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# PLANNING JUSTIFICATION REPORT

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IN SUPPORT OF

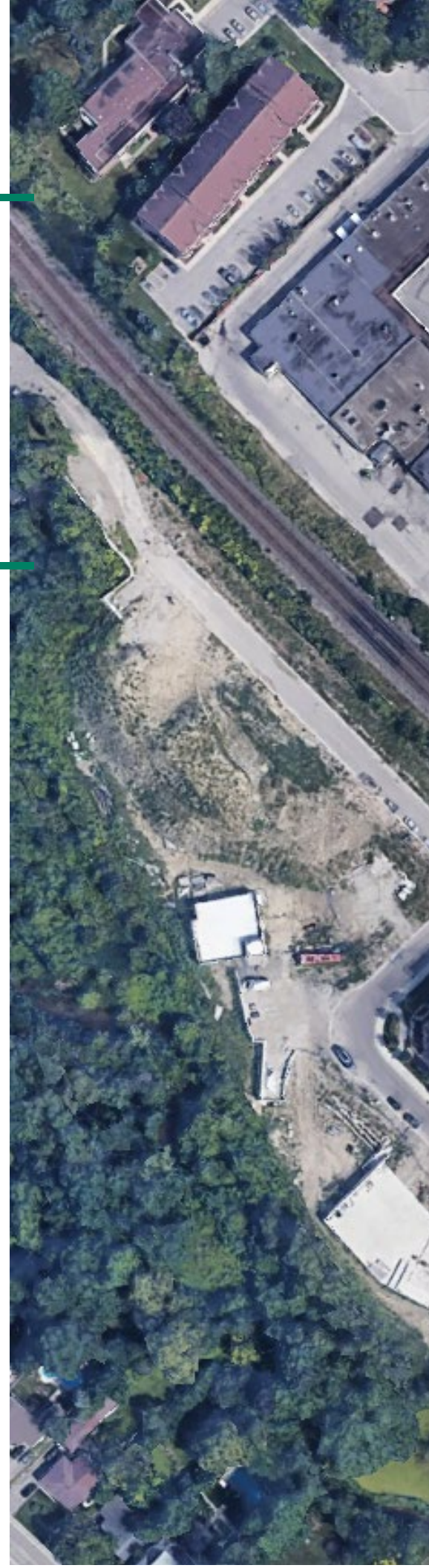
OFFICIAL PLAN AMENDMENT  
& ZONING BY-LAW  
AMENDMENT APPLICATIONS

PREPARED FOR

Kings Mill Development 2 Inc.

150 Rutledge Road  
City of Mississauga  
Regional Municipality of Peel

May 2024  
GSAI File # 1409 – 002



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Planning Justification Report  
Kings Mill Development 2 Inc.  
Official Plan Amendment & Zoning By-law Amendment  
150 Rutledge Road  
City of Mississauga

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## 1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by Kings Mill Development 2 Inc. (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 150 Rutledge Road, in Streetsville, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are located on the west side of Rutledge Road, north of Tannery Street and is legally described as:

PT LT 4; CON 5 WHS; City of Mississauga

The Site is currently occupied by a low-rise temporary sales office. A forested area along the western property line, but off-site, is also present.

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, residential development that integrates with the surrounding Streetsville community. The proposed Amendments have been prepared to implement more 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, transit-supportive development in proximity to transit services, amenities and services. This Report also demonstrates that the in-effect permissions provided by the Mississauga Official Plan ('MOP') and City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') are outdated with respect to the Subject Lands.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 years. This includes but is not limited to the City of Mississauga City-Wide Major Transit Station Area Study and the Region of Peel Major Transit Station Area Study. When considered collectively, the above-mentioned initiatives emphasize the importance of compact, transit-supportive and pedestrian-oriented development occurring in proximity to transit services. As such, the Subject Lands are identified as an appropriate and desirable location for high density, compact 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 designated 'Residential High Density' and are identified as being located in the Streetsville Community Node Character Area by the in-effect MOP. The in-effect Streetsville Community Node Character Area policies 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 amend the existing Special Site 3 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: Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2023).

## 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 zones it as 'Residential Apartment, Exception 26 (RA2 – 26)'. The current zoning largely reflects existing conditions, but not the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to implement a Residential Apartment Zone and implement modified site-specific permissions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To permit a site-specific density;
- To permit site-specific building envelope standards; and,
- To permit a site-specific amenity area standard.

A summary of the in-effect and 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: Region of Peel Official Plan (2022) and the Mississauga Official Plan (2023).



## 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 process. This includes hosting, in collaboration with the City, 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 October 13, 2021 to present a preliminary concept for the Subject Lands and to determine submission requirements. Following fulsome legislative changes, a subsequent DARC meeting was held May 3, 2023 to present a refined proposal for the Subject Lands and to re-confirm submission requirements. Following this May 2023 Meeting, a Submission Checklist was provided which identified a series of supporting materials that are required for a 'complete' submission. These supporting materials have been prepared and are provided under separate cover. See **Section 4.2** of this Report for further detail.

We also note that a virtual Community Meeting was held on June 19, 2023. This Community Meeting provided interested community members an opportunity to learn more about the proposed development and identify areas of concern. The feedback received from this Community Meeting has been utilized to inform the proposed development.

## 3 / SITE & CONTEXT

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

### 3.1/ SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the west side of Rutledge Road, north of Tannery Street. The Subject Lands have an area of approximately 0.61 hectares (1.51 acres), with a frontage of 40.8 metres along Rutledge Road.

The Site has a rolling topography, with a change in elevation of more than 4 metres between the eastern and western property lines. This rolling topography is also attributed to the Site's location adjacent to Mullet Creek. Overall, the Site is currently occupied by a temporary Sales Office. Access is provided off of Rutledge Road. There are existing sidewalks along the eastern side of Rutledge Road.

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**FIGURE 1**  
**AERIAL CONTEXT PLAN**  
CITY OF MISSISSAUGA

**LEGEND**

Subject Lands

150 RUTLEDGE ROAD  
PART OF LOT 4, CONCESSION 5,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
APRIL 29, 2024



### 3.2 / SITE DEVELOPMENT CONTEXT

The Subject Lands have a long development history. Specifically, the Subject Lands were included in a comprehensive initiative to master plan the development of those lands currently subject to the Streetsville Community Node Special Site 3 policy area. This initiative involved establishing a development vision for those lands municipally known as 150 Rutledge Road, 180 Rutledge Road and 175 Rutledge Road as well as the alignment and construction of Rutledge Road itself. The initiative culminated in a Draft Plan of Subdivision being registered in the early 2000s that served to convey lands to the City of Mississauga to ensure the lands associated with Mullet Creek were preserved and protected for the long-term. This also culminated in the development limit of the Vic 1 (lands municipally known as 180 Rutledge Road) site and the Subject Lands being established.

The proposed development, as currently contemplated and further described in **Section 4.1** of this Report, seeks to build upon the Site's and surrounding area development history in order to bring forward a natural and logical conclusion to the development vision for this segment of the Streetsville community. Furthermore, the proposed development has been informed by and respects the established development limit of the Site.

### 3.3 / 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

Mullet Creek is immediately north. Further north are low-rise residential dwellings, Ontario Court, Frank Dowling Park and Dolphin Senior Public School.

#### SOUTH

A 7-storey retirement residence (referred to as the Credit River Retirement Residence, on the lands municipally known as 175 Rutledge Road) and the planned 5-storey Vic 1 apartment structure (on the lands municipally known as 180 Rutledge Road) are immediately south. A large, outdoor amenity area is also present at the northeast quadrant of Rutledge Road and Tannery Street. Further south are Tannery Street, a selection of low-rise detached dwellings along Tannery Street, an established Employment Area comprised of various low-rise commercial structures and surface parking areas south of the dwellings, a continuation of Mullet Creek and Thomas Street. We note that the Streetsville GO Station is south of Thomas Street.

#### EAST

Rutledge Road is immediately east. Further east is the Canadian Pacific Rail ('CPR') corridor and the mixed-use centre of Streetsville. This mixed-use centre area is comprised of low-rise commercial structures, surface parking areas and local retail plazas. A selection of low-rise residential dwellings are northeast of the Site.

## WEST

Mullet Creek is immediately west. Further west is an established Neighbourhood predominantly comprised of low-rise residential dwellings, parks and schools.

minutes and operates between City Centre Transit Terminal and the Churchill Meadows Community Centre.

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are located within a comfortable walking distance of various existing bus routes. 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.

## 3.4 / 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 Mullet Creek, Frank Dowling Park, Mullet's Walk Park, Cenotaph Memorial Park and Streetsville Village Square. The Subject Lands are also located in proximity to an extensive retail area along Queen Street South. This retail area includes a diversity of uses and services which support the day-to-day needs of residents.

### *REGIONAL TRANSIT*

The Streetsville GO Station, located approximately 469 metres south of the Subject Lands, is on Milton GO Transit Line (Route 21) with service to Downtown Toronto. Route 21, operated by Metrolinx, has a service frequency of 40 minutes during the peak periods. We note that the Milton GO Transit line does not offer train service during the off-peak periods nor on weekends or holidays.

Based on the above, the Subject Lands are connected by existing regional transit networks. This is further enhanced by the local public transit networks that facilitate residents to easily transfer to a variety of areas and destinations.

## 3.5 / TRANSIT CONTEXT

As demonstrated in **Figure 3** on page 8, 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 9) operated by Mississauga Transit ('MiWay'). Route 9 (Rathburn - Thomas) has an existing bus stop at the intersection of Joymar Drive and Thomas Street – approximately 490 metres southwest of the Subject Lands. Route 9 has a service frequency of approximately 25

### *ROAD NETWORK*

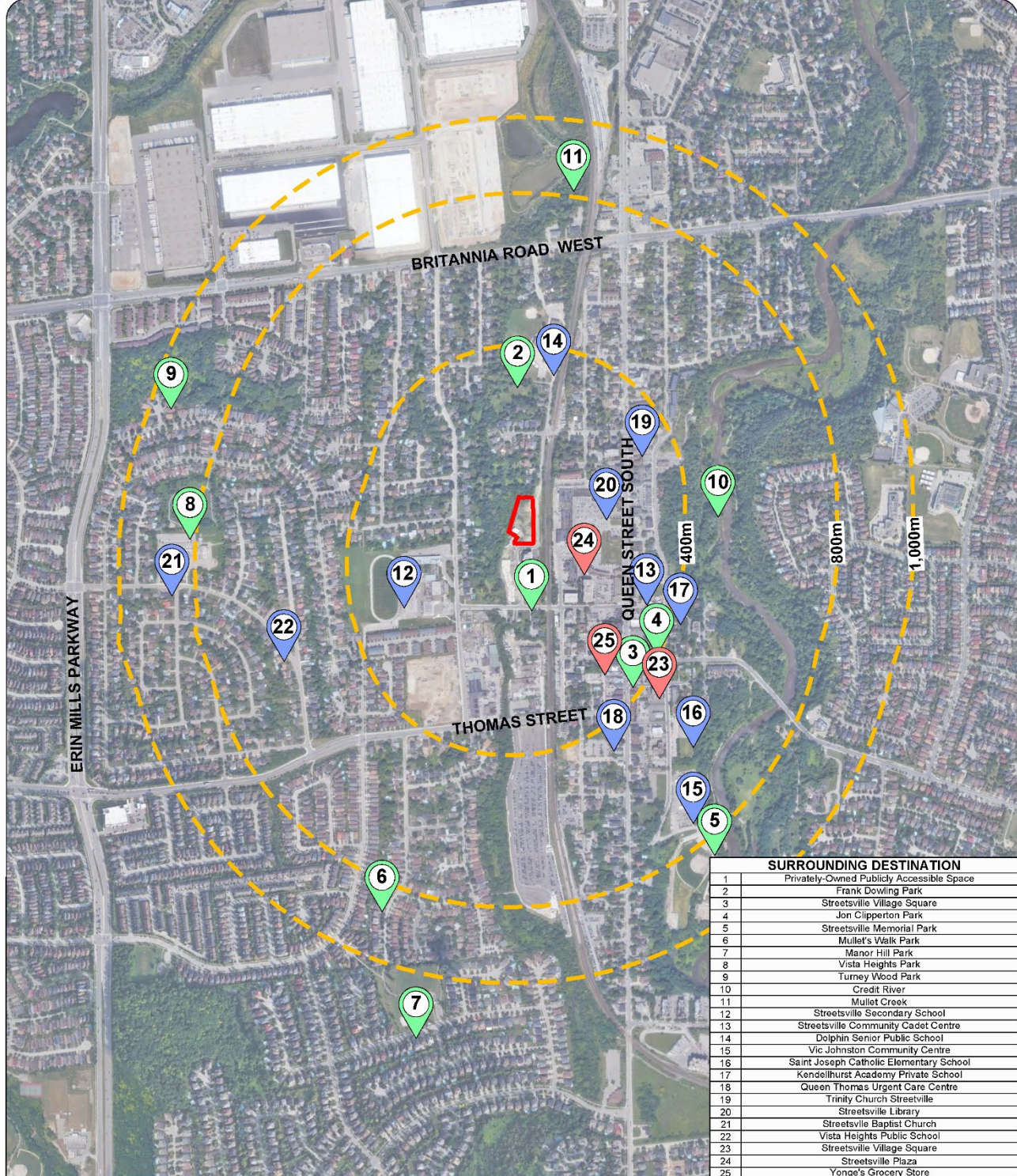
Rutledge Road is classified as a 'Minor Collector' with an ultimate Right-of-Way ('ROW') width not specified by the in-effect Mississauga Official Plan. The current approximate width of Rutledge Road is 15 metres.

### *CYCLING*

Thomas Street is identified as having 'Primary On-Road / Boulevard Routes' (Schedule 7, Long Term Cycling Routes). Collectively, these bike lanes, combined with trails and public sidewalks, connect the Subject Lands to the surrounding active transportation network.



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**FIGURE 2 SURROUNDING CONTEXT PLAN**

CITY OF MISSISSAUGA

**LEGEND**

- Subject Lands
- Parks & Open Spaces
- Institutional Uses
- Commercial Uses
- Buffer Limits (400m, 800m, 1,000m)

150 RUTLEDGE ROAD  
PART OF LOT 4, CONCESSION 5,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEI



SCALE NTS  
APRIL 29, 2024



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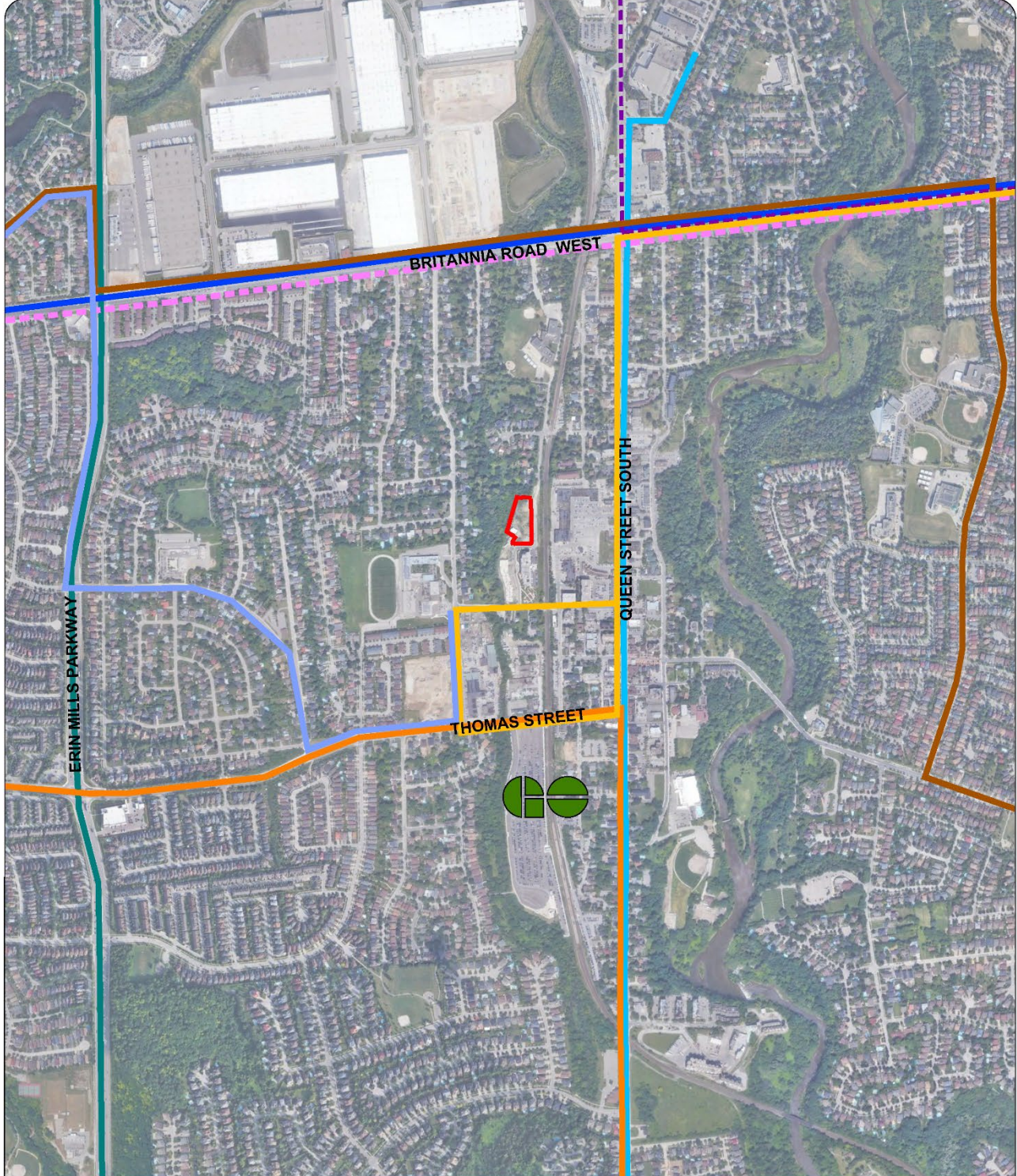


FIGURE  
**3**

## TRANSIT CONTEXT PLAN

CITY OF MISSISSAUGA

### LEGEND

- |  |                |  |                         |  |                |  |                |
|--|----------------|--|-------------------------|--|----------------|--|----------------|
|  | Subject Lands  |  | Miway Route 9           |  | Miway Route 48 |  | Miway Route 48 |
|  | Miway Route 43 |  | Miway Route 44          |  | Miway Route 39 |  | Miway Route 39 |
|  | Miway Route 87 |  | Streetsville GO Station |  |                |  |                |

150 RUTLEDGE ROAD  
PART OF LOT 4, CONCESSION 5,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
APRIL 29, 2024



### 3.5 / SURROUNDING DEVELOPMENTS

Ward 11 has several active development applications that are supporting reinvestment and revitalization of the Streetsville community and its surrounding areas, **Table 1** below summarizes active development applications in the surrounding area.

**Table 1 \ Surrounding Developments**

ADDRESS	APPLICANT OR OWNER	CITY FILE NO.	NO. OF UNITS	DENSITY	HEIGHT	NOTES
51, 57 Tannery Street and 208 Emby Drive	NYX Capital Corp.	DARC 23-94 W11	633	3.36 FSI	14 storeys	An Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application is being evaluated. The proposed development contemplates a terraced built form, with two mid-rise structure components rising above a shared podium level, a rail protection berm feature and a natural area vegetative buffer. Various landscaped areas are also to be provided
8, 10, 12 Queen Street South, 16 James Street, 2 William Street	City Park Homes (Streetsville) Inc.	OZ/OP A 21/014 W11	232	2.13 FSI	8 storeys	An Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application was recently approved. The development contemplates a terraced, 8-storey built form with grade-related non-residential uses along the Queen Street South frontage and a rear, integrated 5-storey parkade structure along the rail corridor
21 – 51 Queen Street North	Miss B.J.L. Corp.	OZ/OP A 22-9	390	2.88 FSI	10 storeys	An Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application was recently approved by the OLT. The proposed development contemplates two (2), 10-storey tower components rising above an integrated 4-storey podium. The podium is to include a variety and mixture of grade-related non-residential uses
120, 146 Queen Street South	De Zen Group		1,435		2 – 18 storeys	An Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application is being evaluated. The proposed development contemplates a master planned concept which will introduce eight (8) structures, with heights varying from 2 – 18 storeys. Of these, 7 proposed structures are to feature podiums of varying heights. Overall, at-grade non-residential uses are also to be provided

## 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 and the evolving physical landscape of Streetsville.



*View of the proposed development looking north along Rutledge Road*

The proposal contemplates a high-density, compact residential development comprised of a terraced built form and townhouse structures organized around landscaped open spaces and public realm enhancements (see **Figure 4** on the next page). Overall, the proposed development is to have a total gross floor area ('GFA') of 23,863 square metres (256,861 square feet), resulting in a density of 3.61 Floor Space Index ('FSI').

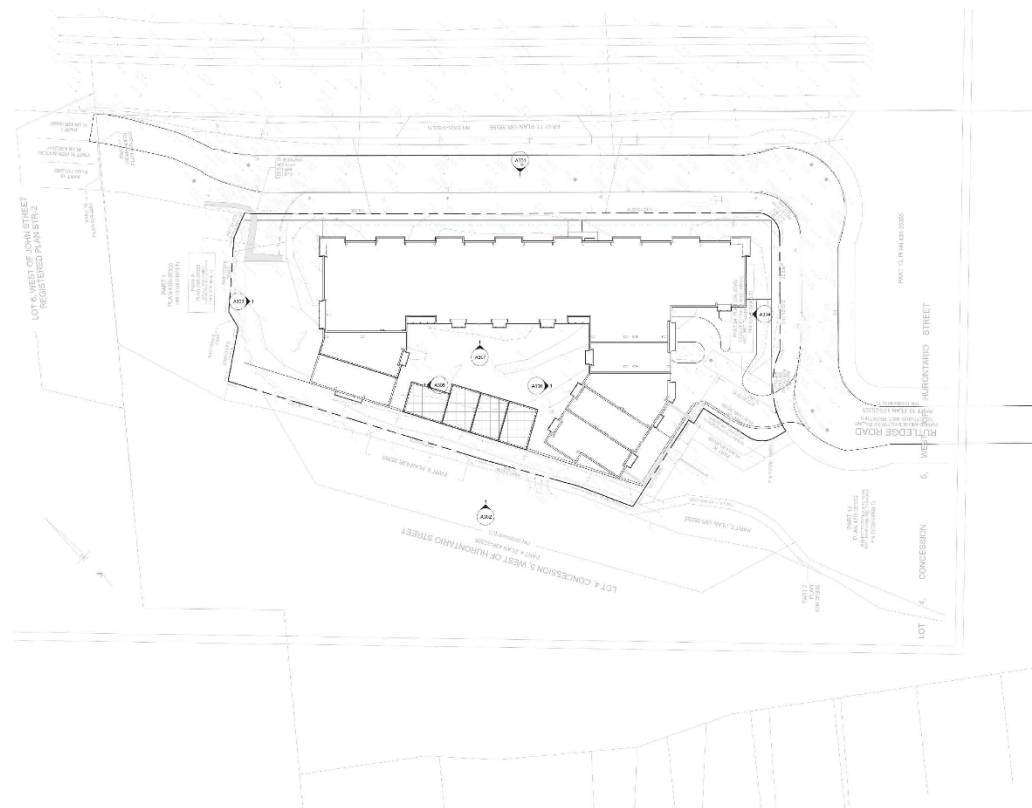
The mid-rise structure is proposed in the central quadrant of the Site and is a 10-storey, terraced built form. The structure features setbacks above the 6<sup>th</sup>, 7<sup>th</sup>, 8<sup>th</sup> and 9<sup>th</sup> levels along the Rutledge Road streetscape, along the Site's northern property line and along the western property line. This terraced built form, which implements a 45 degree angular plane, is to facilitate an appropriate transition to the low-rise residential area north and west of Mullet Creek. We note that the proposed structure is to feature direct pedestrian connections along Rutledge Road, allowing for safe, comfortable and accessible connections to the public sidewalk. A highly visible and easily accessible residential lobby is also to be provided.

A series of four (4), 3-storey townhouse units are to be provided along the Site's western property line. The townhouse units feature partially below-grade levels and are to be accessed via a shared below-grade parking structure. Furthermore, the townhouse units are to feature larger, family-sized units although the unit size and configuration is subject to further refinement.

A variety of landscaped open spaces are to be provided. This includes a central landscaped outdoor amenity area, an outdoor landscaped area along the northern property line as well as other landscaped open space areas situated in a manner that provides for appropriate transition to the surrounding area to be provided, the natural features and landscape attributes of Mullet Creek to be maintained and maximum direct sunlight. Landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the Site's Rutledge Road frontage so that a high-quality, inviting, pedestrian-oriented environment is provided. A network of pedestrian connections is also to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.



Suite Types	
Unit Type	Count
Level 11	
11B	6
11B-2	5
11C	3
11B-2C	2
11D	3
Level 12	
12B	5
12B-2	4
12B-2C	3
12C	3
12D	3
Level 13	
13B	4
13B-2	3
13C	2
13B-2C	2
13D	2
13B-2C-D	1
Level 15	
15B	2
15B-2	2
15C	2
15D	1
15B-2C-D	1
Totals	
11B	6
11B-2	5
11C	3
11B-2C	2
11D	3
12B	5
12B-2	4
12B-2C	3
12C	3
12D	3
13B	4
13B-2	3
13C	2
13B-2C	2
13D	2
13B-2C-D	1
15B	2
15B-2	2
15C	2
15D	1
15B-2C-D	1
Totals	73

[illegible]

A total of 305 dwelling units of varying size and configurations are to be provided. This includes four (4) townhouse-style units that line the outdoor courtyard and 301 apartment-style units. As such, the mixture of units will provide greater housing choice for households of varying size, income levels and lifestyle preferences.

344 shared parking spaces are to be provided, via a 4-level below-grade parking structure. Access is provided via a driveway extending from Rutledge Road. Secure bicycle parking spaces are also to be provided within the parking structure and within dedicated outdoor bicycle parking racks. Additionally, integrated, shared loading and servicing areas are to be accessed from this connection.

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, the historic attributes of the Streetsville community and the landscape qualities provided by Mullet Creek. 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 2** on the right

**Table 2/** Summary of Proposed Development Statistics

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Total Site Area	0.62 hectares (1.54 acres)
Proposed Total Gross Floor Area ('GFA')	23,863 square metres (256,861 square feet)
Proposed Density	3.61 FSI
Proposed Building Height	10 storeys and 3-storeys
Proposed Townhouse Residential Units	4 units
Proposed Apartment Residential Units	301 units
<i>No. of 1-Bedroom Units</i>	100 units
<i>No. of 2-Bedroom Units</i>	201 units
Proposed Parking Spaces	344 shared spaces
Proposed Bicycle Parking Spaces	199 shared spaces
Proposed Loading Spaces	1 shared space
Proposed Amenity Area	1,273 square metres (13,705 square feet)
<i>Indoor Amenity Area</i>	349 square metres (3,755 square feet)
<i>Outdoor Amenity Area</i>	924 square metres (9,951 square feet)



## 5 / POLICY CONTEXT

### 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 have been prepared and are provided under separate cover. Supporting studies include the following:

- A Geohydrology Assessment, prepared by McClymont & Rak Engineers, Inc.;
- A Functional Servicing and Stormwater Management Report, prepared Urban Ecosystem Limited;
- A Housing Report, prepared by GSAI;
- A Noise Feasibility Study, prepared by Howe Gastmeier Chapnik;
- A Shadow Study, prepared by Global Architects;
- A Phase One Environmental Site Assessment, prepared by GHD;
- A Tree Protection Hoarding Certification Letter, prepared by Strybos Barren King;
- A Traffic Impact Study, prepared by Nextrans; and,
- A Waste Management Plan, prepared by Walmesley Environmental.

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 higher density development on lands that are currently underutilized;
- by locating 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 305 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.

- 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.'*

### **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;*

The Subject Lands are located within a Settlement Area. As such, the proposed development has been planned and designed to facilitate high-quality, compact built forms that make 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 ('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 central landscaped courtyard, landscaped open spaces, an outdoor amenity area and a prominent sidewalk zone along the Site's Rutledge Road frontage.

Overall, the outdoor amenity and landscaped areas have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated on the accompanying Conceptual Site Plan, the outdoor courtyard, outdoor amenity area and landscaped areas have been strategically located across the Site 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 Rutledge Road frontage. This will enable direct pedestrian connections to 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 Functional Servicing and Stormwater Management ('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.

### 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. This includes various bus routes operating within walking distance of the Site and the Streetsville GO Station. Furthermore, there is an existing network of sidewalks along the Site's frontage and within the surrounding area, providing safe, easy, convenient access for residents and visitors. Finally, the Site is situated within a comfortable walking distance of the Queen Street South corridor which features a broad range of uses, services and facilities to meet the daily needs of residents.

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

### 1.8. 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;*
- 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 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. Opportunities to provide a variety of sustainable design features in efforts to maximize conservation efforts will be further explored during the detailed design stage.



#### *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, 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 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 units, located in proximity to transit, services and amenities. It will also further support the availability of local stores and services to meet the daily needs of residents, visitors and community members within a comfortable walking distance.

Additionally, the proposal will provide for 305 new residential dwelling units of varying size and configurations will support housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of new townhouse-style and 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 Rutledge Road. 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.

### 5.3 / REGION OF PEEL OFFICIAL PLAN, 2022

#### *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 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.

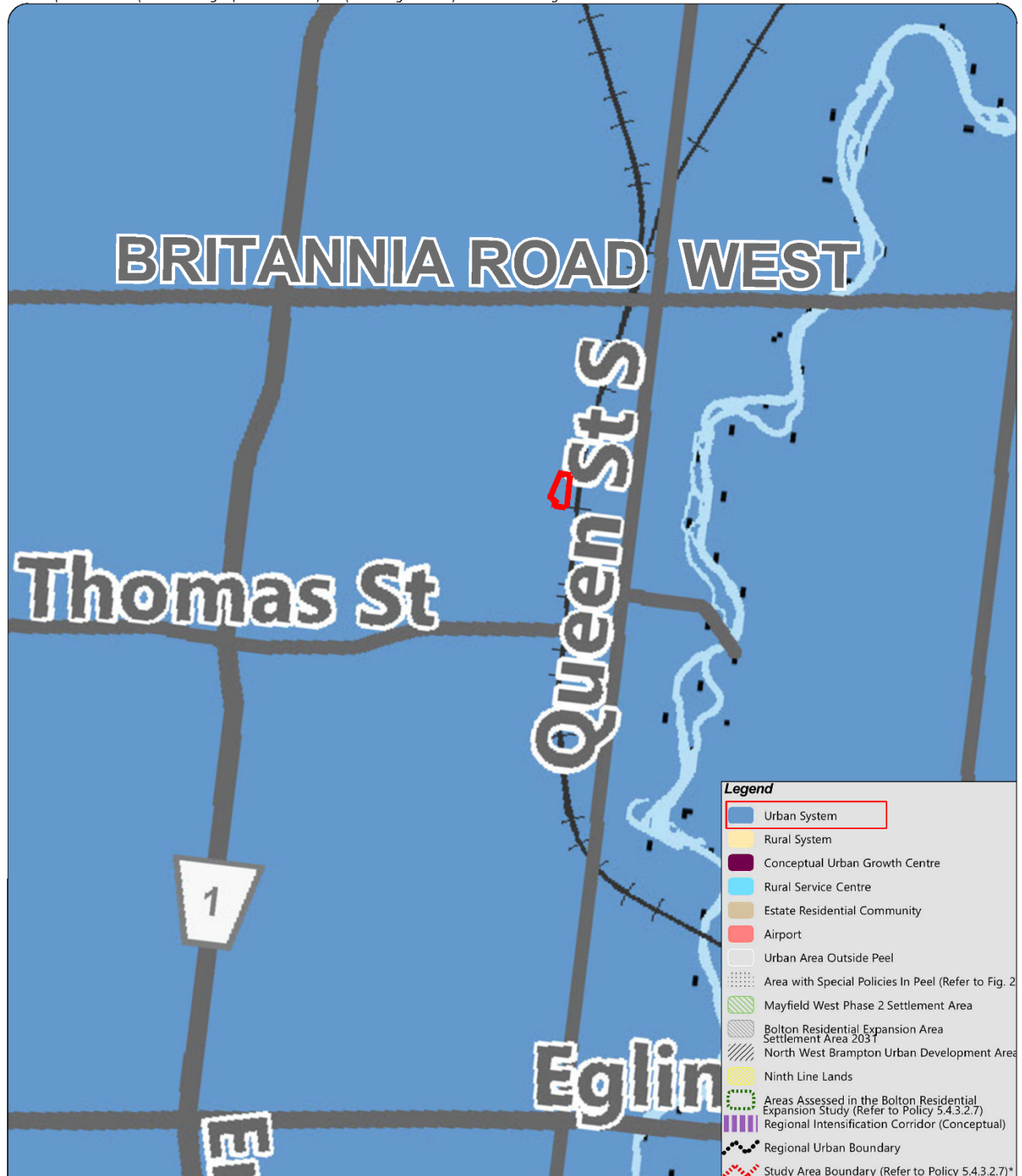
The Region of Peel Official Plan ('ROP') serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (City of Mississauga, City of Brampton and Town of Caledon).

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.

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**FIGURE 5** **REGION OF PEEL OFFICIAL PLAN**  
**SCHEDULE E1 - REGIONAL STRUCTURE**

**LEGEND**

Subject Lands

150 RUTLEDGE ROAD  
PART OF LOT 4, CONCESSION 5,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
APRIL 29, 2024



#### 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 development at an appropriate density. Overall, the proposal supports the above-noted Growth Management objectives and policies by contemplating a compact, 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, 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 new dwelling units in a compact form that supports the creation of Streetsville as a complete community. 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. We note that the Site is also located within the planned Streetsville Major Transit Station Area which is also a Strategic Growth Area. Given the above, 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.'*

*'5.6.19.15 Direct the local municipalities to establish policies in their official plans that identify Planned Major Transit Station Areas and protect them for transit-supportive densities, uses, and active transportation connections.'*

The proposed development will contribute to achieving the above-noted Strategic Growth Areas objectives and policies by facilitating a high-density, compact, 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 development that is transit-supportive, pedestrian-oriented and appropriately situated within the planned Streetsville Major Transit Station Area ('MTSA'). Additionally, the proposed mixture of residential units will compliment and enhance the ability for community residents to access a range of services and destinations within a comfortable walking distance. 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, 2023

### *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, 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 Region of Peel 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 (July 2023) 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, referred to as the 2051 Mississauga Official Plan, 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, transit-supportive development that provides for a range and mixture of 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.

### 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, refined development that provides for a range and mixture of 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.

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

### **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 uses in order to support Streetsville as a complete community. 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 10 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.

## 7.6. 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. Specifically, the proposal provides for a development that is appropriate, desirable and maintains compatibility with the surrounding community.

## 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 a sufficient separation from a crash wall to be installed immediately adjacent to the rail corridor. As further described in the accompanying Rail Derailment Report, the proposed crash wall is appropriate and will facilitate adequate separation between the proposed dwelling units and the rail corridor in the event of derailment. Furthermore, the proposal has been planned and designed to integrate with the 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.'*

*'9.1.11 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, 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.

### **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....'*

*'9.2.1.27. 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 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. The structure also opens onto and addresses the Site's Rutledge Road 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, 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. The proposal and corresponding Amendment will facilitate a high-quality, refined development that is compatible and integrates with the surrounding area.

### *11 / Land Use Designations*

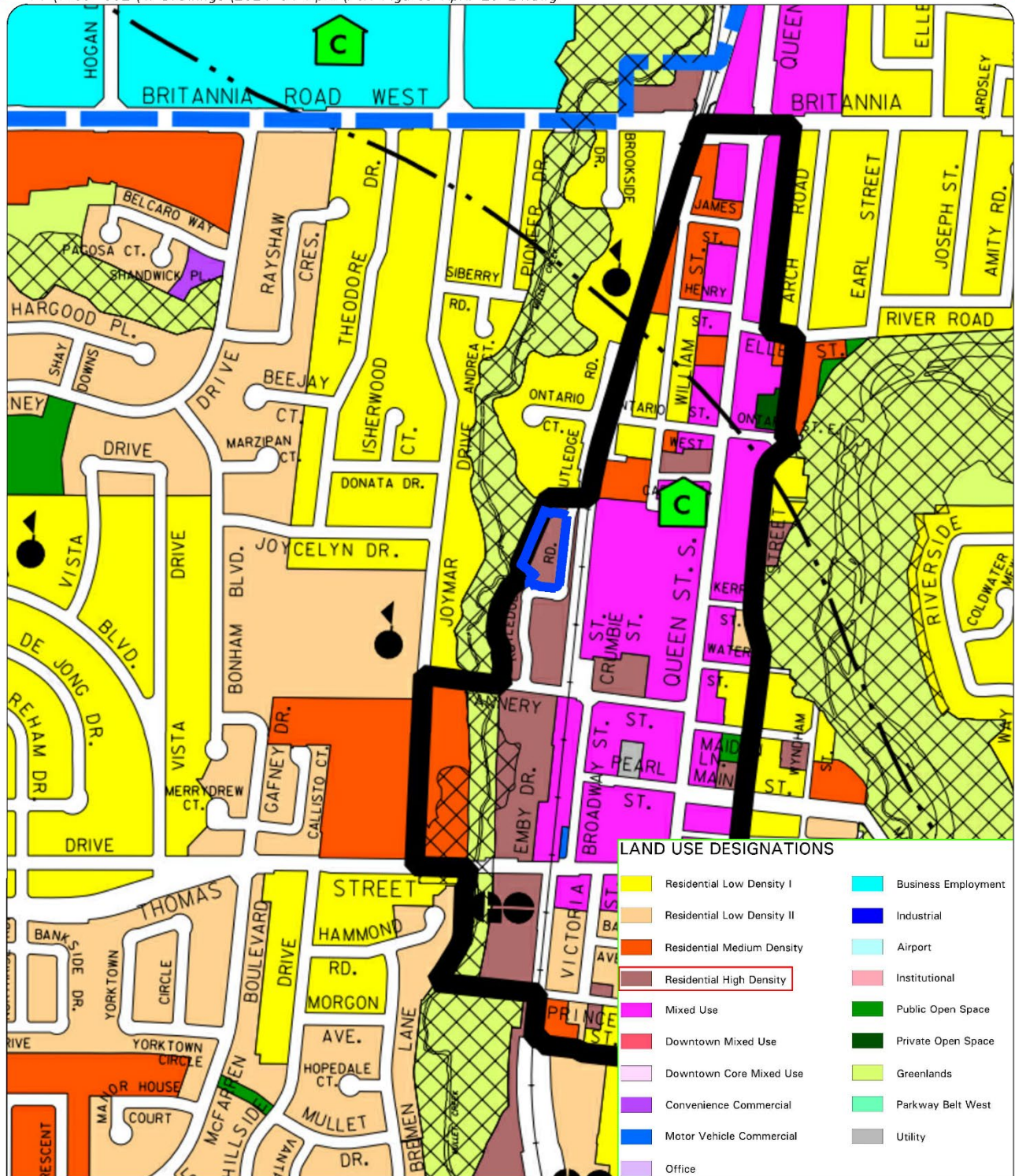
Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes policies based on sixteen (16) land use designations. As demonstrated in **Figure 6** on the next page, the Subject Lands are currently designated 'Residential High Density'. In 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 proposal contemplates the introduction of new apartment dwellings, in a location where development ought to be directed. The proposal also represents an appropriate form and advances the City's development objectives. For the reasons outlined above, the proposed development conforms to the in-effect Residential High Density policy objectives.

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FIGURE

**6**

## MISSISSAUGA OFFICIAL PLAN

### SCHEDULE 10 - LAND USE DESIGNATIONS

#### LEGEND

  Subject Lands

150 RUTLEDGE ROAD  
PART OF LOT 4, CONCESSION 5,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
APRIL 29, 2024

## 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 development standards for the Site. More specifically, the Subject Lands are recognized as an appropriate and desirable location for higher density, compact, 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, 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 north and west.

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 10 storeys be formalized.

### 14.10. Streetsville

Section 14.10 of the MOP contains the policy framework for the Streetsville Community Node Character Area. The Subject Lands are subject to Streetsville Community Node Special Site 3 (Map 14-10, Streetsville Community Node Character Area Special Site Areas; see **Figure 7**). The following apply to redevelopment of the Site.

#### *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.'*



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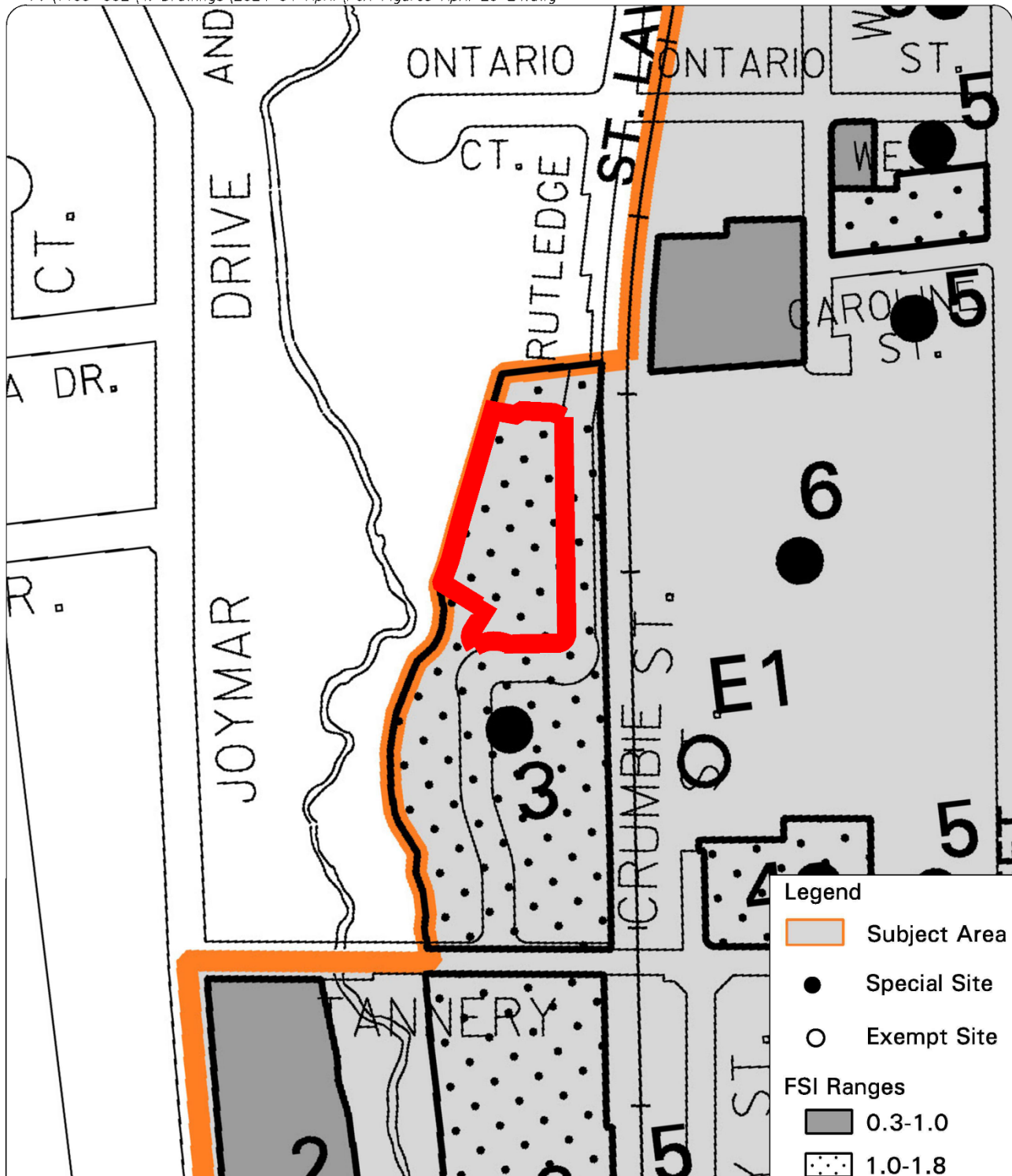


FIGURE  
**7**

**MISSISSAUGA OFFICIAL PLAN**  
**MAP 14-10: STREETSVILLE COMMUNITY NODE**  
**CHARACTER AREA**

**LEGEND**

Subject Lands

150 RUTLEDGE ROAD  
PART OF LOT 4, CONCESSION 5,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
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### *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 pedestrian activity, particularly along Rutledge Road. Overall, the proposal contemplates a high-quality, refined built form that is complimentary to and compatible with the established community character.

### *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 10 storeys is appropriate and desirable for the Site. This height permission is a minor deviation from the above-noted in-effect permission and will better recognize the development potential of the Subject Lands. 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, by 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 of the MOP identifies the policy framework for Special Site policies. In accordance with Map 14-10 (see **Figure 7** on the previous page), the Subject Lands are subject to Streetsville Community Node Character Area Special Site 3 provisions. The in-effect Special Site 3 provisions permit redevelopment of the Subject Lands, but not the proposal.

As such, the proposal and corresponding Official Plan Amendment seek permission to amend the provisions of Special Site 3. The requested revisions to the Special Site 3 policies are further outlined in the accompanying Draft Official Plan Amendment. However, for clarity, one such modification is to amend the total number of dwelling units permitted across all Special Site 3 lands. For context, the requested permission for 517 dwelling units is reflective of the approved 133 units contained in the Credit River Retirement Residence at 175 Rutledge Road, the approved 79 units in the Vic 1 development at 180 Rutledge Road and the proposed 305 units to be provided as part of the proposal.

Overall, 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 mid-rise 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, pedestrian-oriented and transit-supportive development that facilitates 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 and on Special Site 3 lands of the Streetsville Community Node Character Area of the Mississauga Official Plan.

## 5.4 / ZONING

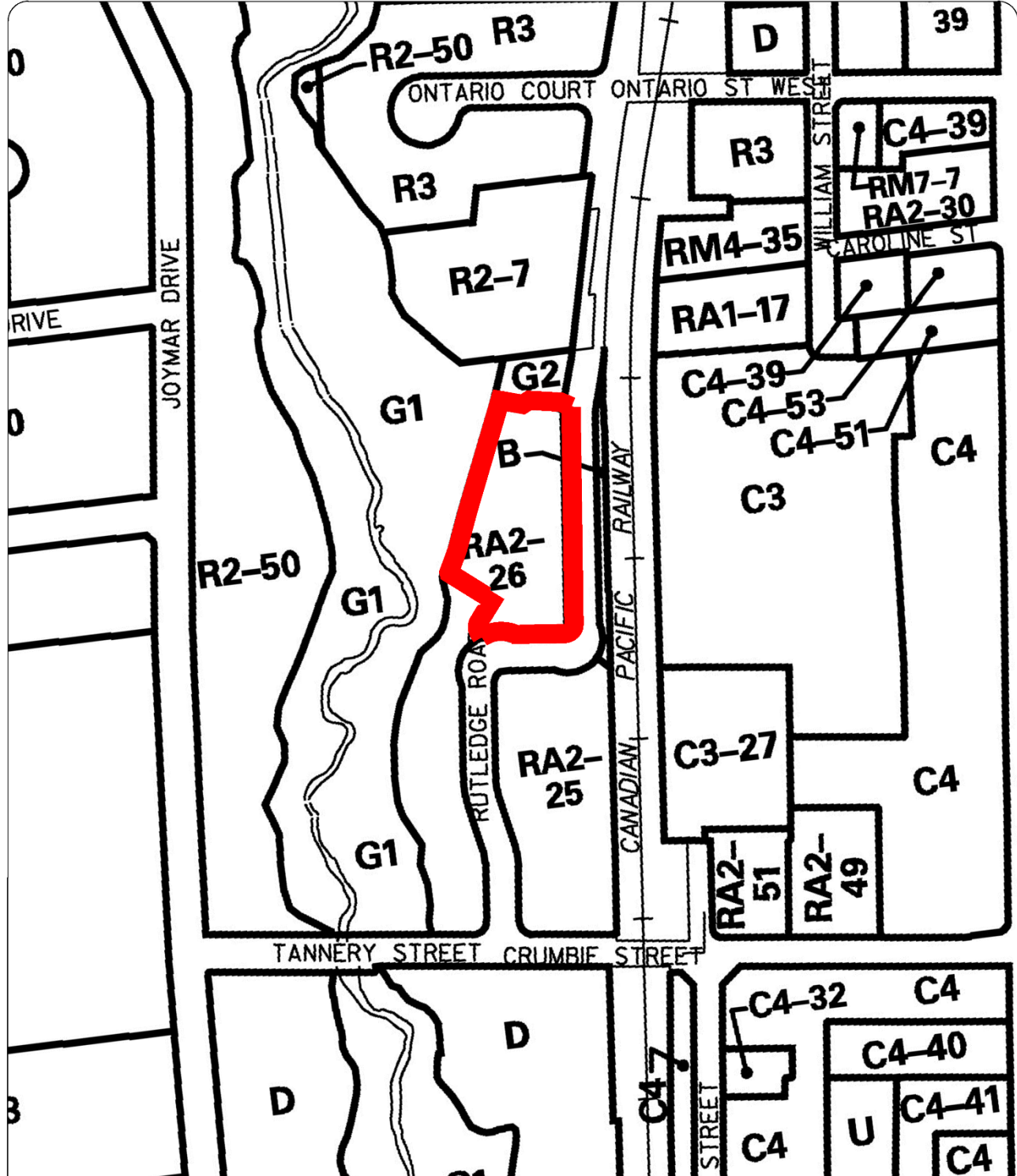
The City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 - 2007') currently zones the Subject Lands as 'Residential Apartment, Exception 26 (RA2 – 26)' (see **Figure 8** on the next page). The current zoning does not permit the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is requested to re-zone the Site to a Residential Apartment (RA2) Zone with site-specific permissions.

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 permit the desired residential uses;
- To permit a site-specific density;
- To permit site-specific building envelope standards; and,
- To permit a site-specific amenity area standard.

**Table 3** on page 40 summarizes the proposed site-specific exceptions to the RA2 Zone and the rationale for these exceptions.

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**FIGURE 8**  
**CITY OF MISSISSAUGA ZONING**  
ZONING BY-LAW 0225-2007 - MAP 39E

**LEGEND**

Subject Lands

150 RUTLEDGE ROAD  
PART OF LOT 4, CONCESSION 5,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
APRIL 29, 2024

## 6 / SUMMARY & CONCLUSION

*Table 3 / Summary of Requested RA2 Exceptions & Rationale*

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
<i>Modified Residential Use Permissions</i>	To implement the desired built forms and mixture of residential units, revised residential use permissions are required to permit apartment and townhouse built forms on the same lot
<i>Modified Building Envelope</i>	To implement the desired built form, while maintaining appropriate compatibility and transition to the surrounding community
<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 a high-quality, safe, comfortable and attractive outdoor amenity area that is directly visible and accessible from the proposed structure

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 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, 2022;
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

*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 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 Rutledge Road, north of Tannery Street. The land is municipally addressed as 150 Rutledge Road. 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 the Community Node component of the City Structure where compact, transit-oriented development is encouraged.

As per the Streetsville Community Node Character Area, a maximum building height of seven storeys is permitted and a density is not specified. Additionally, Special Site 3 of the Streetsville Community Node Character Area policy further limits the maximum number of residential dwelling units to 397 dwelling units and maximum building heights to up to six storeys. The City requires that the Streetsville Community Node Character Area Special Site 3 policy be modified to permit the proposed building height and density: this has been included in the enclosed implementing Official Plan Amendment.

The Subject Lands are currently designated 'Residential High Density'. Permitted uses on the Subject Lands include apartment dwelling, uses permitted in the Residential Medium Density designation and uses permitted in the Convenience Commercial designation at-grade in apartment dwellings.

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 Special Site 3 provisions. This proposed, amended Special Site 3 policy will permit a maximum building height of 10 storeys, a maximum of 517 dwelling units on all lands subject to the policy and a maximum density of 3.61 FSI. 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) and conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). In addition, the proposed development will bring the Mississauga Official Plan (2022) into consistency with the Provincial Policy

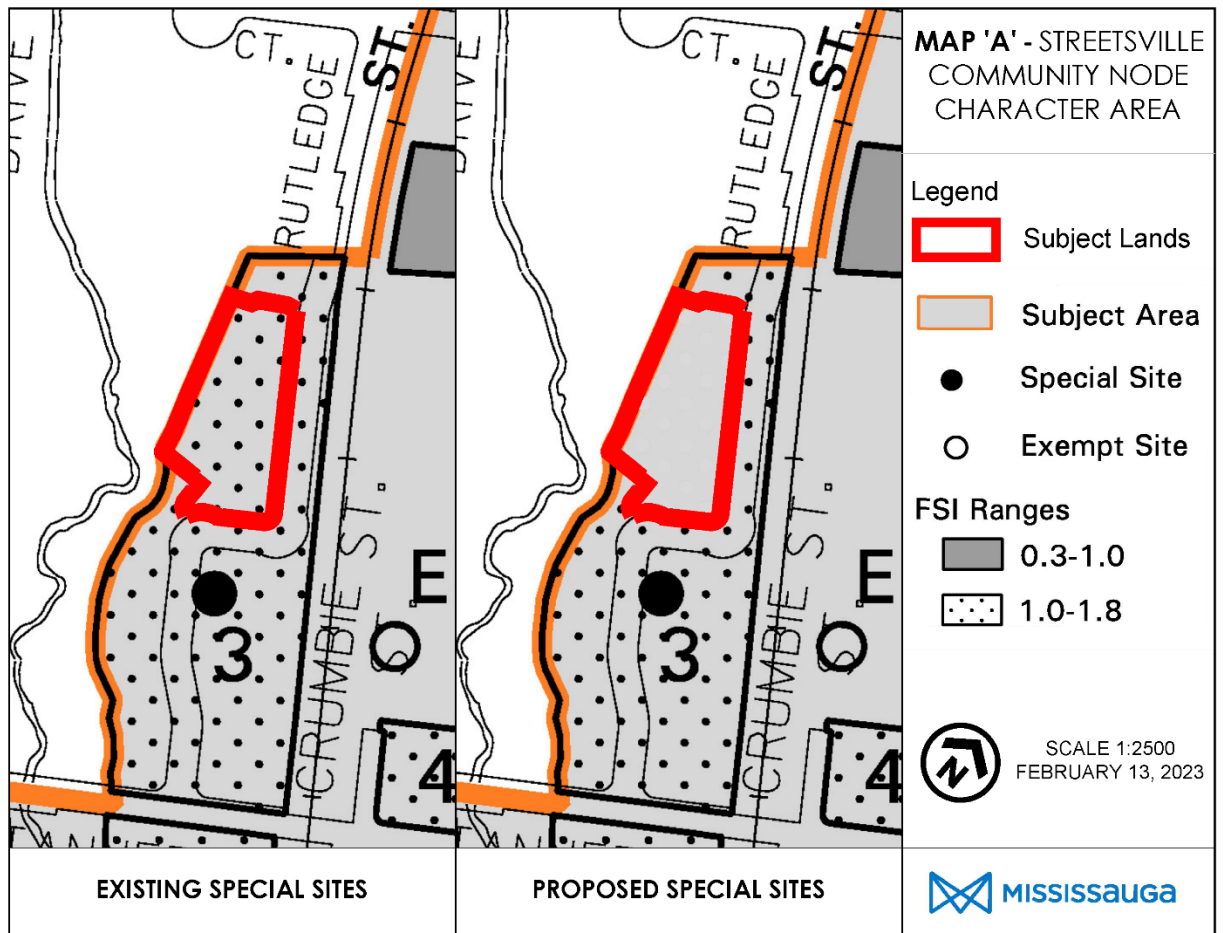


Statement and into conformity with A Place to Grow and the Region of Peel Official Plan (2022). The proposed development represents reinvestment and intensification of an underutilized site and will better utilize land and infrastructure.

2. The Subject Lands are located within a comfortable 5-minute walking distance of higher order transit stops – including the Streetsville GO Station. Furthermore, the Subject Lands are located within a comfortable walking distance of existing street-level transit services and an extensive retail area. As noted in A Place to Grow, the Region of Peel Official Plan and the Mississauga Official Plan, lands with such locational attributes are where intensification and compact development ought to be directed. Transit-supportive development should also be directed to these locations.
3. The proposed development will utilize existing servicing and future servicing can be provided in an efficient, cost-effective manner.
4. The proposal with a height of 10 storeys and a Floor Space Index of 3.61 is a transit-supportive development on lands that are well-served by existing transit networks. The Site is also well-served by existing greenspace, active transit networks and service and retail establishments in the surrounding area. Bringing additional residents 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, 15-minute, walkable community.
5. The proposed development will allow for the appropriate completion of the Special Site 3 area. The provision of 305 additional residential dwelling units on a portion of the Special Site 3 area is appropriate and desirable.
6. The proposed development will improve and contribute to the Rutledge Road streetscape by providing a built form that frames the street and has principal entrances that are directly accessible from the public sidewalk. This will enable an active, main street with pedestrian activity.

## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 14.10, Streetsville Community Node Character Area, of the Mississauga Official Plan, is hereby amended by modifying Map 14-10, Streetsville Community Node Character Area to remove a maximum density limit of 1.0 – 1.8 FSI.



2. Section 14.10.6.3, Special Site 3, Streetsville Community Node Character Area, of the Mississauga Official Plan is hereby amended by modifying Special Site 3 policy provisions as follows:

14.10.6.3.2. Notwithstanding the provisions of the Residential High Density designation, the following additional policies will apply:

- a. the determination of the area suitable for redevelopment will have regard for the extent of the 'regulatory storm' floodplain and the erosion hazards associated with Mullet Creek, to the satisfaction of City Staff.
- b. a maximum of 517 dwelling units are permitted in an apartment built form.
- c. Notwithstanding the policies of this Plan, an apartment building with a maximum height of 10 storeys will be permitted.

- d. Notwithstanding the policies of this Plan, an apartment building with a maximum density of 3.61 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 July 23, 2023.

## **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 to modify 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



*APPENDIX II / Draft Zoning By-law Table*

## 150 Rutledge Road

City File: DARC 21 – 403

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
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
3.1.1.4.4	Parking Space Dimensions	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.9 m where the length of both sides 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
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> <p>(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</p>	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
		<p>(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</p> <p>(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</p>	
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>	Provision met
3.1.2.1	Required Number of Parking Spaces for Residential Uses	<p>Condominium Apartment – Precinct 2: 0.9 resident spaces per unit 0.2 visitor spaces per unit</p> <p>Condominium Townhouse – Precinct 2 2.0 resident spaces per unit 0.25 visitor spaces per unit</p>	Provision met
3.1.3.1.B	Required Number of Accessible Parking Spaces	4% of the total visitor parking spaces required	Provision met
3.1.3.1.2	Accessible Parking Space Dimensions	<p>Where more than one accessible parking space is required:</p> <p>If an even number of accessible parking spaces is required, an equal number of</p>	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
		Type A and Type B accessible parking spaces must be provided	
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	Provision met
3.1.6.5.1	Number of Required Bicycle Parking Spaces for Residential Uses	Apartment and stacked townhouse without exclusive garages – 0.6 [Class A] spaces per unit  Apartment without exclusive garages – 0.05 [Class B] spaces per unit	Provision met
4.15.1	RA2 - Permitted Uses	Apartment; Long-Term Care Building; Retirement Building	Delete provision – permit townhouse and apartment uses on the same lot
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
4.15.1	RA2 – Zone Regulations	Maximum Floor Space Index – Apartment Zone – 1.0	Delete provision – a site-specific density of 3.61 FSI shall be permitted
4.15.1	RA2 – Zone Regulations	Maximum Height – 26.0 metres and 8 storeys	Delete provision – permit a building height of up to 10 storeys, exclusive of mechanical penthouse
4.15.1	RA2 – Zone Regulations	<b><i>Minimum Front and Exterior Side Yards</i></b>	
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



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 13.0 m and less than or equal to 20.0 m – 8.5 m	with a building envelope schedule
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	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 – 6.0 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 – 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	
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,	Not Applicable

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
		exceeding 10.0 m to a maximum setback requirement of 25.5 m	
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	
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	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 26.0 m – 15.0 m	
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	
4.15.1	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 2.0 m

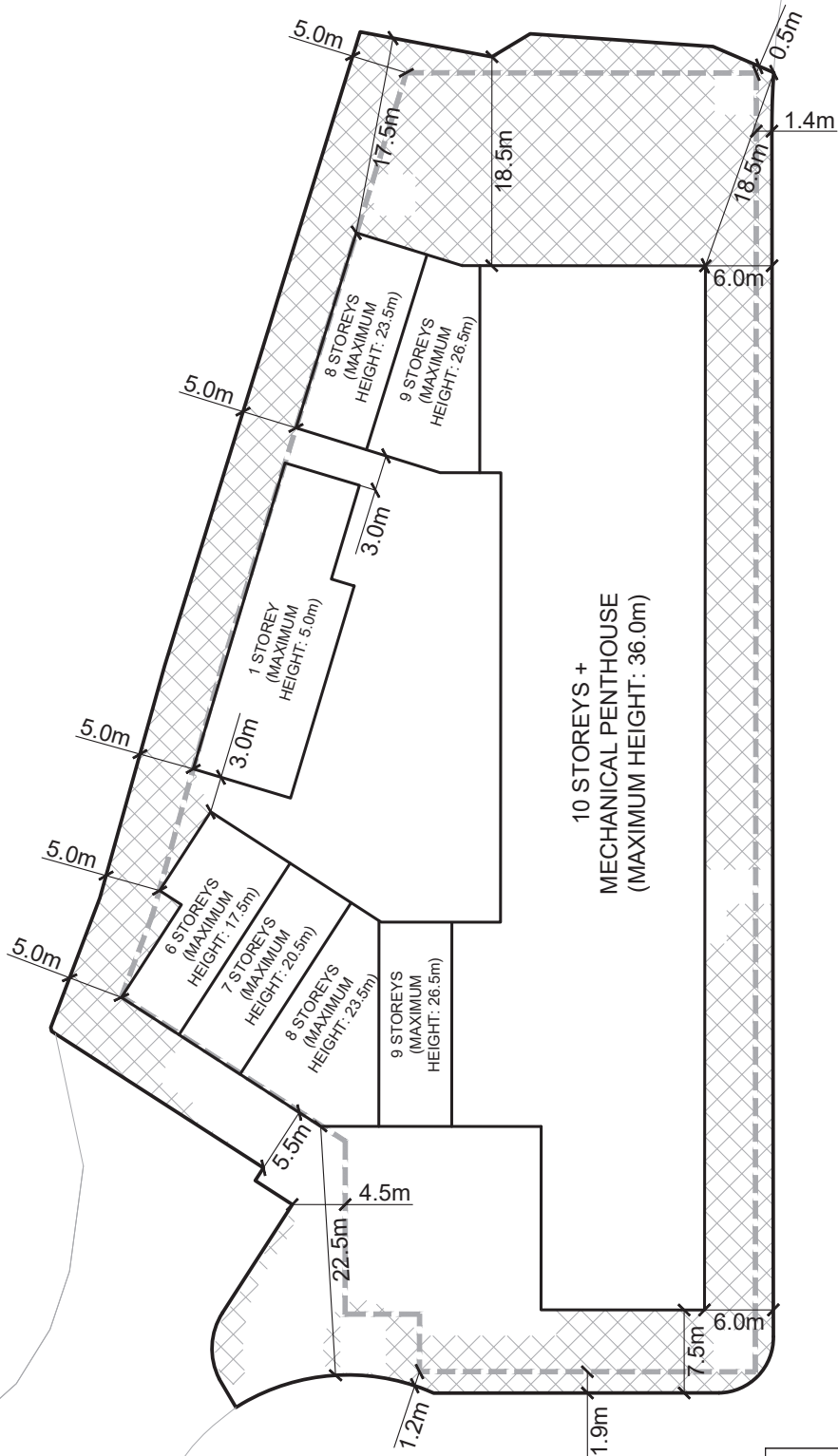
BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning, provided that each shall have a maximum width of 6.0 m – 1.8 metres	Delete provision – permit a maximum encroachment of 2.0 m
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 2.0 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	Delete provision – permit minimum separation in accordance with a building envelope schedule
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	Not Applicable

BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
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	Delete provision – permit a 1.0 metre setback from a parking structure completely below finished grade to any lot line
4.15.1	RA2 – Zone Regulations	Minimum setback from a waste enclosure / loading space to a street line – 10.0 m	Delete provision – permit a loading space within 7.5 metres of a street line
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	<b><i>Minimum Landscaped Area, Landscaped Buffer and Amenity Area</i></b>	
4.15.1	RA2 – Zone Regulations	Minimum landscaped area – 40% of the lot area	Provision met
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	Provision met
4.15.1	RA2 – Zone Regulations	Minimum depth of a landscaped buffer along any other lot line – 3.0 m	Delete provision – a landscape buffer of 0.0 m along the other lot lines is requested
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 – an amenity area standard of 4.1 square metres per dwelling unit
4.15.1	RA2 – Zone Regulations	Minimum percentage of total required amenity area to be provided in one contiguous area – 50%	Provision met



BY – LAW SECTION	REGULATION	REQUIRED (RA2 Zone) STANDARD	REQUESTED (RA2-XX) STANDARD
4.15.1	RA2 – Zone Regulations	Minimum amenity area to be provided outside at-grade – 55 sq m	Provision met

DRAFT



RUTLEDGE ROAD

CANADIAN PACIFIC RAILWAY



#### NOTES:

- ALL MEASUREMENTS ARE IN METRES AND ARE MINIMUM SETBACKS, UNLESS OTHERWISE NOTED.
- HEIGHT MEASURED BASED ON THE CALCULATION OF ESTABLISHED GRADE.

#### LEGEND

- BUILDABLE AREA
- LIMIT OF PARKING STRUCTURE
- LANDSCAPE BUFFER

**SCHEDULE 'RA2-XX'**  
**MAP XX**

