

July 21, 2023

**Addendum to Planning Justification Report**  
**21-51 Queen Street North, Mississauga, February 2022**  
**OPA/ZBA File No.: OZ/OPA 22-9 W11**  
**OLT File No.: OLT-22-004676**

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## 1. Purpose

On behalf of Miss B JL Corp., Sajecki Planning Inc. submitted applications for Official Plan Amendment (“OPA”) and Zoning By-law Amendment (“ZBA”) (“the original submission”) to the City of Mississauga in February 2022 (Application No. OZ/OPA 22-9 W11). Since the original submission, Miss B JL Corp. has updated the proposal (“revised proposal”) to incorporate feedback from Staff and Ward Councillor based on comments on the application as well as additional meetings to discuss the proposal.

The purpose of this addendum is to update the planning opinion detailed in the Planning Justification Report (“PJR”) prepared for the proposed redevelopment of 21-51 Queen Street North, Mississauga. This addendum is based on the architectural plans prepared by A & Architects dated July 21, 2023.

The planning rationale outlined in the PJR prepared by Sajecki Planning, dated February 2022, continues to apply. The revised proposal is generally consistent with provincial and regional policies and the Mississauga Official Plan (“MOP”). This addendum updates the PJR with the revised proposal.

## 2. Original Submission

The subject application was submitted on January 14, 2022, and consisted of demolishing the existing one-storey neighbourhood shopping centre to construct a nine-storey, mixed-use residential building. A total gross floor area (“GFA”) of 27,837 m<sup>2</sup> was proposed, comprising of a residential GFA of 26,640 m<sup>2</sup> and a non-residential GFA of 1,197.5 m<sup>2</sup>, resulting in a total FSI of 2.75.

The Housing Report completed based on the original submission concluded that the proposed development appropriately addressed the relevant housing policies outlined in the Provincial Policy Statement (“PPS”), Growth Plan for the Greater Golden Horseshoe (“Growth Plan”), Region of Peel Official Plan (“ROP”), and Mississauga Official Plan (“MOP”). Based on the information outlined in the PJR and the findings identified in the updated supporting technical reports and studies, the PJR concluded that the proposed development, OPA and ZBA represent an appropriate redevelopment of the subject site.

### 3. Revised proposal

The revised proposal includes changes based on feedback and comments received from City departments and commenting agencies and through meetings with the public and Ward Councillor. The revised proposal reduces potential visual impacts of the proposed development and provides a higher quality of urban design. The revised proposal maintains the nine-storey height. A total GFA of 28,238.2 m<sup>2</sup> is proposed, with a residential GFA of 26,814.5 m<sup>2</sup> and a non-residential GFA of 1,423.6 m<sup>2</sup>, resulting in a total FSI of 2.92.

The revised proposal includes a total of 444 dwelling units, including 175 bachelor/studio units (39.4%), 14 one-bedroom units (3.2%), 175 one-bedroom plus den units (39.4%), 76 two-bedroom units (17.1%), 2 two-bedroom plus den units (0.5%) and 2 three-bedroom units (0.5%). A chart detailing the changes to site statistics is provided in section 4 of this addendum. Further detail regarding the design changes is provided in the PJR Addendum, dated July 21, 2023. A chart detailing the changes to site statistics is provided in section 4 of this addendum. In addition to the statistical changes noted in the chart, there are several functional changes to the revised proposal, including:

#### Built Form

- The total unit count has increased from 390 to 444 units.
- The floor space index has slightly decreased from 2.88 to 2.92.
- Separation from the below-grade parking structure to Queen Street North has increased.
- All visitor parking spaces have been relocated underground to level P1. A total of 22 visitor parking spaces are provided.

#### Access, Circulation and Parking

- A circular drop-off area has been introduced along the west property line which also accommodates short-term parking spaces.
- The residential lobby entrance has been relocated from Queen Street North to the west, adjacent to the circular drop-off area.

#### Landscaping and Amenity Space

- The exterior amenity area has slightly increased from 1,064 m<sup>2</sup> to 1,098 m<sup>2</sup> on level 3. Additional amenity space is provided at-grade within the existing easements as illustrated on the landscape plans. The features of these amenity areas will not interfere with the function of the easements and underground services. The project team will continue to work with City Staff to ensure this is the case.
- The interior amenity area has decreased from 1,678 m<sup>2</sup> to 1,479 m<sup>2</sup>.
- Proposed street trees have been relocated within the property line.
- Outdoor Living Areas have been removed from the easements.

#### Wind Mitigation:

- The revised proposal results in minor changes to the ground floor plan and terracing of the higher levels. The results and recommendations contained in the Wind Study, dated August 17, 2021, remain relevant.
- A suitable wind mitigation strategy for the Level 3 amenity terrace will be developed in coordination with the design team as the landscape plans develop.

#### 4. Comparison Table of Original Proposal vs Revised proposal

The table below identifies changes between the original set of architectural plans, dated January 7, 2022, and the revised architectural plans dated July 21, 2023.

	Original Submission January 7, 2022	Revised Proposal July 21, 2023
Site Area	9,676 m <sup>2</sup>	9,676 m <sup>2</sup>
Height (floors / m.)	9 storeys + mechanical penthouse / 31.90 m	9 storeys + mechanical penthouse / 38.05 m
Gross Floor Area (GFA)	27,837.4 m <sup>2</sup>	28,238.2 m <sup>2</sup>
Residential GFA	26,640 m <sup>2</sup>	26,814.5 m <sup>2</sup>
Commercial GFA	1,197.5 m <sup>2</sup>	1,423.6 m <sup>2</sup>
Floor Space Index	2.88	2.92
Dwelling Units	390	444
Bachelor / Studio Units	94 (24.1%)	175 (39.4%)
One Bedroom	19 (4.9%)	14 (3.2%)
One Bedroom + Den	186 (47.7%)	175 (39.4%)
Two Bedroom	71 (18.2%)	76 (17.1%)
Two Bedroom + Den	9 (2.3%)	2 (0.5%)
Three Bedroom	11 (2.8%)	2 (0.5%)
Number of Retail Units	7	7
Amenity Space	2,742 m <sup>2</sup>	2,576 m <sup>2</sup>
Exterior	1,064 m <sup>2</sup>	1,098 m <sup>2</sup>
Interior	1,678 m <sup>2</sup>	1,479 m <sup>2</sup>
Parking	575 (not including tandem spaces)	358 (not including tandem spaces)
Visitor	78	22
Non-Residential	44	26
Residential	453	310
Tandem Parking Spaces	26	6
Bicycle Parking Spaces	300 (294 residential and 6 retail)	380 (374 residential and 6 retail)
Levels of Parking	3	2

#### 5. Planning Policy Considerations

The PJR, dated February 2022, provides an analysis of how the original proposal is consistent with, conforms to or does not conflict with provincial planning policies and applicable policies of the Region of Peel Official Plan ("ROP") (September 2021 office consolidation) and conforms with the general intent and purpose of the MOP (April 2021 office consolidation). The planning opinion presented in the PJR remains our professional planning opinion. However, the following sections of this report address updates to provincial and regional policies since the initial application was submitted. These sections outline how the revised design of the project continues to conform to relevant planning policies and maintains the general intent and purpose of the MOP.

## 5.1 Provincial Policy

The opinions expressed in the PJR dated February 2022 related to matters of provincial interest identified in the Planning Act, Provincial Policy Statement (“PPS”) and the Growth Plan for the Greater Golden Horseshoe (“Growth Plan”). Section 3(5) of the Planning Act states that planning decisions made by a municipality must be consistent with provincial policy statements and must conform to or not conflict with provincial plans in effect on the date of a decision. No amendments have been made to the PPS, 2020, or the Growth Plan, August 2020, since the application submission.

The proposal is located just north of the Streetsville Community Node. The subject site can accommodate an appropriate level of intensification without adversely impacting the surrounding developments. The site is appropriate for residential intensification, supported by existing public transit, community services and public infrastructure. The general intent and basic elements of the revised proposal remain consistent with the original submission, and therefore, the revised proposal continues to be consistent with the PPS, 2020 and conforms to the Growth Plan, August 2020.

As part of the Provincial Government’s More Homes Built Faster: Ontario’s Housing Supply Action Plan the Province established housing targets for municipalities throughout Southern Ontario in October 2022. These housing targets are to be met by the year 2031. The City of Mississauga is to achieve a housing target of 120,000 units; the City has pledged to strive to achieve this target by 2031. The proposed development supports the recent provincial policy direction by providing more housing and does so in a location where growth is anticipated and can be accommodated.

## 5.2 Regional Policy

The revised proposal conforms to the ROP. Many of the opinions expressed in the PJR regarding conformity with the ROP still apply. The revised design continues to conform to the ROP by proposing a compact built form within the built-up area and is well supported by existing and proposed infrastructure and services.

Although approved after the submission of the original submission on November 4, 2022, the New Region of Peel Official Plan (“New ROP”) demonstrates the direction for planning in Peel. Section 5.9 of the New ROP provides housing Policies. Housing policies consider factors such as housing location and form to ensure that new housing development is aligned with growth trends and contributes to the creation of healthy, mixed-use, transit-supportive, and complete communities. A key objective is to promote the development of compact, complete communities by supporting intensification and higher density forms of housing. The proposed development is consistent with the regional direction for housing in Peel.

## 5.3 City of Mississauga Official Plan

The MOP provides a policy framework to direct growth and address the long-term sustainability of the city. The subject site is located within the Streetsville Neighbourhood, just north of the Streetsville Community Node and is designated Mixed Use. The subject site is well-served by

existing public transportation routes, and is approximately 1.5 kilometres from the Streetsville GO Station, providing connections to regional and inter-city services.

Chapter 16, policy 16.1.1.2 of the MOP considers proposals for heights more than four storeys or different than established in the Character Area policies, where it can be demonstrated 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 does pose significant adverse impacts to surrounding developments in terms of shadowing, wind or noise, as demonstrated by the supporting studies (Attachment 1). The proposal provides appropriate setbacks and separation distances to surrounding development as the building steps back at various levels, staggering the height of the building as it reaches nine-storeys. A setback of 15.2 metres is provided to the rear property line adjacent to low-density dwellings. A minimum setback of 9.7 metres and 4.5 metres is provided from the east and west side property lines, respectively. The building is setback a minimum of 5.3 metres from Queen Street North. Additionally, the building steps back at levels 2, 5 and 9 to transition to lower-density developments in the surrounding area and reduce pedestrian perception of height.

The subject site is significantly underutilized and presents a unique opportunity to create a vibrant and welcoming public realm as a “gateway” to the Streetsville Community Node. The subject site can appropriately accommodate intensification and a mix of uses that contribute to a transit-oriented, complete community. The proposed development will contribute to the transformation of the Queen Street North frontage into a walkable, pedestrian friendly and inviting street as the gateway to the Streetsville Community Node.

The revised proposal meets the intent of the MOP and contributes to the achievement of housing goals. The revised proposal continues to implement a guiding principle of Chapter 4 of the MOP, contributing to a wide range of housing. The revised proposal creates new housing that meets the needs of a diverse population in Mississauga. The revised proposal also provides additional housing options in the Streetsville neighbourhood that cater to a range of demographics. The proposed built form is efficient and will help meet the daily needs of residents and the community more broadly through the improved public realm, and at-grade retail uses. The proposed development will activate the streetscape of Queen Street North and transform existing surface parking on an underutilized site with a compact, mixed-use building.

The revised proposal continues to provide additional housing units on an underutilized site and will contribute to the range of housing options available in Streetsville and Mississauga. The number of proposed dwelling units increased from 390 in the original submission to 444 in the revised proposal. The unit breakdown has shifted, however, the revised proposal increases the number of bachelor/studio and two-bedroom units, both of which perform important roles in neighbourhoods.

The proposal is generally consistent with the policies of the Official Plan and maintains the hierarchy of the City Structure as established by the Official Plan. The proposed development appropriately transitions down to lower-density developments in the surrounding area. The increase in height is appropriate for the subject site, given its size, location adjacent to existing road networks, and existing servicing capacity.

## 6 Conclusions

It is our opinion that the revised proposal is consistent with or conforms to provincial policy (the Planning Act, PPS, and Growth Plan), and conforms to the Region of Peel Official Plan and policies of the City of Mississauga Official Plan. The revised proposal meets the intent of the City of Mississauga Official Plan.

The subject site represents an excellent redevelopment opportunity along Queen Street North and adjacent to the Streetsville Community Node. The subject site will improve the public realm surrounding the site and leading into the Streetsville Community Node without negatively impacting the existing character of the Community Node. The height and density considered through the revised proposal is appropriate based on existing servicing and infrastructure and minimal impacts to the surrounding development. The revised proposal makes revisions that address comments received through circulation of the original submission and feedback raised at public meetings.

I have reviewed all the reports and studies supporting the applications, as summarized in Attachment 1 to this addendum.

In my opinion, the revised proposal continues to represent good planning and is in the public interest.

Yours sincerely,



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## **Attachment 1: Summary of Revised Studies**

*\*Note: Low Impact Design Features submitted as part of the Original Submission have not changed. Location of these features has been identified on the enclosed Low Impact Development Features - Figure.*

### **1.0 Shadow Study**

A revised shadow study by A & Architects is enclosed. The proposed development casts shadows on the public realm along Queen Street North on June 21 for a short duration of time between 7:03 AM and 9:20 AM and on September 21 between 7:05 AM and 9:12 AM. The proposed development does not shadow Queen Street North during December.

Additionally, the proposed building casts shadows (not including as-of-right shadows) on the low-density neighbourhood to the rear for short periods of time on September 21 between 16:12 PM and 17:48 PM and December 21 between 14:17 PM and 15:15 PM.

### **2.0 Pedestrian Level Wind Study Addendum**

Gradient Wind was retained to undertake a pedestrian level wind study for the proposed mixed-use development. Gradient Wind has reviewed the revised proposal and concludes that the results and recommendations contained in the original pedestrian level wind study are considered to remain applicable to the revised building design. A suitable wind mitigation strategy for the Level 3 amenity terrace will be developed in coordination with the design team as the landscape plans develop.

### **3.0 Transportation Noise and Vibration Detailed Assessment**

Gradient Wind was retained to conduct a noise and vibration feasibility study based on the revised proposal. The analysis indicates that noise levels will range between 46 and 70 dBA at the Plane of Window during the daytime period (07:00-23:00) and between 48 and 70 dBA during the nighttime period (23:00-07:00). The highest noise levels (i.e., 70 dBA) occur along the west façade which is nearest and most exposed to transportation noise sources. Noise levels at Outdoor Living Areas (OLA) range between 48 and 56 dBA during the daytime period. Generally, the OLAs are well sheltered from transportation noise sources by building massing, and no noise control measures will be required. Building components with a higher Sound Transmission Class (STC) rating will be required where exterior noise levels exceed 65 dBA.

Results of the calculations also indicate that the development will require central air conditioning, which will allow occupants to keep windows closed and maintain a comfortable living environment. In addition to ventilation requirements, the Type D Warning Clause will also be required in all Lease, Purchase and Sale Agreements.

With respect to stationary noise, results indicate that impacts from the rail yard to the northwest of the study building exceed the NPC-300 stationary noise criteria. Stationary noise levels exceed the Class 1 criteria at multiple points of reception, on the façades most exposed to the rail yard. As

source-based mitigation is not considered viable, upgraded building components will be required on the façades where exterior noise levels from the rail yard are elevated.

The development's own mechanical equipment has the potential to generate noise off-site at surrounding noise-sensitive (residential) developments. Any potential impacts can be minimized by judicious selection of the mechanical equipment and its location. It is preferable to locate large pieces of equipment, such as cooling towers and make up air units, on the roof of the towers or in mechanical penthouses. Once the mechanical design of the building has developed sufficiently, it should be reviewed by a qualified acoustical engineer to ensure compliance with NPC-300 sound level limits.

Estimated vibration levels due to the CP Railway corridor are expected to be 0.10 mm/s RMS (72 dBV) within the first floor of the building, based on the FTA protocol and a conservative offset distance of 64 m from the property line to the nearest railway track centerline. Since predicted vibration levels do not exceed the criterion of 0.14 mm/s RMS first floor of the building, vibration mitigation will not be required. As vibration levels are acceptable, correspondingly, regenerated noise levels are also expected to be acceptable.

#### **4.0 Urban Transportation Considerations Update**

Based on a review of the revised proposal, BA Group has updated the Urban Transportation Considerations and concludes that 444 residential units and 1,423 m<sup>2</sup> gross floor area of retail space, can be reasonably accommodated on the surrounding area road network for all types of travel modes (i.e., transit, walking, cycling and vehicle).

In summary, the proposed resident parking supply rate (0.70 spaces per unit) and non-residential parking supply is considered to be appropriate based upon the following:

- The subject Site is in close proximity to existing transit services including the MiWay bus routes (i.e. 43, 44, 10, 39, 87, and 306 bus routes), the Streetsville GO station, and bicycle route facilities that provide non-automobile dependent travel connections across the City;
- A series of Transportation Demand Management measures proposed to be incorporated in the development to support the use of non-automobile travel modes;
- A review of parking demands observed / recorded by BA Group at another residential condominium including resident and residential visitor supplies in the City of Mississauga with similar transit context; and
- Range of approvals for reductions in resident parking supply ratios for developments with less proximate access to a GO Station.

In addition, traffic operations analyses have been undertaken during the weekday morning and afternoon street peak hours under baseline existing, future background and future total conditions. Overall, signalized intersections proximate to the Site operate well in all scenarios. The Site can be comfortably accommodated by the existing road network with no changes to signal timings required. Unsignalized intersection operations were analyzed under existing, future background and future total traffic conditions for both the morning and afternoon peak hours. All area unsignalized intersections, inclusive of the Site driveway, operate well today and will continue to operate acceptably under future conditions with background traffic growth and redevelopment of



the Site. A signal warrant analysis was undertaken for the intersection of Queen Street North and Matlock Avenue, under existing, 10-year future background and 10-year future total conditions. As all three scenarios failed to meet the traffic signal justification, a signal isn't warranted or required at the intersection at this time.

## **5.0 Tree Inventory / Tree Preservation Plan and Arborist Report**

Kuntz Forestry Consulting Inc. was retained to complete a Tree Inventory and Preservation Plan for the proposed development. The findings of the study indicate a total of 13 trees on and within six metres of the subject site. All 13 trees can be saved provided proper tree protection is installed.

The following recommendations are suggested to minimize impacts to trees identified for preservation. Refer to Figure 1 of the Tree Preservation Plan Report for tree protection fencing locations and general Tree Protection Plan Notes and tree preservation fence details.

- Tree protection barriers and fencing should be erected at locations as prescribed on Figure 1 of the Tree Preservation Plan Report. All tree protection measures should follow the guidelines as set out in the tree preservation plan notes and the tree preservation fencing detail.
- No construction activity including surface treatments, excavations of any kind, storage of materials or vehicles, unless specifically outlined above, is permitted within the area identified on Figure 1 as a tree protection zone (TPZ) at any time during or after construction.
- Branches and roots that extend beyond prescribed tree protection zones that require pruning must be pruned by a qualified Arborist or other tree professional. All pruning of tree roots and branches must be in accordance with Good Arboricultural Standards.
- Site visits pre, during and post construction are recommended by either a certified consulting arborist (I.S.A.) or registered professional forester (R.P.F.) to ensure proper utilization of tree protection barriers. Trees should also be inspected for damage incurred during construction to ensure appropriate pruning or other measures are implemented.

## **6.0 Functional Servicing and Stormwater Management Report**

SitePlanTech Inc. was retained to update the Functional Servicing and Stormwater Management Report. The update concludes the following:

### **Stormwater Management**

No quantity controls are required to develop this property. Quality controls will be provided by a filtration system that will achieve 80% net total suspended solids removal. A Volume of 31.2m<sup>3</sup> will be retained within the SWM chamber and will be reused as part of landscape irrigation and greywater re-use system, thereby meeting the CVC's erosion control requirements.

### **Sanitary Drainage**

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

## **Water Supply**

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

## **Site Grading**

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

## **Erosion and Sediment Control**

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

## **7.0 Housing Report Addendum**

The Housing Report Addendum concludes that the revised proposal continues to address the relevant housing policies outlined in the PPS, Growth Plan, ROP and MOP. The proposal directs new residential growth to an underutilized site appropriate for residential intensification, serviced by existing infrastructure and community amenities. The built form presented in the revised proposal is compact, mixed-use, transit-supportive and contributes to the range and mix of housing in the surrounding area and is context-sensitive.

## **8.0 Phase One Environmental Site Assessment (ESA)**

An Environmental Reliance Letter has been provided by Grounded Engineering and is enclosed.

## **9.0 Low Impact Design Features**

Miss B JL Corp. prepared a list of Low-Impact Design (LID) features. Proposed features will be analyzed by the applicant through the design review process. No changes have been made to these features from the original submission. However, a figure has been submitted identifying the proposed locations of the LID features.