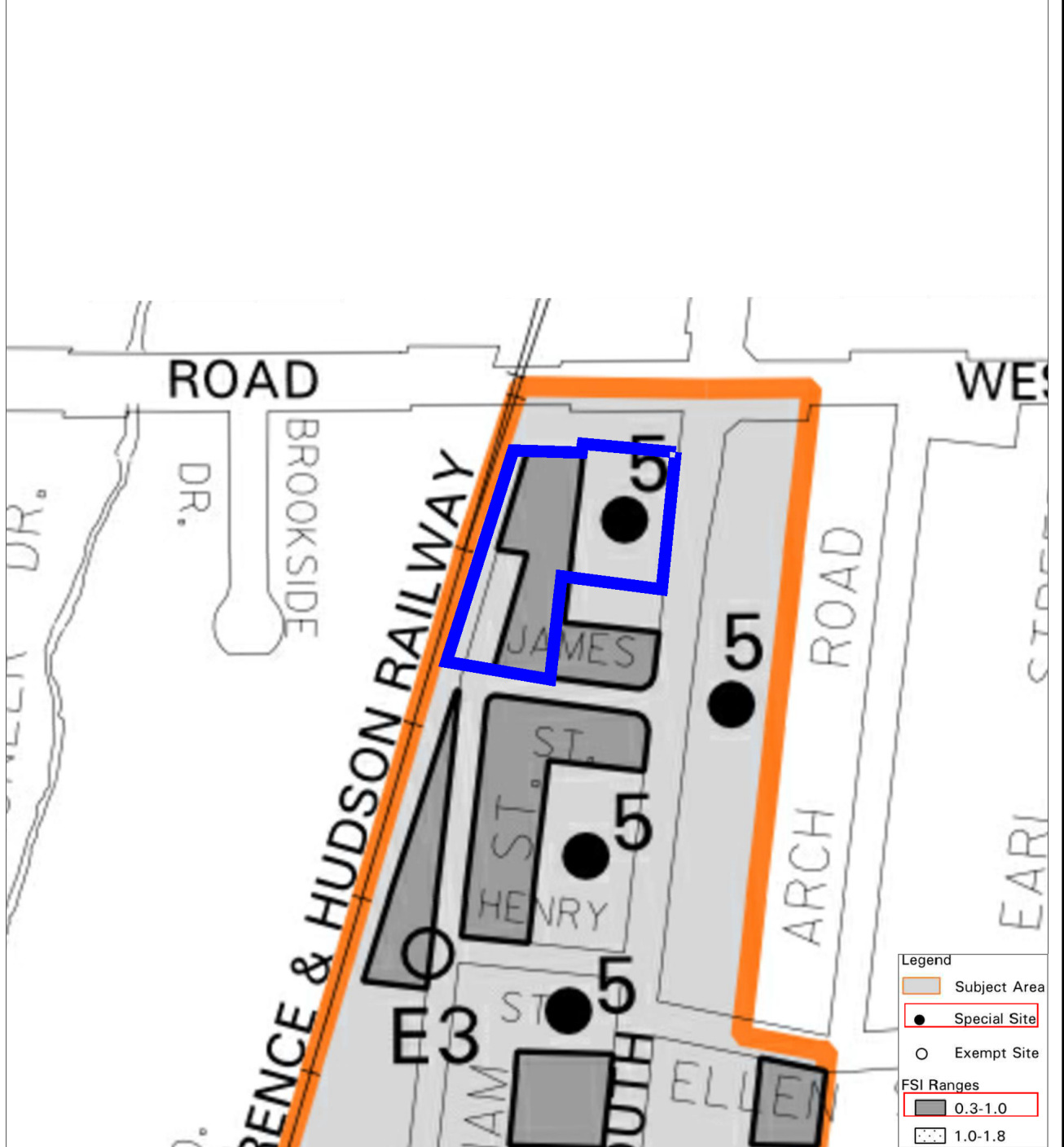


FIGURE 7
CITY OF MISSISSAUGA OFFICIAL PLAN
STREETSVILLE CHARACTER AREA

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

LEGEND
Subject Lands

Legend

- Subject Area
- Special Site
- Exempt Site

FSI Ranges

- 0.3-1.0
- 1.0-1.8

Scale NTS
November 29, 2022

5.4 / ZONING

It is our opinion that the proposed development and corresponding Official Plan Amendment have been planned and designed to further implement the City's Streetsville Community Node policy objectives, situates development at an appropriate location, facilitates an appropriate, desirable and compatible built form, and better recognizes the development potential of the Subject Lands.

SUMMARY / CONFORMITY STATEMENT

The Mississauga Official Plan ('MOP'), as amended, guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the MOP, as amended, by providing for a high-quality, compact, mixed-use, pedestrian-oriented and transit-supportive development that facilitates a range and mixture of residential and non-residential uses at an appropriate location and density. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to Streetsville as a complete community. Furthermore, the proposed development will result in a built form that is consistent and compatible with the established character of Streetsville. Therefore, the proposed development and corresponding Amendments serve to better implement the applicable policies and objectives for 'Residential High Density' lands within the Streetsville Community Node Character Area of the Mississauga Official Plan.

The City of Mississauga Zoning By-law 0225 - 2007 ('By-law 0225 - 2007') currently split zones the Subject Lands as 'Development (D)' and 'Mainstreet Commercial, Exception 38 (C4 - 38)' (see **Figure 8** on the next page). Collectively, the current zoning does not permit the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is requested to re-zone the Subject Lands to 'Residential Apartment (RA2)' with site-specific provisions.

A draft Zoning By-law Table with the requested site-specific provisions has been prepared and a copy is provided in **Appendix II** of this Report. More specifically, the ZBA seeks to introduce the following site-specific permissions to the proposed RA2 Zone:

- To permit a range of complimentary, accessory non-residential uses;
- To permit site-specific building envelope standards;
- To permit a site-specific parking standard;
- To permit a site-specific bicycle parking standard;
- To permit a site-specific loading standard;
- To permit a site-specific landscaping standard; and,
- To permit a site-specific amenity area standard.

Table 3 on page 47 summarizes the proposed site-specific exceptions to the RA2 Zone and the rationale for these exceptions.

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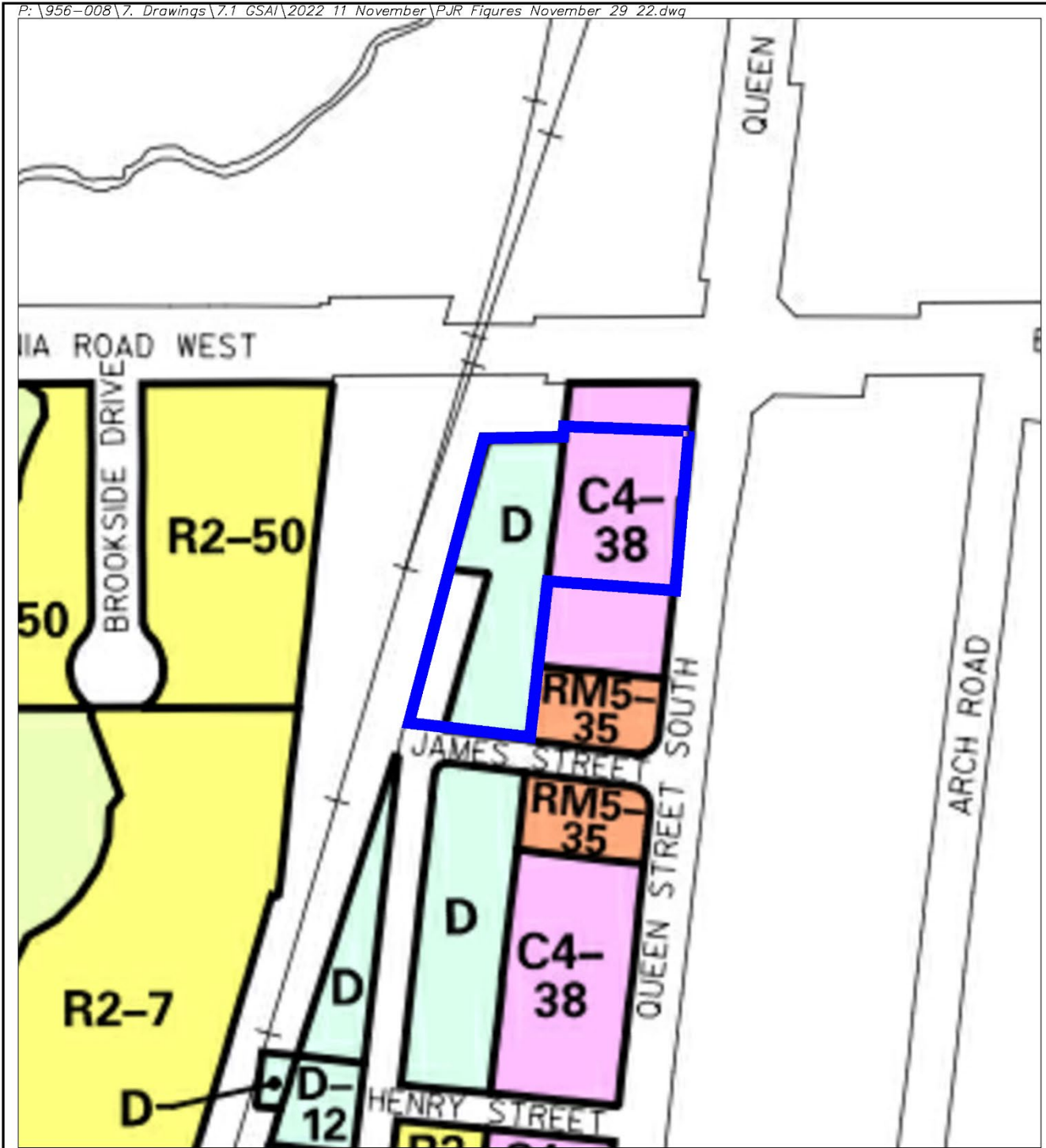



FIGURE 13
CITY OF MISSISSAUGA ZONING BY-LAW
0225-2007

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

LEGEND

 Subject Lands



Scale NTS
November 29, 2022

Table 3 / Summary of Requested RA2 Exceptions & Rationale

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>	<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
<i>Modified Use Permissions</i>	To implement the desired range of complimentary uses that are appropriate for a mixed-use development	<i>Modified Loading Standard</i>	To implement the desired built form and range of uses, a shared loading standard is requested. As further demonstrated in the accompanying TIS, the requested loading standard is appropriate and capable of accommodating the loading demands of the development
<i>Modified Building Envelope</i>	To implement the desired built form, while maintaining appropriate compatibility and transition to the surrounding Streetsville community	<i>Modified Landscaping Standard</i>	In efforts to accommodate the desired built form and sustainable building strategies, a site-specific landscaping standard is requested. The requested standard seeks to implement reduced landscape buffer widths in order to accommodate a safe, comfortable and attractive pedestrian environment that includes streetscaping and landscaped open spaces. The requested standard will also enable the provision of a large, central outdoor courtyard feature. As demonstrated on the accompanying Conceptual Landscape Plan, a variety of landscape enhancements are to be provided. These enhancements, coupled with the requested landscaping standard, will enable a development that is well-designed, appropriate and desirable
<i>Modified Parking Standard</i>	In order to implement the desired built form and range of accessory, complimentary uses, a site-specific shared parking standard is requested. As further demonstrated in the accompanying Transportation Impact Study ('TIS'), the requested shared parking standard is appropriate given the Site's proximity to transit services, active transportation networks and services to meet daily needs. The requested parking standard is also capable of accommodating the proposed parking demands, will serve to further implement Council's direction to encourage developments which support increased transit ridership and sustainable modes and will facilitate an optimized site design	<i>Modified Amenity Space Standard</i>	To implement the desired built form and optimized site design, an alternative amenity space standard is requested. The requested standard will also enable the provision of high-quality, safe, comfortable and attractive outdoor amenity areas that are directly visible and accessible from the adjacent indoor amenity area as well as the central landscaped courtyard feature
<i>Modified Bicycle Parking Standard</i>	To implement the desired built form and range of uses, a shared bicycle parking standard is requested. As further demonstrated in the accompanying TIS, the requested standard is appropriate and capable of accommodating the shared bicycle parking demands of the development		

6 / SUMMARY & CONCLUSION

As outlined above, together with the supporting studies, the proposed development and associated Official Plan Amendment and Zoning By-law Amendment ('ZBA', or the 'Amendments'), represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Region of Peel Official Plan and the Mississauga Official Plan. Furthermore, based on the existing physical context and surrounding Streetsville community, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and City, we conclude the following:

1. The proposed Official Plan Amendment and Zoning By-law Amendment represents appropriate development on the Subject Lands given the existing use of the Site and surrounding context;
2. The proposal provides an appropriately designed and compatible redevelopment for the Streetsville community that will contribute to the provision of new housing options, a range of local employment opportunities and the achievement of a complete community;
3. The proposed Amendments are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the Region of Peel Official Plan;
6. The proposal can be adequately serviced by existing municipal services;

7. The proposed development will not create any adverse impacts to the existing uses or the surrounding area; and,
8. The proposal is in keeping with the character and planned context of the Streetsville community, and it provides an opportunity for contextually appropriate intensification within the City's Built-Up Area where intensification is to be directed. Additionally, the proposal upholds the overall City Structure and further implements the development objectives as identified by the Mississauga Official Plan.

Accordingly, we conclude that the proposed Amendments are appropriate, represent good planning and implement the City, Regional and Provincial vision for the Subject Lands.

Yours very truly,

GLEN SCHNARR & ASSOCIATES INC.



Jim Levac, MCIP, RPP
Partner

Stephanie Matveeva, MCIP, RPP
Associate



City Park Homes (Streetsville) Inc.
6, 10, 12 Queen Street South, 2 William Street & 16 James Street, Mississauga
PLANNING JUSTIFICATION REPORT

APPENDIX I / Draft Official Plan Amendment

Amendment No. XXX
to
Mississauga Official Plan

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

PURPOSE

The purpose of this Amendment is to amend Schedule 10 to redesignate the Subject Lands and to amend the Streetsville Community Node Character Area to include the Subject Lands as a Special Site.

LOCATION

The lands affected by this Amendment are located on the west side of Queen Street South, north of James Street. The land is municipally addressed as 6, 10, 12 Queen Street South, 2 William Street and 16 James Street. The Subject Lands are located within the Streetsville Community Node 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 the outstanding site specific appeals at the Ontario Land Tribunal.

The Mississauga Official Plan ('MOP') contains a City Structure which outlines where growth ought to be encouraged and discouraged within the City. The City Structure is comprised of Intensification Areas and Non-Intensification Areas. Intensification Areas include Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. Intensification Areas are the principal location for future growth within the City. The Subject Lands are located within an Intensification Area where compact, mixed-use growth is to be encouraged.

As per the in-effect Streetsville Community Node Character Area policies, a maximum building height of seven storeys is permitted and a density of 0.3 to 1.0 Floor Space Index ('FSI') partially applies. The City requires that a Special Site policy be added to the MOP for the proposed building height and density: this has been included in the enclosed implementing Official Plan Amendment.

The Subject Lands are currently designated 'Residential Medium Density' and 'Mixed Use'. Permitted uses on the Subject Lands include all forms of townhouse dwellings, commercial parking facility, financial institution, funeral establishment, markerspaces, motor vehicle rental, motor vehicle sales, overnight accommodation, personal service establishment, post-secondary educational facility, residential in conjunction with other permitted uses, restaurant, retail store and secondary office.

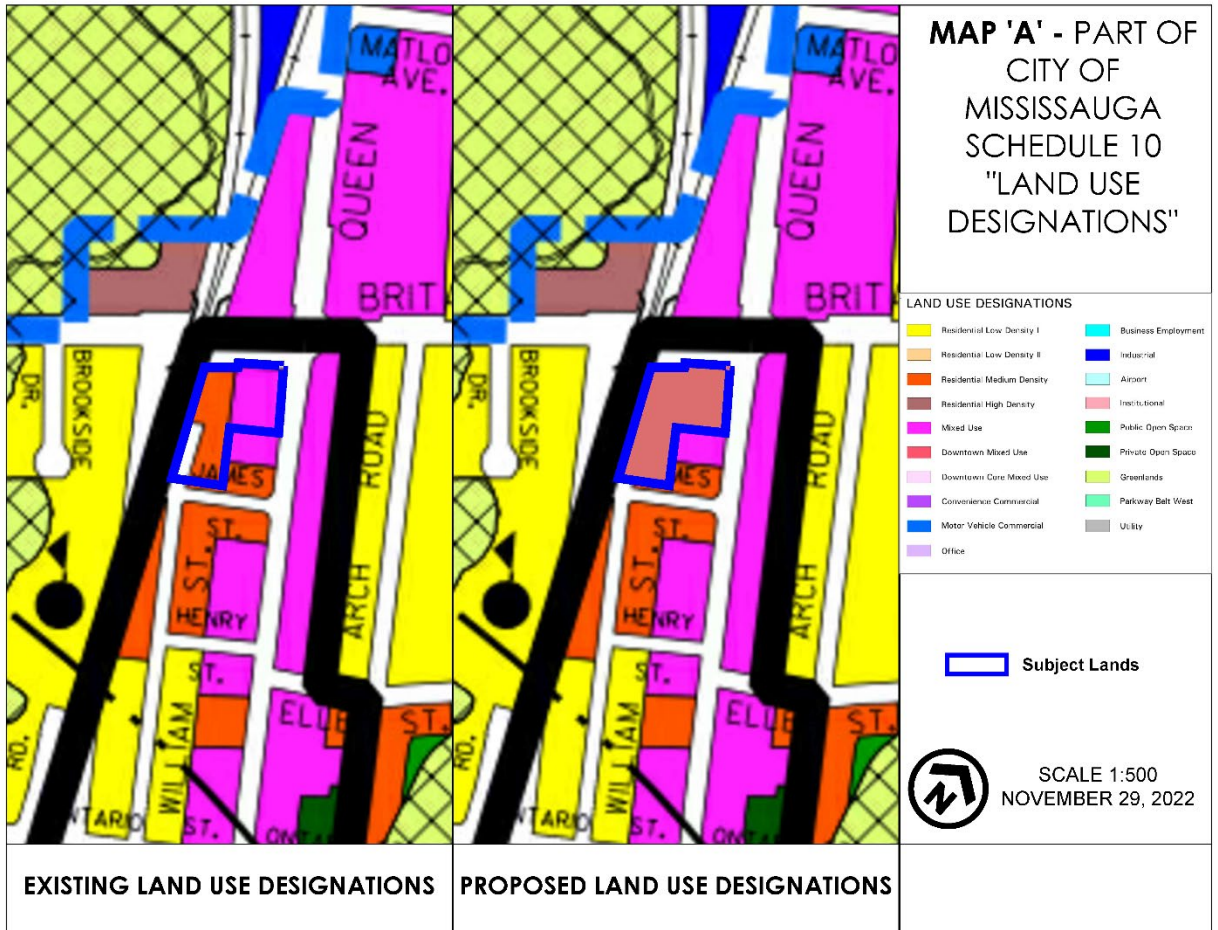
The Official Plan Amendment is required to redesignate the Subject Lands to 'Residential High Density'. As previously stated, the Subject Lands are located within the Streetsville Community Node Character Area of the Mississauga Official Plan. This Amendment proposes to revise the Streetsville Community Node Character Area to add the Subject Lands as a Special Site. This proposed Special Site policy will permit a

range of accessory uses on the lands, a maximum building height of 8 storeys and a Floor Space Index of 2.2 FSI. Overall, the proposed Official Plan Amendment is to further implement City Council's direction to direct compact, mixed-use development in appropriate locations. The proposed Official Plan Amendment is acceptable from a planning perspective and should be approved for the reasons as follows:

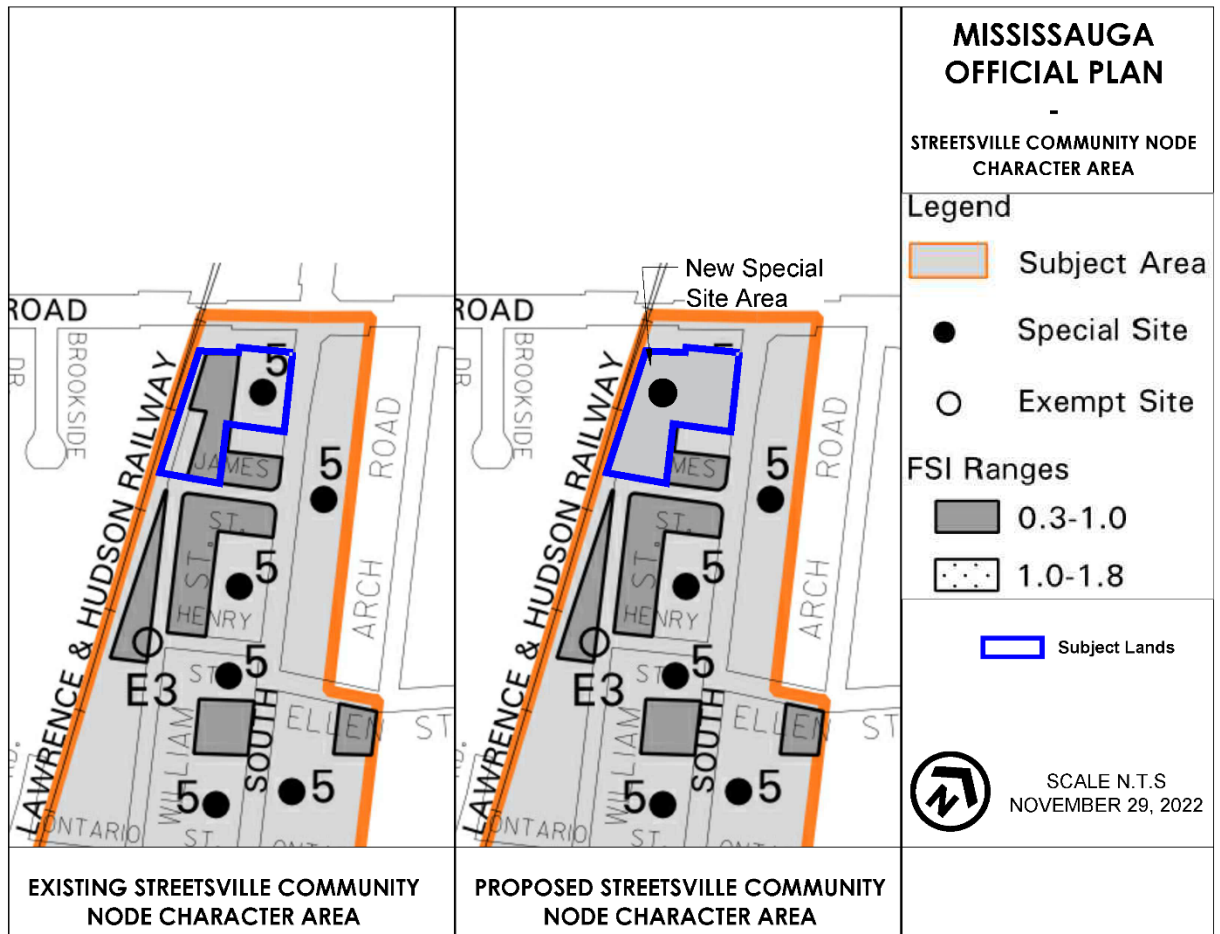
1. The proposed development is consistent with the Provincial Policy Statement (2020), conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020) and conforms to the policy objectives of the Region of Peel Official Plan (2022). In addition, the proposed development will bring the Mississauga Official Plan (2021) into consistency with the Provincial Policy Statement and into conformity with A Place to Grow and the Region of Peel Official Plan. The proposed development represents reinvestment and intensification of an underutilized site and will better utilize transit infrastructure investments.
2. The Subject Lands are located within a comfortable walking distance of street-level transit services, services and facilities. Furthermore, the Subject Lands are located within an Intensification Area. Collectively, the A Place to Grow, the Region of Peel Official Plan and the Mississauga Official Plan identify lands within the City's Built-Up Area and within the City's Intensification Areas where intensification and compact, mixed-use, high density development to occur. Transit-supportive development should be directed to these locations.
3. The proposed development will utilize existing servicing and servicing can be provided in an efficient, cost-effective manner.
4. The proposal with a height of 8 storeys is an appropriate, refined built form on lands that are well-served by existing transit and active transportation networks. The Site is also well-served by existing greenspace and service and retail establishments in the surrounding area. Bringing additional residents and local employment opportunities to this otherwise underutilized parcel will bring families and households within comfortable walking distance to an abundance of services, facilities and amenities which will support the creation of Streetsville as a complete, walkable community.
5. The proposed development will improve and contribute to the Queen Street South streetscape by providing active streetscape situated close to the streetline, with a mixture of non-residential uses at-grade, directly accessible from the public sidewalk. This will enable an active, main street with high pedestrian activity.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

- Schedule 10, Land Use Designations, of the Mississauga Official Plan, is hereby amended by re-designating the Subject Lands to 'Residential High Density'.



- Section 14.10.6, Streetsville Community Node Character Area, of the Mississauga Official Plan, is hereby amended by adding Special Site X to Map 14-10, Streetsville Community Node Character Area, in accordance with the Special Site Policies.



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

- 14.10.6.XX The lands identified as Special Site X are located on the west side of Queen Street South, north of James Street.
- 14.10.6.XX Notwithstanding the policies of this Plan, an apartment building with a maximum height of 8 storeys will be permitted.
- 14.10.6.XX Notwithstanding the policies of this Plan, a maximum density of 2.13 FSI will be permitted.

IMPLEMENTATION

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

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan dated August 4, 2022.

INTREPRETATION

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.

A By-law to Adopt Mississauga Official Plan Amendment No. XXX

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

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

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

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

AND WHEREAS, Council desired to adopt certain amendments to the Mississauga Official Plan regarding a land use designation change, to modify the Streetsville Community Node Character Area and to add a Special Site Policy within the Streetsville Community Node Character Area;

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

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

ENACTED and PASSED this _____ day of _____, 20XX.

Mayor

Clerk



City Park Homes (Streetsville) Inc.
6, 10, 12 Queen Street South, 2 William Street & 16 James Street, Mississauga
PLANNING JUSTIFICATION REPORT

APPENDIX II / Draft Zoning By-law Amendment

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

City File: OZ / OPA 21 / 014 W11

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

NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.

Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
2.1.2.1.1.	Minimum Separation Distance	All buildings and structures containing a use in Table 2.1.2.1.1 – Minimum Separation Distance from any Residential Zones, shall comply with the applicable minimum separation distance required	Delete provision - Lines 1.0 through 3.0 shall not apply
2.1.9.4	Day Care	Minimum depth of a landscape buffer measured from a lot line that is a street line – 4.5 m	Delete provision - Line 3.3 and Line 3.5 of Table 2.1.9.4 shall not apply
2.1.14.1.	Centreline Setbacks	Where a lot abuts a right-of-way or a 0.3 reserve abutting a right-of-way identified on Schedules 2.1.14(1) and (2) of this Subsection, the minimum distance required between the nearest part of any building or structure to the centreline of the right-of-way shall be as contained in Table 2.1.14.1 – Centreline Setbacks [20 m – 10.0 m + required yard/setback]	Delete provision - Line 19.0 of Table 2.1.14.1 shall not apply
3.1.1.4.3	Parking Space Dimensions	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and / or rear of the parking space	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
3.1.1.4.5	Accessible Parking Spaces Dimensions	<p>Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:</p> <ul style="list-style-type: none"> (1) Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m (2) Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m (3) An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces 	Provision met
3.1.1.12.1	Electric Vehicle Ready Parking Spaces	<p>Condominium Apartment, resident parking – 20% of the total required parking spaces or 1.0 space, whichever is greater</p> <p>Condominium Apartment, visitor parking – 10% of the total required parking spaces or 1.0 space, whichever is greater</p> <p>Non-residential uses identified in Table 3.1.2.2 of this By-law, with a parking structure with 10 or more parking spaces – 10% of the total required parking spaces or 1.0 space, whichever is greater</p>	Delete provision – a reduced shared standard is requested
3.1.2.1	Required Number of Parking Spaces for Residential Uses	Condominium Apartment – Precinct 2: 0.9 resident spaces per unit 0.2 visitor spaces per unit	Delete provision – a shared parking standard is requested

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
3.1.2.2.	Required Number of Parking Spaces for Non-Residential Uses	Precinct 2: Day Care – 2.5 spaces per 100 sq m GFA-non-residential; Education and Training Facility – 5.0 spaces per 100 sq m GFA-non-residential; Financial Institution – 3.0 spaces per 100 sq m GFA – non-residential; Office – 2.5 spaces per 100 sq m GFA – non-residential; Personal Service Establishment – 5.4 spaces per 100 sq m GFA – non-residential;0 Retail Store – 3.0 spaces per 100 sq m GFA-non-residential; Recreational Establishment – 4.5 spaces per 100 sq m GFA – non-residential; Restaurant, less than or equal to 220 sq m GFA – 3.0 spaces per 100 sq m GFA-non-residential; Take-Out Restaurant – 3.0 spaces per 100 sq m GFA-non-residential Veterinary Clinic – 3.0 spaces per 100 sq m GFA – non-residential	Delete provision – a shared, co-mingling parking standard for all visitor and non-residential uses on the lot is requested
3.1.2.4	Mixed Use Development Shared Parking	A shared parking formula may be used for the calculation of required parking for a mixed use development. A mixed use development means the following: (3) A building or group of buildings on the same lot containing a mix of office or medical office, commercial uses and dwelling units Shared parking is to be calculated in compliance with Table 3.1.2.4. – Mixed Use Development Shared Parking Formula.	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
3.1.3.1.B	Required Number of Accessible Parking Spaces	4% of the total visitor parking spaces required	Delete provision – a reduced accessible parking space standard is requested
3.1.3.1.2	Accessible Parking Space Dimensions	<p>Where more than one accessible parking space is required:</p> <p>(1) If an even number of accessible parking spaces is required, an equal number of Type A and Type B accessible parking spaces must be provided</p>	Delete provision – Type B accessible parking spaces shall be provided
3.1.4.2.	Required Number of Loading Spaces for Office and / or Medical Buildings	Where the GFA of office and/or medical office uses is less than or equal to 2,350 square metres – no loading spaces are required	Provision met
3.1.4.3.	Required Number of Loading Spaces	<p>Where required, loading spaces for uses other than office and / or medical office uses, shall be provided in accordance with Table 3.1.4.3 – Required Number of Loading Spaces</p> <p>Where the GFA non-residential is greater than 250 sq m but less than or equal to 2,350 sq m – 1 loading space is required</p>	Delete provision – a shared loading standard is requested
3.1.4.5.	Required Number of Loading Spaces for Apartment	One (1) loading space per apartment building containing a minimum of 30 dwelling units, shall be required	Delete provision – a shared loading standard is requested

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
3.1.6.5.1	Off-Street Bicycle Parking Spaces	Apartment without exclusive garages – 0.6 [Class A] spaces per unit Apartment without exclusive garages – 0.05 [Class B] spaces per unit	Provision met
3.1.6.6	Required Number of Bicycle Parking Spaces for Non-Residential Uses	Education and Training Facility, Financial Institution – 0.1 [Class A] spaces per 100 sq m GFA non-residential Education and Training Facility, Financial Institution – 2.0 [Class B] spaces Restaurant, Take-Out Restaurant, Retail Store, Service Establishment – 0.15 [Class A] spaces per 100 sq m GFA non-residential Restaurant, Take-Out Restaurant, Retail Store, Service Establishment – 0.2 [Class B] spaces per 100 sq m GFA non-residential Office - 0.1 [Class A] spaces per 100 sq m GFA non-residential Office - 0.1 [Class B] spaces per 100 sq m GFA non-residential All other non-residential uses - 0.05 [Class A] spaces per 100 sq m GFA non-residential All other non-residential uses - 0.1 [Class B] spaces per 100 sq m GFA non-residential	Delete provision – a shared non-residential bicycle parking standard is requested
4.1.15.1.1	Apartment Zones – Additional Uses	Additional uses [permitted within RA1 to RA5 zones] are limited to a retail store, service establishment, financial institution, office and medical office – restricted.	Delete provision – the following are to be included as site-specific accessory uses: <ul style="list-style-type: none"> • Daycare;

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
			<ul style="list-style-type: none"> • Education and Training Facility; • Financial Institution; • Office; • Service Establishment; • Retail Store; • Recreational Establishment; • Restaurant; • Take-Out Restaurant; • Veterinary Clinic
4.1.15.1.2	Apartment Zones – Additional Uses	An additional use shall be contained within an apartment building	Provision met
4.1.15.1.3	Apartment Zones – Additional Uses	An additional use shall not be permitted above the first storey of an apartment building	Provision met
4.1.15.1.4	Apartment Zones – Additional Uses	Additional on-site parking is not required for additional uses permitted in Sentence 4.1.15.1.1 of this By-law	Delete provision – a shared, co-mingling parking standard for all visitor and non-residential uses on the lot is requested
4.1.15.1.3.	Apartment Zones – Accessory Uses	The accessory use shall be wholly contained within the dwelling and the entrance to the accessory use shall only be from within the dwelling	Delete provision – accessory uses shall be located in the same apartment building and shall be permitted to have entrances from a corridor or from the street
4.1.15.1.4	Apartment Zones – Accessory Uses	An accessory use shall not be permitted above the first storey of an apartment, retirement building or long-term care building	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.1.21	Apartment Zones – Height	Notwithstanding any other provisions of this By-law, the calculation of height for apartment, long-term care and retirement buildings and stacked townhouses, shall be exclusive of mechanical or architectural appurtenances such as mechanical equipment, mechanical penthouse, elevator machine rooms, telecommunication equipment and enclosures, parapets, turrets, cupolas, and elevator and stair enclosures, located on the roof of a dwelling provided that the maximum height of the top of such elements is no higher than 6.0 m above the height limit otherwise applicable	Provision met
4.15.1	RA2 – Permitted Uses	Apartment; Long-Term Care Building; Retirement Building	Delete provision – the following are to be as permitted as additional uses: <ul style="list-style-type: none"> • Apartment; • Daycare; • Education and Training Facility; • Financial Institution; • Office; • Service Establishment; • Retail Store; • Recreational Establishment; • Restaurant; • Take-Out Restaurant; • Veterinary Clinic
4.15.1	RA2 – Zone Regulations	Minimum Lot Frontage – 30.0 m	Provision met
4.15.1	RA2 – Zone Regulations	Minimum Floor Space Index – Apartment Zone – 0.5	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	Maximum Floor Space Index – Apartment Zone – 1.0	Delete provision – a site-specific density of 2.13 FSI is requested
4.15.1	RA2 – Zone Regulations	Maximum Height – 26.0 m and 8 storeys	Delete provision – a maximum height of 27.0 metres and 8 storeys is requested
4.15.1	RA2 – Zone Regulations	<i>Minimum Front and Exterior Side Yards</i>	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Delete provision – permit minimum setbacks in accordance with a building envelope schedule
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 8.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 9.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 10.5 m	
4.15.1	RA2 – Zone Regulations	<i>Minimum Interior Side Yard</i>	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 6.0 m	

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 7.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 9.0 m	
4.15.1	RA2 – Zone Regulations	Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Delete provision – a reduced interior side yard setback is requested in accordance with the building envelope schedule
4.15.1	RA2 – Zone Regulations	Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 10.0 m	Not Applicable
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.5 m	
4.15.1	RA2 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 15.0 m	

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment, or Utility Zone, or combination of zones thereof – 4.5 m	Delete provision – a reduced rear yard setback is requested in accordance with the building envelope schedule
4.15.1	RA2 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	<i>Encroachments and Projections</i>	
4.15.1	RA2 – Zone Regulations	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard – 1.0 metres	Delete provision – permit a maximum encroachment of 1.8 m
4.15.1	RA2 – Zone Regulations	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 – 1.8 metres	Provision met
4.15.1	RA2 – Zone Regulations	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects – 1.0 m	Delete provision – permit a maximum balcony projection of 1.8 m
4.15.1	RA2 – Zone Regulations	<i>Minimum Above Grade Separation Between Buildings</i>	
4.15.1	RA2 – Zone Regulations	For that portion of a dwelling with a height less than or equal to 13.0 m – 3.0 m	Not Applicable

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	For that portion of a dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 9.0 m	
4.15.1	RA2 – Zone Regulations	For that portion of a dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.0 m	
4.15.1	RA2 – Zone Regulations	For that portion of a dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1	RA2 – Zone Regulations	<i>Parking, Loading, Servicing Area and Parking Structures</i>	
4.15.1	RA2 – Zone Regulations	Minimum setback from surface parking spaces or aisles to a street line – 4.5 m	Not Applicable
4.15.1	RA2 – Zone Regulations	Minimum setback from surface parking spaces or aisles to any other lot line – 3.0 m	Not Applicable
4.15.1	RA2 – Zone Regulations	Minimum setback from a parking structure above or partially above finished grade to any lot line – 7.5 m	Delete provision – permit a modified setback in accordance with a building envelope schedule
4.15.1	RA2 – Zone Regulations	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line – 3.0 m	Not Applicable
4.15.1	RA2 – Zone Regulations	Minimum setback from a waste enclosure / loading space to a street line – 10.0 m	Provision met
4.15.1	RA2 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a zone permitting detached dwelling and / or semi-detached – 10.0 m	Not Applicable
4.15.1	RA2 – Zone Regulations	<i>Minimum Landscaped Area, Landscaped Buffer and Amenity Area</i>	

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	Minimum landscaped area – 40% of the lot area	Delete provision – permit a reduced landscaped area standard
4.15.1	RA2 – Zone Regulations	Minimum depth of a landscaped buffer abutting a lot line that is a street line and / or abutting lands with an Open Space, Greenlands and/or Residential Zone with the exception of an Apartment Zone – 4.5 m	Delete provision – permit a reduced 3.0 metre landscape buffer width abutting a lot line that is a street line
4.15.1	RA2 – Zone Regulations	Minimum depth of a landscaped buffer along any other lot line – 3.0 m	Provision met
4.15.1	RA2 – Zone Regulations	Minimum amenity area – the greater of 5.6 sq m per dwelling unit or 10% of the site area	Delete provision – a maximum of 465 square metres of amenity area shall be provided
4.15.1	RA2 – Zone Regulations	Minimum percentage of total required amenity area to be provided in one contiguous area – 50%	Provision met
4.15.1	RA2 – Zone Regulations	Minimum amenity area to be provided outside at-grade – 55 sq m	Provision met

