



PLANNING JUSTIFICATION REPORT

120 Queen Street South, 128 Queen Street South, 142 –148 Queen Street South, 154 Queen Street South, 158 Queen Street South & 169 Crumbie Street.



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PLAN
SERVICES**

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DPS JOB NUMBER : 22168

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Executive Summary

This report has been prepared in support of Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications to permit the redevelopment of the Subject Property, located within the City of Mississauga. The Subject Property is composed of several parcels of land, and is municipally known as 120 Queen Street South, 128 Queen Street South, 142 –148 Queen Street South, 154 Queen Street South, 158 Queen Street South and 169 Crumbie Street. The proposal is to replace the currently underutilized commercial and industrial buildings with 5 new tall mid-rise buildings ranging from 8 to 15 storeys in height including podiums ranging from two (2) to six (6) storeys. The existing building at 158 Queen Street South will be retained. Overall, the proposed development includes new commercial and office space as well as approximately 1,808 residential units of varying unit types and sizes.

The proposed development is designed with consideration of the surrounding context. The proposed buildings all include podiums with step backs from adjacent property lines. In particular, the development has been designed to gently extend the existing streetscape along Queen Street South, which is generally 2 to 5 storeys in height. The proposed development matches this general massing along Queen Street South, while providing new commercial and office space fronting onto the public realm. Although there are varying heights proposed throughout the development, the maximum overall height of the proposed development is 15 storeys, and this height has been located at the rear of the Subject Property to avoid protrusion into a 45-degree angular plane to adjacent streets and neighbourhoods.

The proposed density and built form are contemplated by the policies in the Provincial Policy Statement 2020, The Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan and the City of Mississauga Official Plan, as well as the supporting studies included as part of the proposed application. This includes but is not limited to the Functional Servicing and Stormwater Management Report, Traffic Impact Study and a Phase 1 and 2 Environmental Site Assessment. In addition, a Heritage Impact Assessment was also prepared to evaluate the potential impact of the proposed development on the listed heritage property at 158 Queen Street South, which is on the Subject Property and is supportive of the proposal.

The proposed development will provide the following community benefits to the City of Mississauga:

- Contributes to increasing the diversity of housing stock in the City and Streetsville by providing approximately 1,808 residential units of varying types and sizes that utilizes existing infrastructure and will have access to existing amenities;
- Contribute to meeting the future minimum density target of a planned Major Transit Station Area (Streetsville Go Station);
- Protect and mitigate potential impacts on 158 Queen Street South and the historic Queen Street South character;
- Enhancing the public realm and pedestrian environment on Queen Street South and within the Subject Property by providing pedestrian connections, as well as new additions to the public road network including the extension of William Street;
- Meeting requirements of City of Mississauga - Green Development Standards to provide a sustainable living environment; and,
- Green roofs and private outdoor amenities are proposed for all roof tops that are three (3) to 9 storeys in height; and,

- Providing a new public park located at the north end of the Subject Property adjacent to the existing library as well as a Privately Owned Public Space (POPS) in the form of a market square located at the east corner of the Subject Property adjacent to the listed heritage property at 158 Queen Street South. In total, 0.3179 ha of public space will be provided by the proposed development.

The proposed development is consistent with the Provincial Policy Statement (2020) and conforms to the Growth Plan for the Greater Golden Horseshoe (2020). It will also conform to the new Region of Peel Official Plan and City of Mississauga Official Plan policies. The proposed development will also directly implement the goals of the Mississauga Housing Action Plan and the Mississauga Strategic Plan.

The current designation (Special Site 6 in the Streetsville Community Node) in the Mississauga Official Plan and the zoning standards applicable to the Subject Property are outdated and will therefore be updated through this proposal to be consistent with the Provincial Policy Statement and will assist in implementing the most recent Growth Plan and the new Region of Peel Official Plan. The proposed height of 2-15 storeys and the increased density of the Subject Property are contemplated by the Growth Plan, Region of Peel's Official Plan and Mississauga's Official Plan.



Figure 1 - Queen Street South Facing Rendering

Source: SRM

1.0 INTRODUCTION

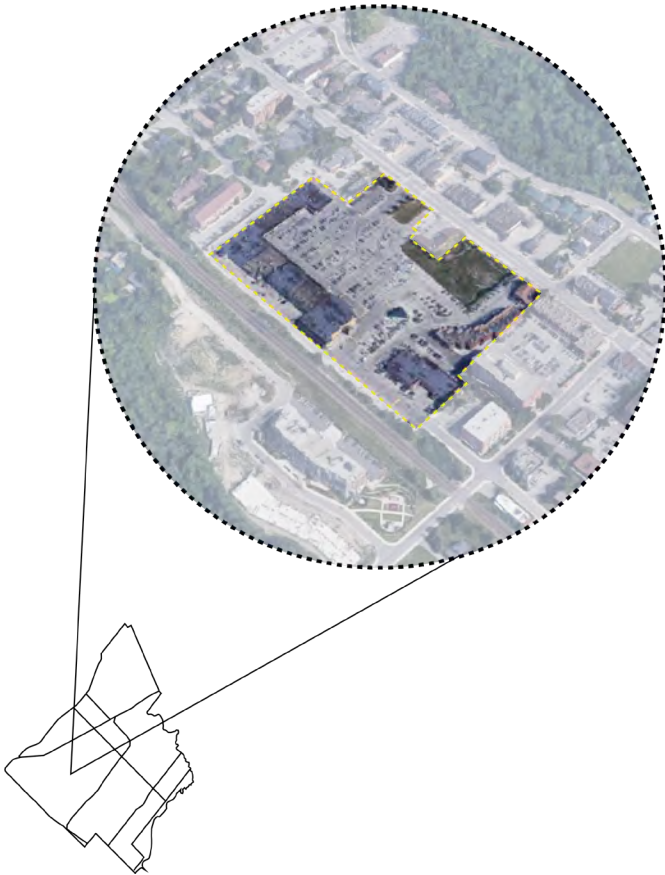


Figure 2 - Call Out Map
Source: DPS

This Planning Justification Report has been prepared in support of development applications under the Planning Act, R.S.O. Chapter p.13, as amended, specifically an Official Plan Amendment, Zoning By-law Amendment and a Draft Plan of Subdivision for land in the City of Mississauga referred to as 120 Queen Street South, 128 Queen Street South, 142 Queen Street South, 148 Queen Street South, 154 Queen Street South, 158 Queen Street South & 169 Crumbie Street. Please see Figure 2 - Subject Property for the full extent of these lands, which will hereafter be referred to as the “Subject Property”. However the proposed ZBA and Draft Plan of Subdivision applications will not apply to the entire Subject Property. Instead, the Draft Plan of Subdivision and the ZBA applications will apply only to the area generally identified as ‘Phase 1’ in Figure 4 - Phasing Plan.

The OPA application, if approved, would result in a master planned development consisting of 5 new buildings of various heights, new public road linkages a new public park, privately owned publicly accessible market square and open spaces. The existing buildings forming the commercial plaza on the Subject Property would be demolished, with the exception of Building 2B (158 Queen Street South). More specifically, the application includes Buildings 1A and 1B which are 13-storey mixed-use buildings consisting of a 2-4 storey podium for each building (Phase 1); Building 2A is a 4-15 storey mixed-use building (Phase 2); Building 3(A through D) is a residential building consisting of a 6 storey podium that connects two 15-storey, one 12-storey and one 10-storey residential condominium tall mid-rise portions with a 2-storey parking garage at the rear (west) of the building (Phase 3); and Building 4 is an 8 storey mixed use building with a 2 to 3-storey mixed use podium fronting onto Queen Street South (Phase 4). In total, the development site will introduce approximately 1,808 residential units, 3,292.00 square metres of new commercial floor space, and 329 square metres of new office space. See Figure 3 - Overall Statistics for a full accounting of unit types, floor space distribution and other relevant site statistics.

This Report has been prepared in conjunction with the architectural plans (Master Plan & Phase 1 Architectural Plans) prepared by SRM architects + urban designers dated March 12th, 2024, (Schedule B & A), in addition to supporting materials prepared by the professional consulting team. See Section 10 of this Report for an itemization and review of the supporting materials.

The purpose of this Planning Justification Report is to describe the application and existing context, and to review and evaluate the proposed development against the applicable legislation and policies listed as follows:

- The Planning Act R.S.O. 1990, C. P.13
- Provincial Policy Statement 2020
- Growth Plan of the Greater Golden Horseshoe

- Region of Peel Official Pla
- City of Mississauga Official PI

In addition, the several documents that were not issued under the Planning Act, but still act to inform development on the Subject Property, have also been reviewed. These documents include:

- City of Mississauga Strategic Plan
- Peel Housing Strategy
- Peel Housing and Homelessness Plan 2018-2028
- Making Room for the Middle: A Housing Strategy for Mississauga
- Growing Mississauga: An Action Plan for New Housing

Site Statistics

Areas and Units	
Gross Site Area (m ²)	42,343
*Net Site Area (m ²)	31,660.99
Gross Construction Area (m ²)	122,552.85
Gross Residential Area (m ²)	92,749.16
Gross Commercial Area (m ²)	3,292.00
Gross Potential Office Area (m ²)	329.00
**Deductibles (m ²)	12,800.46
***Gross Floor Area (m ²)	± 109,752.39
Total Residential Units	1,808.00
FSI (Net)	3.47
Units/Hectare	426.99
ROW Area	9,638.00

Parking		
Required	Rate	Spaces
Residential	0.80	1,446.40
Commerical/Office/Visitor		297.50
Total		1,744.00
Provided		Spaces
Surface		25.00
On-Street		20.00
Underground		1,721.00
Total		1,766.00

Amenity Area		
Required	Rate	Area
Residential	5.60	10,124.80
Provided	Rate	Area
Total Provided Amenity	4.10	+/-7133

Public Spaces		
Public Park		1,031.00
Market Square (POPS)		2,148.00
Total		3,179.00
Landscaped Areas	31%	9,661.94

Bike Parking		
Residential	0.6	1,085.00
Residential (Class B)	0.05	91.00
Commercial	0.15	5.00
Commercial (Class B)	0.15	5.00
Office	0.1	1.00
Office (Class B)	0.1	1.00
Total Class A		1,091.00
Total Class B		97.00

Figure 3 - Overall Stats
Source:SRM

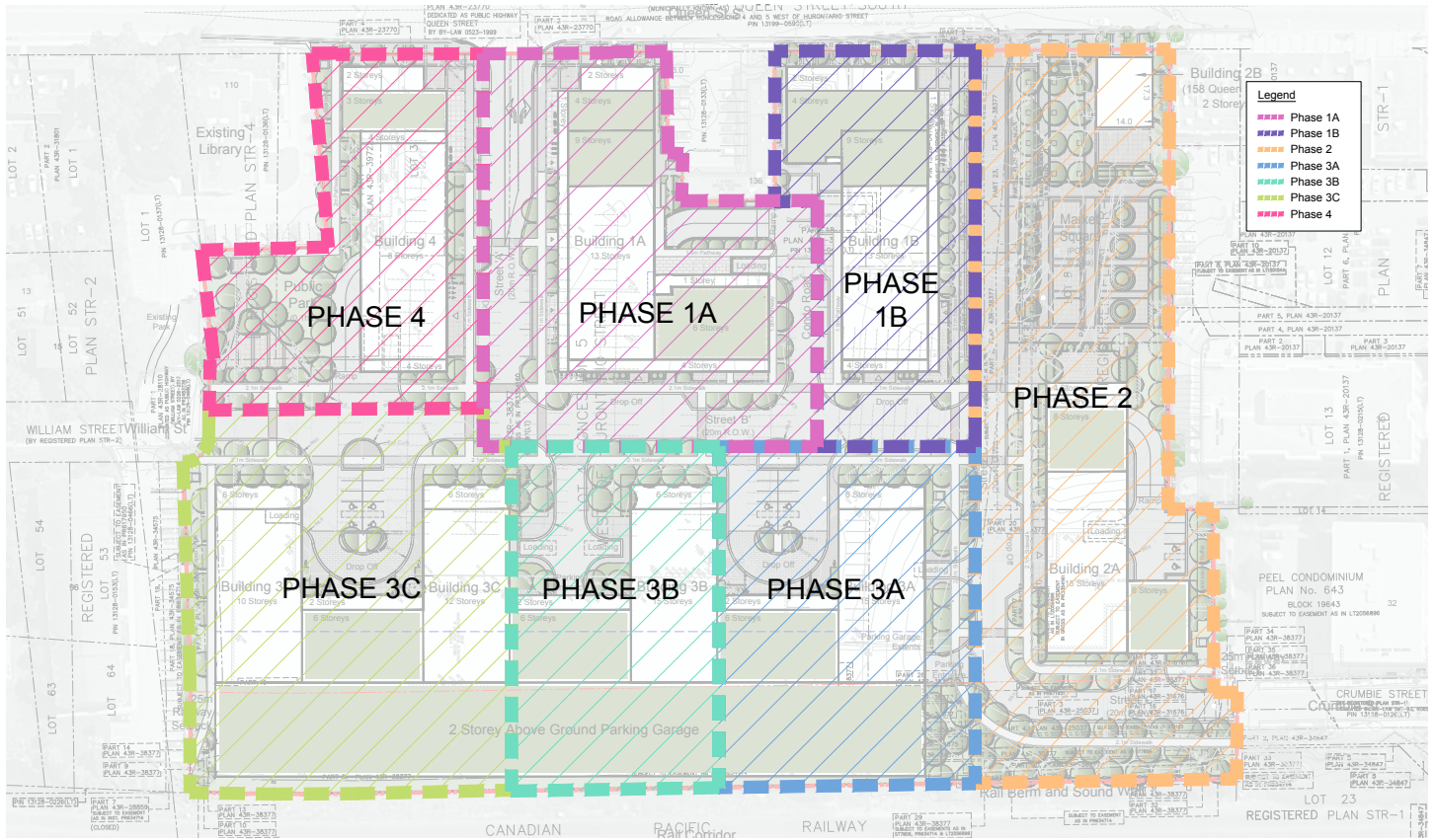


Figure 4 - Phasing Plan

Source: SRM

2.0 DESCRIPTION OF THE SUBJECT LANDS

2.1 Introduction

The Subject Property is located in the northwest area of the City of Mississauga, within the Region of Peel. It is generally located with a frontage along the west side of Queen Street South, south of Britannia Road W and North of Eglinton Road W.

The legal description of the Subject Property is Part of Lot 4, Concession 5, West of Hurontario Street (Geographic Township of Toronto, County of Peel), Lots 5, 6, 7 and Part of Lots 1, 2, 3, 4, and 8 (Block 1), Registered Plan STR-4 (Village of Streetsville) City of Mississauga, Regional Municipality of Peel.

The Subject property currently features two different commercial plazas at 120 Queen Street South and 154 Queen Street South, that are one (1) and two (2) storeys in height respectively, with a range of commercial uses, including but not limited to, small-scale retail, commercial schools, childcare services, restaurants and automobile service centres. A significant portion of the existing land on the Subject Property consists of surface parking as well as a vacant lot at 142-148 Queen Street South). In addition, a building of heritage interest is located on the Subject Property municipally addressed as 158 Queen

Street South and currently known as Cuchulainn's Irish Pub ('Pub'). A convenience restaurant also currently operates on the Subject Property at 120 Queen Street South.

The area of the Subject Property is approximately 4.2 hectares and is generally rectangular in shape, with existing linkages to William Street on the north, Queen Street South on the east and Crumbie Street on the south.

The Subject Property is generally located within the 'Streetsville' Community Node depicted on Schedule 10: Land Use Designations of Mississauga's Official Plan (2021 Consolidation). More specifically, it is located south of Britannia Road West, north of Tannery Street and east of the Canadian Pacific Railway. The Subject Property is also located within approximately 360 m of the Streetsville GO Station, which has been identified by the Region of Peel Official Plan as a Planned Major Transit Station Area, and is directly adjacent to a MiWay Transit Stop.

There are also several mid-rise apartments located in close proximity to the Subject Property, along the south property line.

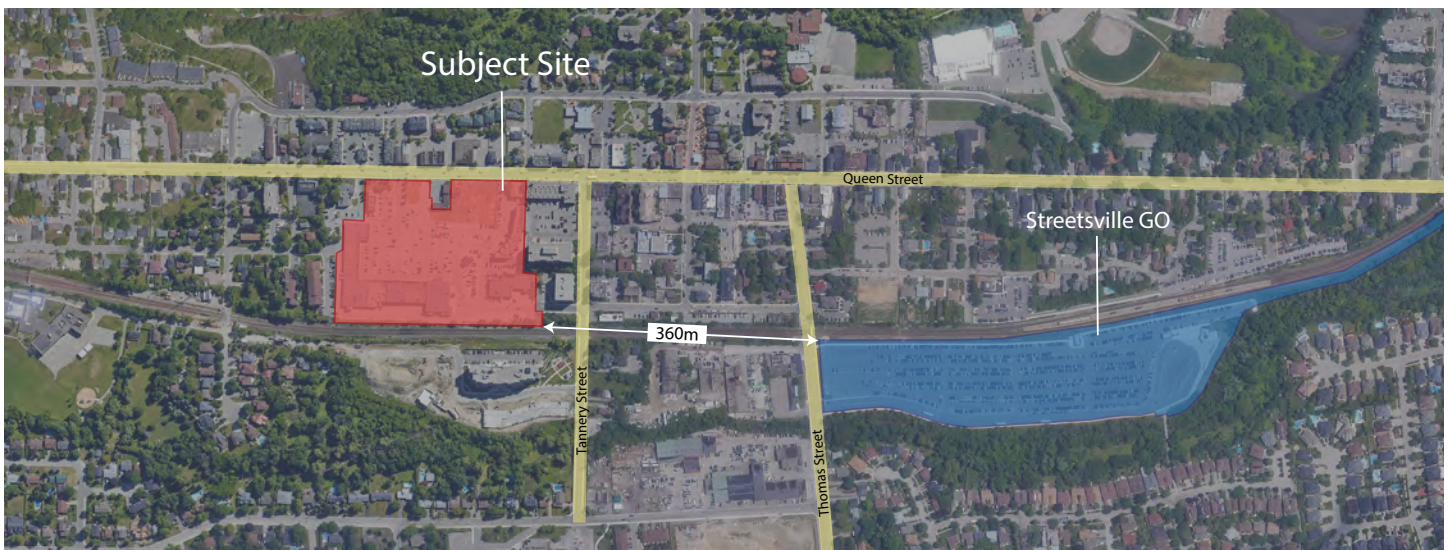


Figure 5 - Location Map

Source: DPS

2.2 Surrounding Land Uses

North

To the immediate north of the Subject Property, sits the Streetsville Library as well as a variety of low-to-medium density, grade-related, residential land uses located along William Street and Caroline Street. These include three (3) to –four (4) storey townhouses, 6-storey mid-rise apartment and low scale multiplexes. Single detached dwellings do exist in the area north of the Subject Property but are generally the least common land use type.

The lots abutting Queen Street S to the north generally consist of commercial or institutional uses.

Britannia Road W (Peel Regional Road 3) is located approximately 670 m north from the Subject Property and connects Queen Street S to the MiWay Public Transit network.



Figure 6 - North Context Map

Source: DPS

A



Streetsville Library
Source: DPS

B



96 William Street
Source: DPS

C



92 William Street
Source: DPS

D



4 Caroline Street
Source: DPS

E



85 William Street
Source: DPS

South

The area to the immediate south features several mid-rise apartment buildings of 6 to 7 storeys in height. Further south, there are several mixed use and commercial buildings along Queen Street South. Of note, is the Streetsville Village Square, located east of the intersection of Main Street and Queen Street South.

Vic Johnson Community Centre is also located approximately 600 m south of the Subject Property

The Subject Property is also located in close proximity to the Streetsville GO station, which is located 360 m to the south.

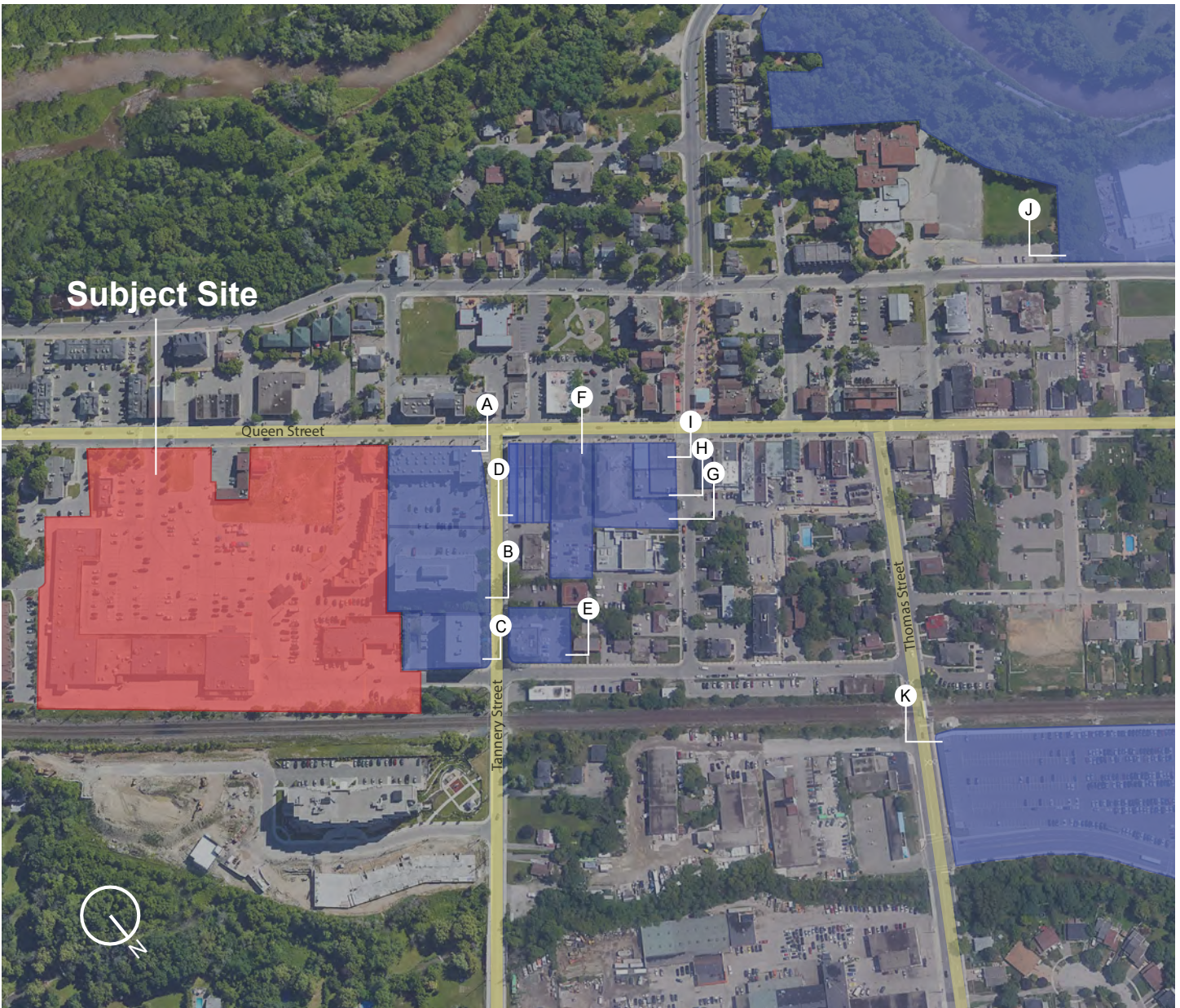


Figure 7 - South Context Map

Source: DPS

A



168 Queen Street
Source: DPS

B



30 Tannery Street
Source: DPS

C



32 Tannery Street
Source: DPS

D



180 - 188 Queen Street
Source: DPS

E



29 Tannery Street
Source: DPS

F



190 Queen Street
Source: DPS

G



190 Queen Street
Source: DPS

H



204 Queen Street
Source: DPS

I



206 Queen Street
Source: DPS

J



Vic Johnston Community Centre
Source: DPS

K



Streetsville GO Station
Source: DPS

West

The west of the Subject Property is bounded by the Canadian Pacific Railway. There is a 6-storey long-term care facility directly across the railway, to the west.

Further west is a watercourse and green lands area.

The Subject Property is also located in close proximity to the Streetsville GO station, which is located 359.43 m to the south.

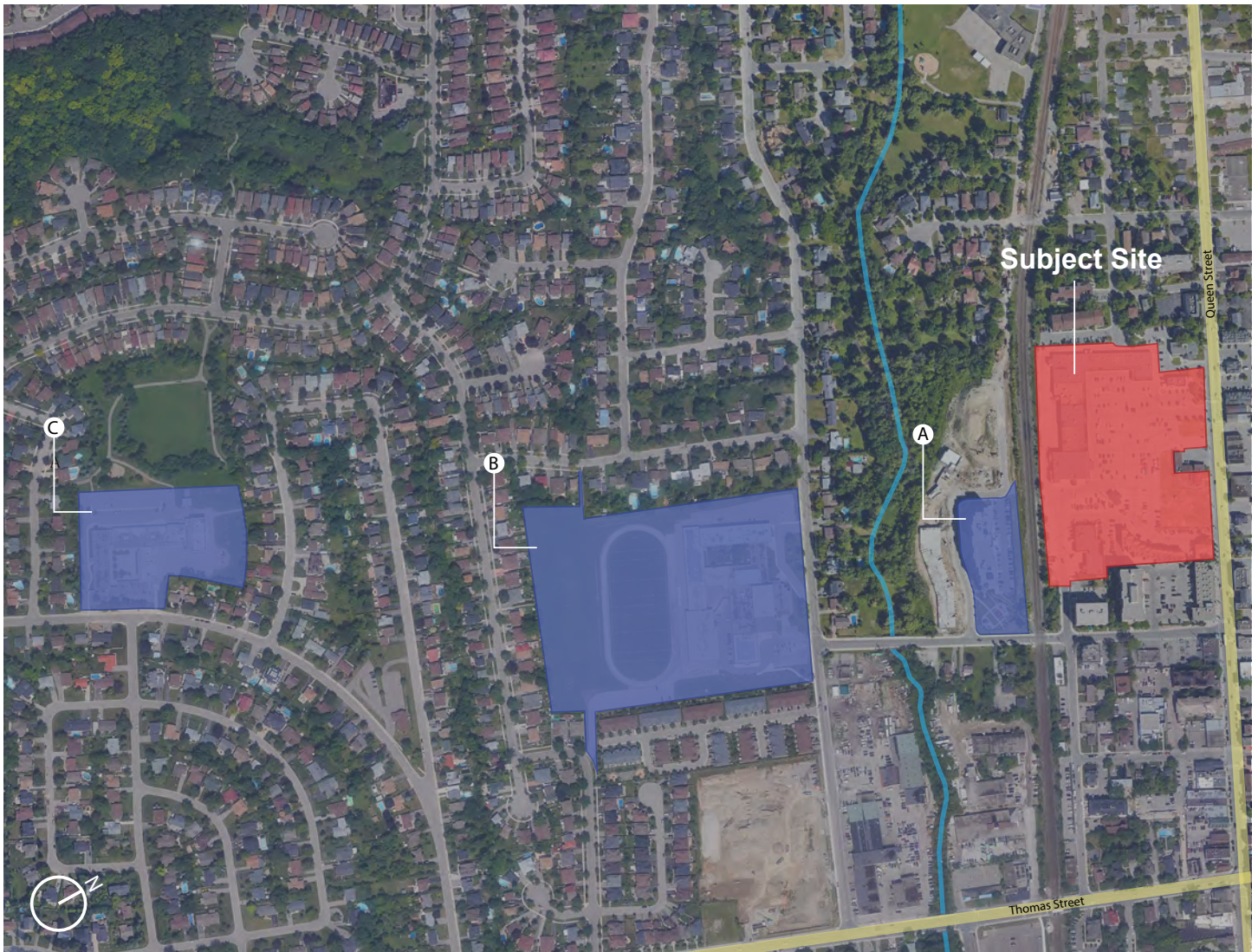


Figure 8 - West Context Map

Source: DPS

A



175 Rutledge Road
Source: DPS

B



Streetsville Secondary School
Source: Google Earth

C



Vista Heights Public School
Source: Google Earth

East

Queen Street South and the commercial buildings fronting onto it are directly east of the Subject Property. Generally, this area consists of commercial buildings generally two storeys in height with some examples of walk-up apartments, as well as various single detached dwellings.

The Credit River is located further to the east and forms a natural boundary between Streetsville and the remainder of Mississauga, to the east.

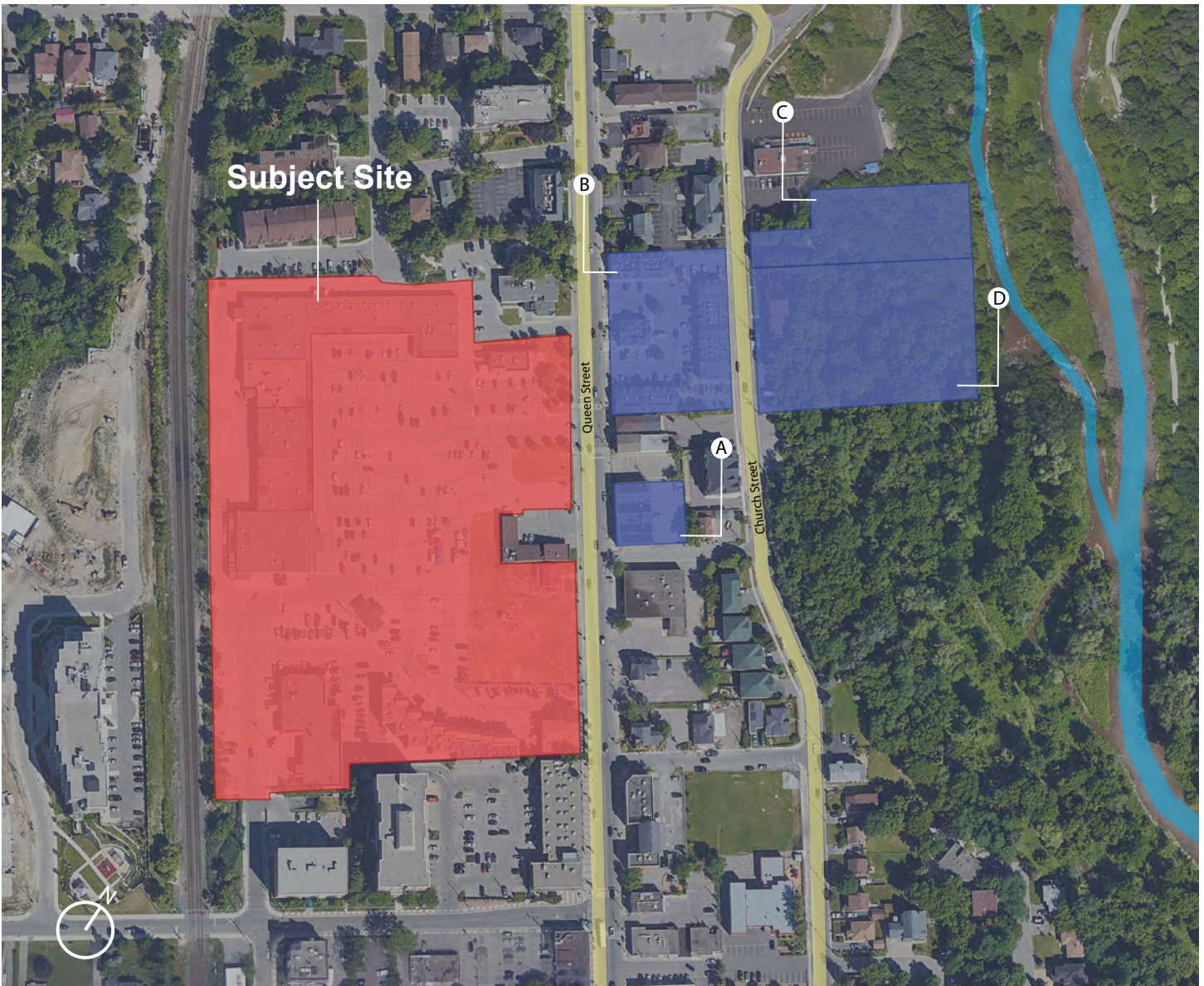


Figure 9 - East Context Map

Source: DPS

A



131 - 141 Queen Street
Source: Google Earth

B



96 William Street
Source: DPS

C



115 Church Street
Source: Google Earth

D



107 Church Street
Source: Google Earth

2.3 Current and Past Uses

Site History

Due to the Subject Property's location within the historic village of Streetsville, there is a significant amount of planning history relevant to the area and site. The Heritage Impact Assessment and Archeological Assessment prepared by Archaeological Services Inc. (ASI) (See section 10 of this Report) details the specific heritage aspects of the Subject Property and provides a comprehensive overview of the development history of Streetsville, and the Subject Property in particular.

The earliest building permit on the Subject Property available on Mississauga's online registry was issued in 1950, prior to the formation of the City (or Town) of Mississauga and was issued for the

Heritage House located at 158 Queen Street S, which is two (2) storeys in height and is currently used as a Pub.

The largest commercial plaza on site, municipally addressed as 128 Queen Street, was constructed during the early 1960s.

The secondary commercial plaza, known as 154 Queen Street South, was constructed during the early 1980s, and by 1997, the Subject Property was generally developed to its present condition as it exists today.



158 Queen Street

Source: DPS



1954 Mississauga
Source: City of Mississauga



1966 Mississauga
Source: City of Mississauga



1985 Mississauga
Source: City of Mississauga



1997 Mississauga
Source: City of Mississauga

Current Use

The Subject Property is currently composed of two multi-unit commercial plazas, two restaurants, and an auto service/repair shop. A large surface parking lot is located in the central area of the Subject Property that serves the existing uses. In addition, a one-storey office building is located in the southwest corner of the site.

3.0 DEVELOPMENT ACTIVITY IN MISSISSAUGA

3.1 Surrounding Development

Development Activity Table Demonstrates recent developments located in the surrounding area of the Subject Property, based on information found using the City of Mississauga Development Application website and visiting the surrounding area.

density and more compact built form than what currently exists, however several of the proposed redevelopments are not within walking distance to the Streetsville Go Station.

As evidenced by this table, the Streetsville Community Node is currently experiencing redevelopments which are mostly in a higher

Label	Ward	Site Address	Application Type	GFA (sq.m)	Residential Units	FSI	Height (storeys/m)
A	11	175 Rutledge Road	Rezoning	N/A	133 rental retirement units	N/A	7-Storeys
B	11	60 Tannery Street	Condominium	N/A	62	N/A	5-Storeys
C	11	51 & 57 Tannery Steet & 208 Emby Drive	Subdivision	Block 1 - 12.873 Block 2 - 757.97	155 stacked back-to-back townhouses	Block 1 - 1.43 Block 2 - 0.77	RM5-59 = 11.5m 3-storeys RM9-4 = 12.5m 4-storeys
D	11	64 & 66 Thomas Street and 65 Tannery Street	Rezoning	33 657	34	N/A	3-storeys
E	11	215 Broadway Street	Condominium	N/A	16	N/A	3-storeys
F	11	25 Thomas Street and 263 Victoria Street	Site Plan	N/A	40	N/A	N/A
G	11	80 Thomas Street	OPA & ZBA	N/A	83 townhouses 136 back-to-back townhouses	1.37	3-storeys

Label	Ward	Site Address	Application Type	GFA (sq.m)	Residential Units	FSI	Height (storeys/m)
H	11	86 Thomas Street	Rezoning	2958.8	10 back to back townhouses	1.8	12.66metres 4-storeys
I	11	36, 44 and 46 Main Street	OPA / ZBA Draft Plan of Condominium	N/A	19 common element townhouse 7 freehold townhouse	0.66	3-Storeys
J	11	31 Queen Street South	Site Plan	N/A	N/A	N/A	3-Storeys
K	11	29 Queen Street South	SP Site Plan	N/A	N/A	N/A	2-Storeys
L	11	6, 10 and 12 Queen Street south, 16 James Street, 2 William Street and 0 William Street	Rezoning	16 668.8	232	2.13	27 metres 8-Storeys
M	11	21-51 Queen Street North	OPA / ZBA	27 837.4	390	2.88	31.9 metres 9-storeys

Table 1 - Surrounding Development Table



Figure 10 - Surrounding Development Map

Source: DPS

A



175 Rutledge Road
Source: Google

B



60 Tannery Street
Source: UrbanTO

C



51 & 57 Tannery Steet & 208 Emby Drive
Source: UrbanTO

D



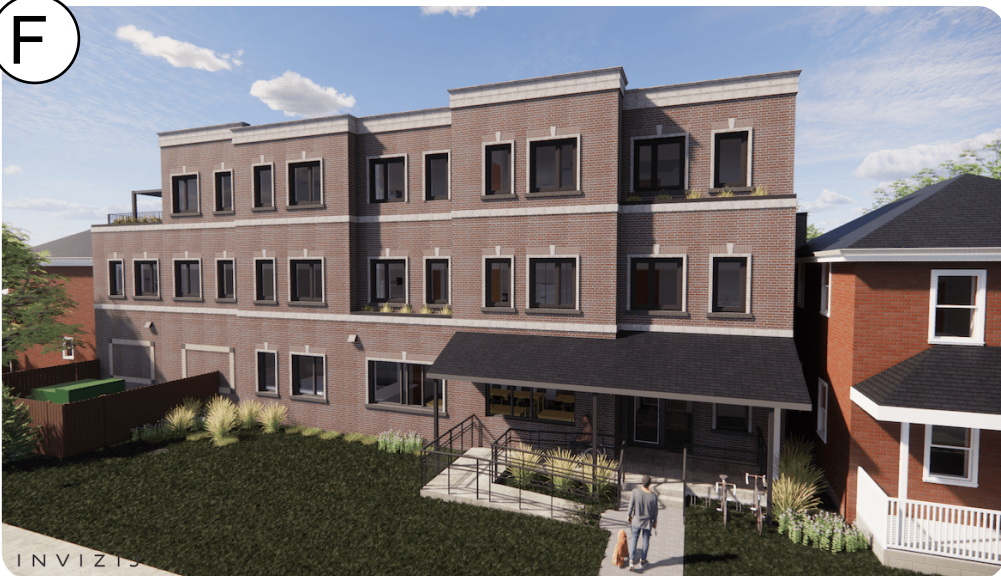
64 & 66 Thomas Street and 65 Tannery Street
Source: UrbanTO

E



215 Broadway Street
Source: UrbanTO

F



25 Thomas Street and 263 Victoria Street
Source: UrbanTO

G



80 Thomas Street
Source: UrbanTO

I



36, 44 and 46 Main Street
Source: UrbanTO

M



21-51 Queen Street North
Source: UrbanTO

4.0 GIS ANALYSIS

4.1 Introduction

The following section includes a GIS analysis of several similar Community Nodes within the City of Mississauga to expand on previous research undertaken by the City of Mississauga. More specifically, this section was prepared to demonstrate the similarity between the Subject Property and several other areas in Mississauga that are currently experiencing or expected to experience redevelopment. It is noted that despite the similarities between different areas of the city, each lot and respective application thereon is unique, and requires careful review

4.2 Basis

The selected Community Nodes as shown below all feature a large commercial plaza on underutilized land. Apart from the Streetsville Community Node, each of the Community Nodes analyzed below were the subject of the 'Reimagining the Mall Recommendation Report' ("RTM"), which was presented to Mississauga City Council by Mississauga Planning Staff on September 28, 2020. Accompanying the report was a draft Official Plan Amendment which, among other provisions, proposed to increase the maximum height of certain mall-based Major Nodes and Community Nodes to twenty-five storeys and fifteen storeys, respectively. This Draft Official Plan Amendment was adopted by the City of Mississauga on December 9, 2020 as MOPA 115, and is currently under appeal (as of the time of writing this report, an oral decision may have been rendered by the OLT and a written decision pending. Further updates based on the outcome of those/that decision may be forthcoming).

The analysis below demonstrates that the Streetsville Community Node is similar to the Reimagining the Mall sites, and in some ways is better suited to accommodate additional height and density. A notable difference is that each

for future redevelopment. In this case, DPS is of the opinion that the Streetsville Community Node (CN) is generally similar to the other CNs reviewed, however Streetsville has several attributes that indicate an increase in both height and density should be warranted on the Subject Property compared to other CNs.

Community Node reviewed by the RTM study was developed around a large indoor mall while the Streetsville Community Node boundary is based, roughly, on the historic boundaries of the Town of Streetsville (prior to amalgamation with the City of Mississauga). However, the Subject Property has acted as a central commercial point for the Streetsville Community node in the same manner as the indoor malls in the RTM sites. In particular, the Subject Property is similar in size to many of the parcels contemplated by the City of Mississauga for a height of fifteen storeys

Address	Area
Subject Property	4.23 ha
2670 Erin Centre Blvd* (Erin Mills Town Centre)	4.28 ha
3525 Etude Dr (Westwood Square)	4.45 ha
2155 Leanne Blvd (Sheridan Corporate Centre)	2.30 ha

*Contemplated for 25 storeys

Table 2 - RTM Community Node Parcel Sizes

The Subject Property also meets these additional criteria that indicate its similarity to the RTM sites,

and thus makes this analysis between these areas appropriate:

- The Subject Property is a focal point for retail and service commercial units, and the proposed development plans to retain the planned and existing function of the commercial component;
- The proposed development will feature a mix of densities and uses that will allow residents

to meet many of their needs locally and within walking distance; and,

- The master plan and elevations herewith propose an attractive and pedestrian-oriented environment that promotes active transportation and prioritizes pedestrian pathways and public transit over vehicular traffic

4.3 Analysis

The studied sites as listed in Table 3 are all similar, in the sense that each one features a large commercial plaza or mall.

In particular, the table shows that the Streetsville CN is the only studied Node with a GO Station within the node boundary and the only CN within a planned Major Transit Station Area.

Community Node Name	Distance To GO Station (m)	Distance To Regional Road (m)	Ave Size of Lot (m2)	Green Space (m2)	Major/Community Node Area (ha)
Malton (Westwood Square)	1,245	450	11,852	80,981	38.49
Rathwood-Applewood (Rockwood Mall)	2,097	0	10,546	21,050	49.39
Sheridan	1,858	0	17,388	0	46.05
South Common	2,711	0	20,932	45,923	65.25
Meadowvale	911	854	23,473	2,342	36.87
Central Erin Mills	1,903	0	24,186	0	115.13
Streetsville	0	0	1,285	0	50.92

Table 3 - RTM Community Node Statistics

4.4 Malton Community Node

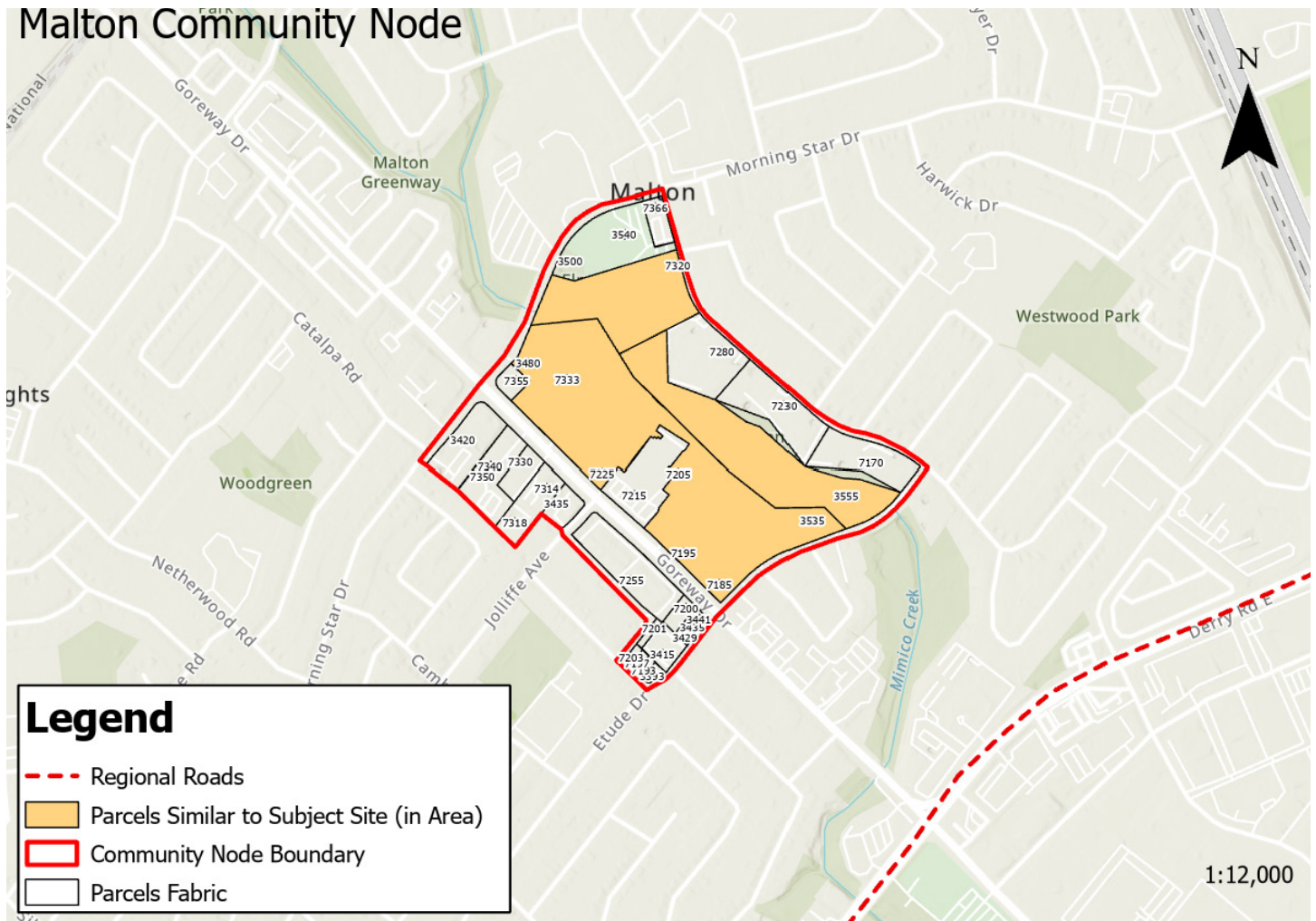


Figure 11 - Malton Community Node Map

Source: DPS

The Malton CN is centered upon Westwood Square, a mid-sized indoor shopping mall in the northeast section of Mississauga. Within this CN, several applications have been made to the City of Mississauga for development of a range of densities. Although the RTM study contemplated a building height of 15 storeys in this area, the city is currently considering applications for 16 and 18 storey apartment buildings. While the Malton CN is well suited for additional density and height in accordance with the RTM recommendation report, the Streetsville CN has locational attributes that indicate more density and height is appropriate (as depicted by the proposed development).

4.5 Meadowvale Community Node

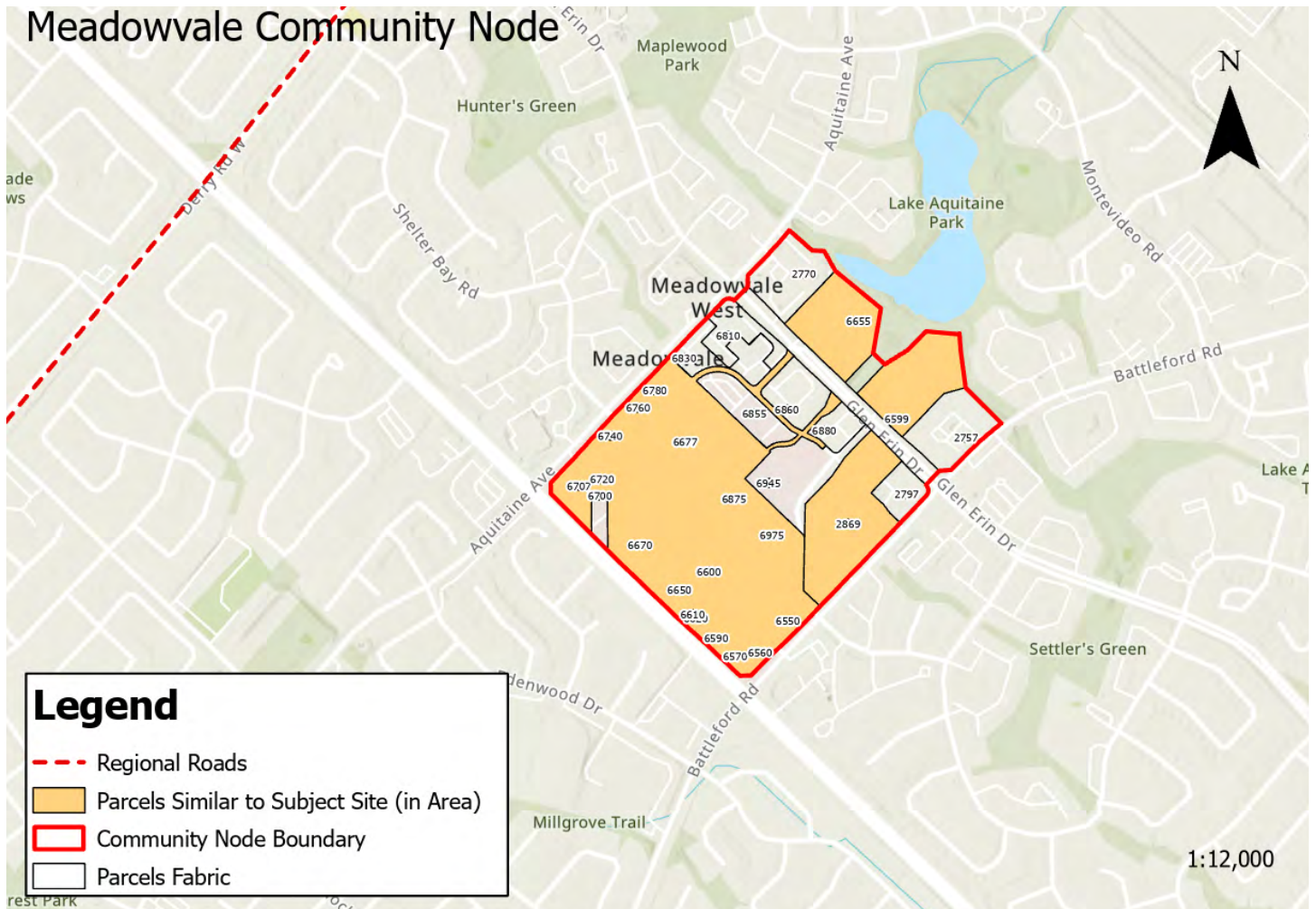


Figure 12 - Meadowvale Community Node Map

Source: DPS

The Meadowvale CN is centered upon Meadowvale Town Centre, which is a large outdoor shopping mall located in the northwest section of Mississauga. Apart from the commercial area, this community is largely composed of medium density residential uses in the form of townhouses and mid-rise apartments ranging from 8 to 13 storeys. The CN has adequate connections to public transit but does not have any higher order public transit options within walking distance.

4.6 Rathwood-Applewood Community Node

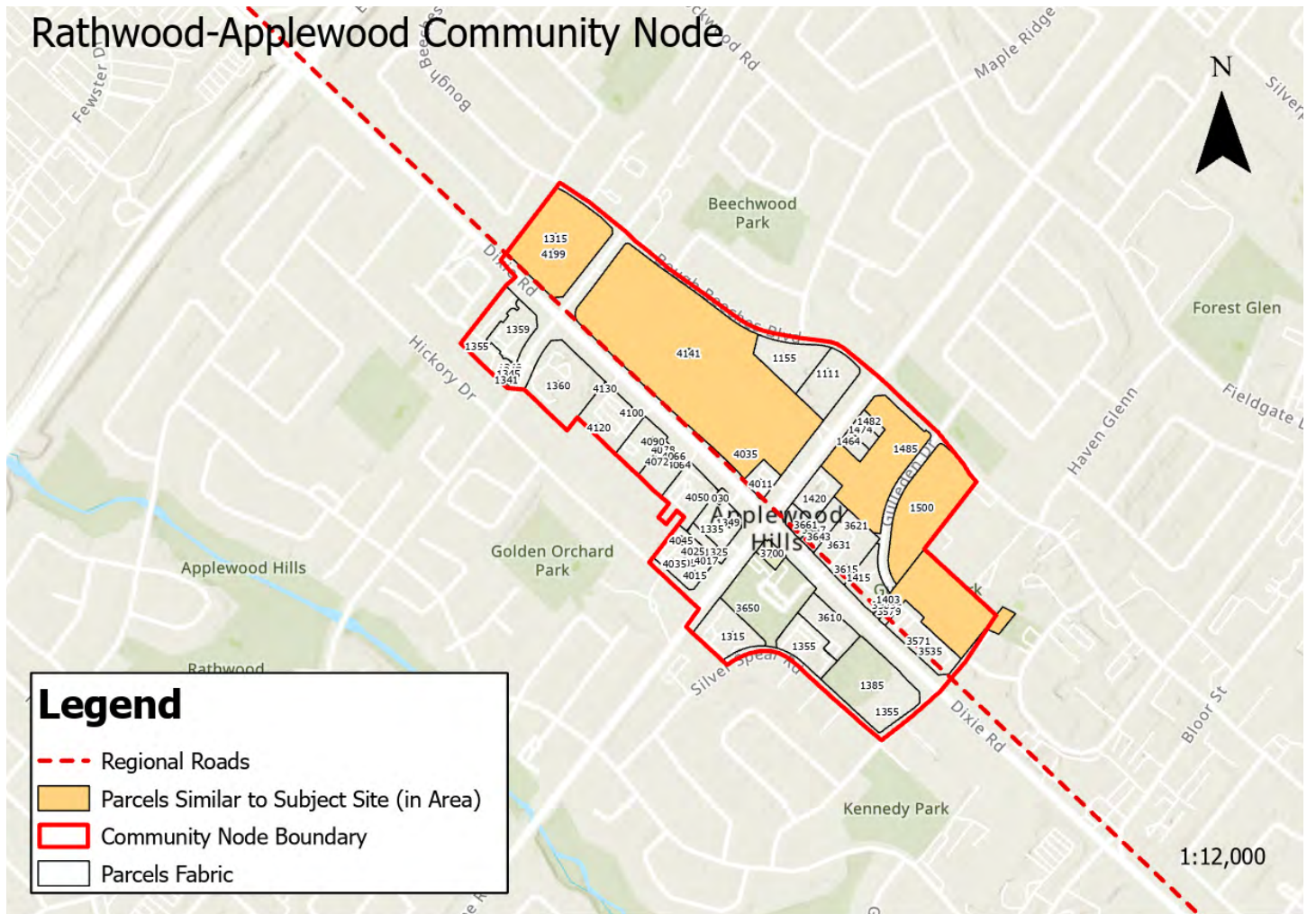


Figure 13 - Rathwood-Applewood Community Node Map

Source: DPS

Rathwood-Applewood CN, based upon Rockwood Mall in the centre east portion of Mississauga, is another CN that was recommended for a height of 15 storeys. Furthermore, OPA/ZBA applications have been approved in this area for apartments of a range of storeys, up to a current maximum of 14 storeys.

4.7 Sheridan Community Node

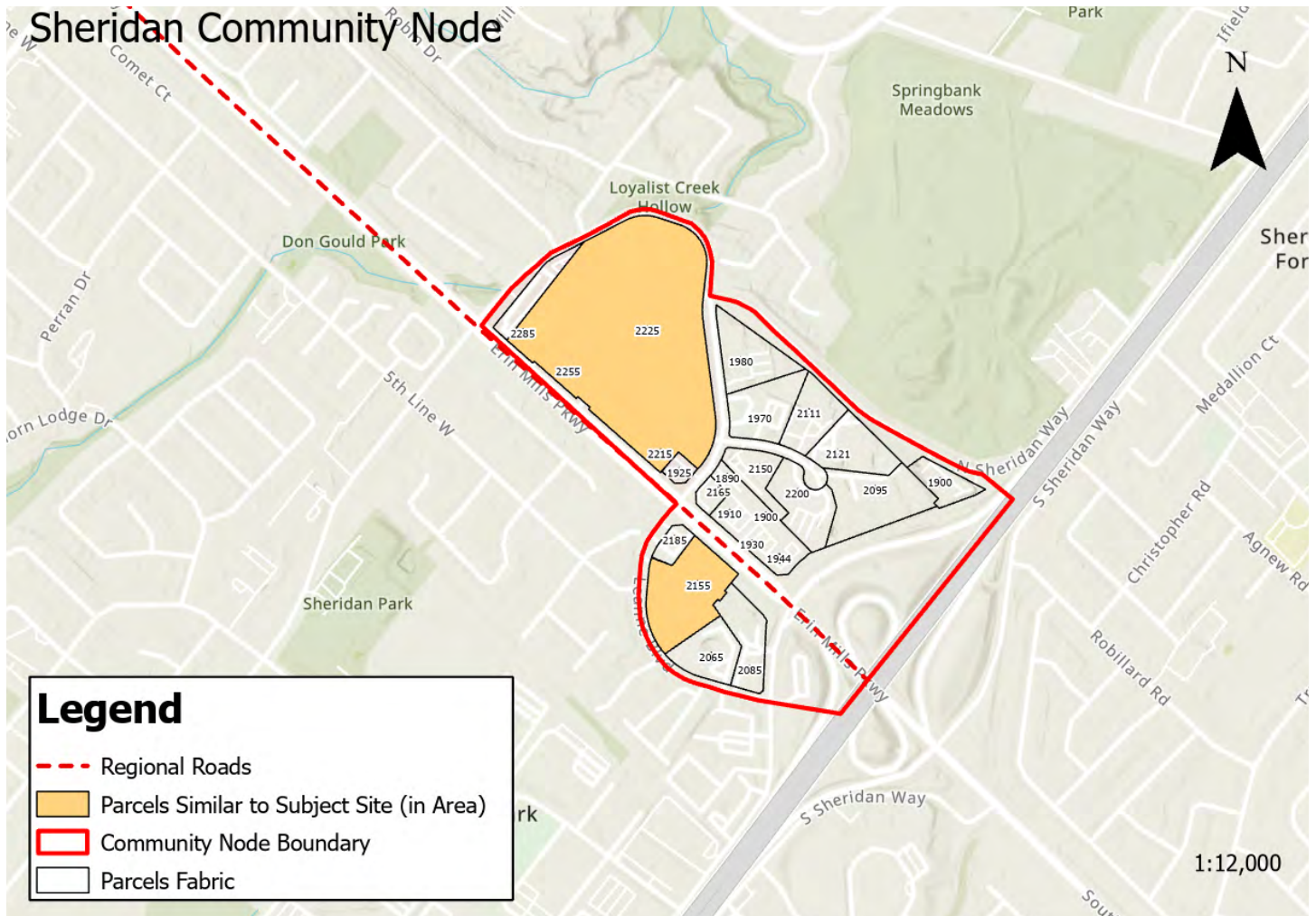


Figure 14 - Sheridan Community Node Map

Source: DPS

It should be noted that although the Sheridan CN is designated in the Mississauga Official Plan, there are no CN specific policies yet identified for this area. As such, the minimum and maximum height restrictions identified in section 14.1.1.2 of the Mississauga Official Plan apply, which limit new developments to a height of four (4) storeys. Despite this, a 6-storey long term health facility was recently approved within this CN, which indicates that it is capable of receiving height and density beyond the limits currently contemplated in the Official Pla

4.8 South Common Community Node

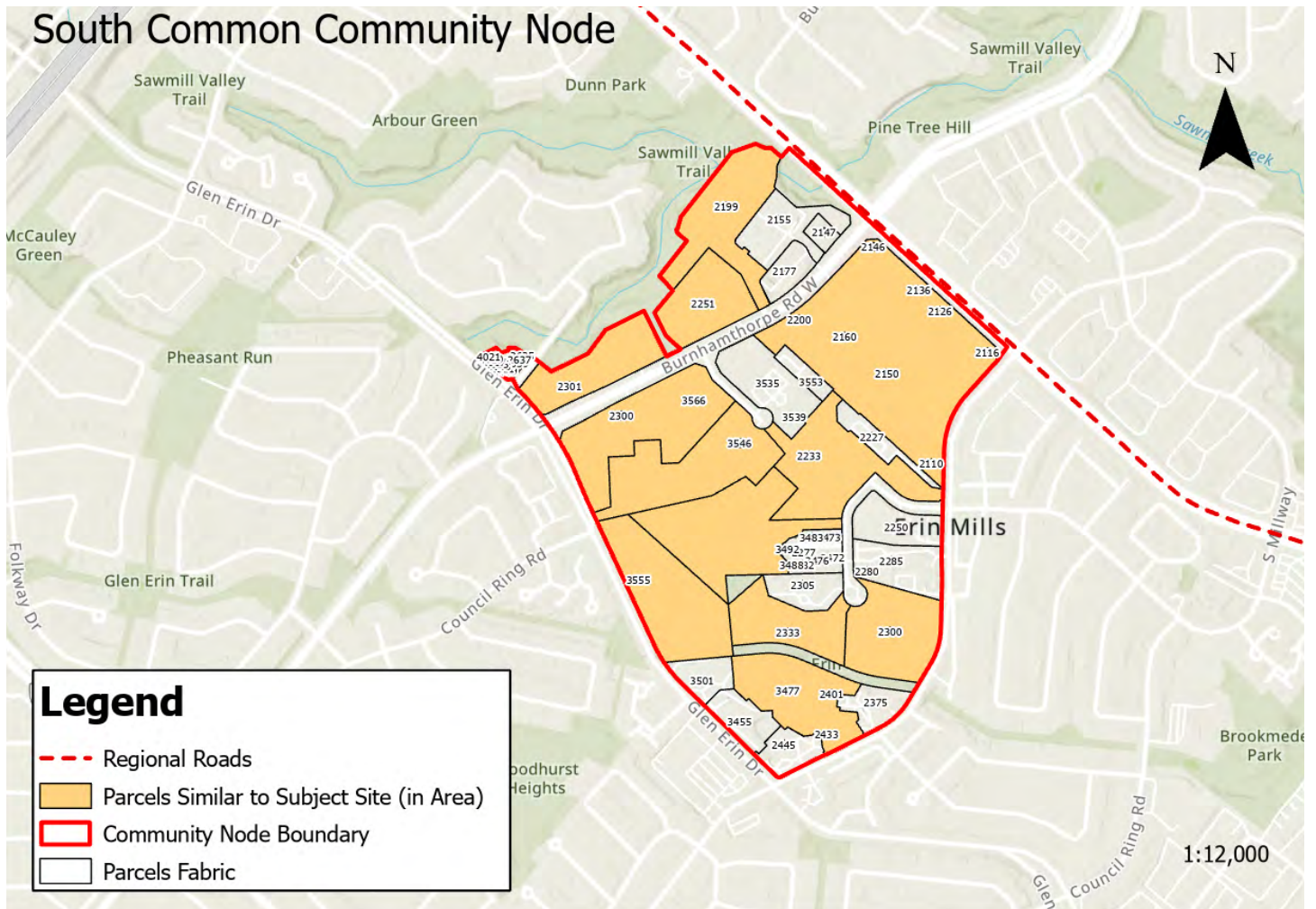


Figure 15 - South Common Community Node Map

Source: DPS

The South Common CN is located south of Burnhamthorpe Road West and east of Glen Erin Drive, and is centered upon South Common Centre. Of all the CN reviewed, the South Common CN was the farthest distance from a GO Transit Station, and there are no active development applications of significant height/density within this area.

4.9 Streetsville Community Node

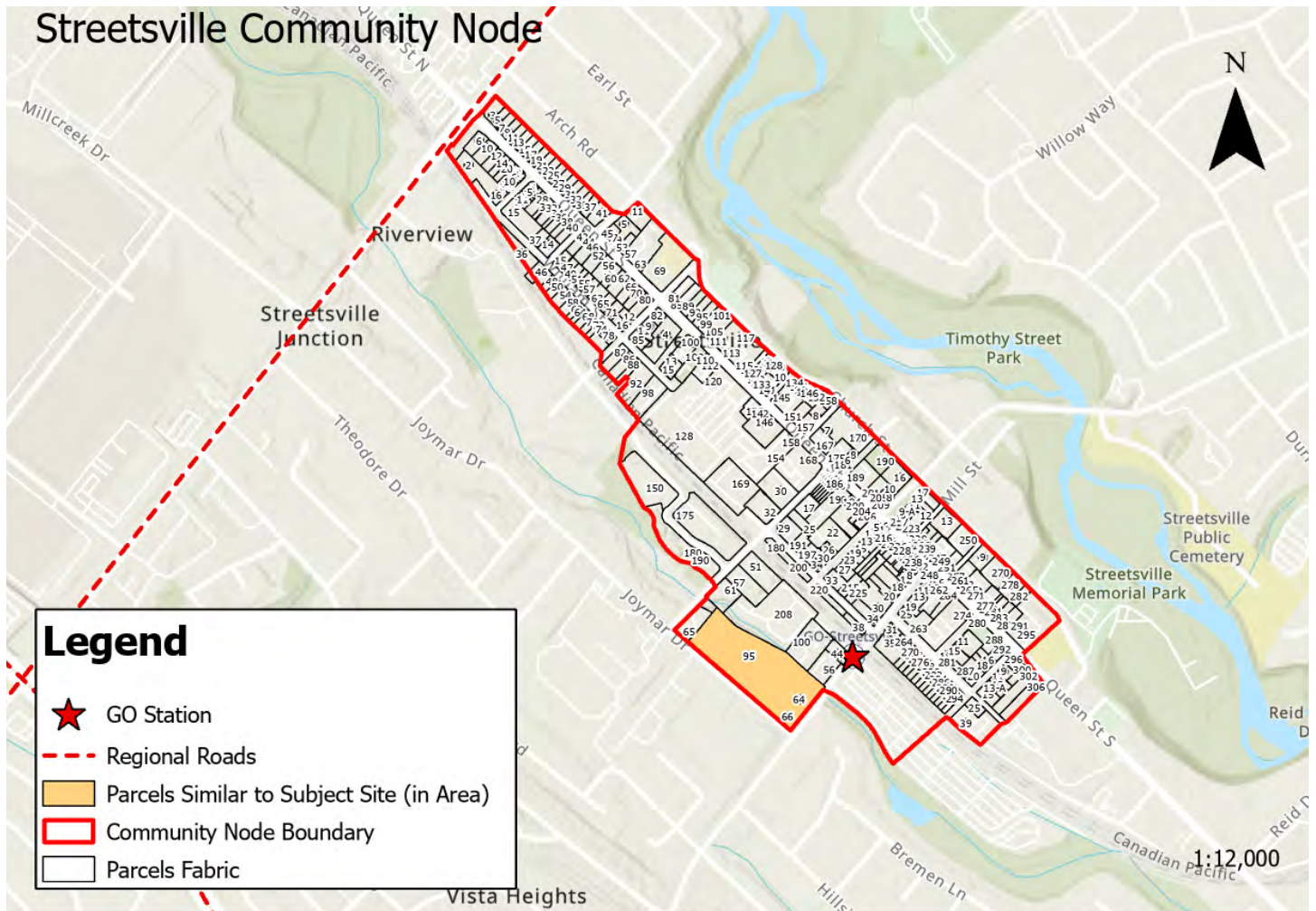


Figure 16 - Streetsville Community Node Map

Source: DPS

The Streetsville Community Node is located along Queen Street South and is generally bounded by Britannia Road West to the north, Princess Street to the south, Church Street to the East and the rail corridor/Joymar Drive to the west. It is primarily designated as 'Mixed-Use'. The Subject Property is the largest consolidated lot within the CN.

The Streetsville CN is similar to the other reviewed CNs and features multiple properties that would be appropriate locations for increased height and density.

However, Streetsville CN is the only CN reviewed that includes a Planned Major Transit Station Area (MTSA) within its boundaries. In addition, the average lot size is significantly smaller in

Streetsville compared to the average lot size in other CN's studied. As such, given that no further land assembly is needed for the Subject Property to develop in an efficient manner and the locational attributes of the CN, the Subject Property is a suitable location to accommodate higher height and density required to achieve an overall minimum density across the Streetsville CN and PMTSA.

Conclusion

Overall, it is our opinion that the Streetsville CN , and the Subject Property in particular, is an ideal location for increased density and height, similar to other CN reviewed by the City of Mississauga through the RTM study. Additionally, this is an opportunity to realize a complete community on an underutilized site within the heart of Streetsville Village.

5.0 GENERAL DESCRIPTION OF PROPOSED DEVELOPMENT

5.1 Introduction

The proposal is for a master planned development featuring five mid-rise tall buildings including both mixed-use and residential buildings, new additions to the public road network and new public and private park and open spaces. This would be achieved by demolishing the existing commercial plazas and large surface parking lot and replacing it with several buildings composed of podiums and mid-rise tall buildings of varying sizes, heights and uses with commercial frontage along Queen Street South. These buildings have been designed in a considerate manner to respect the existing heights, scale and massing along

Queen Street S. and to adjacent properties with the scale generally increasing towards the rear and middle of the Subject Property nearer to the railway tracks. In addition, all buildings proposed feature 'step backs' towards the edges of the lot to mitigate any potential massing impact on adjacent properties. The proposed commercial and office space will serve to replace the planned function of the existing commercial space on the Subject Property while reorienting the public realm along Queen Street S towards a pedestrian scale.

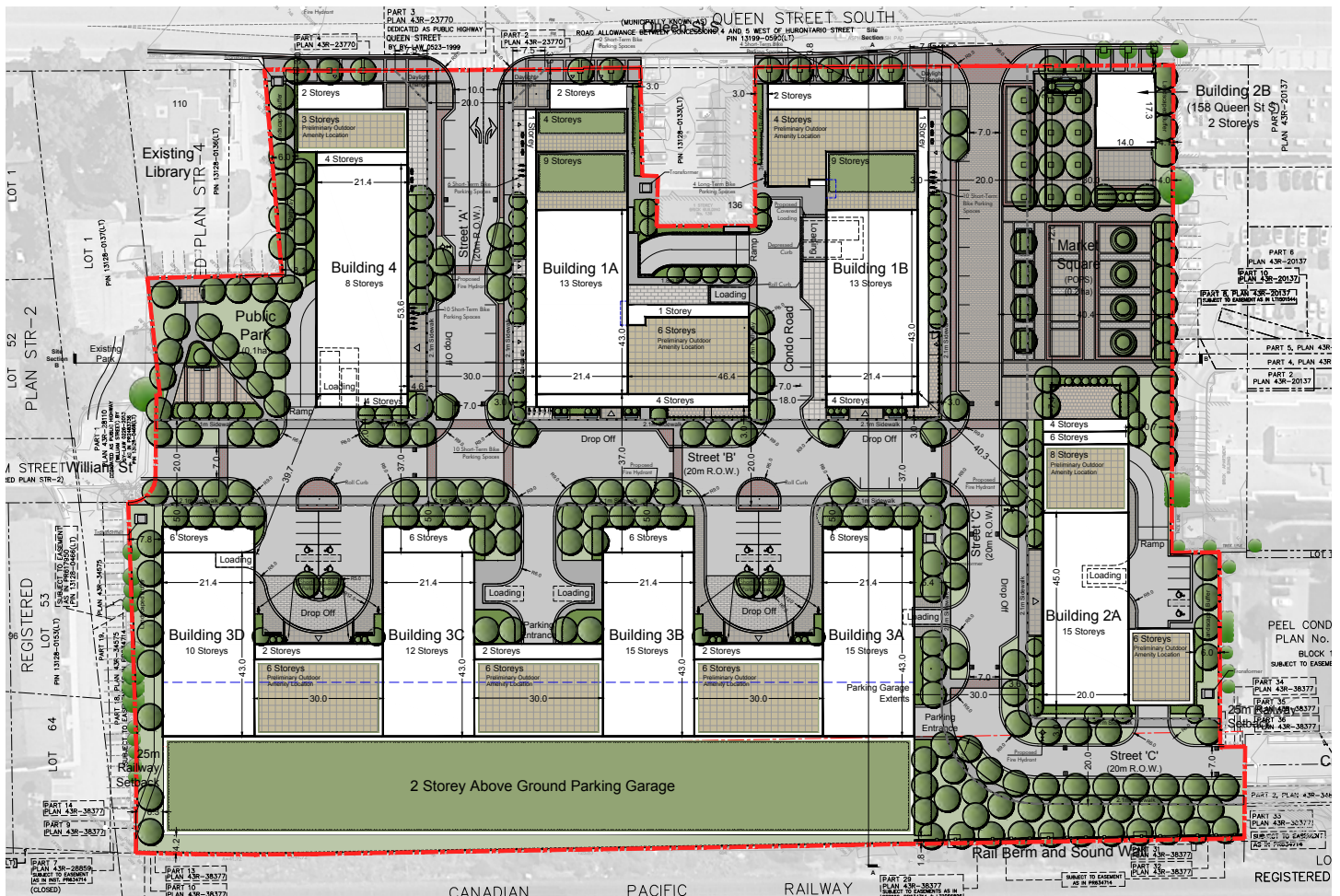


Figure 17 - Master Development Site Plan

Source: SRM

In total, the proposed five buildings will feature approximately 1,808 residential units, 3292.00 square metres of Commercial floor space and 329.00 square metres of Office floor space. In terms of the proposed tenure, condominium tenure is currently contemplated. Based on the current concept Master Plan, a total of 1,744 parking spaces will be required under the Zoning By-law and the proposed number of parking spaces will meet this requirement by providing 1,746 spaces plus 20 on-street parking spaces for a total of 1,766 parking spaces. The required rate of parking is based on a rate of 0.8 spaces per residential unit, 0.2 visitor spaces per residential unit, 2.5 spaces per 100 square metres of office GFA, and 3.0 spaces per 100 square metres of commercial GFA. The majority of these spaces are proposed to be underground (1,721 underground spaces) with a proposed 25 surface parking spaces and 20 on-street parking spaces. Required bicycle parking is also anticipated to be provided with

a total of 394 bicycle parking spaces proposed for phase 1 (refer to the site statistics enclosed within this application for a full description of the proposal). Please note that these statistics are a preliminary estimate and may be subject to change through consultation with City Staff and the respective traffic/parking experts.

The Mississauga Official Plan Policy 14.10.6.6.4.b, requires a new connecting public road network linking Queen Street South with Crumbie Street and William Street. The Master Plan illustrates the conceptual internal road network that will meet this policy. However, the ultimate design of the road network will be finalized in subsequent phases through future Draft Plan of Subdivision and Rezoning application(s).



Figure 18 - 3D Rendering from Queen Street South

Source: SRM

5.2 Phase One Description

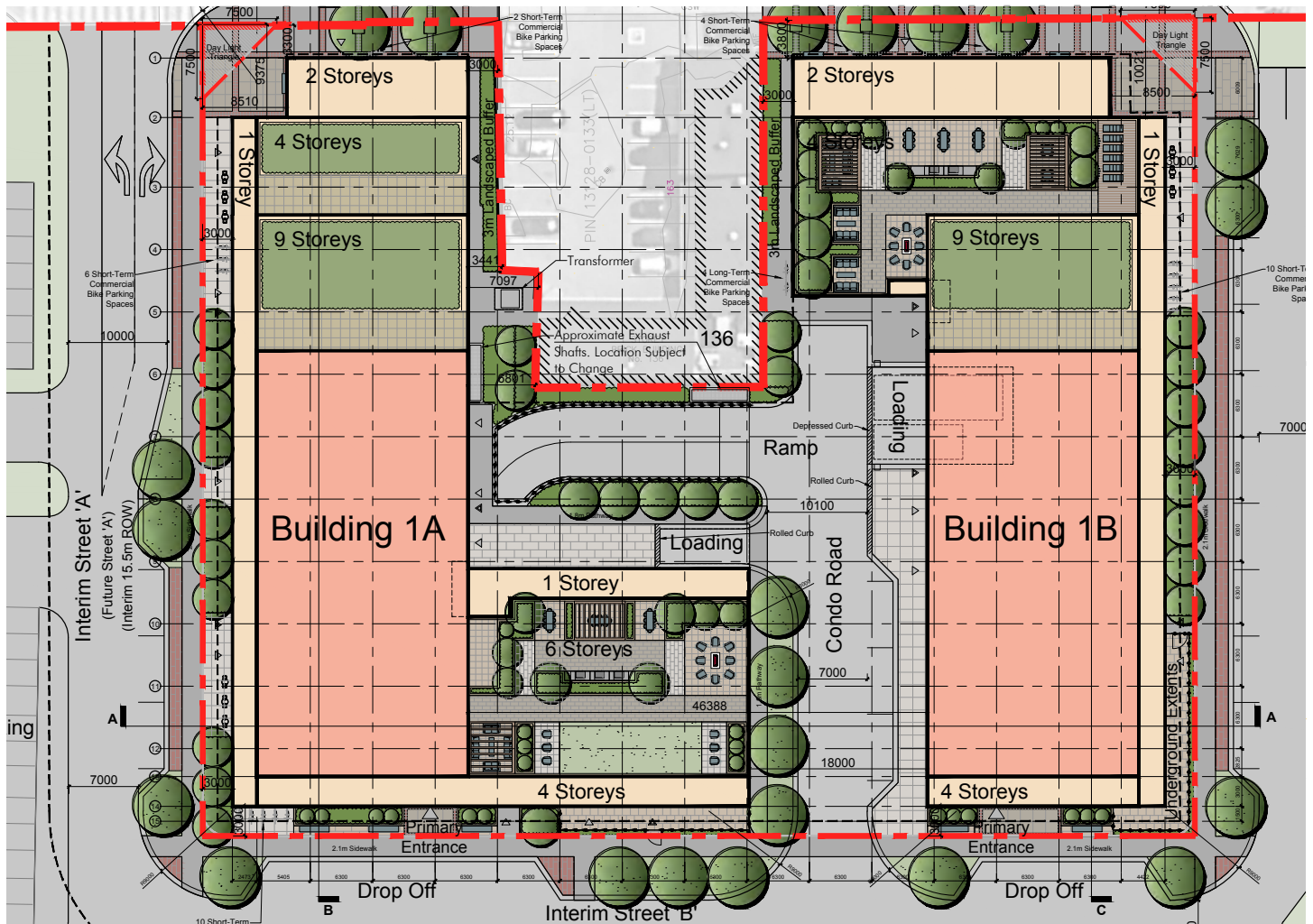


Figure 19 - Phase 1 Site Plan

Source: SRM

The massing proposed for 'Phase One' of this development, and the subject of the proposed draft Zoning By-law Amendment described below in this report), consists of two thirteen-storey mid-rise mixed-used buildings (See Figure 19) demonstrated as Building 1A and 1B on the Master Development Site Plan. The proposed buildings are similarly divided into several components, including a two (2) to four (4) storey podium fronting onto Queen Street South. Connected to the four (4) storey portion of the podium is the mid-rise portion of the building, which is 9 and 13 storeys in height, to provide further step backs from Queen Street South. A one storey podium is proposed fronting onto proposed Street A and a four (4) storey podium fronting onto proposed

Street B surrounding the mid-rise portions of the building. A mechanical penthouse is proposed on top of each 13 storey portion. Phase 1 includes four (4) underground levels featuring resident, visitor and commercial car parking and resident lockers. The underground parking levels connect Buildings 1A and 1B and provide 524 parking spaces. In addition, 14 on-street parking spaces have been provided along the proposed Public ROWs. Out of all parking spaces provided, 10% of the visitor parking spaces and 20% of the residential parking spaces will be EV ready. A condominium road, oriented east-west, is proposed to bisect the two buildings as part of the phase 1 development and will provide access to loading spaces and underground parking spaces

from the Public ROW (Street 'B'). Both Public ROWs (Street 'A' and a portion of Street 'B') will be created through the Draft Plan of Subdivision.

Buildings 1A and 1B provide an overall building height of approximately 49.5m, excluding the mechanical penthouse proposed at a height of approximately 6.0m. Both buildings have an approximate depth from Queen Street South of 80m, and an approximate width of 50m (Building 1A) and 38m (Building 1B). Both buildings also provide a minimum front yard setback of 3.0m to Queen Street South, which is generally consistent

with the existing setbacks along Queen Street South and provides sufficient space for new tree plantings in the public boulevard. The Phase 1 development will also generally provide a minimum setback of 3.0 m to the proposed Street A, and interim Street B. The taller portions of the buildings are setback from Queen Street South at approximately 19.5m from the 5th to 9th floors and approximately 32.5m from the 10th floor and above to meet the 45 degree angular plane from the Queen Street South.

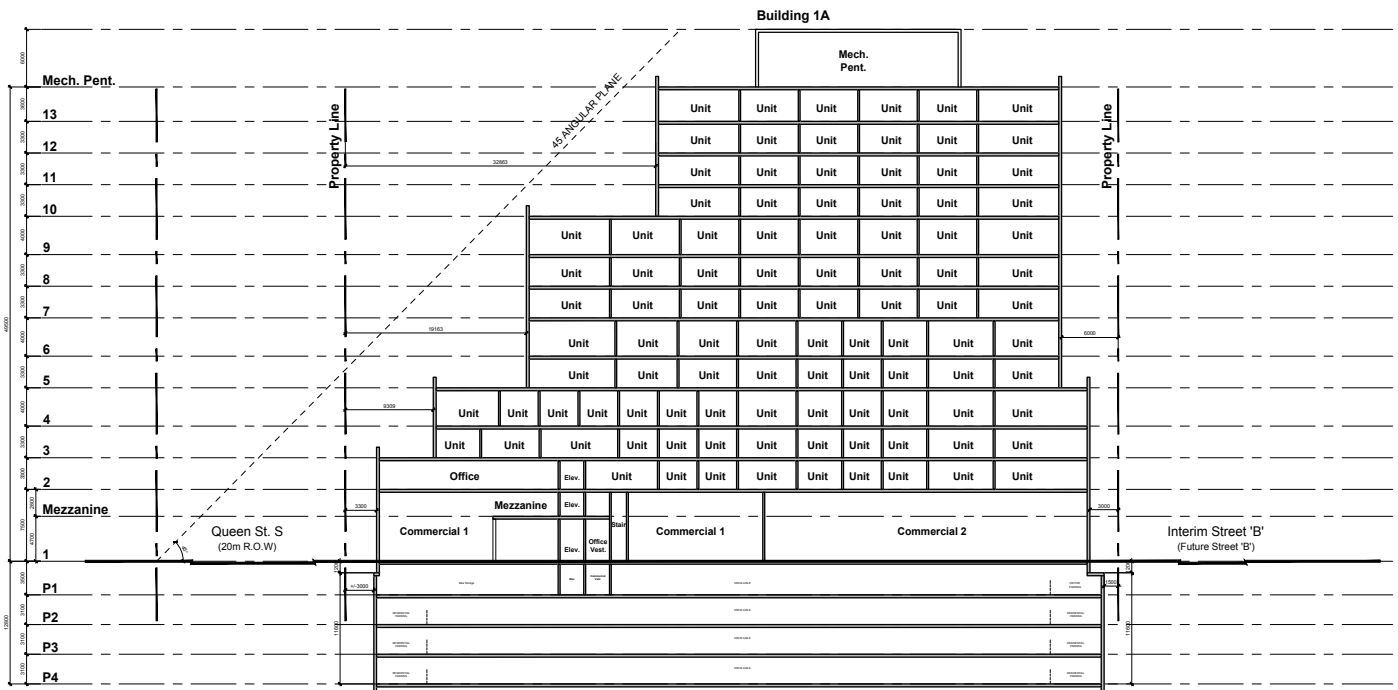
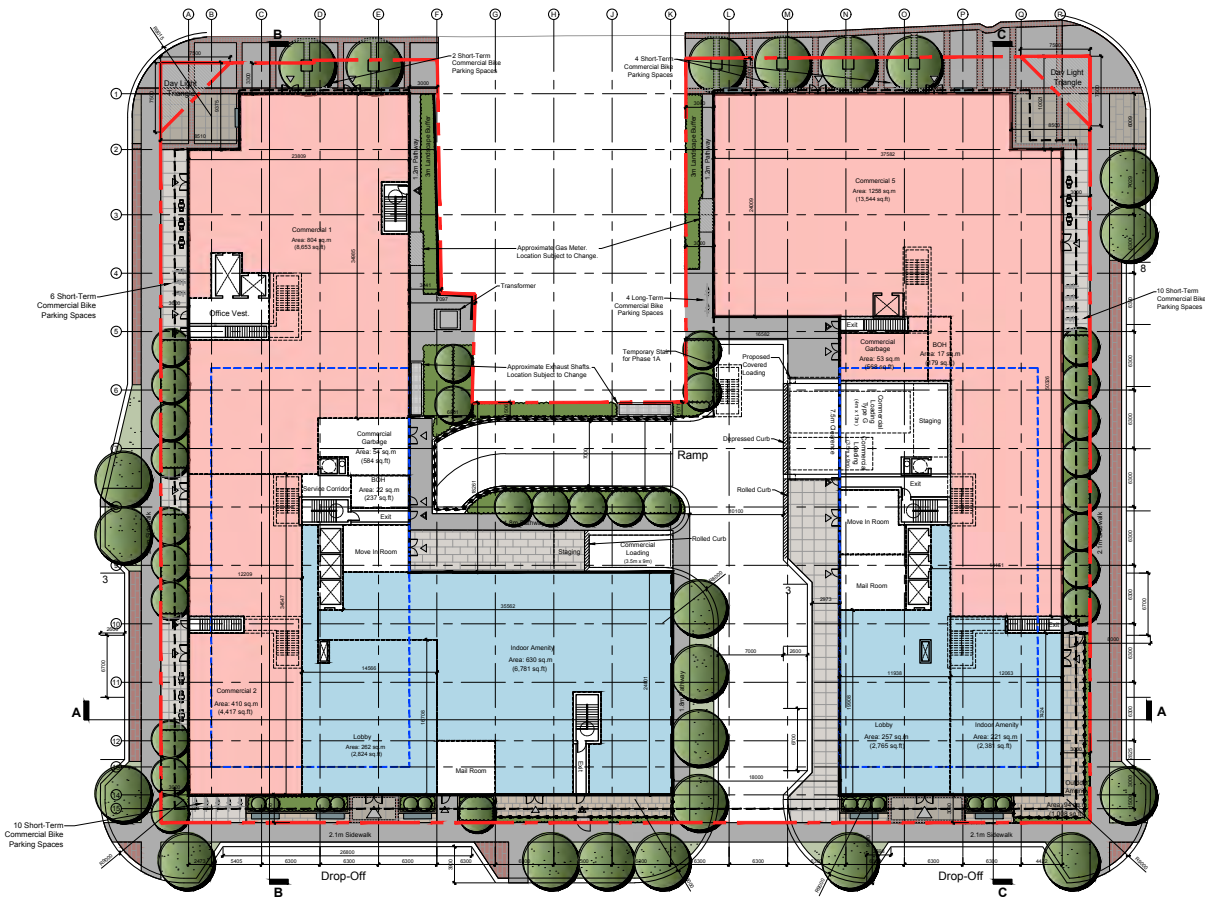


Figure 20 - Angular Plane Sections

Source: SRM

The first and mezzanine floors of the building consists of the residential lobby, indoor amenity space and commercial uses, while the second floor consists of residential units facing the newly proposed internal public streets and office spaces located adjacent to Queen Street South in Building 1A. The remainder of the building consists of residential units, and indoor and outdoor amenity space on terraces (above building portions that are 4 and 6 storeys in height).



Building 1A: 2,447 sq.m (26,343 sq.ft)
 Building 1B: 2,107 sq.m (22,675 sq.ft)

Figure 21 - Phase 1 Ground Floor Plan

Source: SRM

Phase 1 will provide 526 residential units in total, which is approximately a total of 26,495 square metres of residential GFA. Different unit types have been proposed in both buildings. More specifically, Building 1A is estimated to provide:

- 35 - Studio units
- 136 - 1 Bedroom units
- 46 - 1 Bedroom + Den units
- 40 - 2 Bedroom units
- 9 - 2 Bedroom + Den units
- 17 - 3 Bedroom units

Building 1B will provide:

- 4 – Studio units
- 117 – 1 Bedroom units
- 66 – 1 Bedroom + Den units
- 34 – 2 Bedroom units
- 9 – 2 Bedroom + Den units
- 13 – 3 Bedroom units.

Phase one is designed in a sensitive manner to appropriately intensify the Subject Property given the surrounding context, while retaining the functionality of the existing commercial plaza during construction. The intent of the phasing plan is to minimize interruptions to the existing plaza and facilitate a smooth transition for existing tenants and users of the Subject Property.

5.3 Description of Proposed Draft Plan of Subdivision

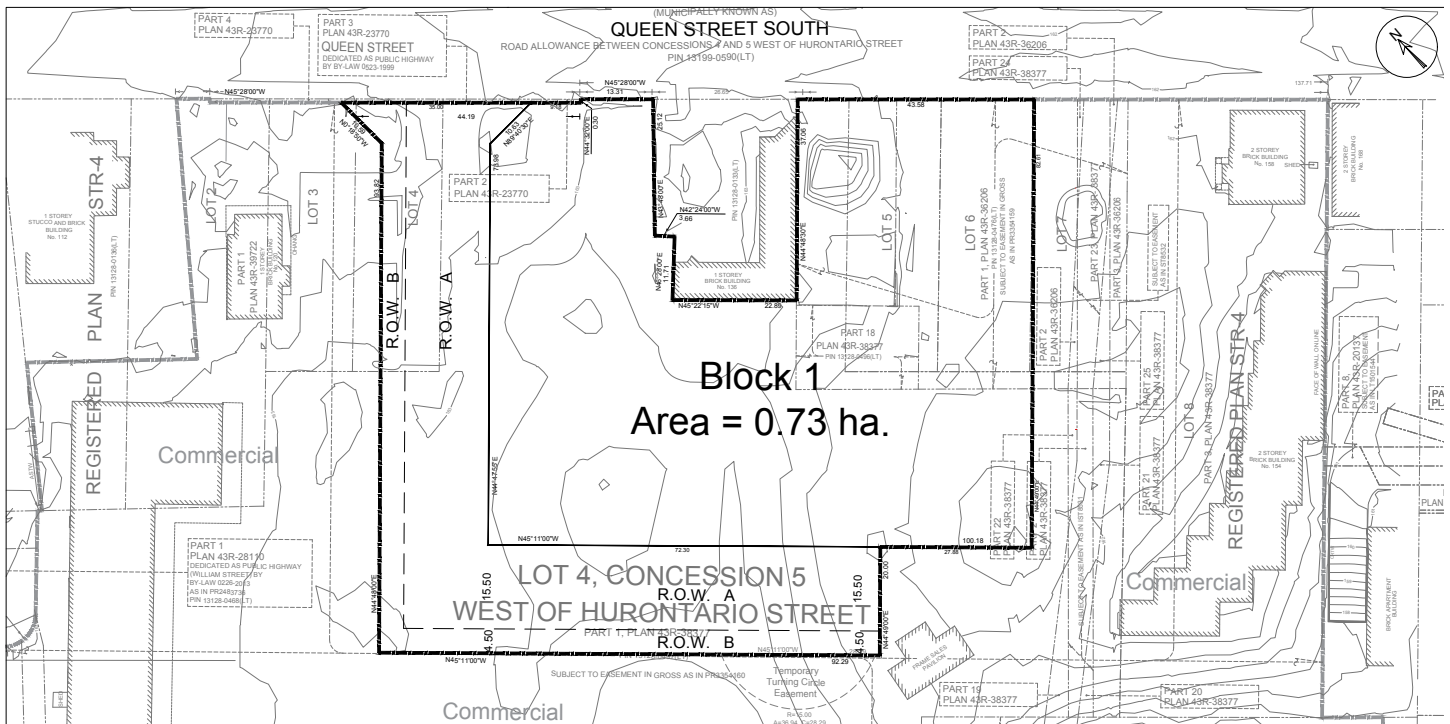


Figure 22 - Draft Plan of Subdivision

Source: DPS

The proposed Draft Plan of Subdivision includes the Phase 1 portion of the Subject Property as well as the proposed new Public ROWs (Street A and a portion of Street B as shown on the Master Plan) that provides access to the proposed Phase 1 development and the existing commercial plazas and parking areas (refer to figure 22). A subsequent Zoning By-law Amendment(s) and Draft Plan of Subdivision application(s) will be submitted to facilitate the future phases of this development.

- Block 1 is a mixed-use condominium block of approximately 0.73 ha, which is created to facilitate phase 1 of the development.
- The right of ways proposed will permit interim access to the development for phase 1. However, the right of ways proposed will ultimately form part of the final Public ROW network necessary to Support the ultimate design of the Master Plan, as well as to conform to applicable Mississauga Official Plan policies and engineering standards. The proposed right of way as shown on the draft

plan of subdivision is broken up into two parts: ROW A and ROW B, which added together will provide a width of 20 m that meets the City's standards. While both portions will be dedicated to the City as part of this application, only ROW A will be immediately developed to limit any disruption to the existing commercial plaza while phase 1 is being constructed.

The ROW included as part of the proposed draft plan of subdivision, will form part of both Street A and Street B ultimately as shown on the Master Plan, utilizes the existing connection to Queen Street South on the east side of Block 1 (Phase 1), and runs east-west before turning 90 degrees south to connect with a private driveway into Block 1. The ROW is proposed to terminate at this point, until a subsequent Draft Plan of Subdivision application is submitted to connect the remaining ROWs as per the Master Plan.

Overall, the entire proposed development features new public spaces, including public parkland and

a market square that will contribute to a positive pedestrian experience along Queen Street S and throughout the Subject Property.

The section below describes the specific design and rationale of the entire development in more detail.

6.0 URBAN DESIGN RATIONALE

This Urban Design Rationale was jointly prepared by SRM architects + urban designers and Design Plan Services Inc.

6.1 Design Vision

The Subject Property represents a generational opportunity to reimagine a large, underutilized, and auto-oriented parcel within Streetsville. To ensure that the proposed redevelopment of the Subject Property is sensitive to and builds upon the unique character of the village and surrounding built form, the following urban design objectives have been created:

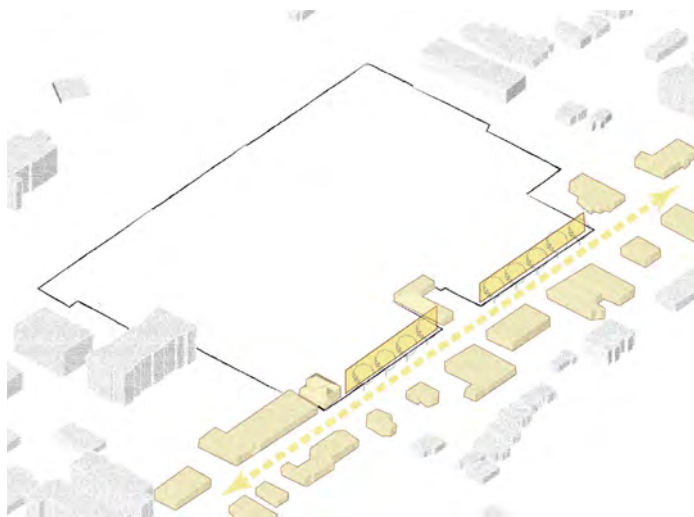


Figure 23 - Main Street
Source: SRM

- Strengthen the main street character of Queen Street South by closing the gap in the street wall and reintroducing a fine-grained, low-rise retail form that responds to the historic storefront pattern and activates the Subject Property with new residential and commercial uses; (see figure 23)

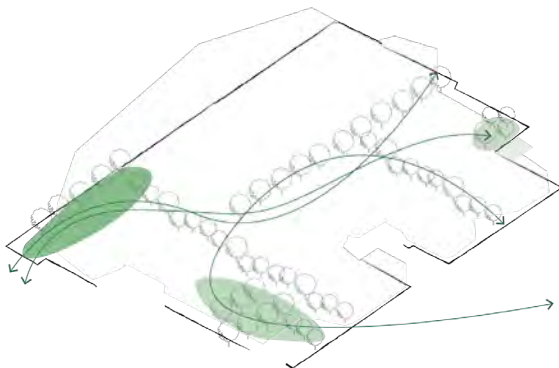


Figure 24 - Public Realm
Source: SRM

- Create two (2) new open spaces;

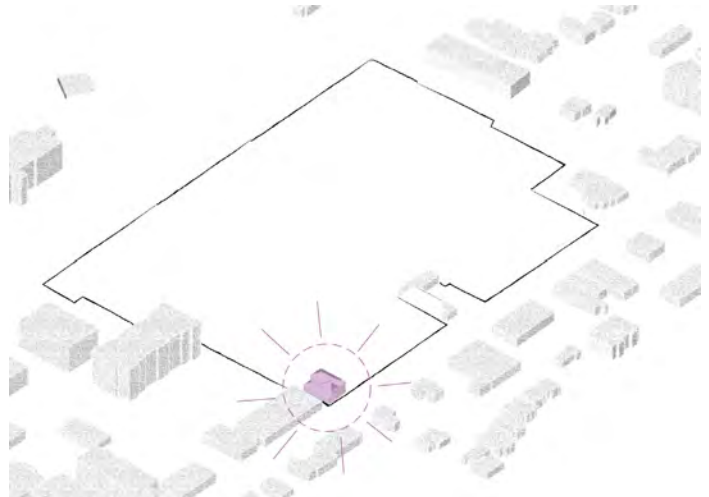


Figure 25 - Heritage
Source: SRM

- Retain, and enhance the setting of the historical building at 158 Queen Street South;

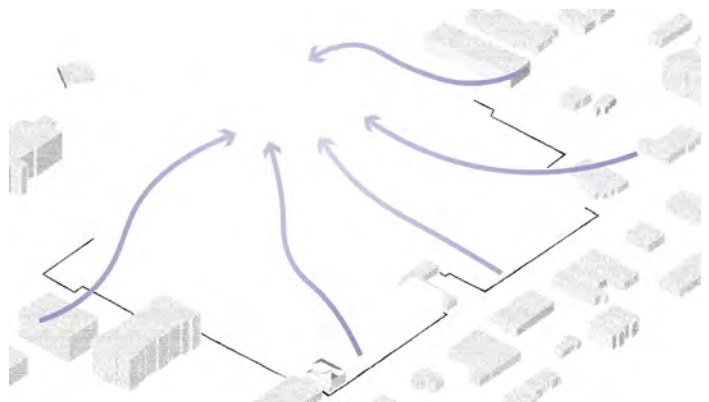


Figure 26 - Massing
Source: SRM

- Focus height and density along the railway line, with a transition from the height peak towards Queen Street and to the neighbouring buildings to the northeast of the site;

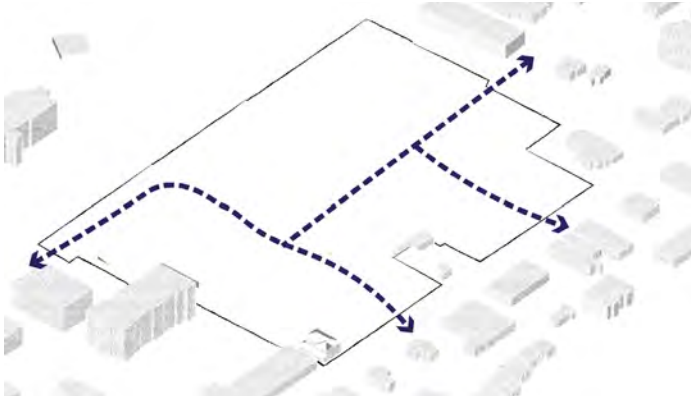


Figure 27 - Connections
Source: SRM

- Connect to and extend the existing street network, with additional linkages for active transportation; and,

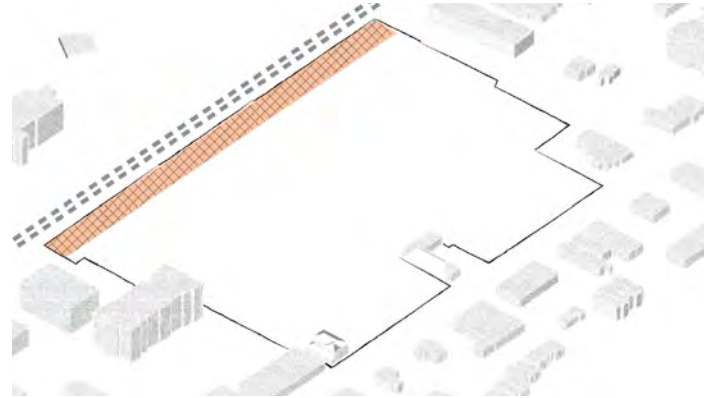


Figure 28 - Rail Corridor
Source: SRM

- Provide a 25m setback from the rail corridor with a Crash Wall.

6.2 Site Design

Master Plan

The Master Plan has been created to reflect the urban design objectives and guide the overall development of the Subject Property (see Figure 17). The Proposed Development is organized around a series of blocks and streets, creating a regular grid pattern that breaks up the larger parcel into smaller, more pedestrian-friendly spaces. These blocks are created through the introduction of three public streets: Street A, connecting Queen Street South to Street B; Street B which runs east-west through the site and connects to William Street to the north; and, Street C, which connects Street B to Crumbie Street. There is also a private condominium laneway that provides vehicular access to two (2) of the buildings.

The Master Plan proposes two (2) new large public open spaces: the Market Square (POPS) and Public Park. These are located on the edges of the site, where the new public realm will benefit the neighbours as much as the new residents of the proposed development. The open spaces

introduce a diversity of new public spaces for Streetsville, including a new active, hardscaped plaza referred to as the Market Square and a green park to the northeast adjacent to the Streetsville Library and playground.

The proposed pattern of heights and uses follows a similar form. The Subject Property's tallest buildings are focused to the rear of the site, along the railway line, creating a height peak at the Site's centre that transitions down to the existing built form at the edges (see Figure 1). Massing along Queen Street South is limited to two storeys to fit with the historic main street character and create a human-scaled streetscape. To minimise the impact on sunlight and sky views, the tallest mid-rise forms - Buildings 1A, 1B, 3A and 3B – have separation distances between 30m and 46m, well above the accepted minimum.

Active, ground floor commercial uses are included along Queen Street South and within the southern portion of the Site, transitioning to residential

uses on upper floors and on the north and west edges. These transitions of open space, massing and use result in a master plan that is sensitive to and fits within the existing context of Streetsville.

Phasing

A phasing plan has been developed to guide the implementation of the overall Master Plan and includes 4 phases (see Figure 29). Phase 1 includes Buildings 1A and 1B, located at the centre of the Queen Street South frontage (see Figure 19).

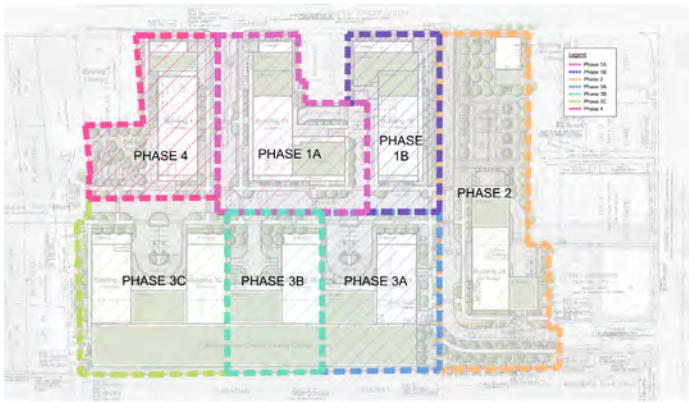


Figure 29 - Phasing Plan
Source: SRM

The construction of this phase at the beginning of the project creates new commercial spaces along Queen Street South, offering an immediate improvement to the main street, and allows for existing tenants within the Subject Property to relocate prior to the demolition of the existing commercial buildings. To support the commercial uses in Phase 1 that lie to the south facade, a market square will be created in Phase 2.

Public Realm

As the Proposed Development is centred around a network of streets, a high-quality public realm forms an essential component of the site design. Two new public open spaces serve as a key organizing element of the Proposed Development: The Market Square (POPS) and Public Park (see Figure 30).

The Market Square is an urban public space that surrounds and creates a backdrop for the historic building at 158 Queen Street South. The Market Square provides an active, hardscaped plaza for village-wide events (see Figures 31 and 34).

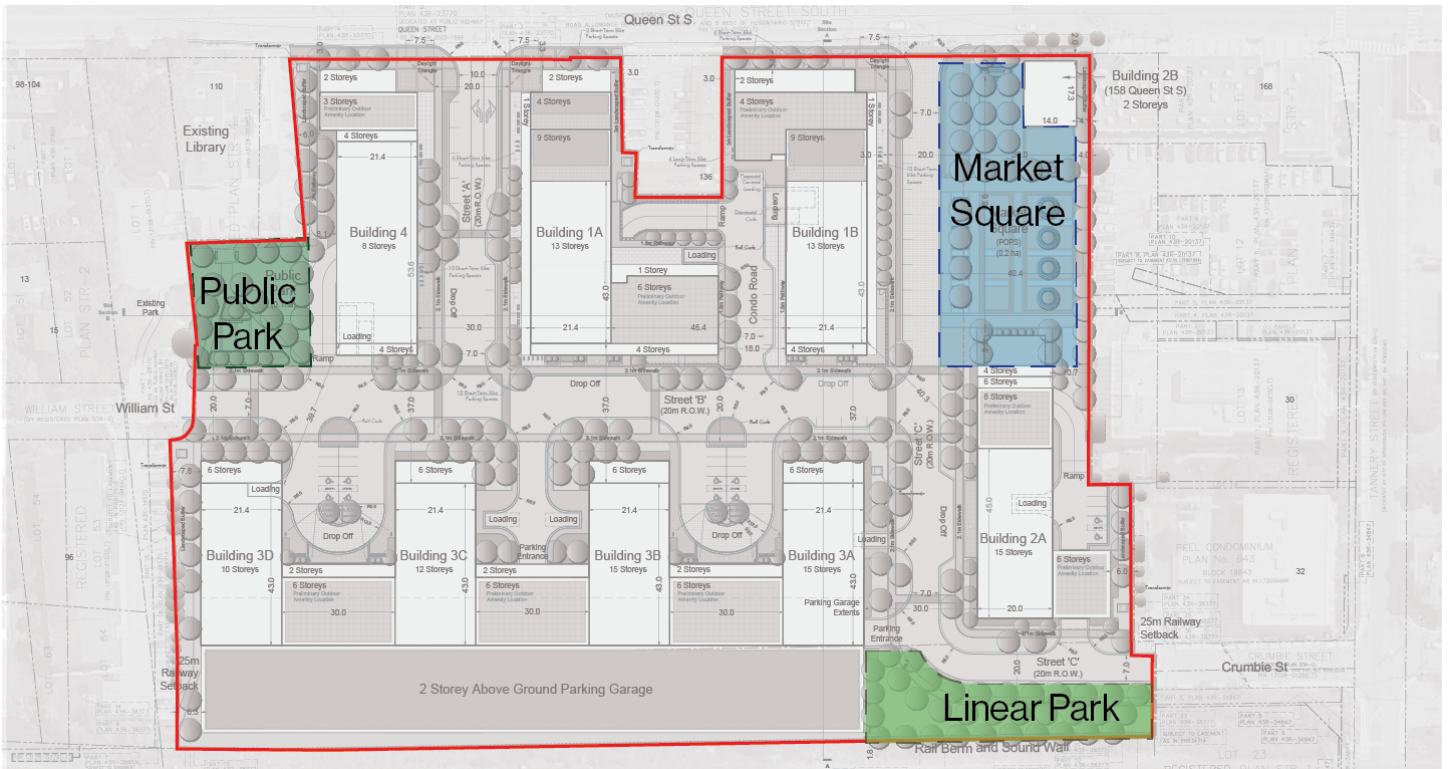


Figure 30 - Open Spaces

Source: SRM

The Market Square builds off the success of the existing Village Square and will act as a northern anchor point along the commercial stretch of Queen Street South.



Figure 31 - Market Square Render
Source: SRM



Figure 32 - Public Park
Source: SRM



Figure 33 - Linear Park
Source: SRM



Figure 34 - Landscape Precedent
Source: SRM



Figure 37 - Landscape Precedent
Source: SRM



Figure 35 - Landscape Precedent
Source: SRM



Figure 36 - Landscape Precedent
Source: SRM

Rather than having a focal point, the Proposed Development locates its public spaces at the borders of the site where they are more accessible and beneficial to the existing residents of Streetsville as well as the new residents of the proposed development. The Market square and Queen Street frontage will be activated by commercial uses, creating a vibrant streetscape.

The site is structured with tree-lined streets that form pedestrian promenades. The grid layout adds permeability to the Streetsville street network, improving pedestrian and cycle connections. Additional elements, such as public art and seat walls, create opportunities for engagement and connection.

The Public Park, located at the northern edge of the Site, links with the Streetsville Library and associated open spaces. This park is envisioned as a passive open space with a mix of lawns, planting beds, and seating (see Figures 32 and 36). The park will help transition the Site to the existing residential neighbourhood to the north and create new green spaces for the enjoyment of nearby residents. Pathways through the park will connect residents to the library, Streetsville Rotary Park, and a small open space at the current end of William Street.

The Linear Park extends from Crumbie Street to a parking podium along the CP Rail corridor. The park acts as a green buffer between the Site, railway lands, and adjacent properties. This park will feature a highly landscaped berm along the railway corridor and allow pedestrian connections from Crumbie Street through the site towards William Street promoting active transportation (see Figure 33).

In addition to the new public open spaces, the new public and private streets introduced through the Site form an integral part of the public

realm. Preliminary designs by Strybos Barron King Landscape Architecture feature a material palette of red, grey and tan pavers, matching the existing character of Streetsville (see Figure 37). Two primary street typologies are included to differentiate areas within the Site: a commercial typology characterized by hardscape materials from sidewalk to building face, with areas for retail spill out and additional street furniture; and a residential typology characterized by additional

landscaped areas to create a quieter, more private streetscape (see Figure 38). Both public and private streets feature a two-lane cross section with 1.8m sidewalks, street trees and opportunities for lay-by parking. The private street and laneway will feature raised unit paving within the vehicle travel lanes to slow vehicle speeds and create a pedestrian-first environment



Figure 38 - Streetscapes

Source: SRM

6.3 Built Form & Uses

Ground Floor & Frontages

The Master Plan utilizes active frontages and ground floor commercial to create vibrant streets and public spaces (see Figure 39).

Retail units are included where buildings front onto Queen Street South, and the Market Square. Within the interior of the Proposed Development, the ground floors will be occupied by ground-oriented residential units. A transition in ground floor typology is provided from the most active uses along Queen Street South and the public plazas, to the most passive at the edges. These passive edges will allow the Proposed Development to blend into the existing community fabric. In all typologies, building and unit entrances will be oriented toward the public realm as much as possible, with vehicle and servicing access

contained within or behind front facades.

The design of Phase 1 combines these principles by placing retail units on the ground floor overlooking Queen Street South and the Market Square (see Figure 40).

A combined commercial and residential lobby in the building's centre provides public access from the centre of Phase 1 to the underground parking and ease of access for building residents. Parking, loading, servicing, and drop-offs are all accessed through the internal laneway between buildings 1A and 1B, where they are hidden from view of the surrounding public realm. A 3m setback along the ground floor facing Queen Street South provides for generous streetscaping and spill out spaces for commercial units.

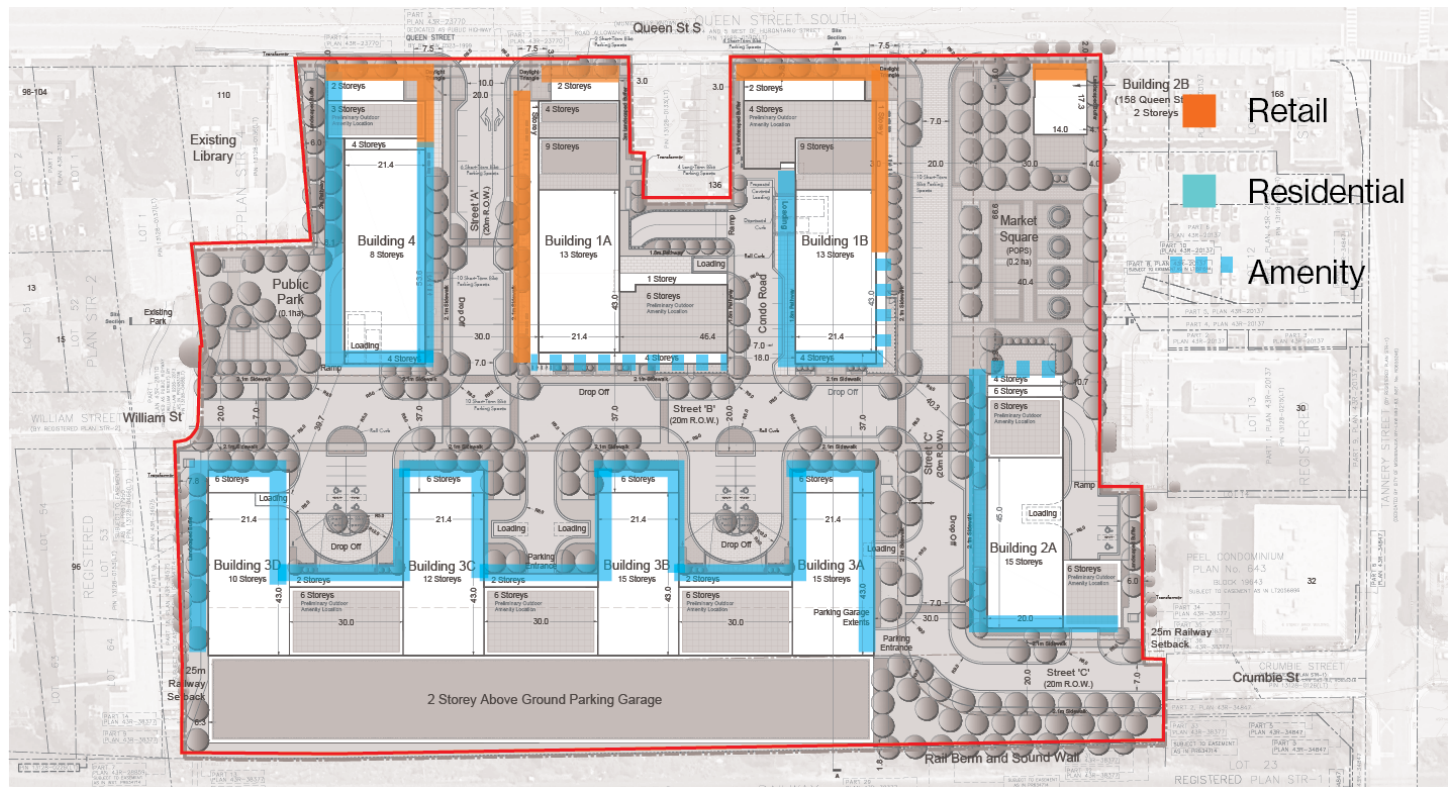


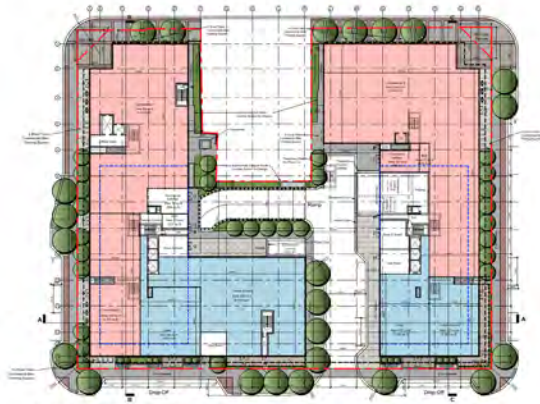
Figure 39 - Street Frontages

Source: SRM

Building Design

The Master Plan utilizes a mix of low-rise and mid-rise forms (see Figure 41).

The differing typologies are organized based on the site conditions, providing a height peak towards the rear of the Subject Property. This concentrates the massing along the rail corridor, and towards the south of the site to minimize shadow impact. Heights transition down to the surrounding built form, reaching a low-rise form along Queen Street South, with a four-storey maximum height for the first approximately 19m of building depth, to respect the historical main-street character in a sensitive form. The low-rise typology also acts as a transitional element between Queen Street South and the mid-rise structures to the west and is present in Buildings 1A/1B and 4.



Building 1A: 2,447 sq.m (26,343 sq.ft)
Building 1B: 2,107 sq.m (22,675 sq.ft)

Figure 40 - Ground Floor Plan
Source: SRM

The remainder of the master plan is comprised of mid-rise buildings in two forms: a traditional long mid-rise form, and a tall mid-rise form with podium component.



Figure 41 - Building Typologies

Source: SRM

The traditional mid-rise forms are present at the northern edge (Buildings 3D and 4). Maximum heights and placement are determined by the existing buildings on adjacent properties, with heights ranging from 2 to 10 storeys. All buildings step down towards the Site edges, including a setback to the historic building at 158 Queen Street South. Detailed design of these buildings has not been completed at this stage, however, the future design will seek to create a ground-oriented base with appropriate articulation and materials that complement the heritage character of Streetsville.

The tall mid-rise forms are present towards the southwest of the Proposed Development and form the height peak (Buildings 2 A, 3A and 3B). This typology utilizes a podium and point tower structure, with 2-6 storey podiums and tallest portions limited to floor plates of approximately 920m². The podiums help to create a human-scaled built form along the building edges, while the tallest components represent a slender form that minimizes visual impacts from Queen Street South. Point tower structures are separated

a minimum of 30m and are stepped back from podium edges to create a separation of massing and further reduce potential impacts on the public realm (see Figure 42).

Detailed elevation and façade design is currently underway for Phase 1 and will be designed to complement the heritage character of the surrounding village in terms of scale, rhythm, materiality and articulation. Specific recommendations are contained within the Heritage Impact Assessment, prepared by Archaeological Services Inc. (dated August 17, 2023), and include matching datum lines, breaking up larger facades along Queen Street South, using masonry as a primary cladding, and including at least 60% windows on commercial frontages. The current preliminary design direction is demonstrated through precedent images (see Figures 43, 44 & 45), and includes red brick building bases, fine-grained fenestration and articulations, and lighter upper floors to reduce the visual impact of height and massing. These principles and images will be further refined through consultation with stakeholders in subsequent design phases.

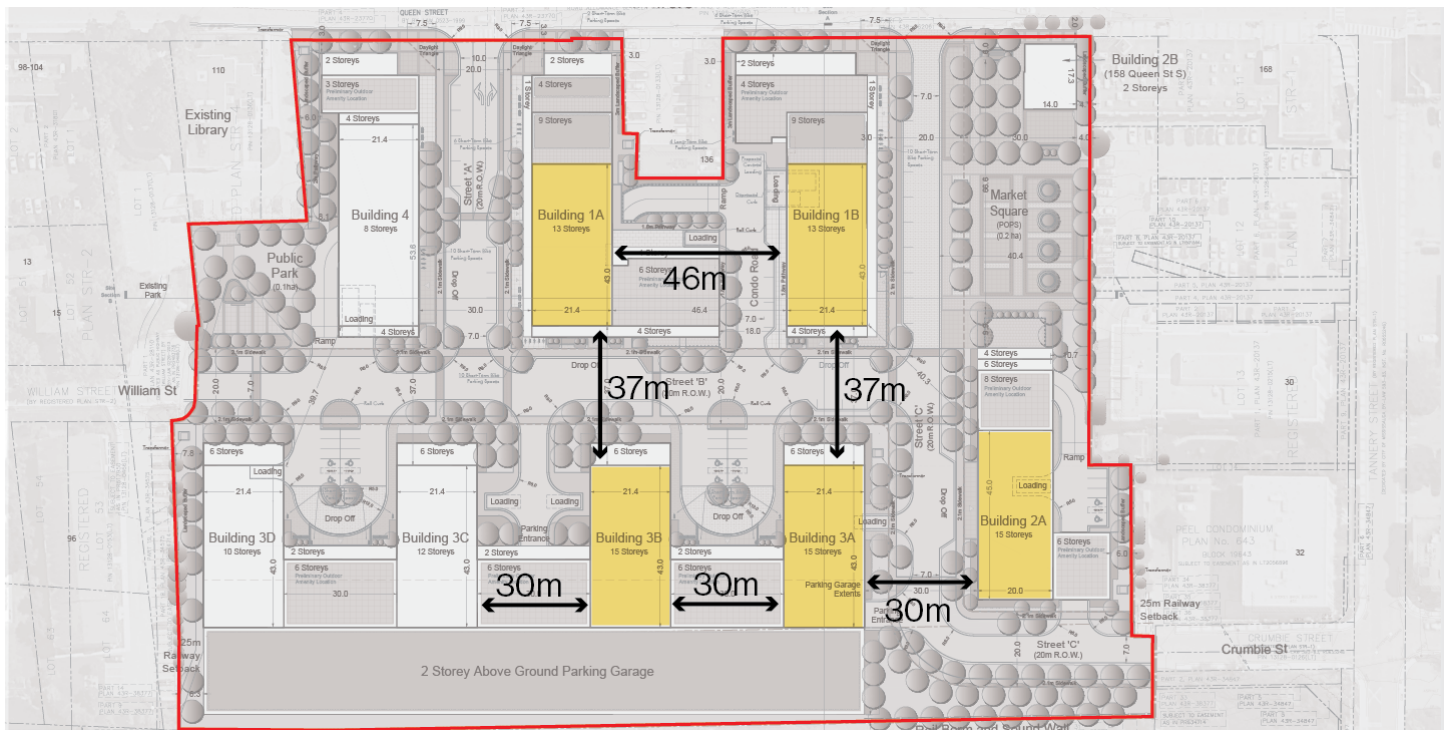


Figure 42 - Tall-mid Separation

Source: SRM



Figure 43 - Low-Rise Precedent
Source: SRM



Figure 44 - Mid-Rise Precedent
Source: SRM



Figure 45 - Tall Mid-Rise Precedent
Source: SRM

Indoor and outdoor amenity spaces have been included in the Phase 1 design (see Figure 46). Indoor amenity spaces are located with outdoor spaces wherever possible to create safe, vibrant meeting places for residents. The location and configuration of amenity spaces for future phases will be determined during subsequent design phases.

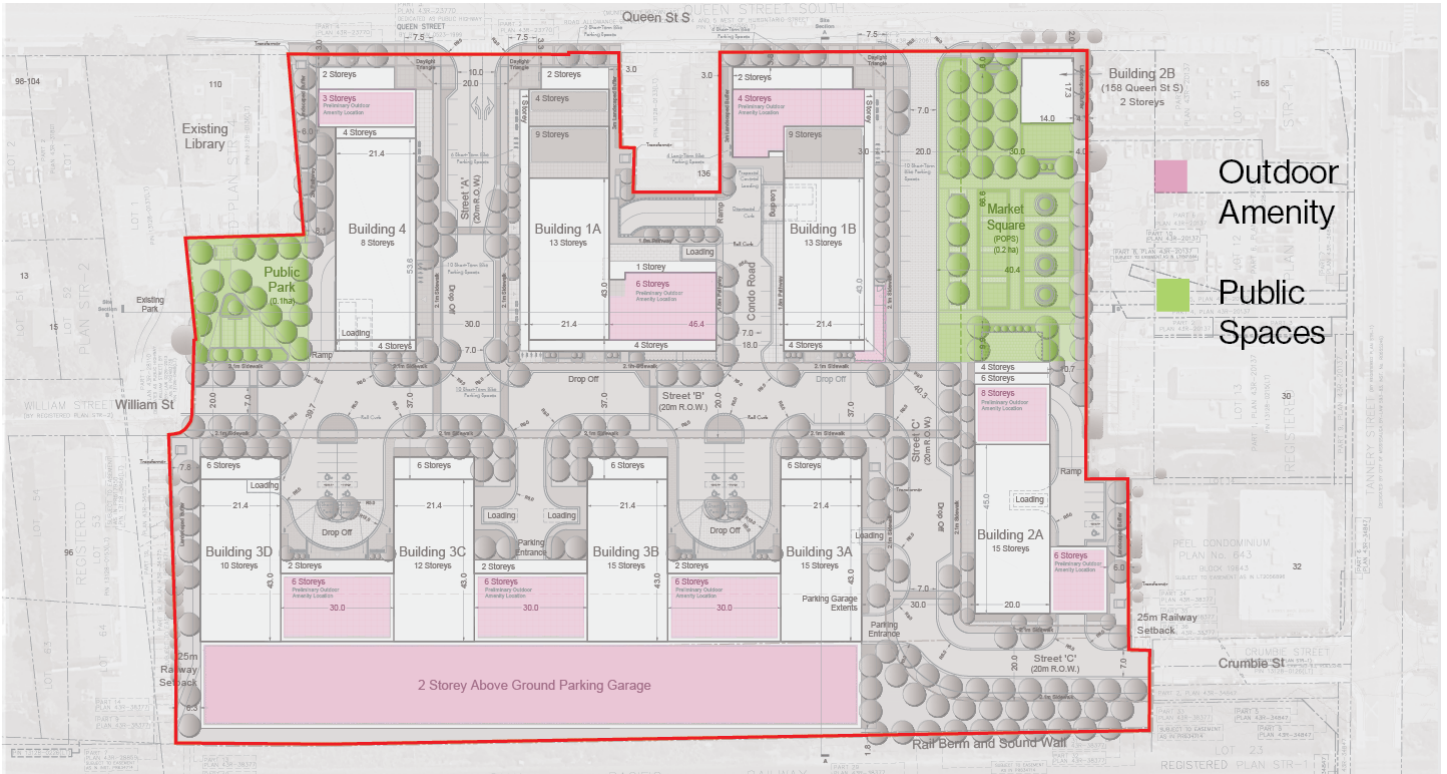


Figure 46 - Amenities

Source: SRM

Transition and context

The Proposed Development is designed to fit within and transition to the surrounding context by utilizing appropriate angular planes, strategically

locating height and massing, creating a safe interface with the rail corridor and limiting visual impacts.

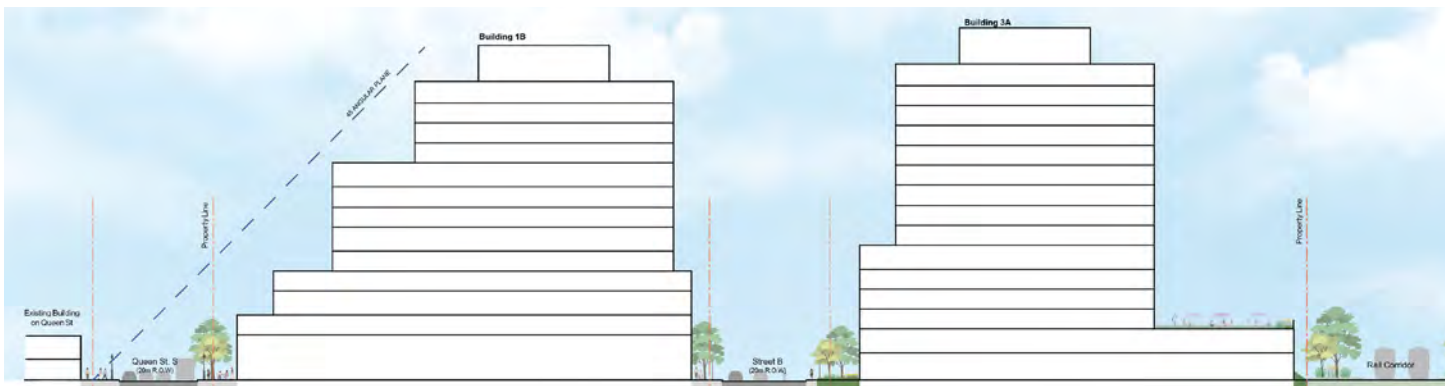


Figure 47 - Section A:A

Source: SRM

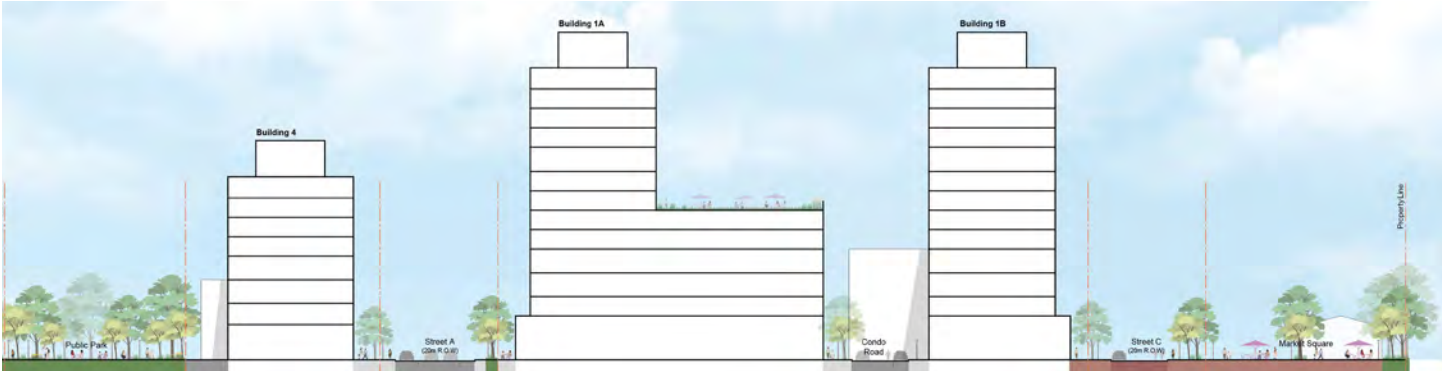


Figure 48 - Section B:B

Source: SRM

The Proposed Development achieves an angular plane below the guideline for a 45-degree angular plane on Queen Street South. (see Figure 47). The low-rise main street character of Queen Street South is further protected using two (2) storey building heights along the street frontage, a minimum 19m setback to the nine storey portions of Buildings 1A and 1B, and roughly a 33m setback to the tallest portion of the buildings. Stepping the building heights and locating the tallest buildings at the Master Plan’s centre minimizes the potential for visual impacts and shadows on the Queen Street South public realm and allows for an appropriate transition to the surrounding properties.

The Master Plan includes buffering and crash mitigation measures along the existing rail corridor (see Figure 49). A safety berm will be constructed parallel to the rail corridor with a crash wall to reduce impacts from train movements as part of the proposed parking garage. In addition, Buildings 3A, 3B, 3C and 3D are setback a minimum of 25m from the rail corridor, according to standard railway industry practices.



Figure 49 - Rail Corridor Section

Source: SRM

A visual impact assessment (VIA) was completed as part of the Master Plan development process. The VIA examined the Proposed Development's built form, massing, and streetscape treatments by superimposing a 3D massing view onto photos from the Site and surrounding area. The photo locations are shown in Figures 50 and 51.

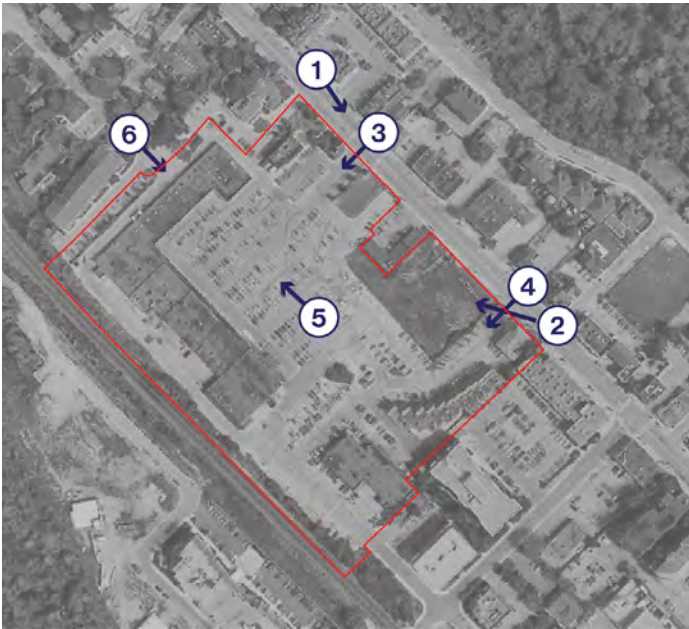


Figure 50 - VIA Location Map
Source: SRM



Figure 51 - VIA Location Map
Source: SRM



Figure 52 - VIA Slides

Source: SRM

Figure 52 shows the relationship between the Site and Queen Street South. The VIA images show that the proposed two (2)-storey building heights along Queen Street South match the existing low-rise built form and create a continuous main street character. Red brick banding and street trees have been included within the public realm design to create a seamless streetscape condition.



Figure 53 - VIA Slides 2

Source: SRM

Figure 54 shows views into the Site from Queen Street South, from the intersection of Street A and from the Market Square, respectively. The view from the intersection of Street A demonstrates a re-urbanization of the existing commercial driveway and parking lot and creates a clear entrance into the Proposed Development. Streetscape treatments have been chosen to continue the pedestrian-focused feeling into the Site. The view toward Market Square shows the interface with the historic building at 158 Queen Street South. The Market Square provides for activation and celebration of the historic building, while the surrounding built form steps back to provide relief and avoid overwhelming the low-rise form. It is important to mention that the proposed

development will improve the streetscape along Queen Street South by removing the existing parking lot and replacing it with active street frontage.



Figure 54 - VIA Slides 3

Source: SRM

Figure 54 shows views to and from the current edge of William Street. Views from the existing neighbourhood are significantly improved through the removal of the existing commercial plaza, extension of William Street (as Street B), and the addition of the new public park. The existing parking lot and low-rise commercial plaza are replaced with a public park and street, opening up the view corridor and connecting the Proposed Development with the community to the north.



View 7 - Existing - Looking North from Streetsville Village Square



View 7 - Proposed - Looking North from Streetsville Village Square

Figure 55 - VIA Slides 4
Source: SRM

Figure 55 shows the view from the existing Village Square. In this view, the Proposed Development is visible along Queen Street South, but the overall height is masked by the existing built form. The proposed height and massing will have little to no impact on the character or enjoyment of this important community gathering space.



Figure 56 - VIA Slides 5

Source: SRM



Figure 57 - VIA Slides 6

Source: SRM

Figures 56 to 57 shows the Proposed Development from the edges of Streetsville. In three (3) cases, the proposed tall mid-rise forms are marginally visible above the tops of trees and existing buildings and are fully hidden when viewed from the intersection of Thomas Street and Joymar Drive.

The images above demonstrate that the Proposed Development will have no negative visual impact on the surrounding community and will improve the views from William Street and Queen Street North.

Through measures such as angular plane, building step backs, and strategic location of height and massing, the Proposed Development represents a form that is sensitive to the existing built form and village character of Streetsville.

6.4 Access, Circulation, Parking & Services

The proposed circulation network is designed to prioritize pedestrian movement through the Site and connect to the surrounding neighbourhood. As previously described, the Proposed Development includes three new public streets, connecting Queen Street South, William Street and Crumble Street.

The open space of the Site is fully accessible to pedestrians through a mix of sidewalks and plazas (see Figure 58). All public and private streets will include a sidewalk on both sides of the street. Much of Street C is designed with a shared surface with unit paver surfaces to slow traffic and encourage pedestrian movement.

Additional connections are provided to the northwest of Building 4 and through the Market Square and Public Park. Building entrances will be oriented toward the public realm wherever feasible, encouraging residents and visitors to utilize active transportation.

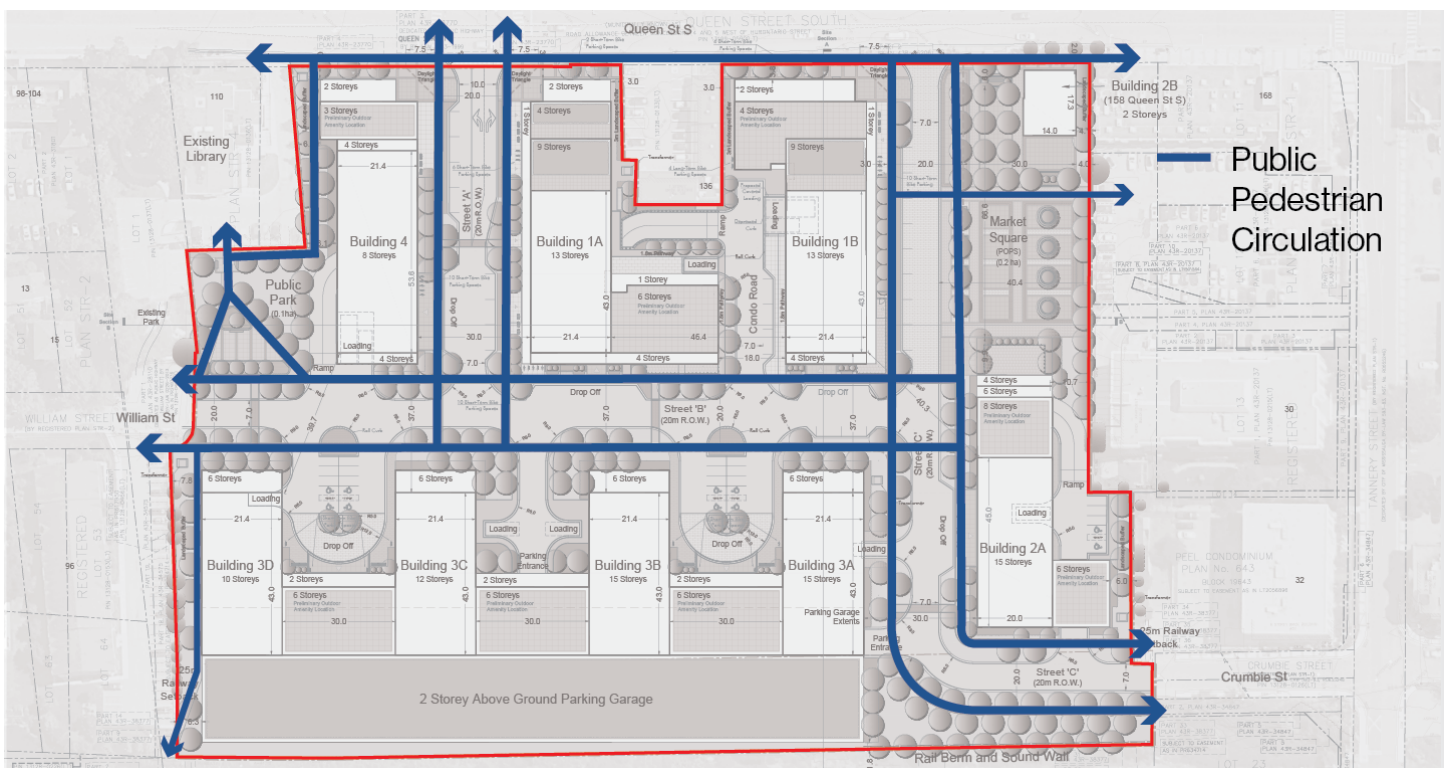


Figure 58 - Pedestrian Circulation

Source: SRM

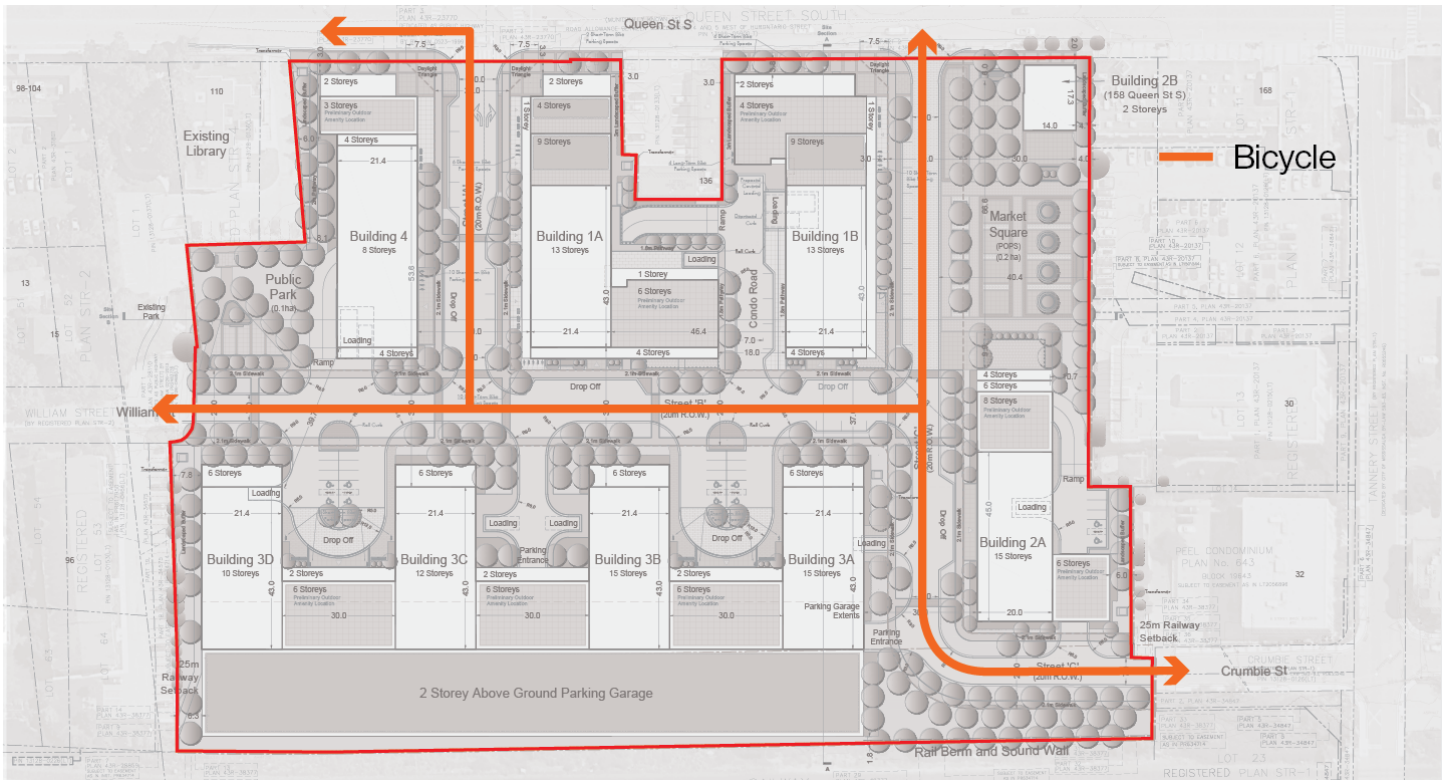


Figure 59 - Bicycle Circulation

Source: SRM

The Proposed Development supports cycling by connecting William Street to Crumby Street, and by connecting to existing on-street bicycle lanes on Queen Street South, as well as multi-use trail connection to the north and west of Building 3D (see Figure 59). The shared street design of the private street and laneway will also encourage cycling by limiting vehicle speeds. 394 bicycle parking spaces have been included in the proposed Phase 1 design. Additional public bicycle parking, as well as bicycle parking spaces for future phases, will be contemplated through detailed design.

locations for the remaining phases, which will be further explored through detailed design to minimize conflict zones, screen servicing areas from view and ensure a pedestrian-friendly streetscape.

The proposed new streets connect with the existing street network and integrate the Subject Property with the rest of Streetsville (see Figure 60). On-street parking lay-bys are included along Streets A, B and C, providing access for retail units and residential drop-offs. Access to the underground parking level and loading spaces within Phase 1 are from a laneway off Street 'B', screened from view of the surrounding public spaces. The Master Plan contains preliminary vehicle access

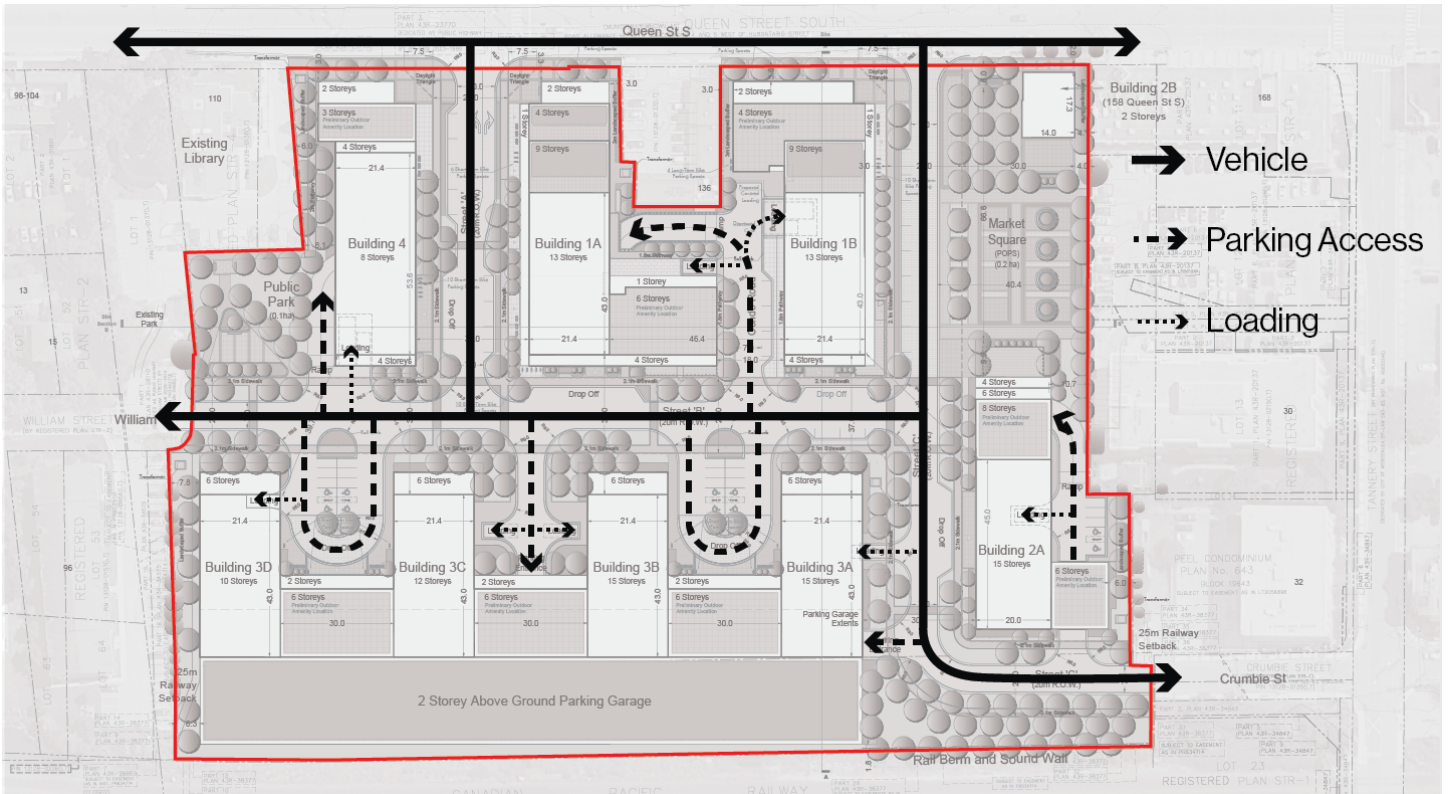


Figure 60 - Vehicle Circulation

Source: SRM

6.5 Supporting Studies

Shadow Study

The Shadow Study, prepared by SRM Architects + Urban Designers (dated April 2024), demonstrated the potential shadow impacts as a result of the Proposed Development. The Shadow Study concluded that the Proposed Development meets all of the City of Mississauga’s shadow criteria for Queen Street and proposed public spaces on site. The Proposed Development includes mitigation features, such as a 41-degree angular plane from Queen Street South, a concentration of height at the southwest end along the rail corridor, an overall height limit of 15 storeys, and a tall mid-rise footprint of roughly 900 square meters to limit the shadow impacts on the surrounding community.

Pedestrian Level Wind Study

The Pedestrian Level Wind Study, prepared by RWDI (dated February 23, 2024), concluded that phase 1 of the development may result in higher than desired wind speeds, but notes that a reduction in wind speeds is expected following the completion of all phases. With respect to safety, wind speeds are expected to meet the safety criterion in all areas except the at grade level between Buildings 2A and 3A, and further wind mitigation may be required. Mitigation measures, including a canopy along the south façade, as well as tall wind screens and landscaping near designated seating areas, are recommended as a result.

Transportation Noise & Vibration Assessment

The Environmental Noise Report prepared by Jade Acoustics (dated February 27, 2024) notes that mitigation measures, such as central air conditions, upgraded exterior walls, doors and window construction will be required to limit the impact of road and rail traffic noises. Considering these measures, the report states that it is feasible to develop these lands for residential and commercial/retail uses, subject to the appropriate warning clauses.

See Section 10 below for a review of the balance of supporting studies.

7.0 PLANNING POLICY FRAMEWORK

7.1 Introduction

This section of the Report provides an overview of the policies applicable to the Subject Property and proposed development including the Planning Act; 2020 Provincial Policy Statement; Growth plan of the Greater Golden Horseshoe (2020); Region of Peel Official Plan; City of Mississauga Official Plan; and Mississauga Zoning By-law 0225.2007.

As per the policy review and analysis provided in the following subsections, it is our opinion that the proposed development complies with the Planning Act; is consistent with the Provincial Policy Statement (PPS) 2020, and conforms to the Growth Plan for the Greater Golden Horseshoe 2020, Region of Peel Official Plan and Mississauga Official Plan with the exception of Mississauga Official Plan Special Site Six policies that are the subject of the proposed OPA included here with this Report (see section 9 of this report). A number of changes are currently proposed to the existing Provincial Plans and policies, in particular the PPS 2020 and Growth Plan. Although these new policy changes are not yet in force, they represent the emerging planning and policy framework that would be applicable to the area of the Subject Property and the City as a whole, which should be considered while evaluating the proposed development. As such, in addition to the policy documents noted above, the Proposed Provincial Planning Statement, 2023 has also been reviewed. Although this plan/legislation has not yet received Royal Assent to put the PPS 2023 in-effect, the PPS 2023 does not revoke any policies related to the justification of this proposal, nor does it introduce any new policies that would be inconsistent with the proposed development.

The proposed development will represent a higher density-built form as compared to the current condition of the Subject Property, and also contributes towards the existing diversity of housing types available in the area by providing a range of unit types and sizes including three-bedroom units, in addition to commercial and office space in several of the buildings

7.2 Planning Act

The Planning Act is provincial legislation that establishes the overall regulatory framework for land use planning in Ontario. Matters of provincial interest are set out in Section 2 of the Planning Act which the Minister, the council of a municipality, a local board, a planning board and Tribunal, shall have regard to. The following matters of provincial interest are relevant to the proposed development:

- c. the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest
- d. the supply, efficient use and conservation of energy and water;
- e. the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;
- f. the minimization of waste;
- g. the orderly development of safe and healthy communities;
 - i. (h.1) the accessibility for persons with disabilities to all facilities, services and matters to which this Act applies;
- h. the adequate provision and distribution of educational, health, social, cultural and recreational facilities;
- i. the adequate provision of a full range of housing, including affordable housing
- j. the adequate provision of employment opportunities;
- m. the resolution of planning conflicts involving public and private interests;
- n. the protection of public health and safety;
- o. the appropriate location of growth and development;
- p. the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- q. the promotion of built form that,

- i. is well-designed,
 - ii. encourages a sense of place, and
 - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;
- r. the mitigation of greenhouse gas emissions and adaptation to a changing climate.

Section 3 of the Planning Act states that on matters relating to municipal planning that are of provincial interest, all decisions shall be consistent with the Provincial Policy Statement and shall conform with the provincial plans, or shall not conflict with them.

The proposed development is planned and designed with consideration of all provincial interests. The location of the Subject Property is appropriate for growth and development as it makes efficient use of existing transportation infrastructure, and sewage and water services; it contributes to the existing housing stock of the city by providing a range of housing types; it provides a well-designed built form that encourages a sense of place; and proposes sustainable design and construction measures.

In addition to the OPA and ZBA proposed as part of this application, a Draft Plan of Subdivision is also proposed to facilitate the development of the proposed Phase 1 condominium development, as well as to create a new public road. Please note that (as described above) the proposed Draft Plan of Subdivision and the Zoning By-law applications are only applicable to Phase 1 of the overall master plan development. A subsequent Draft Plan of Subdivision application(s) will be made for the remainder of the Subject Property. Section 51 (24) of the Planning Act establishes the criteria for considering a draft plan of subdivision as outlined below:

- a. The effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;

- Please refer to the foregoing analysis above regarding Section 2 of the Planning Act.
- b. Whether the proposed subdivision is premature or in the public interest;
- The proposed subdivision represents a more efficient and optimal use of several existing lots of record that make up an existing underutilized commercial plaza site. The development will direct an appropriate amount of intensification into an area with existing municipal services and amenities. Furthermore, as per existing policies in the Mississauga Official Plan such as policy 14.10.6.6.4 (a) and (b) a master planned development, with conceptual new public road linkages, is already contemplated on the Subject Property.
- c. Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
- The proposed plan conforms with all applicable Official Plans (Peel Official Plan and Mississauga Official Plan), with the exception of Special Site 6 policies that are the subject of the OPA included here with this Report.
 - The ultimate development as contemplated by the Official Plan (including the proposed amendments) links new roads to the existing road network as required, including connections to Crumbie Street, Williams Street and Queen Street and the surrounding land parcel fabric.
- d. The suitability of the land for the purposes for which it is to be subdivided;
- The Subject Property is already designated for a mix of residential uses and commercial/office uses in the Peel Official Plan and Mississauga Official Plan. The existing Zoning by-law also contemplates commercial and residential development on the Subject Property. The Subject Property is currently used for commercial purposes and directly adjacent to several mid-rise residential buildings. Based on the justification included within this Report, the proposed uses are the most suitable uses for the land and the land is suitable to be used for mixed residential and commercial land uses.
- i. (D.1) if any affordable housing units are proposed, the suitability of the proposed units for affordable housing
- The proposed development will include a percentage of the units as affordable housing units, defined as housing for which the purchase price is at least 10 per cent below the average purchase price of a resale unit in the regional market area. (EXACT PERCENTAGE SUBJECT TO REVISION PENDING DISCUSSIONS WITH LANDOWNER, CITY AND CONSULTING TEAM)
- e. The number, width, location, and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them.
- The proposed subdivision introduces a new public road connection, providing the necessary access to Queen Street South for Phase 1 of the development. This will link the proposed development with the established road network in the surrounding area, while also providing increased circulation within the Streetsville Community Node. Please refer to schedule B for a full illustration of the proposed conceptual public road network within the Subject Property for later phases.
- f. The dimensions and shapes of the proposed lots;
- The proposed block is generally consistent with the shapes of existing and planned lots within the Streetsville Community node and was developed to suit the overall conceptual development of the Subject Property as illustrated on the Master Plan.

- In addition, the parcels proposed will accommodate and facilitate the eventual creation of the Public Road Network required by applicable sections of the Mississauga Official Pla
- g. The restrictions or proposed restrictions, if any, on the land proposed to be subdivided or the buildings and structures proposed to be erected on it and the restrictions, if any, on adjoining land;
- There are no restrictions on the Subject Property that would prevent the construction of the proposed development. For a full list of existing easements/restrictions on the Subject Property, refer to the parcel register included in the submission package;
 - The zoning is proposed to be amended to permit the proposed development through a zoning by-law amendment application for Phase 1 concurrent with the Official Plan Amendment and Draft Plan of Subdivision Applications, which will speak to the site-specific permitted uses and regulations for the Subject Property; and,
 - A full description of all easements required for the proposed development will be provided during the SPA application subsequent to this application (for Phase 1 only).
- h. Conservation of natural resources and flood control;
- The proposed development is located on existing lots of record with several existing commercial plazas, and there are limited existing natural resources, as evidenced by the lack of natural resource or natural heritage system designations from either the Region of Peel Official Plan or Mississauga Official Plan. An Arborist report prepared by Strybos Barron King on March 13, 2024 provides a tree inventory and describes the tree protection and preservation recommendations to successfully preserve the trees noted on the Tree Preservation Plans.
- With respect to flood control, Stormwater Management (SWM) mitigation measures are outlined in the FSR-SWM report prepared by CF Crozier and Associates Inc. dated March 2024. The report confirms that the proposed development will not have peak flows past the allowable pre-development flow rates up to 100 year storms. Storm drainage for the proposed development will follow the existing conditions pattern and utilize the existing 975mm storm sewer in Crumbie Street as the primary outlet.
- i. The adequacy of utilities and municipal services;
- The FSR-SWM report prepared by CF Crozier & Associates Inc., demonstrates adequate municipal services exist and can be adequately serviced through the extension of those services through the newly proposed public streets for the entire Subject Property (including phase 1) .
- j. The adequacy of school sites;
- The Subject Property is within 1,000 m of several schools including Willow Way Public School, Hazel McCallion Senior Public School, Dolphin Senior Public School, Streetsville Secondary School and Vista Heights Public School.
- k. The area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;
- There are no further conveyance or land dedication for public purposes other than the proposed public road as part of the proposed Draft Plan of Subdivision.
 - However, as part of the conceptual master plan, there are two areas of land that would either ultimately be conveyed to the City of Mississauga or would be considered as credit for parkland dedication in subsequent applications, outlined as follows. In total, these areas will contribute 0.3179 ha of parkland and public space to the community.

- A 'Market Square' on the south side of the Subject Property, abutting Queen Street South, which will not be conveyed to the public but will instead function as Privately Operated Public Space (POPS).
 - An area of land that will act as an extension to the currently existing park located to the North of the site. This would be close to (and could be used/programmed in conjunction with) the existing public library located immediately north of the subject property on Queen Street South.
 - Note that the area to the west of 'Street C' and the other, incidental greenspace contemplated on the Subject Property through the master plan (See figure 17) are not included in this dedication and will likely operate as POPS. Although not dedicated to the public, they will be accessible to the general public and provide additional park/amenity space. This will be confirmed at future phases of the development.
- I. The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; a
- The proposal will be constructed using modern building practices and materials which are typically more energy efficient
 - The proposed development will conform to the Mississauga Green Development Standards.
- m. The interrelationship between the design of the proposed plan of subdivision and site plan control matters relating to any development on the land, if the land is also located within a site plan control area designated under subsection 41 (2) of this Act or subsection
- The subject property is within a site plan control area and thus, Site Plan Approval is needed for this proposal. Site Plan approval application(s) will be applied for at a later date as required.

The proposed development implements provincial policy, is contemplated by the Mississauga Official Plan (noting the OPA submitted to tailor the site-specific policies to this development), will be serviced by existing servicing along Queen Street South and will not cause any adverse impacts on the natural environment or flooding. Based on a comprehensive review of the proposed consent, all matters under Section 51(24) of the Planning Act are satisfied and there will be no adverse impacts on the neighbourhood, City or the Province of Ontario.

Summary Opinion:

The proposed development is planned and designed having regard to all of the Provincial interests. The location of the Subject Property is particularly appropriate for growth and development given its proximity to a GO station and being within a Planned Major Transit Station Area. In addition, the Subject Property is in a built-up area with several mid-rise apartments nearby, along with several cultural and social amenities and infrastructure elements including but not limited to the Streetsville Library, Vic Johnson Community Centre and several existing schools in the area. The proposed development also makes use of existing transportation infrastructure (in the form of existing MiWay transit routes and existing regional and city road network), and sewage and water services. In addition to leveraging these existing elements of the City, the proposal also provides improvements to Streetsville's open space network, existing public water infrastructure and office space.

The proposal contributes to the existing housing stock of the City and of the Streetsville Community Node, by providing a range of housing types that are currently underrepresented in the area (see schedule A). Providing a well-designed built form that encourages a sense of place and adopting sustainable design and construction. The proposal is also consistent with the PPS 2020 and will conform to other applicable provincial plans and relevant policies of the municipality which will be discussed in the following sections of this report.

7.3 Provincial Policy Statement, 2020

The PPS, 2020 was issued under Section 3 of the Planning Act and came into effect on May 1, 2020. It was approved by the Lieutenant Governor in Council, Order in Council No.229/2020. The PPS 2020 sets out high-level policy goals for land-use planning in Ontario. It promotes efficient development and uses of land, long-term economic prosperity, careful use and management of natural resources and public health and safety.

Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

Part V Section 1.1 of the PPS 2020 deals with managing and directing land use to achieve efficient development and land use patterns. The buildings surrounding the Subject Property feature a mixture of residential, commercial and institutional character. The proposal features a similar mixture of residential and commercial uses as well as open spaces that are consistent and compatible with those surrounding land uses. More specifically, the Subject Proposal contributes to a healthy, livable and safe community and meets the following policies:

1.1.1 Healthy, liveable and safe communities are sustained by:

- a. promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;
- b. accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;

- c. avoiding development and land use patterns which may cause environmental or public health and safety concerns;
- d. avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;
- e. promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;
- f. improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;
- g. ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;
- i. preparing for the regional and local impacts of a changing climate.

1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area. Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas. Nothing in policy 1.1.2 limits the planning for infrastructure, public service facilities and employment areas beyond a 25-year time horizon.

The Subject Property is located within the settlement area known as the City of Mississauga, and the following policies under section 1.1.3 are met by the proposed development.

1.1.3 Settlement Areas

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 efficient use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- c. minimize negative impacts to air quality and climate change, and promote energy efficiency
- d. prepare for the impacts of a changing climate;
- e. support active transportation;
- f. are transit-supportive, where transit is planned, exists or may be developed; and
- g. are freight-supportive.

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

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

The proposal is located within a settlement area known as the City of Mississauga, in the Region of Peel and will take advantage of currently under-utilized lands with full municipal servicing adjacent to existing developments, which represents an efficient use of the subject property. The proposed built form of mid to high-rise mixed-use buildings is compatible with the existing context in the area which is predominantly made up of mid-rise residential apartments and mixed-use buildings along Queen Street South.

The proposed development can be fully serviced by connecting to the available services along Queen Street South. Thus, the proposal will effectively use the existing infrastructure and public services facilities which are available within the city. New dwellings are typically constructed using more efficient and environmentally sensitive construction practices and building materials. As a result, the proposal will promote energy efficiency and will minimize impacts to air quality and climate change. It should also be noted that the proposed development will comply with the Mississauga Green Standards.

Future residents of the proposed development will have access to existing public transit, as a bus transit route is currently available along Queen Street South provided by MiWay and a GO Transit Station is located approximately 359 metres from the Subject Property, which is approximately a 5–10 minute walk.

1.4 Housing

Section 1.4 addresses PPS policies regarding housing, and the following policies are relevant to the proposal.

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

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

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

- a. establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households and which aligns with applicable housing and homelessness plans. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall

represent the minimum target(s) for these lower-tier municipalities;

- b. permitting and facilitating:
 - i. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and
 - ii. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;
- c. directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;
- d. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;
- e. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations; and
- f. establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.

The proposed mixed-use development is consistent with the housing policies identified in Section 1.4 of the PPS. The proposed 1,808 residential units with a range of unit sizes and types will contribute to the existing variety of

housing types in the area and to meeting the social, health, economic and well-being requirements of the PPS. The proposal represents an increase in density for new housing in an intensification area of the City of Mississauga and in proximity to Streetsville Go Station within the identified planned Major Transit Station Area, where existing infrastructure and public service facilities are available and represents an efficient use of land, resources, infrastructure and public service facilities.

Section 1.6 Infrastructure and Public Service Facilities

Section 1.6 addresses the PPS' policies on infrastructure and public services. Section 1.6.3 prioritizes the use of existing infrastructure and public service facilities wherever possible. As this site has full municipal servicing (roads, water, wastewater, and stormwater management facilities) it meets the prescribed standard set out in this section.

The proposal provides a desirable residential development to accommodate the anticipated population growth for the community, adding to the existing housing stock and providing more opportunities for housing within the City of Mississauga. In addition, the proposed development is located within an existing built-up area with a variety of existing amenities and local services available in close proximity for future residents. The proposed development is also located in proximity to an abundance of employment opportunities, that represents a logical progression of the community which will provide live-work opportunities that reduce the distance of traveling.

The proposed development represents an increase of density to the Subject Property in a compact built form that is transit-supportive due to its proximity to Streetsville Go station and other available public transit services (Considered a Planned MTSA in schedule E-2 of the Region

of Peel Official Plan). The proposal is located in the Streetsville Community Node where existing infrastructure and public service facilities are available and will be utilized to support the proposed development.

Section 1.7 Long Term Economic Prosperity

Policy 1.7.1 provides a list of means to support long-term economic prosperity of the province. The proposed development will support long-term economic prosperity by:

- Encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;
- Optimizing the long-term availability and use of land, resources, infrastructure, and public service facilities;
- Maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;
- Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes;
- Promoting energy conservation and providing opportunities for increased energy supply.

The proposed development contributes to the existing housing supply and increases the range of housing options in the Community Node area. The proposal is to intensify a combination of existing lots located within a community node of the City of Mississauga where existing resources, infrastructure and public service facilities are available to which is contemplated by the policies of the PPS.

The Subject Property is located adjacent to Queen Street South. The entrance and commercial spaces of the proposed development will be

oriented to face Queen Street South, which will maintain and enhance the vitality and viability of the existing streetscapes. The proposed built form is designed to conserve and protect the existing character along Queen Street, including the retention of 158 Queen Street South, and the surrounding neighbourhood context by locating the majority of massing at the centre and rear of the Subject Property, to solidify the sense of place within the development. The proposal will aim to meet all minimum sustainability requirements and will explore opportunities to achieve higher scores or thresholds while also enhancing open space near existing built heritage resources.

Section 1.8 Energy Conservation, Air Quality and Climate Change

The following measures are found in policy 1.8.1 of the PPS that are utilized by the proposed development which will 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.

- Promote compact form and a structure of nodes and corridors;
- Promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;
- Focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit;
- Encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestions;
- Promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure.

The proposed development provides a mix of

residential, commercial, office and open space uses located in the Streetsville Community node that is well served by existing public transit services. The development does not include 'major employment or commercial uses', but it is intended to retain the function of the existing commercial component of the Subject Property. The proposal is consistent with the policies identified in Section 1.8 of the PPS

Summary Opinion:

It is our opinion that the proposed development is consistent with the PPS 2020 policies. The Subject Property is located within the Streetsville Community node with existing infrastructure and public service facilities available to support the proposed master planned development. Further, the Subject Property is within walking distance of the Streetsville GO Station (see Figure 5 [distance to Streetsville GO Map]) and is adjacent to several existing MiWay Transit stops. Also the Subject Property is located along Queen Street S in proximity to Britannia Road W, both of which are major streets and able to support a higher density development as per the accompanying Traffic Impact Study. The Subject Property is currently occupied by two (2) commercial plazas which are only 1 to 2 storeys in height with large surface parking. Therefore, it is our opinion that the Subject Property is underutilized and the proposed mixed use development is an appropriate and compact form of intensification to provide needed density in a built-up area with existing higher density residential buildings. The proposal represents an efficient use of land, resources, infrastructure and public service facilities.

7.4 Places to Grow Act, 2005 & the Growth Plan for the Greater Golden Horseshoe, 2020

The Growth Plan for the Greater Golden Horseshoe, 2020 (“Growth Plan 2020”) was prepared and approved under the places to Grow Act, 2005 to take effect on May 16th, 2019. Amendment 1 (2020) to the Growth Plan for the Greater Golden Horseshoe 2019 was approved to take effect on August 28, 2020. It is a framework for implementing the Government of Ontario’s vision for building stronger, prosperous communities by better managing growth in this region to 2051.

The Subject Property is located within a Delineated Built-up Area as designated by the Growth Plan 2020. The Subject Property is also located within approximately 400 m of an existing higher order transit station (Streetsville GO).

The guiding principles of the Growth Plan are set out in Section 1.2 which include supporting the achievement of complete communities; prioritizing intensification and higher densities; providing flexibility to capitalize on new economic and employment opportunities as they emerge; supporting a range and mix of housing options; Improving the integration of land use planning with planning and investment in infrastructure and public service facilities; providing for different approaches to manage growth that recognize the diversity of communities in the GGH; protect and enhance natural heritage, hydrologic, and landform systems, features and functions; Support and enhance the long-term viability and productivity of agriculture; Conserve and promote cultural heritage resources to support the social, economic, and cultural well-being of all communities and integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure to successfully achieve this vision.

Section 2 of the Growth Plan addresses and establishes policies for Where and How to Grow.

The Growth Plan states that the Greater Golden Horseshoe is a dynamic and diverse area, and one of the fastest growing regions in North America. Also, the Growth Plan states that the Plan is about accommodating forecasted growth in complete communities. These are communities that are well designed to meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, public service facilities, and a full range of housing to accommodate a range of incomes and household sizes.

Schedule 3 of the Growth Plan 2020 forecasts a population of 2,280,000 people and 1,070,000 jobs for the Region of Peel by 2051.

Section 2.2.1 Managing Growth

Section 2.2.1 of the Growth Plan provides policies pertaining to managing growth in the Province of Ontario, and the policies state that the majority of population and employment growth stated in schedule 3 of the Growth Plan will be directed to settlement areas and focused in delineated built-up areas.

2.2.1 Managing Growth

- 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, including additional residential units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;
- d. Expand convenient access to:
 - a. A range of transportation options,

including options for the safe, comfortable and convenient use of active transportation;

- b. Public service facilities, co-located and integrated in community hubs;
- c. An appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and
- d. Healthy, local, and affordable food options.
- 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 is in a settlement area known as the “City of Mississauga”. The Streetsville Community node is within the delineated built-up area and is an area contemplated for growth with existing and planned higher order transit, public service facilities and amenities. The proposed development will contribute to the creation of a complete community by providing a mix of land uses including residential units with a mix of unit types and sizes, commercial and office spaces that have convenient access to higher order public transit. The range of unit types provided within the development are able to accommodate people during all stages of life, and the pedestrian-oriented nature of the development contributes to increasing the overall quality of life for future residents. See the Housing Assessment in section 7.7 of this report for further information with respect to the percentages of unit types for Phase 1.

The proposed building is a compact built-form and is designed to contribute to a vibrant public realm. The proposed development will integrate

green infrastructure such as green roofs, and aim to achieve a post development storm water peak flow that does not exceed current acceptable peak flows (see the FSR – SWM report prepared by C.F. Crozier and Associates Inc. for more information.)

Further, as evidenced by the community engagement section of this report (see section 11), several members of the community have indicated a desire to include healthy, local and affordable food options. Opportunities to accommodate a new grocery store and/or a local food market have been provided, particularly within the proposed commercial floor space and the market square at the southeast corner of the Subject Property.

Section 2.2.2 Delineated Built-up Areas

Section 2.2.2 of the Growth Plan addresses developments within ‘Delineated Built-Up Areas’, and includes the following policies:

1. By the time the next municipal comprehensive review is approved and in effect, and for each year thereafter, a minimum of 50 percent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.
2. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:
 - identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas;
 - encourage intensification generally throughout the delineated built-up area;
 - ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;
 - prioritize planning and investment in infrastructure and public service facilities that will support intensification; and
 - be implemented through official plan

policies and designations, updated zoning and other supporting documents.

The Subject Property is located within the delineated built-up area, and the proposed development supports the achievement of the intensification target for the Region of Peel. The proposed development of mixed uses, including condominium residential units, affordable housing, and employment is appropriate in a planned MTSA which is a strategic growth area. It is designed with an appropriate massing and scale and provides appropriate transition to accommodate the surrounding context and the heritage character of Streetsville in particular. As such the proposed development of the Subject Property will support the achievement of a complete community.

Section 2.2.4 of the Growth Plan speaks to Transit Corridors and Station Areas. Note that as per the Growth Plan, Major Transit Station Area (MTSA) generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.

The proposed development is approximately 359m from the Streetsville GO station (Major Transit Station) and entirely within the 800 metres requirement. In other words, due to the size of the lots assembled, there are parts of the Subject Property that are farther than 359.43 m from the Streetsville GO Station however, the entire extent of the Subject Property is within 800 m of the GO Station [See Figure 5 - Distance to GO Station]. Due to this locational attribute, the proposed development must be reviewed against the policies stated in section 2.2.4 of the Growth Plan.

2.2.4 Transit Corridors and Station Areas

1. The priority transit corridors shown in Schedule 5 will be identified in official plans. Planning will be prioritized for major transit station areas on priority transit corridors, including zoning in a manner that implements the policies of this Plan.

2. For major transit station areas on priority transit corridors or subway lines, upper- and single-tier municipalities, in consultation with lower-tier municipalities, will delineate the boundaries of major transit station areas in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station.
3. Major transit station areas on priority transit corridors or subway lines will be planned for a minimum density target of:
 - c. 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.
9. 9. Within all major transit station areas, development will be supported, where appropriate, by:
 - a. planning for a diverse mix of uses, including additional residential units and affordable housing, to support existing and planned transit service levels;
 - b. fostering collaboration between public and private sectors, such as joint development projects;
 - c. providing alternative development standards, such as reduced parking standards; and
 - d. prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities

Policy 2.2.4.6 notes that within major transit station areas on priority transit corridors or subway lines, land uses and built form that would adversely affect the achievement of the minimum density targets in this Plan will be prohibited.

Policy 2.2.4.9 points out that Within all major transit station areas, development will be supported, where appropriate, by:

- a. planning for a diverse mix of uses, including additional residential units and affordable

housing, to support existing and planned transit service levels;

Policy 2.2.4.10 further states that lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.

Accordingly, the proposed development will contribute to the minimum density targets as per policies 2.2.4.3 and 2.2.4.6 by providing 1,808 residential units. In addition, the proposed development will retain the commercial function of the Subject Property, which serves to further reach the minimum density of 150 jobs and people per hectare across the PMTSA (Planned Major Transit Station Area). Furthermore, the proposed development provides a diverse mix of uses (including affordable housing) and locates a majority of the proposed parking below ground to prioritize pedestrian facilities while retaining minimum traditional transportation options. Overall, the addition of the residential units in the proposed development into the area is a transit supportive use while also increasing the mix of housing options available, and ensuring the planned MTSA meets the minimum density requirements.

Section 2.2.5 Employment

Section 2.2.5 of the Growth Plan provides policies and direction for employment Growth in the GGH. Policy 2.2.5.1 of the Growth Pan provides that the economic development and competitiveness in the GGH will be promoted in part by increasing employment densities and making more efficient use of existing employment areas.

Policy 2.2.5.3 and 2.2.5.4 further states that the retail and office uses will be directed to locations that support active transportation and have existing or planned transit, and surface parking should be minimized and the development of active transportation networks and transit-

supportive built form will be facilitated.

The proposed development provides a net non-residential GFA of 3621.00 m² collectively to accommodate a range of permitted Commercial and Office uses. This proposed non-residential portion is intended to provide a variety of commercial uses similar to what currently exists on the Subject Property, while also providing new office floor space. The proposed development is located in a Planned MTSA that is well served by existing public transit. Most parking spaces proposed will be provided within the underground parking garage, which minimizes surface parking area.

2.2.6 Housing

Section 2.2.6 of The Growth Plan speaks to housing, including general directions for municipalities to follow regarding the provision of housing, as well as directing the manner in which this housing is to be provided. These policies are particularly relevant due to the new residential units proposed as part of this application, and the Subject Property's Official Plan Designations in both the Mississauga Official Plan and Region of Peel Official Plan.

1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:
 - a. support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
 - i. identifying a diverse range and mix of housing options and densities, including additional residential units and affordable housing to meet projected needs of current and future residents; and
 - ii. establishing targets for affordable ownership housing and rental housing;
 - c. align land use planning with applicable

housing and homelessness plans required under the Housing Services Act, 2011;

- d. address housing needs in accordance with provincial policy statements such as the Policy Statement: “Service Manager Housing and Homelessness Plans”;
2. Municipalities will support the achievement of complete communities by:
 - a. planning to accommodate forecasted growth to the horizon of this Plan;
 - b. planning to achieve the minimum intensification and density targets in this Plan;
 - c. considering the range and mix of housing options and densities of the existing housing stock; and
 - d. planning to diversify their overall housing stock across the municipality
 3. To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

The proposed development will achieve the minimum intensification and density targets identified in the Growth Plan in the form of several mixed-use and residential buildings. The proposed development would provide a total of approximately 1,808 residential units, including a mix of unit sizes and types that support diverse needs. It is our opinion that the proposed development will contribute to the existing range and mix of housing options and diversify the overall housing stock across the city.

Section 4.2.7 Cultural Heritage Resources

Section 4.27 of the Growth Plan provides policies addressing cultural heritage resources in the GGH. Policy 4.2.7.1 states that cultural heritage resources will be conserved particularly in strategic growth areas to foster a sense of place

and benefit communities.

According to the Heritage Impact Assessment prepared by ASI, dated June 2, 2023, (and addendum letter, dated March 13, 2024) the proposed replacement of the existing buildings does not present any negative impact, and in fact supports long-term conservation of the subject site’s historical and associative value by providing new and improved open space near the premises of 158 Queen Street South. Further, the assessment concludes that the proposed development will support the conservation of adjacent listed and designated heritage resources and achieve the intent of the cultural heritage resources policies as identified in the Growth Plan.

Summary Opinion:

The subject site is located within the ‘Delineated Built-Up Area’ known as the City of Mississauga and the proposal is to demolish the existing buildings (excluding the heritage building located at 158 Queen Street South and develop several mixed-use/residential buildings which include a total of approximately 1,808 residential units. Intensification of underdeveloped lands within the Delineated Build-Up Areas is encouraged by the Growth Plan. The proposed development is an appropriate type and scale of development that can provide much needed residential density within a Major Transit Station Area.

The proposed redevelopment of the Subject Property will achieve and exceed the minimum density target set out within the Growth Plan, which is consistent with Local and Regional policies that contemplate major intensification for lands within the Streetsville Community Node within the City of Mississauga. This intensification is supported by existing and planned infrastructure, public transit, and public service facilities. It is also in proximity to existing major streets including Queen Street South and Britannia Road W which are well served by existing public transit. The proposed development is an increase in residential density

on the site, and the proposal is a more efficient use of the Subject Property from its current condition. The proposal provides additional housing options in the Streetsville Community Node where growth and higher density development is contemplated by the policies of the Growth Plan, and the policies of the Region of Peel Official Plan and the City of Mississauga Official Plan (Review section 7.4/7.5 of this report). Furthermore, the proposed development in terms of massing and scale is compatible with the surrounding context and makes the efficient use of existing and planned infrastructure in the area.

We have reviewed all policies of the Growth Plan for the Greater Golden Horseshoe and are of the opinion that this specific proposal conforms to the goals and objectives of the Plan.

7.5 Region of Peel Official Plan, 20

The Official Plan for the Region of Peel is a document that sets out the long-term policies pertaining to land use planning and growth management across the region, and constituent municipalities. (Mississauga, Brampton and Caledon.) The Plan outlines strategies for growth and land use development up until the 'Planning Horizon' of 2051.

- The Official Plan for the Region of Peel ("RPOP") came into effect on November 4 2022.
- The Subject Property is designated 'Urban System' as shown on Schedule E-1 of the "RPOP" (see figure 61)
- The Subject Property is designated as a strategic growth area (node/centre), (Planned Major Transit Station Area and Node/Centre) as per Schedule E-2 of the "RPOP" (see figure 62)
- The Subject Property is located within 400 metres of the Streetsville GO station. (Refer to figure 5

Chapter 4 Growth Management Forecasts

Chapter 4 of the RPOP sets out the population and employment growth forecasts for the region until the year 2051. These forecasts can be seen in Table 3, (INSERT TABLE 3 from RPOP Below). These population forecasts are the basis for this plan, particularly with respect to the Growth Management and Intensification chapters, discussed in detail below.

The following policies from Chapter 4 are applicable to this development proposal:

4.3.11 Forecasts beyond the 2051 planning horizon may be used when planning for Strategic Growth Areas within the Delineated Built-up Area that are delineated on Schedule E-2 of the Region of Peel Official Plan, provided that:

- a. integrated planning for infrastructure and public service facilities would ensure that the development does not exceed existing or planned capacities;
- b. the type and scale of built form for the development would be contextually appropriate;
- c. the development would support the

achievement of complete communities, including a diverse mix of land uses, a full range of housing, office employment, transportation options, and sufficient open space; and

- d. the development would not require the conversion of viable employment lands within an Employment Area.

The proposed development is located within the Delineated Built-Up area within Peel and is designated as a Node/Centre and Planned Major Transit Station Area in Schedule E-2 of the RPOP. On Schedule E-2 several nodes/centres and Planned Major Transit Station Areas are depicted. However, note that within Mississauga, the Streetsville Node is the only Node/Centre located within a Planned Major Transit Station Area. Therefore, the Subject Property is an appropriate location for additional density and intensification, which is generally contemplated in both Major Transit Station Areas and Nodes/Centres.

As per the Functional Servicing & Stormwater Management Report (FSR – SWM) prepared by CF Crozier and Associates Inc. dated March 2024, this development does not exceed any existing or planning capacities. For more detailed information, please refer to FSR-SWM report submitted with this report.

In conformity with the regional policies that direct intensification on the Subject Property, the City's Official Plan, also contemplates redevelopment to accommodate higher height and density on the Subject Property. The type and scale of the built form proposed is contextually appropriate and has been designed in a manner to have minimum impact on adjacent lands further than what is already contemplated on the Subject Property.

The proposed development supports the achievement of a complete community in Streetsville, by introducing a mix of land uses, adding to the range of housing already available in the area, maintaining office employment, and

providing new additions to the public road network and a significant contribution to the open space in the Streetsville Community node. The Subject Property is also not within an Employment Area, as per schedule F of the RPOP.

Based on the above analysis, this proposal meets the criteria under policy 4.3.11, and therefore it is appropriate to consider accommodating population/household forecasts beyond the 2051 planning horizon on the Subject Property. It is our opinion that the increased density and height as proposed is appropriate and in line with this policy direction.

In addition, this development is taking a phased approach to zoning approvals and construction. Note that the accompanying Zoning by-law Amendment to this application only includes Phase 1 of the development of the Subject Property (See schedule D PHASING PLAN). As such, if approved, the overall proposal for the Subject Property will take a significant amount of time to be fully implemented, which will further support the policy of 4.3.11 to accommodate growth that will be contemplated beyond the 2051 forecast.

Chapter 5: Regional Structure

The RPOP divides lands within the Region of Peel into two general designations, although there are additional designations that apply to some areas. These two main designations are the Rural System and the Urban System. The Subject Property is located in the "Urban System" as depicted on Schedule E-1 of the RPOP. In general, population and employment growth are limited in the Rural System, and the majority of anticipated growth and intensification should be directed towards the Urban System.

5.4 Growth Management.

This section of the RPOP implements the sections of the Growth Plan that directs municipalities to "build compact, vibrant and complete

communities". More specifically, this section sets out the policies for, among other areas, strategic growth areas, Major Transit Station Areas, and Delineated Built-Up Areas.

The following policies are relevant to the proposal:

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.

5.4.18.12 Require that between 2021 and 2051, a minimum of 55 per cent of the Region's residential development occurring annually to be located within the Delineated Built Boundary.

5.4.18.13 To 2051, the minimum amount of residential development within the Delineated Built Boundary of the local municipalities shall be as follows:

- City of Brampton: a minimum of 50 per cent;
- Town of Caledon: a minimum of 5 per cent; and
- City of Mississauga: a minimum of 96 per cent.

The proposed development represents new growth, through intensification, within the Delineated Built-up Area of Mississauga, and within a Planned Major Transit Station Area. The proposed development conforms to all policies pertaining to Growth Management and intensification within the RPO .

5.6 Urban System

Section 5.6 of the RPOP speaks to the regional structure of the urban areas of the region, as identified on schedule E-1 (See figure 61), and the following general objectives of section 5.6 Urban System are applicable and met by the proposed development:

5.6.1 To achieve sustainable development within the Urban System, reduce greenhouse gas emissions, and adapt the region to a changing climate.

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 built 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.

5.6.5 To promote crime prevention and improvement in the quality of life.

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.

5.6.8 To preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate.

The subject land is located within the part of the Urban System known as the City of Mississauga. There is public transit located in the vicinity of the

subject site, including a GO transit station and the transit systems along Queen Street South and Britannia Road West. The Subject Property is located approximately 400m from the Streetsville GO Station and provides pedestrian-friendly linkages to the existing public street network in Streetsville. The following policies are relevant to the proposal:

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 pla

5.6.13 Require development and redevelopment in the Urban System to proceed according to the growth management and phasing policies of this Plan, and the planned provision of necessary services.

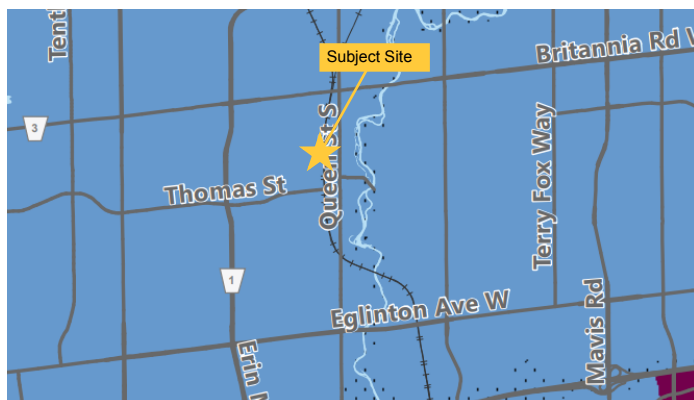


Figure 61 - Region of Peel Schedule E-1
Source: Region of Peel

The proposed mixed-use development will provide approximately 1,808 residential units in total, based on the current Master Plan design. More detailed unit type information is only available for Phase 1, which is subject to the Zoning By-law Amendment application, and is currently estimated to have a total of 526 residential units. More specifically, there are 39 studio units, 253 one bedroom units, 111 one bedroom plus den units, 74 two-bedroom units, 18 two-bedroom plus den units, 30 three-bedroom units, 2,913 square metres of commercial space

and 329 square metres of office space. These residential units represent an intensified and compact form of development that efficiently uses existing land, services, and infrastructure while also enhancing the range and mix of available housing options in the Streetsville Community. The proposed development features commercial and/or residential ground floor windows and entrances on the building faces to provide natural surveillance and varying landscaping treatments to provide territorial reinforcement in accordance with the principles of Crime Prevention Through Environmental Design (2014).

With regard to an urban 'structure, form or density that is transit-supportive', it has been noted throughout this report that the Streetsville GO Transit Station is located within 400 m of the proposed development.

'Transit-supportive' is defined by the RPOP and the Growth Plan as 'development that makes transit viable and improves the quality of experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities.'

The proposed development is located within a strategic growth area (Node and Planned MTSA). As such, it is within an area that has been identified by the Province and Region to be the focus for accommodating intensification and high-density mixed uses in a more compact built form. Further, MTSA's are identified and required by Provincial Plans (growth plan) and the RPOP to include a diverse mix of uses, including additional residential units and affordable housing

The Subject Property is currently supported by higher order regional transit in the form of a GO Station. The Streetsville GO station is on the Milton GO Transit Line (Route 21) with service to two Urban Growth Centres, namely Mississauga City Centre and Downtown Toronto. Route 21 currently has a service frequency of approximately 30 minutes during the a.m. and p.m. peak periods.

This proposed development will provide a greater local ridership base for the Streetsville GO station in an area that is well suited for additional transit demand. The additional ridership will necessarily make increased transit service more viable, thereby improving the quality of experience of using transit for existing transit goers. Note that the residential units within proposed development maintains the required MTO setback to the rail corridor west of the Subject Property, and a 2 storey Parking Garage is proposed on the western edge of the Property along the Rail Corridor in the place of a Berm/Crash wall.

It is our opinion that the proposed development, which provides residential units and non-residential GFA in a compact built form, is a transit supportive structure, form and density that supports a vibrant and complete neighbourhood.

It is also notable that at the time of writing of this report, the Provincial Government has announced increased funding for two way all day service on the Milton GO Train Line (which is the line that services the Streetsville GO Station). It is acknowledged that the funding is contingent on other levels of government who have yet to commit to this service, however, it demonstrates a provincial recognition that this area of the City and Province are deserving of additional transit service over and above what already exists.

The intensification that this proposed development represents conforms with the intensification policies in the “RPOP” as it relates to major transit station areas (see responses to section 5.6.19 of the “RPOP” below). It is also supportive of the requirements that 55% of the region’s residential development occur within the built-up area of the region (and 96% for Mississauga, specifically).

5.6.17 Strategic Growth Areas

As stated by the RPOP, the Strategic Growth Areas indicated in Schedule E-2 (See figure 62) of the Plan are “Priority areas for intensification and higher densities to make efficient use

of land and infrastructure. These areas will be vibrant urban places for living, working, shopping, entertainment, culture, and enhanced destinations for mobility.”

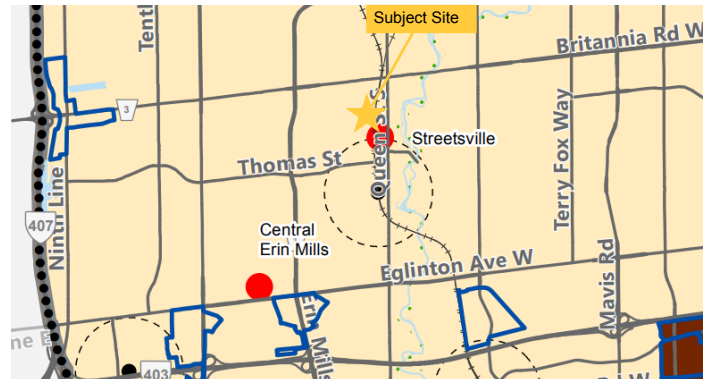


Figure 62 - Region of Peel Schedule E-2
Source: Region of Peel

Further, section 5.6.17 sets out a hierarchy for Strategic Growth Areas, with Urban Growth Centres meant to receive the highest densities and scale of development, through to MTSA's, Nodes/Centres, and finally intensification corridors. Of note, the Subject Property is located within an area that is designated both a Planned MTSA and a Node/centre.

The following policies are applicable to this proposal:

‘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 efficiency in infrastructure delivery, services and transit ridership.’

5.6.17.7 Direct the local municipalities to establish boundaries in their official plans for Strategic Growth Areas identified on Schedule E-2 of this Plan.

5.6.17.8 Direct the local municipalities to

establish policies in their official plan and adopt zoning by-law regulations for Strategic Growth Areas identified on Schedule E-2 that support the appropriate type, scale, density, and transition for development.

5.6.17.10 Encourage the local municipalities to, where appropriate, identify other major intensification opportunities such as infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings and greyfields in their official plans and support increased residential and employment densities within these areas to ensure the viability of transit and a mix of residential, office institutional and commercial development.

5.6.17.11 Encourage the local municipalities to evaluate the future potential of intensification opportunities where rapid transit is planned to support compact built forms, multimodal access to jobs, housing and amenities, and connections to major trip generators.

The proposed development is a high-density, compact, mixed-use, transit supportive, and pedestrian-oriented development on underutilized

lands in close proximity to existing transit networks and nearby amenities that support a complete community. The proposal would directly implement policies relating to directing intensification to the areas of the Urban System within the Delineated Built-Up Area, while also maximizing the efficiency of existing infrastructure, services, and transit. The Subject Property is primarily composed of an existing 'greyfield' and the proposed development is an example of intensification that is appropriate in type, scale, density and transition for development.

5.6.19 Major Transit Station Areas

Major Transit Station Areas (MTSAs) are areas located near the higher order transit station, and are meant to comprise a compact urban form of varying housing types and uses to support the existing and planned transit infrastructure. These areas are well suited for high densities and compact, mixed-use developments. As stated in the RPOP "The 800 metre radius around stations or stops is used as the initial area to be assessed when Major Transit Station Areas are identified and to guide delineation."

	Code	Station Name	Municipality	Growth Plan Priority Transit Corridor Station	Classification	Additional Policy Areas	Minimum Density
Milton GO	MIL-1	Lisgar GO	Mississauga	No	Planned	-	N/A
Milton GO	MIL-2	Meadowvale GO	Mississauga	No	Planned	-	N/A
Milton GO	MIL-3	Streetsville GO	Mississauga	No	Planned	-	N/A
Milton GO	MIL-4	Erindale GO	Mississauga	No	Planned	-	N/A
Milton GO	MIL-5	Cooksville GO	Combined; See HLRT-6	No	-	-	-
Milton GO	MIL-6	Dixie GO	Combined; See DUN-16	No	-	-	-
Lakeshore GO	LWGO-1	Port Credit GO	Mississauga	Yes	-	-	-
Lakeshore GO	LWGO-2	Clarkson GO	Mississauga	Yes	Primary	-	150

Table 4 - Region of Peel Official Plan Table 5 Excerpt

Source: Region of Peel

Table 4 prescribes the minimum densities required for each Major Transit Station Area in Peel.

Note that Streetsville GO is a Planned Major Transit Station Area, and therefore the boundaries of the MTSA have not yet been delineated, nor have the minimum densities been set out.

However, Planned MTSA's are Strategic Growth Areas, and therefore the policies of section 5.6.19, which pertains to Planned MTSA's are still applicable.

5.6.19.6 Each Major Transit Station Area shall reflect one of the station classifications outlined below and shown on Table 5 and Schedule E-5 to support transit-supportive development and increased ridership. This will be based on the form and function of the station to be established in the official plan of the local municipality:

- c. Planned Major Transit Station Area – Areas identified in this plan which are intended to become Major Transit Station Areas, but require further study and assessment prior to being delineated. Transit infrastructure may be existing and operational, however, in some of these areas transit infrastructure may still be in delivery or currently unfunded and without a commitment for funding.

5.6.19.8 Direct the local municipality to plan to achieve the minimum density target for each Primary and Secondary Major Transit Station Area as prescribed on Table 5. It is recognized that in some cases, the minimum density may be achieved beyond the planning horizon of this Plan.

5.6.19.14 Ensure existing surface parking lots and other land uses within Major Transit Station Areas that do not meet the objectives of this Plan will be encouraged to redevelop and expansions to existing uses shall be managed in accordance with transition

policies incorporated in the local official plan

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.

5.6.19.17 Planned Major Transit Station Areas shall only be delineated as a Primary or Secondary Major Transit Station Area through a Regionally initiated Official Plan Amendment in accordance with Section 16(16) of the Planning Act.

It has been noted earlier in this report, this minimum density is applicable for the entire MTSA and not for each individual property. It is expected that there will be some properties that do not reach the minimum densities within the MTSA. It has been noted that the Streetsville MTSA has not yet been delineated, however, recall that the definition of an MTSA generally includes the area 500 m to 800 m from the Transit Station.

Most of the lands within 800 m of the Streetsville MTSA are designated as established, low density neighbourhoods, or as greenlands areas, in Mississauga's Official Plan. Furthermore, as evidenced by the GIS analysis performed in section 4, many of the lots within the Streetsville MTSA require a time consuming and technically challenging assembly process prior to development. It follows then, that a significant amount of lands within the MTSA are not development ready for the size, type and scale of intensification that can be realized on this subject property in the short and medium term.

Therefore, the Subject Property, and other properties like it, which are readily assembled and available to accommodate higher density and height while assisting the City's assigned housing target (120,000 new homes by the year 2031) should be designated to permit higher densities through additional height permissions.

Policy 5.6.19.6.c states that in Planned MTSA: 'Transit infrastructure may be existing and operational, however, in some of these areas transit infrastructure may still be in delivery or currently unfunded and without a commitment for funding.' The Planned MTSA in Streetsville is consistent with this description, and the proposed development represents an opportunity to increase the viability of the delivery of transit service and infrastructure. Note that increasing service on the Milton Line (Streetsville GO Station is on the Milton Line) is an explicit goal of the Mississauga Strategic Plan.

The Streetsville Go Station is a planned MTSA, and specific MTSA policies applicable to this area have not yet been determined by the Region of Peel as per policy 5.6.19.17. Therefore, policies such as 5.6.19.18 provide the necessary criteria upon which to judge development within a Planned MTSA:

5.6.19.18 Until such time as the local municipality has established Major Transit Station Area policies in accordance with Section 16(16) of the Planning Act and Policy 5.6.19.9, proposed developments within a Major Transit Station Area identified on Schedule E-5 shall be reviewed with consideration to the objectives of this Plan to ensure the proposed development:

- a. Demonstrates how the development will contribute to transit-supportive densities that recognizes the character and scale of the surrounding community;

The proposed development will provide an increased ridership base within the area of Planned MTSA through intensification of an existing underutilized site thereby increasing the viability, effectiveness, and quality of transit service in the Streetsville Community. The development has been designed in a considerate manner to the surrounding community, as evidenced by the results of the Urban Design Rationale.

- b. Supports a compact urban form that directs the highest intensity transit-supportive uses close to the transit station or stop; The proposed development represents a compact, transit-supportive urban form in close proximity to several MiWay Transit stops, and is located within 400 m of the Streetsville GO station.
- c. Addresses Regional and local municipal housing policies to provide a range and mix of housing options and densities, including affordable housing;

The proposed development provides a range of unit types and sizes for residents in all stages of their life, including affordable housing, which is in conformity with regional housing policies. For further detail, please see the housing section (section 7.7) of this report for a housing Assessment that addresses Regional and Local municipal Housing policies.

- d. Provides an interconnected and multi-modal street pattern that encourages walking, cycling, and the use of transit and supports mixed use development;

The proposed development provides significant improvements to the pedestrian and cycling network on the Subject Property while also linking the development with the adjacent pedestrian/cyclist network. The additions to the public street network (as described in section 5) have been designed to encourage a fine grain, multi-modal transportation network. Refer to the Master Development Site Plan which illustrates the proposed multi-modal street.

- e. Provides an appropriate mix of land uses and amenities that promotes transit-supportive neighbourhoods;

The proposed development provides an appropriate mix of residential and non-residential land uses that supports and promotes a transit supportive neighbourhood in Streetsville.

- f. Implements the provision of bicycle parking, and where applicable, passenger transfer and commuter pick up/drop off area;

The proposed development will implement Bicycle Parking as outlined in the policy above. Further, the development features several pick up/drop off areas, as well as lay-by parking areas, that will facilitate passenger transfer and commuter pick up/drop off

- g. Prohibits the establishment of uses that would adversely impact the ability to achieve the minimum density target;

There are no uses proposed within this development that would adversely impact the ability to achieve the eventual minimum density target within Streetsville. On the contrary, the uses permitted and the built form proposed assists in achieving the density target.

- h. Supports high quality public realm improvements to enhance the Major Transit Station Area;

The proposed development features both high quality POPS and public parklands that will significantly enhance the existing public realm. These areas have been designed to link with the existing pedestrian infrastructure along Queen Street South, along with the existing public infrastructure located south of the Subject Property (Streetsville Village Square and Vic Johnson Community Centre). The proposed development incorporates high-quality multi-modal public roads that enhance and extend the existing streetscapes in Streetsville thereby creating a complete and connected community.

- i. Avoids potential adverse effects to major facilities and sensitive land uses, and addresses land use compatibility in accordance with the PPS, provincial guidelines, standards, and procedures; and

The Subject Property is not near major facilities that could be impacted by sensitive land uses.

- j. Considers municipally initiated studies and recommendations that support the requirements of Policy 5.6.19.10.

The Streetsville Community Node and Planned MTSA is yet to be the subject of a municipality-initiated study. However, as per the analysis above, the proposed development conforms to all criteria used to evaluate development within a Planned MTSA.

Section 5.9 - HOUSING

Section 5.9 of the “RPOP” addresses housing objectives and policies to ensure housing development is aligned with growth trends and contributes to the creation of health, mixed-use, transit supportive, and complete communities. It is also recognized by the RPOP that meeting the housing needs and goals of all individuals and communities is critical. The proposed master planned redevelopment provides a total of approximately 1,808 residential units with a mix of unit types and amenities in a well-serviced urban community. This area is already served by existing higher-order public transit and the proposal provides a variety of land uses that contribute to achieving a complete community. As such, the following housing objectives have been met by the proposal:

5.9.1 To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.

5.9.2 To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.

5.9.3 To ensure an adequate supply of rental housing stock to meet local need.

5.9.4 To mitigate and adapt to climate change by promoting energy conservation and technologies and energy efficient housing that leads to sustainable development.

5.9.5 To make housing available for diverse populations, including the provision of accessible housing and appropriate support services.

5.9.6 To consider barriers to housing, including social and economic factors.

5.9.11 Require a housing assessment for planning applications of approximately 50 units or more. Local municipalities or the Region can require a housing assessment for applications less than 50 units, as appropriate. The housing assessment will be consistent with local and Regional housing objectives and policies and demonstrate contributions towards Peel-wide new housing unit targets shown in Table 5. The housing assessment, while required by local municipal official plan policies, shall be undertaken by a development applicant as directed.

5.9.13 Collaborate with the local municipalities to provide a range of unit sizes in new multiunit residential developments, including the provision of two or more bedroom family-sized units. The proportion of unit types may vary over time and shall align with housing need as identified through Regional and local municipal strategies, planning approval processes, needs assessments, and market studies.

5.9.26 Work jointly with the local municipalities, in accordance with projected requirements and available land resources, to maintain at all times:

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

5.9.27 Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification

5.9.34 Encourage community agencies and landowners of suitably sized sites to develop affordable housing

Target Area	Targets
Affordability	That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households.
Rental	That 25% of all new housing units are rental tenure.
Density	That 50% of all new housing units are in forms other than detached and semi-detached houses.

Table 5 - Peel Wide New Housing Unit Targets
Source: Region of Peel

5.9.36 Seek opportunities to provide an appropriate range and mix of housing options and densities, including affordable housing, that utilize existing stock.

As per policy 5.9.11, a housing assessment is included within this report in section 7.7.

The proposed development will provide residential units across several buildings in a compact urban form that is not detached and semi-detached housing, on a site that is currently underutilized and contemplated for growth. The proposed development will also aim to include affordable ownership housing units, which along with the proposed market rate units, will be significantly more affordable than many housing units within Streetsville (which are currently in the form of single detached dwellings). Further, the current proposal only provides ownership tenure, however, those ownership units can be rented out to future tenants on the secondary rental market, to meet the needs of renters and provide a variety of unit types on the rental market in the City and the Region. Overall, the proposed development will contribute to achieving the regional-wide housing unit targets.

It is our opinion that the proposed development is consistent with all applicable policies in section 5.9 Housing. The proposed residential development introduces a mix of densities and housing types (including two or more bedroom units) in the area that helps meet the needs of current and future residents. The efficient manner of the development is demonstrated through its utilization of existing municipal and regional infrastructure.

Section 5.10 Transportation System in Peel

Section 5.10 of the “RPOP” explains different land use designations and provides specific land use policies for each of the designations the policies are intended to foster increased sustainability of the transportation system in Peel by:

- Considering all modes of travel and promoting

the efficient movement of people and goods (with a focus on moving people by modes other than single-occupant automobiles);

- Maximizing the use of existing transportation infrastructure; Increasing travel choices to meet diverse needs;
- Minimizing the environmental and health impacts of transportation;
- Supporting economic development;
- Considering social and cultural objectives;
- Promoting the integration of transportation planning and land use planning; and
- Developing predictable and sustainable funding for a multi-modal transportation system.

The following policies are applicable to this proposal:

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, and encourage the local municipalities to do the same for infrastructure under their jurisdiction.’

5.10.18 To support the achievement of complete communities, plan for the development, optimization and/or expansion of new or existing Regional transportation corridors, including:

- a. Support opportunities for accessible multi-modal use;
- b. Prioritize sustainable transportation and goods movement ahead of single-occupant vehicles; and
- c. Consider the separation of modes within corridors, where appropriate, to promote the safe mobility of all road users.

5.10.34.15 Encourage the local municipalities, relevant agencies and the private sector to develop parking management strategies that make more efficient use of parking resources and that encourage the use of sustainable transportation modes.

5.10.34.40 Encourage the intensification of residential and non-residential development at nodes, Major Transit Station Areas, transportation hubs and along rapid transit corridors, as shown on Schedule F-1, to support a higher level of transit service and other sustainable transportation modes, consistent with direction in the latest provincial plan.

The Subject Property is well-served by existing and planned transit services, and the proposed development would only serve to increase the viability of existing transit services within the Planned MTSA. The proposed development and corresponding amendments serve to realize the redevelopment potential of the Subject Property by facilitating a high-density, compact, mixed-use development that is transit-supportive, pedestrian-oriented and supportive of a complete community. The addition of residential uses on the lot, which currently features only non-residential uses, will complement, and enhance the existing range of services and destinations present in the Streetsville community, enabling residents to live, work, play and shop.

Summary Opinion:

The subject property, located within the delineated built-up area of the City of Mississauga, has a full range of existing infrastructure and public service facilities available. It is also adjacent to existing higher order public transit services. These types of areas are appropriate and desired for intensification. The proposed development features a range and mix of unit types to meet the needs of all current and future residents of Peel. The proposed residential units will contribute to the supply of housing types while contributing towards a complete community.

The “RPOP” policies and objectives are considered and implemented to ensure the proposed development is contextually appropriate while considering social, economic, and environmental objectives of the Official Plan. More importantly, the proposed building is designed in a sensitive manner to limit any potential adverse planning impacts on the neighbouring properties and adjacent streets. Improvement of the existing streetscapes is incorporated in the proposed development which will support a safe, accessible and vibrant public realm.

The proposed development represents an appropriate intensification of the subject land and fits with the existing context. Based on the foregoing analysis, the proposed land uses and overall built form of the development conforms to the “RPOP” policies.

7.6 City of Mississauga Consolidation)

Official Plan (March 2023)

The Mississauga Official Plan ('MOP') was adopted by City Council in September 2010 and approved by the Region of Peel in September 2011. The in-effect MOP (March 2023 consolidation of the 2011 Plan) identifies where and how the City of Mississauga is to grow up to the year 2031. With respect to the discussion earlier in this report regarding the Region of Peel's planning horizon, it is noted that the City of Mississauga is currently completing an Official Plan Review exercise to ensure that the Official Plan will conform to the 2051 planning horizon of the Provincial and Regional Plans. The proposed Official Plan amendments to the MOP will provide density, urban forms, and housing units that serve to facilitate a planning horizon up to and beyond 2051.

Within the MOP, the Subject Property is designated as:

- a "Corridor" within 'Schedule 1 – Urban System' (see figure 63)
- a "Community Node" (Streetsville Community Node) in 'Schedule 2 – Intensification Areas' (see figure 64)
- A "Mixed-Use area" in 'Schedule 10 – Land Use Designations' (see figure 65)
- 'Special Site 6' as per policy 14.10.6.6. (See figure 66)

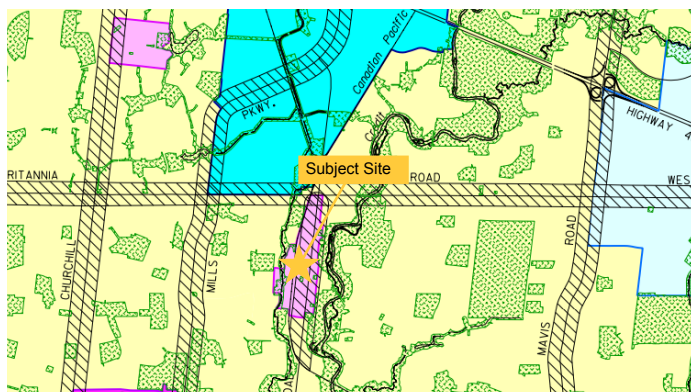


Figure 63 - Mississauga OP Schedule 1 - Urban Systems
Source: City of Mississauga

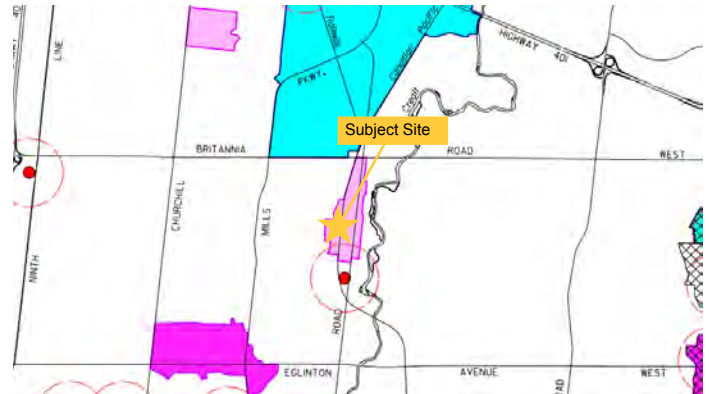


Figure 64 - Mississauga OP Schedule 2 - Community Intensification
Source: City of Mississauga

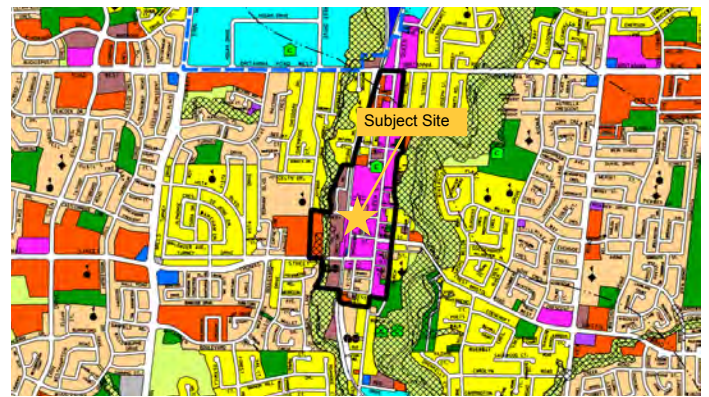


Figure 65 - Mississauga OP Schedule 10 - Land Use Designations
Source: City of Mississauga

The Subject Property is located on Queen Street South (Mississauga Road), which is designated as a Major Collector (Scenic Route) in 'Schedule 5 – Long Term Road Network', and located adjacent to the Streetsville Library, designated as a 'Community Facility' in 'Schedule 10 – Land Use Designations' (see figure 65)

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

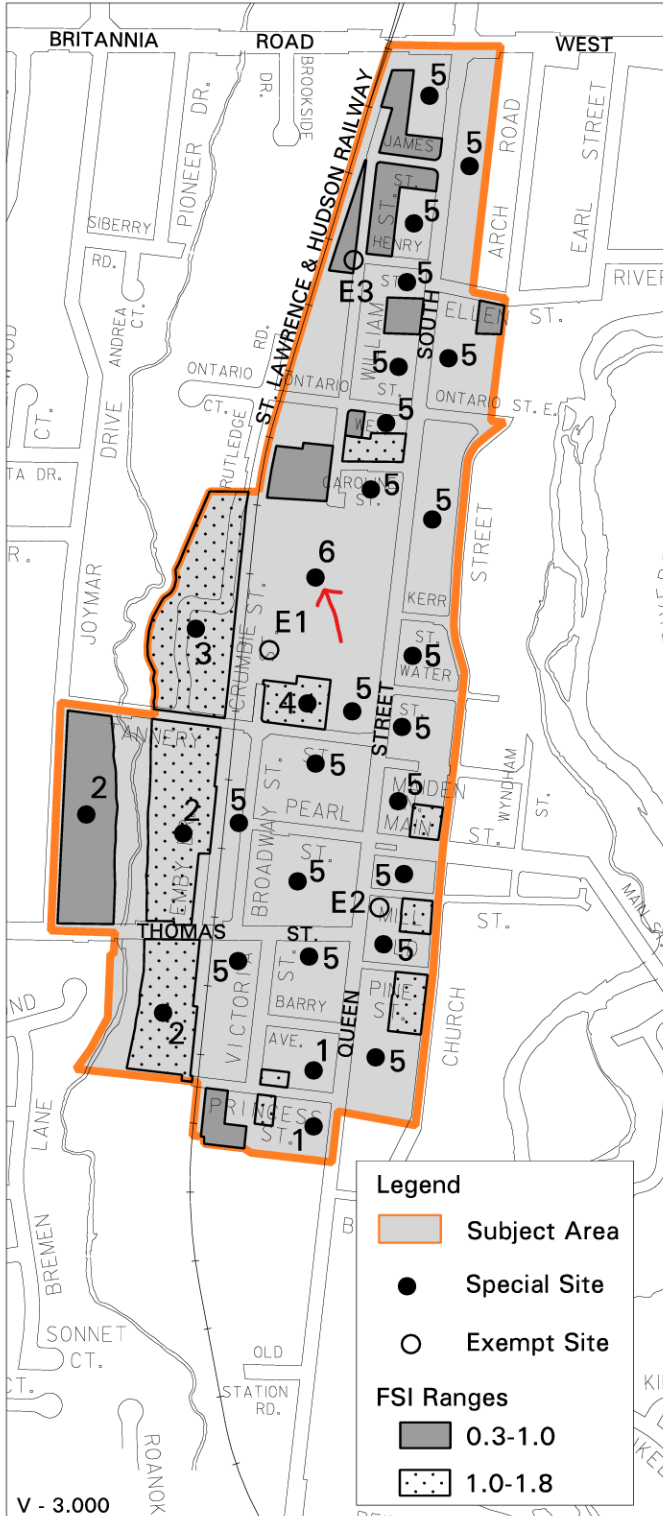


Figure 66 - Special Site 6 Policy
Source: City of Mississauga

Part 2: City Wide Policies

Part 2 of the Official Plan sets out more general, City-Wide Policies. Although there are more

specific designations applicable to the Subject Property, Part 2 of the Official Plan contains policies that will affect how a property may be used in accordance with its land use designations. This section will include an evaluation of the proposed development with reference to these city-wide policies.

The following policies are applicable:

4.5 Achieving the Guiding Principles

Mississauga Official Plan will implement the guiding principles through the following strategic actions:

Direct Growth

- As Mississauga continues to evolve, growth will be strategically managed by determining the appropriate arrangement and balance of land uses, including population and employment densities. Growth will be directed to key locations to support existing and planned transit and other infrastructure investments. Growth will not be directed to areas of the city that need to be preserved and protected (e.g. stable residential areas, Natural Heritage System and cultural heritage resources).

Mississauga will Direct Growth by:

- Focusing on locations that will be supported by planned and higher order transit, higher density, pedestrian oriented development and community infrastructure, services and facilities;
- Protecting stable areas and natural and cultural heritage; and
- Achieving balanced population and employment growth.

The Subject Property is not within an area that is directed to be 'preserved and protected'. Rather, the proposed development is within an area designated as "Mixed Use" in the Mississauga

Official Plan, and further contemplated for intensification as discussed in relation to section 14 of the Official Plan. Although intensification is contemplated on the Subject Property, the proposed development has been carefully designed to maintain the existing heritage elements along Queen Street South and within the Subject Property. Further, as per the report prepared by ASI consultants (see section 10 of this Report) several elements of the proposed development, including the new open space and pedestrian network, will preserve and enhance

the existing heritage elements on the site. In addition, the buildings proposed along Queen Street South feature stepbacks to maintain the historic 2-3 storey, grade related character in this area. The taller buildings on site have been located to preserve an appropriate angular plane to adjacent streets, to ensure the massing proposed on site does not have a direct impact on the Queen Street South corridor. Refer to the elevation drawings prepared by SRM architects + urban designers for an elevation drawing of the proposed development.

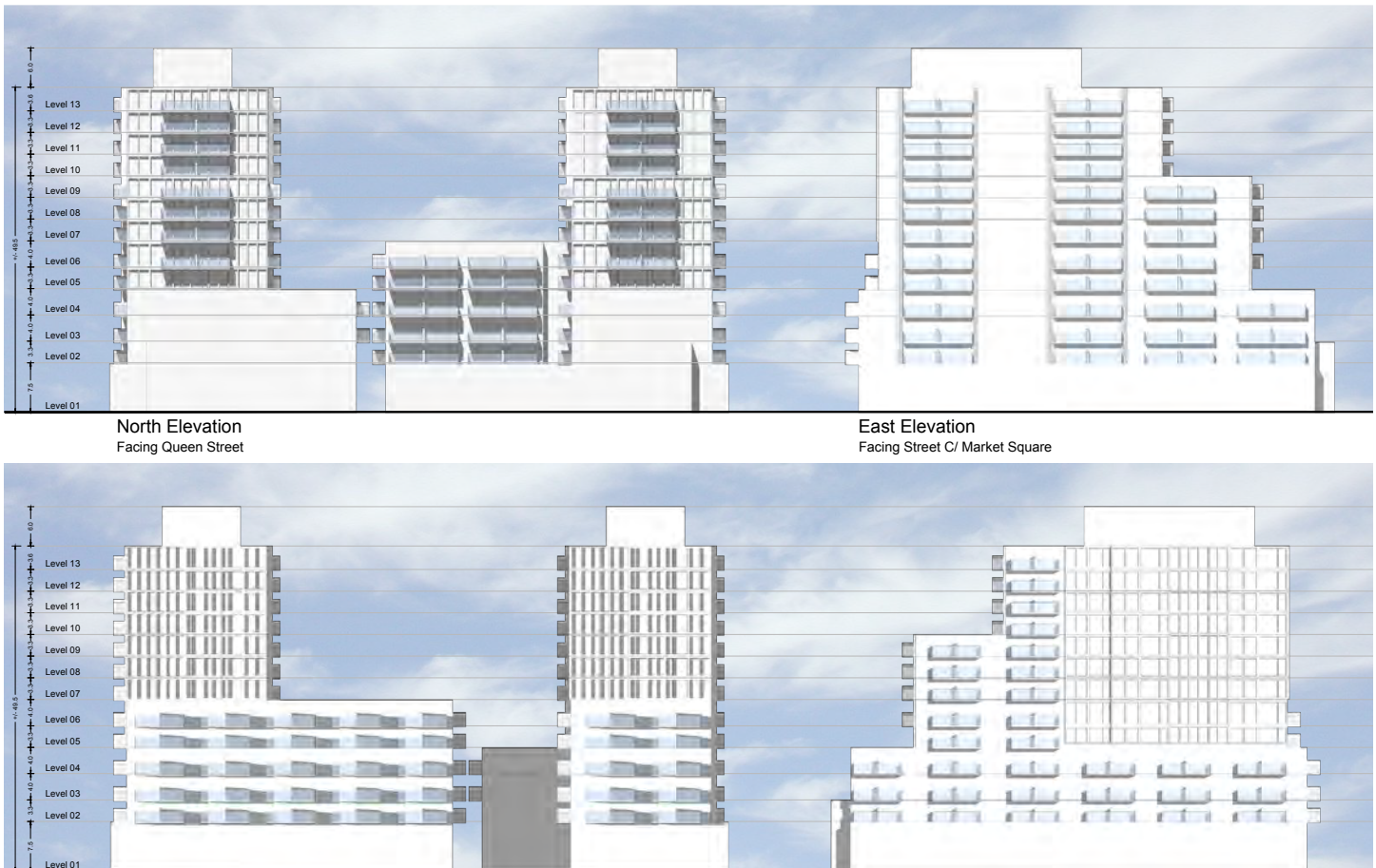


Figure 67 - Building A (Phase 1) Elevations

Source: SRM

As has been mentioned in this Report, the Subject Property is within an intensification area and is within a 5–10-minute walking distance from the Streetsville Go station, which is a Planned MTSA as per the Region of Peel Official Plan. This is a location that will be supported by existing higher order transit and will be developed in a manner to enhance the already existing pedestrian-oriented nature of Streetsville.

Complete Communities

- Mississauga will contain healthy, vibrant communities that provide residents with a range and diversity of housing types and mobility choices; the ability to engage in healthy, safe and active lifestyles; access to daily needs within close proximity to where they live, work, study, shop, play and congregate; and a sense of belonging and community pride.

Mississauga will complete communities by:

- promoting an urban form and development that supports public health and active living;
- ensuring that communities include or provide easy access to a range of uses and services required to meet all or most of the daily needs of residents through all stages of their lives; e.g., housing, transportation, employment, recreation, social interaction and education;
- promoting expressions of art, culture and design to foster a distinct sense of community identity; and
- preserving the Natural Heritage System and cultural resources to retain a connection to the past.

The proposed development will add to the range and diversity of housing types within Streetsville and Mississauga. Single-detached houses currently represent 51.6% of all dwelling types within the Streetsville Federal District (See Figure 68), whereas apartments in buildings with five and more storeys represent 7.4% of dwellings within the same district. As such, this development will



Figure 68 - Streetsville Federal District
Source: Stats Can

bring Streetsville closer to the mix of housing types that currently exist within Mississauga as a whole. This represents a move towards urban forms that support public health and active living, since larger mixed-use buildings in MTSA are generally less auto oriented than single detached dwellings.

Overall, a healthy, safe and active lifestyle will be facilitated by the proposed development, because it is a compact, mixed use and active-transit-oriented development. The proposed uses, ranging from commercial to office to residential to open spaces, will contribute to solidifying Streetsville as a complete community.

Create a Multi-Modal City

- Mississauga will integrate land use and transportation planning and sustainable design so that new development is directed to locations that support existing and planned transit and active transportation facilities. The needs of all road users will be considered in the design and management of transportation infrastructure. To ensure that Mississauga is well served by efficient and higher order regional transit services, Mississauga will capitalize on provincial transit service initiatives to minimize dependency on cars for commuting.

Mississauga will create a multi-modal city by:

- developing and promoting an efficient safe and accessible transportation system for all users;
- promoting a transportation network that connects nodes with a range of transportation modes, to reduce dependency on cars for local trips;
- promoting transit as a priority for moving people;
- implementing a viable and safe active transportation network for cyclists and pedestrians of all abilities;
- encouraging transportation demand management (TDM) practices;

The Subject Property has access to local bus service on Queen Street South and is within a 5-10 minute walk of the Streetsville GO Station. Therefore, the intensification contemplated through the proposal further promotes the use of transit within Streetsville and reduces the dependency on cars within Mississauga. The proposal also incorporates commercial, and office uses as well as amenity spaces to meet the daily needs of residents. With respect to transportation management, the Transportation Impact Study prepared by C.F Crozier and Associates Inc., dated March 2024, has indicated that the proposed development will not have any significant negative impact on the existing transportation network. The TIS also speaks to the TDM practices recommended in support of the proposed development, which include, but are not limited to, adequate pedestrian facilities, avoiding parking oversupply, wayfinding and incentives to reduce single-occupant vehicle trips (See section 10 for more information on the supporting materials reviewed).

Build a Desirable Urban Form

- Mississauga will promote a strong civic identity and city of experiences that celebrate the attractive and vibrant waterfront, the Downtown and

communities, the rich history and cultural diversity, high architectural standards and quality public art. Mississauga will promote green development building standards and technologies.

Mississauga will build a desirable urban form by:

- ensuring that the urban form of the city (e.g., buildings, streets, streetscapes, landscapes, public spaces such as parks and squares, infrastructure) contributes positively to everyday living in Mississauga;
- promoting an urban form that will address the live, learn, work and play needs of present and future generations;
- creating vibrant mixed use communities; and
- using placemaking initiatives to support active living and improved public health, comfort and social interaction in the city.

The proposed mixed-use development has been designed to carefully consider the impact on the Queen Street South frontage. As per the Urban Design Rationale included in Section 6, several placemaking initiatives have been undertaken with this proposal to encourage pedestrian activity throughout the Subject property, as well as social interaction on specific areas within the site such as the Market Square and new public park.

Foster a Strong Economy

- Mississauga has a progressive and diversified economy. Maintaining its current strength, while further diversifying its base by affording the opportunity for people of all ages and backgrounds to thrive, will be important for its future success. The City will foster innovative and creative businesses by capitalizing on a dynamic downtown, attractive corporate centres and hi-tech infrastructure, and by enabling the efficient movement of good

- Mississauga will foster a strong economy by:
- continuing to support existing businesses and attract a diverse range of new employment opportunities including green businesses, particularly to accommodate those living in Mississauga;
- continuing to be a net importer of talent;
- supporting existing and future office industrial, institutional and commercial businesses;
- maintaining an adequate supply of employment lands to meet future needs;
- ensuring there is adequate infrastructure to support development;
- promoting new office development in strategic locations; and
- attracting post-secondary educational facilities to stimulate investment and the development of talent to meet the needs of future employment opportunities.

The phasing plan of the proposed development has meticulously considered the needs of the existing businesses, ensuring that existing commercial units will remain open and unobstructed until construction of replacement units has been completed to the greatest extent possible. The proposed development will provide the planned function of the commercial space in a more compact and efficient form, while also providing office space in key areas of the Subject Property. Further, as evidenced by the FSR -SWM prepared by C.F. Crozier and Associates Inc., the surrounding area is already equipped with adequate infrastructure to support the proposed development.

Chapter 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.

Of note, Mississauga is now at the end of its Greenfield growth phase; new growth will generally be accommodated through redevelopment and intensification within developed areas. This is consistent with the Region of Peel policy 5.4.18.13 which states that the minimum amount of residential development within the Delineated Built Boundary of Mississauga shall be 96 per cent.

Thus, it is the purpose of Chapter 5 of the Official Plan to direct growth by encouraging compact, mixed-use development in appropriate locations which will provide greater opportunities to live and work in Mississauga and reduce the need for extensive travel to fulfill the needs of day-to-day living. The proposed development will constitute intensification within the developed areas of the City. Key policies set out within Chapter 5 of the Official Plan have been summarized below

5.1.2 Mississauga will ensure that there is adequate land capacity to accommodate population and employment growth to 2031.

5.1.3 Forecast growth will be directed to appropriate locations to ensure that resources and assets are managed in a sustainable manner to:

- a. protect ecological functions, public health and safety;
- b. utilize existing and proposed services and infrastructure such as transit and community infrastructure;
- c. minimize environmental and social impacts;
- d. meet long term needs;
- e. build strong, livable, universally accessible

- communities; and
- f. promote economic prosperity.

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.

5.1.9 New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.

The proposed development represents the intensification of under-utilized land within the developed areas of the City designated as an 'Intensification Area' in Schedule 2 of the Official Plan. As such this proposal will optimize the utilization of existing services and infrastructure to achieve a strong and livable community. The Subject Property is also adjacent to existing medium and high density residential designations in the Official Plan, which indicates that the proposed development will be compatible with neighbouring land uses. Of note, is the design principle used to locate the tallest buildings within the centre and at the rear of the Subject Property, which was previously mentioned within the Urban Design Brief section of this Report. As a result, the existing mid-rise buildings adjacent to the Subject Property will provide a gentle increase in height and density towards the centre/rear of the development.

Overall, the proposed development represents intensification contemplated that will contribute to accommodating the population and employment growth in the City, and is designed in a manner

that is compatible with and complements the existing neighbourhood.

5.3.3 Community Nodes

Community Nodes provide access to a multitude of uses that are required for daily living – local shops and restaurants, community facilities, cultural, heritage and entertainment uses, schools, parks, open space as well as a diverse housing stock that meets housing needs of the adjacent population as they move through their lifecycle.

Streetsville already has the desirable characteristics of an established Community Node, in limited areas. For instance, several areas are contemplated to have or have existing compact, mixed use development with pleasant, walkable streets and a strong sense of place and community identity.

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.

5.3.3.8 Redevelopment of Mixed-Use sites in Community Nodes that result in a loss of commercial floor space will not be permitted unless it can be demonstrated that the planned function of the commercial component will be maintained after redevelopment.

5.3.3.9 Investments in community infrastructure, as well as commercial, recreational, educational, cultural and entertainment uses, will be encouraged in Community Nodes.

The proposed development will contribute to the minimum density of residents and jobs required for the Streetsville Community node. Although this redevelopment will ultimately reduce the total commercial floor space currently existing

on the site, the commercial floor space proposed had been developed to retain the function of the commercial component of the existing development, in a more compact and efficient form than the existing form. Policy 5.3.3.8 is clear that there are cases where a net loss of commercial floor space is permitted, and this proposal represents such a case.

5.4 Corridors

Mississauga roads were planned in a grid pattern, which had the purpose of moving people and goods throughout the City. This grid now forms the basis of a system of Corridors. As described in the Official Plan, 'Corridors' connect various elements of the city to each other. Over time, many of these Corridors will evolve and accommodate transportation options other than automobiles and may also become public places in their own right, provided they are adjacent to complementary land uses. In the case of Queen Street South, this corridor is already an important element of the public realm in Streetsville and it also links the Subject Property to locations where people experience the city on a day-to-day basis.

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

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

The interaction between the corridor located along Queen Street South and the proposed development is critical to this development. The facades along Queen Street South have been designed to be consistent with the rhythm and scale of the surrounding area, which can generally be described as compact commercial frontage and short (approximately ~100 m) block lengths. As mentioned, the proposal is compact, mixed and transit friendly

by design with entrances and open spaces are oriented towards the corridor wherever possible in the proposed development.

5.5 Intensification Areas

Section 5.5 of the MOP describes Intensification Areas and provides policies for these areas. To best preserve the areas of Mississauga that are stable neighbourhoods, natural heritage features, or otherwise areas that are within the delineated built-up area of Mississauga but are not contemplated for development, the MOP provides several areas of the city where most growth and intensification is directed. These areas generally conform to the strategic growth areas identified in the RPOP but are delineated into more specific areas. The Subject Property is located within two overlapping intensification areas: A Community Node and a Planned MTSA. As such, the following policies are applicable:

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 Growth Plan define Complete Communities as mixed-use neighbourhoods/areas that offer and support opportunities for people of all age and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and public service facilities.

The proposed development promotes all of these qualities by introducing a mix of jobs and services within a residential development in an area already well served by transit. Within the entirety of the proposed development, there are both medium and high-density housing proposed, including a range and mix of unit types. As previously mentioned in this Report, the Subject Property is an underutilized commercial site within an area of the Region and City that is contemplated for high density residential development. In addition, the proposed development would maximize the use of community infrastructure and engineering services by adding 1,808 residential units and replacing commercial space to lands that are connected to municipal services, has access to the road and is well connected to the municipal and regional public transit system. The proposed development provides a range of housing choices to residents within Streetsville, Mississauga, and the Region to ensure that this development meets the needs of residents of all ages and household types.

Affordable housing is anticipated to be incorporated into the overall proposal once unit breakdowns are finalized in the later stages of this Master Plan development.

Chapter 7 Complete Communities

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

7.1.3 In order to create a complete community and develop a built environment supportive of public health, the City will: a. encourage compact, mixed use development that reduces travel needs by integrating residential, commercial, employment, community, and recreational land uses; b. design streets that facilitate alternative modes of transportation such as public transit, cycling, and walking; c. encourage environments that foster incidental and recreational activity; and d. encourage land use planning practices conducive to good public health.

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

7.1.10 When making planning decisions, Mississauga will identify, maintain and enhance the distinct identities of local communities by having regard for the built environment, natural or heritage features, and culture of the area.

The proposed development is in close proximity to a diverse range of land uses, which promotes live-work opportunities in one area, and reduces the need to travel long distances on a day-to-day basis. The proximity to existing high density residential land uses as well as a planned residential development consisting of similar built forms makes the Subject Property an appropriate location for additional residential density.

The approach to urban design, as detailed in Section 6 of this Report, describes how the urban form that characterizes this proposed development leads to a complete community with strong support for active transportation and pedestrian networks. The proposed range of units within the development will add to the existing range of housing choices to accommodate people at all stages of life. In addition, the proposed development will maximize the use of existing community infrastructure and engineering

services within the neighbourhood. The proposed development will achieve higher density in this area to meet the housing needs through compact architectural and urban design.

7.2 Housing

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

7.2.2 Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters.

7.2.3 When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.

7.2.5 The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.

7.2.8 Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.

7.2.9 The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.

The proposed development is located on a property that is currently connected to existing municipal services and located close to community infrastructure. The development's form, structure, and density will maximize the utilization of the

existing services and community infrastructure in Mississauga. There are also several pieces of community infrastructure proposed within this development, including parkland dedicated to the public, but also including POPS as well as additions to the pedestrian network.

The range of housing choices proposed by this application includes a mix of unit types and sizes, which will correspond to a range of choices in terms of type suitable for people in all stages of their life including families. In addition, the secondary rental market created by this condominium development will provide more affordable dwelling types (more affordable relative to most existing housing in Streetsville).

Thus, this application is one that supports affordability and addresses the provincial and regional housing requirements and, as evidenced by the Urban Design Brief in Section 6 of this Report, the functional and aesthetic quality of the development has not been sacrificed to achieve this.

As discussed later in this Report, for a multitude of reasons, compact mixed-use condominium apartments are generally more affordable and accessible than single detached dwellings. See section 7.7 of this Report for a more detailed analysis of the housing provided in this application.

7.4.1. Cultural Heritage Resources

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

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

As per the HIA prepared by ASI (see Section 10), the proposed development will not have

any negative impact on the existing cultural heritage resources within the Subject Property and maintains the existing building at 158 Queen Street South.

7.6 Cultural Infrastructure

7.6.1 Cultural infrastructure should: a. be directed to Intensification Areas; b. be a part of creating complete communities; and c. recognize and strengthen distinct identities. The public and publicly accessible POPS proposed through this application will provide new areas for cultural infrastructure and social programming. The development will strengthen the existing village character by introducing a continuation of the commercial street wall along Queen Street South in Streetsville, while also solidifying it as a transit-support, complete community.

7.7 Distinct Identities

7.7.1.1 Mississauga will strive to protect and enhance the desirable character of areas with distinct identities and encourage the development of distinct identities for other areas.

7.7.1.2 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.

7.7.1.3 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.

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

7.7.1.6 Mississauga will strive to conserve

cultural heritage resources by incorporating them into community design.

The Subject Property is located within the existing community of Streetsville, one of the many areas in Mississauga with a distinct identity and character. The proposed development has been designed to provide a built form that is compatible with this established and planned character of the Streetsville community node. In particular, the physical characteristics of the frontage along the Queen Street South corridor will be preserved and reinforced through the new development, while also generally maintaining the mid-rise apartment neighborhood that is located adjacent to three sides of the Subject Property. Refer to Urban Design Brief in Section 6 of this Report for further description of the ways the proposal integrates with the attributes of the existing community character.

Chapter 8 Multi-Model City

8.1.3 The City will strive to incorporate stormwater best management practices in the planning, design and construction of municipal road and off street parking facility projects. Decisions regarding the specific implementation of stormwater best management practices will be made on a project by project basis in accordance with relevant drainage plans and studies, and development standards and policies.

8.1.5 Mississauga will work in partnership with other levels of government and other agencies to support the reduction of transportation related greenhouse gas emissions.

8.1.7 Mississauga will create a well connected multi-modal transportation system that prioritizes services and infrastructure for Intensification Areas.

8.1.8 To better utilize existing infrastructure, Mississauga will encourage the application of transportation demand management (TDM)

techniques, such as car-pooling, alternative work arrangements and shared parking.

The stormwater management of the proposed development, and all proposed mitigation measures, are generally described in Section 10 of the Report. However, please refer to the FSR-SWM report prepared by C.F. Crozier and Associates Inc. for a full description of this aspect of the development. In general terms, the green space and tree planting proposed on site will expand the existing useable green space on the Subject Property relative to the existing. Overall, the development will include measures to ensure the post-development peak flow does not exceed the current peak flow on the Subject Property .

Moreover, the location of the Subject Property in relation to existing transit nodes provides a significant opportunity for a reduction of transportation related greenhouse gas emissions. The proposed development will be transit oriented; future residents within this development should be able to attend to their daily necessities, and potentially work, without the use of a car.

8.2.2 Road Network

8.2.2.2 Mississauga will create a multi-modal road network through: a. a transportation system that provides mobility and accessibility to all users; b. opportunities for transit priorities; c. pedestrian and cycling access and routes; and d. priority truck routes for the efficient movement of goods.

8.2.2.3 Mississauga will strive to create a fine grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.

8.2.2.4 The creation of a finer grain road pattern will be a priority in Intensification Areas.

8.2.2.5 Additional roads may be identified during the review of development applications

and through the local area review process. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.

8.2.2.6 The subdivision of lands will not be permitted if the City requires public ownership of the lands for pedestrian, cycling or vehicular access to create local road connections to existing developed or undeveloped lands.

8.2.2.7 Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.

8.2.2.8 Permanent below or at grade encroachments into the road system will not be permitted, however above grade amenities such as canopies/awnings may be considered.

The road networks proposed as part of this application are fundamentally multi-modal. All ROWs proposed include pedestrian facilities, multi-use paths, and roads to support a variety of transportation choices. These new roads serve to continue the fine-grain road network pattern that currently exists along Queen Street South but is currently broken up by the significantly large frontage of the existing Subject Property.

8.8 Rail Corridors

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

The Subject Property is located adjacent to a rail corridor. As such, the design of the development has been carefully considered to ensure public safety is maintained by providing the required 25m buffer from the rail corridor to residential units and the required berm along the west property line. As previously discussed, the proposal features a 2 storey parking garage along the rail corridor,

which makes effective use of this space.

Also, as per the Vibration and Noise Study prepared by Jade Acoustics dated March 2024, recommendations have been provided to reduce any transportation vibration or noise impact as per table 3 of the Vibration and Noise Study. The report recommends future analysis will be required once the final site plan, architectural plans, mechanical plans and grading plan are available for the full site to ensure the appropriate criteria are achieved.

Chapter 9 Desirable Urban Form

Chapter 9 of the Official Plan deals with goals and policies to guide future developments to achieve a desirable and sustainable urban form. The Subject Property is located within an intensification area, and standards are established for developments within this area. The following policies are relevant to the proposal:

9.1.1 Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.

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.

9.1.3 Infill and redevelopment within Neighbourhoods will respect the existing and planned character.

9.1.4 Development within Employment Areas and Special Purpose Areas will promote good urban design that respects the function of the area.

9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.

9.1.7 Mississauga will promote a built environment that protects and conserves heritage resources.

9.1.8 Mississauga will transform the public realm to create a strong sense of place and civic pride.

9.1.9 Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.

9.1.13 Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.

The Subject Property is located in an intensification area that is currently experiencing redevelopment, as evidenced by Section 3 of this Report. The built forms within the proposal will generally be consistent with the height and massing of built forms proposed and approved in the surrounding area. The buildings that exceed the mid-rise character of the existing neighbourhood will be located in the centre/rear of the Subject Property to provide a gentle transition to the increased height. Further, the proposed buildings within the development are oriented and designed to minimize shadowing and overlook conditions on adjacent properties. A shadow study was conducted by SRM, (see Section 10 of this Report) and found that there are limited impacts on the public realm proposed within the proposed development, and generally no impacts on adjacent properties further than what is already contemplated by the Official Plan policies.

9.2.1 Intensification Areas

The following section describes specific design objectives and policies for built forms within Intensification Areas. As mentioned throughout this report, the Subject Property is within an area contemplated for intensification, and therefore a

high-quality design is required for the proposal to conform with this section of the MOP.

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.

As discussed in the UDB provided in section 6 of this report, this proposed development will include several aspects that can create a sense of place such as the 'Market Square' (POPS) and new public park, as well as distinctive architecture, attractive and active mixed-use streetscapes and a range of public art/cultural heritage aspects.

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.

9.2.1.5 Small land parcels should be assembled to create efficient development parcels.

The Subject Property is composed of several parcels of land and is being combined to facilitate an efficient master planned development

The Subject Property can currently be described as having an extensive surface parking area. The proposed development will provide adequate parking for the existing commercial tenants and new residential units, while relocating this parking area to be located underground. There are also several pedestrian circulation facilities implemented through the design, all of which generally feature surface treatment to distinguish them from surrounding areas while also linking the site with the adjacent open space areas in Streetsville.

The following policies (9.2.1.8 - 9.2.1.16) all

generally refer to 'Tall Buildings'. Within the Mississauga Official Plan, tall buildings are defined as a building that has a height greater than the width of the street on which they front. The width of the ROW proposed internal to the site is generally 20 m, and all the fronting and connecting ROWs are currently less than this amount. As such, all buildings on the site are considered to be tall buildings, and the following policies will apply:

9.2.1.8 The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.

9.2.1.10 Appropriate height and built form transitions will be required between sites and their surrounding areas.

9.2.1.11 Tall buildings will be sited and designed to enhance an area's skyline.

9.2.1.12 Tall buildings will be sited to preserve, reinforce and define view corridors.

9.2.1.13 Tall buildings will be appropriately spaced to provide privacy and permit light and sky views.

9.2.1.14 In appropriate locations, tall buildings will be required to incorporate podiums to mitigate wind impacts on the pedestrian environment and maximize sunlight on the public realm.

9.2.1.15 Tall buildings will address pedestrian scale through building articulation, massing and materials.

9.2.1.16 Tall buildings will minimize adverse microclimatic impacts on the public realm and private amenity areas.

The proposed development, and the tall buildings within it, is located within a planned Major Transit Station Area. The tall buildings all feature setbacks to portions of the buildings with less

height and massing towards the property lines and adjacent mid-rise buildings, with greater stepbacks (down to 2 storeys) for the portions of the buildings along Queen Street South. All buildings will either incorporate a podium or a similar mid-rise massing type. Wind impacts have been determined to be acceptable once the site is fully developed in accordance with the conceptual master plan, and mitigation measures have been provided for Phase 1 development to ensure comfortable wind conditions are experienced in the interim (see Section 10 for the Wind Study prepared by RWDI.) Lastly, all buildings in the proposed development will address the pedestrian scale by orienting shop windows and doors towards adjacent pathways and open spaces. See section 6 of this report for more information on the urban design choices that informed this development.

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.

9.2.1.18 Existing large blocks will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses.

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.

9.2.1.26 For non-residential uses, at grade windows will be required facing major streets and must be transparent.

9.2.1.27 Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.

9.2.1.30 Development will provide open space, including squares and plazas 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.

9.2.1.36 Streetscape improvements including trees, pedestrian scale lighting, special paving and street furniture in sidewalks, boulevards, open spaces and walkways, will be coordinated and well designed.

9.2.1.37 Developments should minimize the use of surface parking in favour of underground or aboveground structured parking. All surface parking should be screened from the street and be designed to ensure for natural surveillance from public areas. Aboveground structured parking should be lined with residential, commercial or office use

The proposed development will extend the continuous building frontage that currently ends at the Subject Property, with minimal gaps between buildings to permit pedestrian access. While most of the parking on the site is provided underground, most ROWs include lay-by parking to support the commercial uses located at-grade.

Overall, while some aspects of these urban design policies will be fully implemented/determined at the detailed design stage, the proposed design generally conforms to section 9 of the Mississauga Official Pla

PART THREE: LAND USE DESIGNATIONS

Part three of the Mississauga Official Plan describes the policies applicable to each land use designation identified in the schedules that form part of the Official Plan. This part commences with chapter 11, which establishes general policies applicable to each land use designation within the Official Plan. Of relevance to this proposal, subsection 11.2.6 establishes the general land use policies for lands designated 'Mixed Use'. Key policies applicable to the lands designated 'Mixed Use' have been outlined below.

Chapter 11 General Land Use Designations

Mixed-Use Land Use Designation

11.2.6.1: Permitted Uses:

- Residential, in conjunction with other permitted uses
- Restaurant
- Retail
- Financial establishment

11.2.6.2 The planned function of lands designated Mixed Use is to provide a variety of retail, service and other uses to support the surrounding residents and businesses. Development on Mixed Use sites that includes residential uses will be required to contain a mixture of permitted uses.

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

11.2.6.6 If a development application includes buildings that are considered Residential High Density and are not combined with other permitted uses, a development master plan is required.

The proposed development directly conforms with all stated policies that pertain to the 'Mixed

Use' designation. The uses to be permitted within this development are proposed to be consistent with the permitted uses listed in section 12.2.6.1. Residential uses will not be located on the ground floor except for locations off of the main street (Queen Street). Further, a development master plan is included within this application (see schedule B). This plan illustrates how the development will incorporate a variety of uses, including commercial, such as retail and personal service shops, public open space and residential uses.

Streetsville Community Node

Section 14 of the Official Plan addresses 'Community Node Character Areas' within the City of Mississauga and establishes general policies as well as specific policies applicable to each identified 'Community Node Character Area'. The Subject Property is located within the Streetsville Community Node, which is one of nine Community Node Character Areas in Mississauga. General policies regarding land use and urban design in the Streetsville community Node have been identified in the Official Plan, and key policies applicable to lands located within the node have been summarized below.

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

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

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

14.10.1.5 Alterations to heritage structures,

including building repairs and additions, and/or alterations to existing vegetation which is part of the cultural heritage landscape, will be in keeping with the original character of the heritage resources to be preserved.

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 policies noted above, by providing a built form with a high level of urban design with a focus on pedestrian and transit-oriented elements. Overall, the proposal will enhance the historic character of the Streetsville Community, while further reinforcing the Community node as the center of activity for the surrounding community.

In addition to policies identified in section 11.6.2 that pertain to lands designated as 'Mixed Use', lands designated as 'Mixed Use' that are also located within the Streetsville Community Node Character Area are subject to an additional set of policies, as outlined below:

14.10.1.9 - Additional policies that apply to Lands designated as 'Mixed-Use' within the Streetsville Community Node

- a. development with a mix of residential and office uses on upper floors and street related commercial uses in closely spaced storefronts lining the street, will be encouraged along the principal streets in the Streetsville Community Node to promote an active pedestrian environment;
- b. new buildings will be at least two storeys but not more than three storeys in height. Building additions will not be more than three storeys in height and will be generally harmonious in style and massing with the buildings to which they are attached;

- c. the apparent height of new buildings will be reduced through massing and design;
- d. new development will be encouraged to reflect the original lot pattern and setback dimensions of surrounding properties. The front setback of new buildings should match the setback of adjacent buildings so as to create a uniform street wall. Where the building setbacks on either side are not equal, the lesser setback should be used;
- e. integrated parking opportunities, which may include rear lane access to combined parking areas and the development of private pay parking lots, will be encouraged where appropriate; and
- f. development which enhances the streetscape through landscaping and the provision of pedestrian amenities will be encouraged along the principal streets within the Streetsville Community Node.

14.10.1.10 The placement of parking areas to the rear of buildings and the consolidation of driveways will be encouraged along principal street frontages in the Streetsville Community Node to increase the area available for planting and public amenity.

14.10.1.11 The rear façades of developments which back onto places accessible to the public, including parking areas or laneways, should be designed to provide a level of detail, fenestration, and direct access appropriate to their role as secondary frontages.

The application herewith and corresponding Official Plan Amendment does not seek to change the policies listed above. However, the Subject Property is also composed of lands that have been identified as a Special Site, which is a site that merits special attention as per the Official Plan. Therefore, several of these policies are not applicable, despite the Subject Property's designation of Mixed-use and location within the Streetsville Community Node. The proposed

development features a mix of residential and office uses on upper floors, along with street/grade related commercial uses in closely spaced storefronts lining Queen Street South, Street C, and Street A. The apparent height of new buildings has been carefully considered by locating the new massing in a location that respects a 45 degree angular plane from Queen Street South and other relative property lines. Further, this new development reflects the original lot pattern along Queen Street South by extending the streetwall and respecting the rhythm of the existing facades.

In addition, this proposal largely integrates commercial and residential parking in an underground parking area, to focus pedestrian amenities at grade level on all proposed principal streets with enhanced landscaping.

As mentioned above, most of the lands that comprise the Subject Property are located within the 'Special Site 6' area, and thus the following policies apply.

Special Site 6 Policies:

14.10.6.6.1 The lands identified as Special Site 6 are located on the west side of Queen Street South, north of Tannery Street.

14.10.6.6.2 Notwithstanding the provisions of the Mixed Use designation, lands identified as Area B and Area C will be permitted to develop for a residential apartment building ranging in height from three storeys to seven storeys with ground floor commercial uses

14.10.6.6.4 Prior to development of lands identified as Area A and Area D, a concept plan will be required to address among other matters:

- a. a connecting public road network linking Queen Street South with Crumbie Street and William Street; and
- b. the location of additional public open space for recreational and library purposes.

The proposed amendments to the Official Plan and Zoning by-law seek to maintain the mixed use intent for the site but implement revised performance standards for Special Site 6. As stated above, a maximum of seven storeys of building height is currently contemplated on the Subject Property. The proposal contemplates a height similar to this (2-13 storeys) for a majority of the Subject Property and particularly focused on the Queen Street frontage. In our opinion, the proposed development has been planned and designed to further implement the Regional and Provincial policies that direct growth to key built-up urban areas. Specifically, areas with excellent access to public transit, and existing infrastructure and community services are contemplated for redevelopment and intensification.

The Streetsville Community Node Special Site policies are currently limiting the form of development that is most appropriate given the location of the Subject Property and the noted policies above. The proposed amendments discussed below in this report (see section 8) serve to further implement the policies of the Official Plan with respect to directing growth.

Summary Opinion:

The Subject Property is in the Streetsville Community Node where existing infrastructure and public service facilities are available. It is also adjacent to existing higher order public transit services which makes it an appropriate and desired location for intensification. The proposed development is a master planned mixed-use community consisting of approximately 1,808 residential units with a wide range of unit types and sizes. A variety of on-site amenities and facilities are proposed within the podium levels of the buildings to meet the needs of future residents. The proposed density is appropriate and will contribute to increasing the supply of housing stock and type to accommodate the anticipated population growth in the City of Mississauga.

The Official Plan policies are considered and implemented to ensure the proposed development is contextually appropriate and architecturally compatible, while considering social, economic, and environmental aspects of the Official Plan. More specifically, the proposed development is designed in a sensitive manner to provide adequate height, setbacks and step-backs to ensure compatibility with the existing and planned context in the area, as well as reduce the impact of shadowing on the neighbouring properties including the heritage property located at 158 Queen Street South. Improvement of the existing streetscapes, particularly along Queen Street South, is a major aspect of the proposed development, which will support a safe, accessible, and vibrant neighbourhood.

The proposed development represents an appropriate intensification of the Subject Property and gently transitions from the adjacent existing context. Based on the foregoing analysis, the proposed land use, density and overall built form of the development will generally conform with policies of the Mississauga Official Plan. However, to achieve an appropriate density and built form that is transit supportive, and based on previous analyses of the PPS, Growth Plan,

RPOP and Mississauga Official Plan policies, as well as the analysis provided with respect to the Reimagining the Mall sites, the accompanying Official Plan Amendment is required to update the maximum height permitted on the Subject Property to conform with the policies reviewed above.

7.7 Housing Assessment

HOUSING ASSESSMENT

The application is proposing to develop several mixed-use residential buildings. The majority of the existing buildings on the Subject Property are proposed to be demolished, with the exception of the house located at 158 Queen Street. A total of 3,292 square metres of commercial floor area, 329 square metres of office floor area, and 92,749.16 square metres of residential space is proposed. A total of 1,766 parking spaces are proposed.

The development proposes approximately 1,808 residential units, although detailed unit counts are only available for phase 1 of this proposal. Therefore, this housing report will focus on the units within Phase 1.

The following table describes the unit breakdown for phase 1.

Unit Type	Studio	1 Bed	1 Bed + Den	2 Bed	2 Bed + Den	3 Bed	Total
Unit Count	39	253	112	74	18	30	526
Percentage	7.4 %	48.1 %	21.3 %	14.1 %	3.4 %	5.7 %	100 %

Table 6 - Phase 1 Unit Breakdown

Source: SRM

Please note that at this stage, the total unit count and breakdown has not been finalized. The applicants anticipate further discussions with staff that may result in modifications to the unit count and breakdown within Phase 1 or the development as a whole. As a result, Housing Report Part B required as per City's Terms of Reference (see schedule G) will be completed at a later stage of the application once the information is confirmed.

of Mississauga has been assigned a housing target of 120,000 new homes to be provided by 2031. In support of meeting the housing targets, multiple Bills have been introduced and passed by the provincial government to streamline development process and to build more homes faster, including Bill 109, More Homes for Everyone Act, 2022 (received Royal Assent on April 14, 2022), and Bill 23, More Homes Built Faster Act, 2022.

Housing Assessment

Introduction

Ontario is currently facing a significant housing crisis, with a low supply of housing across many municipalities which results in rising costs of ownership and rental rates. One of the ways to address housing affordability is to increase supply through more housing construction, and the Ontario government has targeted building 1.5 million new homes over the next 10 years. As per 2031 Municipal Housing Targets, prepared by the Ministry of Municipal Affairs and Housing, the City

The City of Mississauga, in its Terms of Reference for a Housing Report/Assessment includes a requirement to provide an analysis of how the proposed development addresses several relevant planning documents. Among these documents are the Provincial Policy Statement 2014 (sic.), Growth Plan 2019, Region of Peel Official Plan, Peel Housing and Homelessness Plan 2018-2028, Mississauga Official Plan, and Mississauga Housing Strategy. Several of these documents, and their relevant housing policies and objectives are addressed earlier in this report (Section 7). Therefore, this section will be focused on analysis of how the proposed development

addresses the Peel Housing Strategy, Peel Housing and Homelessness Plan 2018-2028, Making Room for the Middle: A Housing Strategy for Mississauga, and Growing Mississauga: An Action Plan for New Housing.

Region of Peel’s Housing Strategy

The Region of Peel Housing Strategy final report was completed on July 2018, prepared by SHS Consulting in collaboration with the Region of Peel Housing Services. The Housing Strategy provides the culmination of the research conducted and intended to inform the Peel Housing and Homelessness Plan and satisfy the requirements of the 2017 Provincial Growth Plan (which has been replaced by 2020 Growth Plan). The Housing Strategy covers all three local municipalities within the Region including the City of Mississauga. It is comprised of four components including Housing Needs Assessment, Long-and Short-Term Outcomes and Targets, Roles and Responsibilities of the Region and Partners, and Financial Incentives and Planning Tools. In April 2021, an update to the Housing Strategy was prepared by the Region of Peel providing updated data.

Within the Housing Needs Assessment, the Housing Strategy identified that single detached homes made up the largest share of current housing supply in Peel Region and residential development trends suggest this will continue in the near future. Apartments with more than five storeys made up the second largest share of the dwellings in Peel Region but this dwelling type only made up less than a fifth (18.8%) of the total housing stock in 2016, which indicates that the apartments with more than five storeys is a more compact built form that can provide more housing units. Further, it was identified by the Housing Strategy that most of the increase in rental housing supply is happening in the secondary rental market and the overall increase in rental housing supply is still not keeping up with the need.

Figure 28: Housing Supply by Dwelling Type: Peel Region and Local Municipalities, 2016

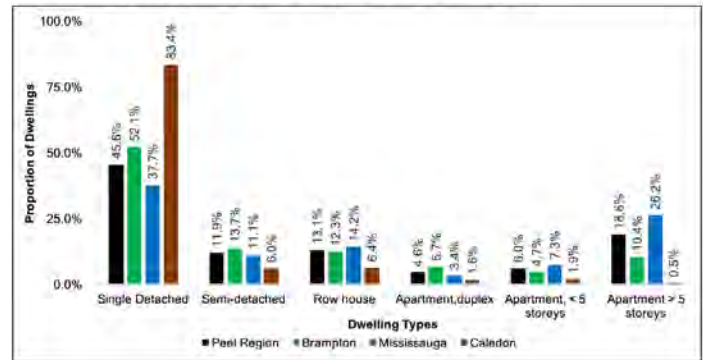


Figure 69 - Peel Housing Strategy Dwelling Types
Source: Region of Peel

Within the Region, most of the housing supply is made up of single family homes such as single detached and semi-detached dwellings. More specifically, 45.6% of all dwellings in the region were single detached dwellings in 2016. The Housing Supply Analysis also notes that Single Detached Dwellings are generally less accessible and the least affordable house type, which makes current market ownership housing less affordable for households with low and moderate incomes. However, the Housing Strategy does not include information on condominiums that are being rented out by private individuals.

As identified by the Housing Strategy, only 2.8% of all owned dwellings are affordable to low income household, 17.5% of total supply of ownership housing is affordable to households with moderate income, and 79.4% of the total supply of ownership housing is affordable to households with high incomes. The 2021 update to the Housing Strategy shows that this gap has been increased even further, as only 10% of the total supply of market ownership housing is affordable to household with moderate income and 89% of the supply is affordable to high income households only. In addition, the Housing Strategy found that there is an increasing demand for smaller housing options to meet the diverse needs of a constantly evolving demographic composition in the Peel Region communities.

There is a lack of market ownership housing supply available and affordable for low and moderate income households, and the proposed condominium housing units will provide more housing options that are suitable for moderate income households and meet the needs of existing and future residents.

The Housing Strategy provided housing supply analysis on the secondary rental market, which identified as self-contained units that were not built specifically as rental housing but are currently being rented out. These units include rented single-detached, semi-detached, row/townhouse, duplex apartments, rented accessory apartments/secondary suites, rented condominium units, and one or two apartments which are part of a commercial or other type of structure. As identified by the Housing Strategy, the secondary rental market provides the majority of the rental supply within the region which is 60.7%, and as previously described, most of the growth in rental housing supply in the past 10 years is within the secondary rental market.

Figure 28: Housing Supply by Dwelling Type: Peel Region and Local Municipalities, 2016

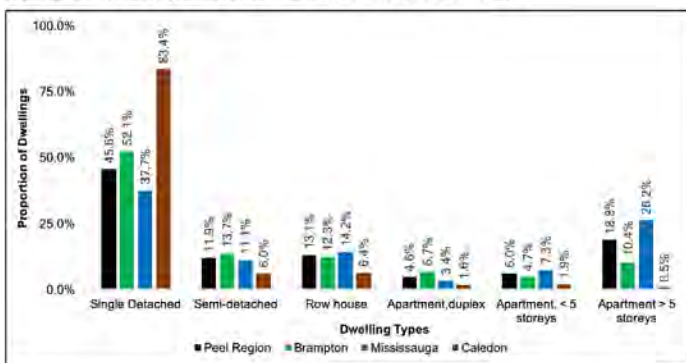


Figure 70 - Figure 28 of Peel Housing Strategy
Source: Stats Can

This can be explained by a combination of insufficient new purpose built rental housing construction and increasing need for rental housing. As of October 2017, 35.4% of the total condominium units in the Region are being rented. Note that this is a conservative figure, as there is data that suggests there are more units

being rented out.

However, this rate has decreased as identified by the 2021 update, as only 28.4% of the total condominium units were being rented in 2019. Based on the 2019 condominium rental rate, the proposed 1,808 condominium units has the potential to generate approximately 513 rental units in the secondary rental market. Further, the vacancy rate for rented condominium units in Peel Region in 2017 was 0.5% and further decreased to 0.4% in 2019, which is far below what is considered a 'healthy' vacancy rate and even lower than the rate for purpose-built rental units as outlined by CMHC. It is our opinion the proposed condominium housing units can contribute to providing more housing opportunities in the secondary rental market.

Based on the analysis provided in the Housing Strategy, a ten-year target of 20,000 new affordable units (2,000 units per year) was identified. Of these units, it is recommended that 1000 units be focused on households with low incomes while 1000 units be focused on households with moderate incomes, with the intention that 52% of these units will be built in Mississauga, which is 520 units per year be focused on households with moderate income.

As identified by the Housing Strategy, private sector developers will play the lead role of focusing on meeting the housing needs through the provisions of private market rental and private market ownership. It is also expected that the private sector can play a supporting role in the development of affordable rental and ownership housing with the support from Region of Peel's financial incentives and the support of local municipalities in facilitating the planning process.

The proposed mixed-use condominium development will focus on contributing to the private market ownership supply which is supported by the Housing Strategy. The proposal provides affordable ownership housing, with the exact percentage to be determined at a later stage.

of development. In addition, it will likely generate approximately 513 residential units that will contribute to the private market rental (part of the 1,000 units for moderate income household target) to accommodate households of different income levels and with different needs. With respect to phase 1 which includes 526 condominium units, likely 150 secondary rental units will be provided to the Streetsville Community Node. It is our opinion the proposed development is in line with the general objectives and goals as outlined in the Region of Peel Housing Strategy.

Peel Housing and Homelessness Plan 2018-2028

In response to housing affordability crisis, the Peel Housing and Homelessness Plan 2018 to 2028 was developed. This 10-year plan was developed and approved by Regional Council in April 2018. It is built on a foundation of 5 evidence-based pillars, which is an innovative, smart, and forward-thinking approach to solving complex housing issues. Under the 5 strategy pillars, 35 action items were developed to guide every step for region to help residents get and keep housing and prevent homelessness within the 10 years. As per the latest updates as of December 31, 2022, 16 actions (46%) have been completed and 12 (34%) are currently in progress.

The 5 strategy Pillars include:

- **Transform Service:** Improving how we deliver our services, so more of our clients receive the supports they need, faster.
- **Build More Community Housing:** Building more community rental housing on land that is owned by the Region of Peel and Peel Housing Corporation, while also building the capacity of the non-profit sector to build more.
- **Maximize Planning Tools & Incentives:** Using Regional financial and planning policies, processes and tools to incent the market to create more affordable housing
- **Optimize Existing Stock:** Maintaining existing

subsidized and affordable rental stock and using existing homes in new ways to provide more or different types of affordable housing options.

- **Increase Supportive Housing:** Increasing housing with supports for our community's most vulnerable.

As described previously, the proposed mixed-use development will provide a total of 1,808 condominium units and a total of 3,292 square metres and 329 square metres of commercial and office floor area, respectively. These new units will provide new housing opportunities to the Region and directly improve the existing housing stock. The Subject Property is an underutilized site located within a strategic growth area and planned major transit station area, both are areas that are directed to receive additional growth through intensification. Further, the Subject Property is currently not utilized for any residential use, despite being contemplated for residential growth by all relevant planning documents.

The buildings as shown on the conceptual master plan will range in height from 2 to 15 storeys which is a compact built form that represents an appropriate and efficient use of the Subject Site to provide housing that is in need by the region and Mississauga, including affordable ownership housing units, which directly implements the goals of the Region of Peel Housing Strategy.

Furthermore, based on the 2019 condominium rental rate identified in the Region of Peel Housing Strategy, approximately 28.4% of total condominium units were being rented in 2019. If the proposed development saw similar rates of secondary rentals, the 1,808 residential units could generate 513 rental units (approximately 150 rental units in phase 1) in the secondary rental market which will contribute to improving the private rental market and provide additional rental housing that are more affordable for households with moderate and even high incomes. Further, the vacancy rate for rented condominium units in Peel Region in 2017 was 0.5% and further

decreased to 0.4% in 2019, which is far below what is considered a 'healthy' vacancy rate and even lower than the rate for purpose-built rental units as outlined by CMHC. It is our opinion the proposed condominium housing units can contribute to providing more housing opportunities in the secondary rental market.

It is our opinion that the proposed development is in line with the general objectives and goals as outlined in the Region of Peel Housing and Homelessness Plan 2018-2028.

Making Room for the Middle: A Housing Strategy for Mississauga:

The Mississauga Affordable Housing Strategy (Making Room for the Middle: A Housing Strategy for Mississauga) was developed in October 2017 and approved by Mississauga City Council on March 1, 2019. The strategy provides an overall vision and five principles, as follows

Vision

- There is room for everyone in the City of Mississauga. All residents have access to safe, stable and appropriate housing that is affordable at all income level

Principles

Provide Leadership

- Mississauga will provide leadership to address affordable housing needs by expanding its current planning policies and developing municipal housing solutions based on tools provided by senior levels of government.

Build Partnerships

- Mississauga will work with stakeholders across the housing continuum to foster a supportive environment that is conducive to the development of housing that is affordable to middle income households. Mississauga will minimize barriers for

the Region of Peel as Housing Service Manager to house low income and vulnerable populations.

Seek Opportunity

- Mississauga will look for opportunities to support its housing program and improve the supply of affordable housing. Mississauga will call on senior levels of government to remove existing barriers, enhance legislative powers and provide more financial support for affordable housing.

Mindful of the Middle

- Mississauga's middle income households are a key focus of this strategy. Affordable housing is in short supply for middle income households who are a critical part of the workforce needed to support the City's long term economic prosperity.

Reflect the City's Vision

- Affordable housing is a fundamental component of a livable city. It should support the vision for the City – a place where all can live, work and prosper. As Mississauga continues to grow, affordable housing will enhance City neighbourhoods, be available across the City and support public infrastructure investments and services.

The plan also provided four goals, or action items, which include

Remove Barriers

- Remove regulatory barriers, streamline the process, reduce risk and establish clear development requirements

Close the Missing Middle Gap

- Help providers deliver more housing that is the right size and type to suit the needs of

middle-income households

Champion Systems Reform

- Champion systems reform at all levels, including legislation, taxation and funding programs

Be Accountable

- Be accountable by monitoring and measuring the progress on the City's affordable housing objective

The proposed development includes large units designed for families, including 30 - 3-bedroom units and 92 - 2-bedroom units of the 526 units in phase 1, representing 23.1% of all units proposed in the first phase of development. It is noted that the Housing Strategy for Mississauga does not include specific requirements for large units. However, the proposed unit mix is similar to the requirement of Toronto's 'Growing Up Guidelines' which specifies that a building should provide a minimum of 25% of 'large units (10% three bedroom and 15% two bedroom) as a comparison to an urban municipality.

Despite this, one and two bedroom apartments were in highest demand in Mississauga, as indicated by the comparatively low vacancy rate compared to three bedroom units. The proposed development will therefore provide units that are in the highest demand in the region, while also ensuring an appropriate mix of unit types is provided for families.

The Housing Strategy also mentions that Mississauga has had very low rental vacancy rates in both the primary market and secondary market (less than 3%), which represents an unbalanced rental market. In fact, Mississauga had the lowest rental vacancy rate in Peel region (0.9% compared to Brampton's 1.3%.)

Of note, it was identified by the Peel Housing Strategy that most of the increase in rental housing supply in the region is happening in the secondary rental market and the overall increase in rental housing supply is still not keeping up with the need. The proposed development includes a mix and range of new rental units on a property with no existing residential buildings. Therefore, there are no existing rental units that will be removed or replaced by this development.

Again, as described previously, the proposed development will provide a percentage of the total units as affordable ownership housing units

As such, it is our opinion the proposed condominium housing units can contribute to providing more housing opportunities in the secondary rental market, while also providing affordable housing which will provide market rental units to provide choice to middle and high income households.

Growing Mississauga: An Action Plan for New Housing

'Growing Mississauga: An Action plan for New Housing' is a plan that was developed subsequent to the release of 'Making Room for the Middle' discussed above. This plan was released in February 2023, and represents the city's most recent accounting of housing opportunities as well as the most recent strategies for realizing these opportunities

Figure 42: Vacancy Rates by Unit Type: Peel Region and Local Municipalities; 2017

	Peel Region	Brampton	Mississauga
All bedroom types	1.0%	1.3%	0.9%
Bachelor	1.8%	0.0%	2.3%
One bedroom	0.9%	1.3%	0.8%
Two bedrooms	1.0%	1.3%	0.9%
Three bedrooms	1.3%	1.5%	1.3%

Source: CMHC Housing Information Portal 2017
 Note: Data for Caledon has been suppressed by CMHC due to the small supply.

Figure 71- Figure 42 of Peel Housing Strategy
 Source: Stats Can

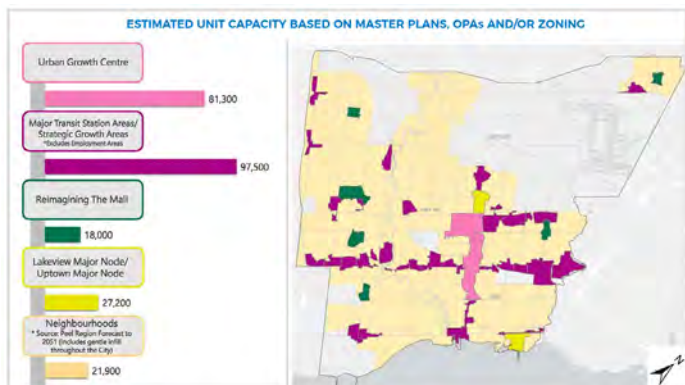


Figure 72 - Estimated Unit Capacity Based on Master Plans, OPAs and/or Zoning Figures
Source: Growing Mississauga

The Action Plan for New housing states that the majority of new residential units planned for Mississauga will be directed towards the City's strategic growth areas. This includes the Planned Streetsville Major Transit Station Area and Streetsville Community Node, as well as Reimagining the Mall sites. Of the 246,000 units the city states exist as their 'planned capacity', the majority of these units (97,500 units, or 40% of all planned capacity) are planned for MTSA/ Strategic Growth Areas, including Streetsville. This amount exceeds the 81,300 units planned for the Urban Growth Centre.

Planned Capacity specifically refers to an estimate of the land currently available to develop on based on existing Official Plan policies that permit residential intensification. The Subject Property is currently contemplated for a mixed-use mid-rise development, therefore the Planned Capacity figure includes the development of this area. The process by which the City of Mississauga determined the exact Planned Capacity figure is not clear, and therefore the specific amount of units attributed to the Subject Property cannot be known. However, the Action Plan is clear that the majority of new units will be achieved through infilling in existing areas in the form of primarily tall and medium sized buildings, which is consistent with the form proposed through this application.

The action plan also refers to two previous policies that have contributed to some recent success in building housing in Mississauga: Permitting unlimited height and density in the Downtown Core and pre-zoning lands within MTSA, as required by Bill 23 (The lands within the Streetsville GO Planned MTSA have not yet been pre-zoned, which is part of the impetus for the ZBA accompanying this report).

Following this, the action plan proposes 5 general goals to allow the city to increase the supply of housing and realize the 'capacity that is currently planned'. Several of these goals require City initiated actions, such as undertaking studies, providing building incentives for affordable housing, or streamlining application processes. However, some of the goals are able to be entirely undertaken or assisted by private land owners, as described below:

Goal 1: Increase supply

- Action 5: Encourage Transit and Multi-Modal Oriented Development

The proposed development will directly contribute to increasing the supply of housing units within the City of Mississauga, and is consistent with the goal of centering future growth in Mississauga around transit, including both local/express bus services and rail services. Multi-modal transportation options are also an important aspect of this proposal, as evidenced by the Multi-Use Paths and pedestrian-only facilities included in this development. Of particular note, subaction 5.2 of Goal 1 states that Mississauga shall advocate for and participate in the study of enhanced service on the Milton GO line. The Streetsville Go Station is a stop along the Milton GO line, and therefore all phases of this development would provide justification for, and benefit greatly from, enhanced service along the Milton GO line.

Goal 2: Improve Affordability

- Action 6: Work with the Province on a Commitment to Protecting and Creating More Affordable Rental Unit

The action plan states that the supply of housing in Mississauga that is affordable is diminishing. Further, the plan mentions particular concern over the demolishing of older rental buildings to construct higher density buildings with prevailing market rents. This proposal represents an opportunity to increase the housing stock of the City without demolishing existing rental buildings.

Goal 4: Making it Happen

- Action 17: Accelerate Parkland Acquisition

The proposed development includes approximately 0.3179 ha of public space, which directly implements that most important aspect of this goal: Increasing the amount of public parkland held by the City. Furthermore, the proposed parkland has been designed to reflect the existing character of Streetsville and the Queen Street South corridor, while also functioning in tandem with the existing and proposed developments adjacent to it.

Goal 5: Educate, Engage & Report

- Action 20: Educate Residents on Housing Issues

As discussed in this report in section 11, community engagement has been a major aspect of the pre-application phase for this development. The applicant has endeavored to provide multiple community consultation meetings to inform the Streetsville community on the planning process, the proposal, and addressing questions and concerns from members of the community. Those meetings included two broad based community meetings at which the proponent presented concept plans and answered questions to approximately 600 residents, meetings with the BIA and meetings with other interested stakeholders, including existing tenants of the plaza.

The remainder of the Action Plan goals and subactions are not able to be addressed by private landowners. As such, it is the opinion of DPS

that this proposal directly addresses all relevant aspects of the Mississauga Housing Action Plan.

Summary Opinion:

Based on the foregoing analysis, the proposed development will contribute to meeting the housing goals of the City of Mississauga and supporting the housing strategies recommended by providing a mix of unit types and sizes including family-friendly units that make up 23.2% of the total units proposed, affordable ownership housing units along with secondary rental units that addresses the market demands in Mississauga.

7.8 City of Mississauga Strategic Plan

Although The Mississauga Strategic Plan is not a document issued under the Planning Act, such as the Official Plan, the main principles (or pillars) of this plan have still been reviewed because the proposed development is well suited to address all pillars of the strategic plan. Overall, approving this application will directly contribute to accomplishing most of the goals outlined in the Strategic Plan.

The Mississauga's Strategic Plan was approved by Council on April 22, 2009. The plan identifies five city building priorities (referred to as 'pillars'). Each pillar also includes several, more specific, strategic goals.

1. Move (Development a Transit-Oriented City)
 - a. Develop Environmental Responsibility - to contribute to environmental responsibility by reducing private automobile use and developing compact mixed-use development
 - b. Connect our City – to contribute to a vibrant, successful city by connecting communities within Mississauga and within the Greater Golden Horseshoe to support a 24-hour city.
 - c. Build a Reliable and Convenient System – to make transit a faster and more affordable alternative to the automobile, one that is frequent, clean, safe, reliable and convenient, with a transit stop within walking distance of every home and an intricate web of higher order transit.
 - d. Increase Transportation Capacity – to add capacity to the transportation system through strategic investments in transit, additional links in the street network and active mobility choices
 - e. Direct Growth – to direct growth by supporting transit-oriented development policies and deliberate civic actions.

The principles of Transit-Oriented development were followed through the design of the proposed development. The Subject Property is located in an area within walking distance to local bus transit stops, as well as higher order transit in the form of a GO Transit Station. The proposed development includes bicycle parking spaces while also providing connectivity to the existing pedestrian and cycling networks in the area. The proposed development also extends the existing commercial frontage along Queen Street South, which is currently vacant land. The Subject Property will retain its existing commercial function while installing these connections, which will contribute towards making Streetsville a more complete community. Overall, the proposed development will directly implement the goals of the 'Move' pillar in the Strategic Plan.

2. Belong (ensuring youth, older adults and new immigrants thrive)
 - a. Ensure Affordability and Accessibility – to provide a range of affordable and accessible housing, transit and service options.
 - b. Support Aging in Place – to provide alternative housing types, designs and tenures in each neighbourhood.
 - c. Attract and Retain Youth – to create opportunities for enterprise, cultural and artistic destinations and expression.
 - d. Attract Post-Secondary Institutions – to be an internationally recognized centre of higher learning, with a range of post secondary educational opportunities.
 - e. Nurture Diverse Cultures – to provide more cultural exchange, understanding and opportunity for small-scale entrepreneurialism.
 - f. Integrate Places of Religious Assembly – to build upon the synergies of places of religious assembly to create complete communities where cultural diversity can become reflected in the physical form of

the city

As discussed earlier in this report during the housing assessment section, the proposed development will contribute housing types that are currently underrepresented, and in demand in the Peel, Mississauga, and Streetsville areas. Not only will the proposal provide affordable housing, but it will also provide secondary market rental units that are significantly more affordable than single detached dwellings, or other similar grade related low-scale housing. Further, all condominium units proposed will be one storey, all buildings will feature elevators, easily accessible to public transit. The majority of maintenance of the units will be undertaken by building staff which makes the proposed units more accessible to those residents attempting to age in place than the surrounding single detached dwellings. The anticipated secondary rental market units generated by this development will also provide the housing flexibility that typically attracts young adults.

With respect to nurturing diverse cultures, the Subject Property currently features several heritage elements, and the proposed development has been designed in a manner to protect and enhance these elements. (See the HIA prepared by ASI for further details on the heritage elements on the Subject Property.) Moreover, the proposed development will provide new public space and expand existing public space, which can be used for a wide range of cultural programming.

3. Connect (completing our neighbourhoods)
 - a. Develop Walkable, Connected Neighbourhoods – to develop compact, mixed-use neighbourhoods that will give residents the ability to engage safely in all aspects of their everyday lives, within walking distance and easy access. Evaluate all development and infrastructure projects against a test of “pedestrian-first.”
 - b. Build Vibrant Communities – to link urban

areas and neighbourhoods that offer commercial, social, artistic, cultural, civic and recreational experiences accessible to all.

- c. Create Great Public Spaces – to provide opportunities for everyone to enjoy great parks, plazas and unique natural environments.
- d. Celebrate our Community – to promote our past, take pride in our diversity, get excited about the future, and celebrate our uniqueness and innovation through art and culture.
- e. Provide Mobility Choices – to provide all with the choice to walk, cycle and use transit or active modes of transportation in all seasons, because it is convenient, connected, desirable and healthy.
- f. Build and Maintain Infrastructure – to deliver infrastructure in a sustainable way.
- g. Nurture “Villages” – to promote “village” main streets as destinations, not simply places to pass through.
- h. Maintain a Safe City – to actively maintain Mississauga as the safest large city in Canada.
- i. Create a Vibrant Downtown – to develop a vibrant downtown that will be the civic and cultural soul of the city, as well as a strong economic centre.

Connecting the Subject Property to the existing pedestrian and cycling network in Streetsville is a key part of this proposal. The existing use of the Subject Property features a large amount of surface parking and is auto oriented. The proposed development will change this by providing fine grain pedestrian-only walkways that connect to public spaces. These walkways will generally be located along ‘highly activated’ commercial frontages or public spaces. Regarding the public spaces in particular, the proposed development includes 0.3179 ha of public space, including

expansions to public parks, and privately open public spaces within the development. These spaces will provide opportunities for the new and existing residents to enjoy open space within their community.

Along with these active transportation facilities and public spaces, the proposed development will also retain and exceed the existing number of parking spaces, which are mostly located below grade or away from major streets. The proposed development will therefore expand the existing mobility choices while retaining the existing transportation options currently used on the Subject Property.

4. Prosper (cultivating creative and innovative businesses)
 - a. Develop Talent – to be an international destination rich in global and local talent, including post-secondary education, creative enterprise and foreign-trained professionals who can realize their potential.
 - b. Attract Innovative Business – to be a dynamic, urban environment that is the preferred location for innovative, creative and knowledge-based businesses and emerging industries.
 - c. Meet Employment Needs – to provide the infrastructure and network of services and opportunities that business requires to thrive.
 - d. Strengthen Arts and Culture – to foster arts and culture as a key contributor to attracting talent, providing quality of life and supporting creative businesses.
 - e. Create Partnerships for Innovation – to leverage opportunities with colleges, universities, centres of excellence, research institutions and cultural institutions to foster innovation.

The proposed development will introduce a mix of jobs and services within a mixed-use development in an area already well served by transit. Within the entirety of the proposed development, there are both medium and high-density housing proposed, including a range and mix of unit types. As previously mentioned in this report, the Subject Property is an underutilized commercial site within an area of the Region and City that is contemplated for high density mixed-use development. This development will retain the existing commercial function of the Subject Property, while also providing additional housing units in Streetsville that will increase the client base of the existing and new businesses in Streetsville. Further, the proposed development will provide a dynamic and urban environment to attract innovative, creative, and knowledge-based businesses and emerging industries as described by the Strategic Plan.

5. Green (living Green)
 - a. Lead and Encourage Environmentally Responsible Approaches – to lead and promote the utilization of technologies and tactics to conserve energy and water, reduce emissions and waste, improve our air quality, and protect our natural environment.
 - b. Conserve, Enhance and Connect Natural Environments – to be responsible stewards of the land by conserving, enhancing and connecting natural environments. Promote a
 - c. Green Culture – to lead a change in behaviors to support a more responsible and sustainable approach to the environment, that will minimize our impact on the environment and contribute to reversing climate change

As currently existing, Subject Property can be generally characterized as a 'Grey-field' site. The proposed development will be a significant improvement to this condition. By providing expanded green areas and green roofs, the

proposed development will contribute to storm water management objectives as well as foster a more active connection to the natural environment than what currently exists on the Subject Property.

Overall, it is the opinion of DPS that the proposed development will contribute to meeting the general goals and principles of the Mississauga Strategic Plan.

7.9 City of Mississauga Zoning By-law

The existing Zoning By-law in force on the Subject Property is known as City of Mississauga 0225-2007, which is a City-Wide Zoning By-law that applies to all lands within the City of Mississauga. The Subject Property is currently zoned C3 – General Commercial, C4 – Mainstreet Commercial, and C3 – General Commercial (Exception 27). This zoning is consistent with the uses that currently exist and operate on the Subject Property as a combination of Commercial Plazas.

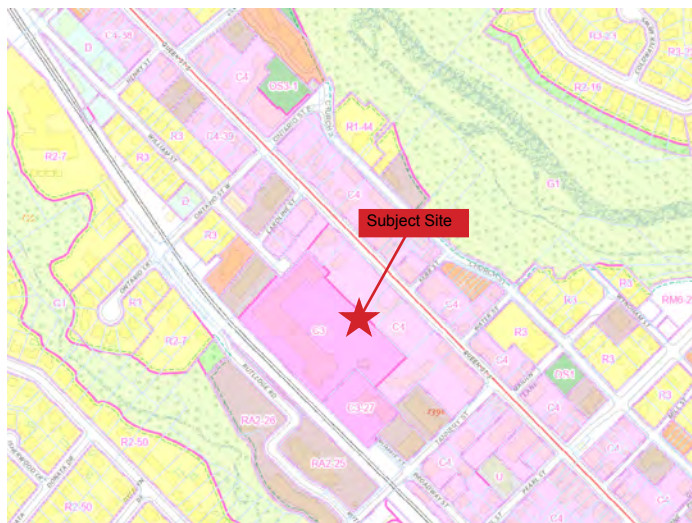


Figure 73 - Zoning By-law Map
Source: City of Mississauga

C3 and C4 Zones generally permit a range of commercial uses, including:

- Retail Store
- Restaurant
- Convenience Restaurant
- Take-out Restaurant

- Veterinary Clinic
- Animal Care Establishment
- Funeral Establishment
- Service Establishment
- Commercial School
- Financial Institution
- Medical Office
- Office
- Overnight Accommodation
- Recreational Establishment
- Entertainment Establishment
- Private Club
- University/College

There are some minor differences between C3 and C4 zones. Specifically, C3 zones also permit:

- Motor Vehicle Sales, Leasing and/or Rental Facility – Restricted
- Banquet Hall/Conference Centre/Convention Centre

While C4 zones also permit:

- Parking Lot
- Apartment
- Dwelling unit located above the first storey of a commercial building

Lastly, C3 (exception 27) also permits the use of a Motor Vehicle Repair Facility – Restricted.

The three zones discussed above also regulate a range of building performance standards, including, but not limited to, minimum front yard, minimum exterior side yard, minimum and maximum height, minimum landscaped buffer and amenity area.

As mentioned above, the Subject Property is currently permitted for limited residential uses, as well as a range of commercial uses. These existing uses permitted on the Subject Property will largely be maintained by the proposed Zoning By-law Amendment. The purpose of the Zoning By-law Amendment is to permit a density and height in a mixed use built-form on the Subject Property that is in conformity with the Official Plan of Mississauga, the Region of Peel Official Plan, and all Provincial Plans and legislation reviewed in the foregoing sections of this report.

8.0 PROPOSED OFFICIAL PLAN
AMENDMENT

Based on the foregoing analysis, the proposed development conforms to the policies of the City of Mississauga Official Plan. However, the site-specific policies that restrict the height (and therefore restrict the density) of the Subject Property are not aligned with the higher-level planning policies. As such, it would be appropriate to amend the Mississauga Official Plan to permit the proposed mixed-use development in the attached form. More specifically, the proposed Official Plan Amendment (see schedule E) will amend the policies of Special Site 'Six' in the Streetsville Community Node Character Area from 7 storeys, to reflect the heights that are proposed in the master site plan. This includes buildings 1A and 1B, at a height of 2-13 storeys (Phase 1 Area), Building 2A at a height from 4-15 storeys (Phase 2 Area), Buildings 3A, 3B, 3C, and 3D, at a height of 6-15 storeys (Phase 3 Area), Building 4 at a height from 2-8 storeys (Phase 4 Area).

The fundamental policies that inform development on the Subject Property will not be changed, considering a more dense, mixed-use, transit-oriented, master-planned development is already contemplated by the Official Plan.

The proposed Official Plan Amendment is consistent with the PPS 2020, conforms to the Growth Plan, and is in conformity with the Regional and Municipal Official Plan.

9.0 PROPOSED ZONING BY-LAW
AMENDMENT

The proposed Zoning By-law is included in Schedule “F” of this report, and includes standards that would permit the use and built form proposed for the Subject Property as shown on the Phase 1 Plan (See Schedule C).

As discussed earlier in this report, the proposed Zoning By-law Amendment is only relevant to Phase 1 of the development, as indicated on the phasing plan.

The proposed Zoning By-law Amendment will change the zoning designation of the lands delineated as ‘Phase 1’ from ‘C3 – General Commercial’ and C4 Main Street Commercial’ to ‘RA4’, with site specific provisions pertaining to setbacks, building height, lot coverage, landscaped open space, and floor space index, among other provisions, as well as permitting a range of commercial uses in conformity with the ‘Mixed-Use’ designation and recognizing existing permitted uses.

The proposed zoning by-law amendment will permit a development that is compatible with the existing mid-rise character south of the Subject Property while also extending the commercial frontage along Queen Street South. The phased approach to the development will minimize any disruption to the existing use of the Subject Property.

Overall, the Subject Property is appropriate for the proposed intensification and is contemplated by the Policies of the Region of Peel and the City of Mississauga Official Plans. The proposed use of the Subject Property will have minimal impact on the surrounding context, including existing residential, commercial, institutional, and mixed land uses.

10.0 SUPPORT DOCUMENTATION REVIEW

Functional Servicing & Stormwater Management Report, prepared by C.F. CROZIER & ASSOCIATES INC., dated March 2024

The Functional Servicing & Stormwater Management Report concludes that Building 2B (158 Queen Street) and proposed Buildings 1A and 1B (Phase 1) will continue to utilize the existing services connected to Queen Street South. New watermains are proposed along the entire length of the proposed new Streets (Streets A, B and C) and will be connected to the existing services on Queen Street, Crumbie Street, and William Street. Buildings 2A, 3A, 3B, 3C, 3D, and 4 will be serviced from the new watermains within Streets A, B and C.

In terms of sanitary services, proposed Buildings 1A and 1B (Phase 1) and 4 will be serviced from the existing 300-375mm sanitary sewers on Queen St and will therefore not require any of the future sewers to be constructed to Crumbie. New 200-250 mm diameter PVC sanitary sewers will be constructed within Streets B and C and will convey all wastewater towards the existing 250 mm diameter sanitary sewer on Crumbie Street. The remainder of the proposed buildings as well as the Public Park and Market Square will be serviced by these new sewers.

The Stormwater Management section of the report concludes that Phase 1 of the proposed development will be connected to the existing 375mm Queen St storm sewers, thereby utilizing the existing sewer infrastructure and not requiring the full build-out of any downstream sewers. It is anticipated that after Phase 1, development will require the buildout of Streets B and C, and therefore trigger the construction of the new storm sewers within proposed roads to the Crumbie Street outlet.

For detailed conclusions and recommendations, please refer to the report.

Environmental Noise Study, prepared by Jade Acoustics, dated March 14, 2024

The Environmental Noise Study reviewed the surrounding context and proposed development and determined that the site is affected by road traffic noise, rail traffic noise and by existing commercial operations. Sound levels due to the nearby roads, rail and the existing commercial sources were determined and compared to the MOE and Region of Peel/City of Mississauga guidelines to determine the appropriate mitigation measures. Further the study provides the following recommendations:

- The requirements as stipulated in Table 3 should be incorporated in the development.
- An analysis of the proposed mechanical equipment and final architectural facade requirements will need to be prepared once the final site plan, architectural plans, mechanical plans and grading plan are available to ensure the appropriate criteria are achieved. This can be done through the building permit process.
- Future ground-borne railway vibration measurements should be conducted once site conditions are suitable.
- A Detailed Environmental Noise and Vibration Report should be prepared once the final site plan, architectural plans, mechanical plans and grading plan are available to ensure appropriate criteria are achieved.

Pedestrian Level Wind Study prepared by RWDI, dated February 23, 2024.

The Pedestrian Level Wind Study assessed a version of the architectural drawings and master development plan dated March 2024. These drawings and plans referred to in the study are in substantial accordance with the materials submitted herewith this report. The report concludes that the future Grade Level wind conditions comfortable for walking are appropriate for sidewalks and walkways on and around the project site. Lower wind speeds,

conducive to standing or sitting, are preferred at main entrances where pedestrians are apt to linger. With addition of the Phase 1 buildings to the site, wind speeds in a few areas sheltered by the proposed buildings are reduced throughout the year. An increase in wind speeds is expected to the east, south, and west of the development, but conditions at most areas are expected to remain appropriate for the intended use. Wind speeds that meet the safety criterion are predicted at all grade level locations in the Phase 1 configuration. Wind speeds higher than desired are expected at the northwest corner of the site, as well as to the south for passive pedestrian use and wind control strategies are recommended. Further wind speeds at the entrance on the south side of Building 1B and the entrances on the west side of Building 1A are expected to be higher than desired during winter, and mitigation measures have been provided in the report. With the addition of all phases, wind speeds are expected to be reduced at most areas on and around the site throughout the year when compared with the Phase 1 configuration. Wind speeds at most locations at grade in the All-Phase configuration are predicted to meet the wind safety criterion, except for two locations where winds would exceed the criterion in the gap between Buildings 2A and 3A.

For outdoor amenity levels above grade, wind conditions are generally desirable for wind conditions on terraces intended for passive activities to be comfortable for sitting or standing in the summer, with conditions comfortable for sitting being desirable in seating/longing/dining areas. During the winter, the area would not be used frequently, and increased wind activity would be considered appropriate.

Arborist Report and Tree Inventory & Protection Plan prepared by Strybos Barron King Ltd., dated July 13 2023, revised March 13, 2024

The arborist report and TIPP inventories the existing trees on the Subject Property, and

concludes that thirty-one trees are recommended for removal. A tree removal permit from the City of Mississauga will be required for these removals. Following these removals, a compensation planting of twenty-eight new trees will be required. (One replacement tree is required for every 15 cm diameter being removed.)

The report also describes the measures and recommendations for tree protection during construction, including tree protection hoarding that shall remain undisturbed for the duration of site construction. Once construction is completed, the Consulting Arborist will inspect the limits of the Tree Protection Zone.

Heritage Impact Assessment and Addendum Letter (March 13, 2024), prepared by Archeological Services Inc., dated August 2023

The Heritage Impact Assessment concludes that the house located at 158 Queen Street South (Building 2B) meets the criteria outlined in Ontario Reg. 9/06 for heritage designation under Part IV of the Ontario Heritage Act. Further, the report finds that the proposed development will provide appropriate buffers between new buildings, as well as features that will enhance the setting of the house, including but not limited to landscaping and open spaces situated near Building 2B. Overall, the report concludes that the proposed development will not have any direct impact on the heritage attributes of the building.

The Addendum Letter dated March 13, 2024 reviewed the latest Master Plan and implications to the Heritages Impact Assessment dated August 2023. The letter concludes that the proposed refinements to the site plan represent a net positive effect with regards to impacts to cultural heritage value. The conclusions and recommendations in the HIA continue to apply to the revised site plan, with revision to one recommendation from the HIA. For details, refer to the HIA and Addendum letter.

Phase One Environmental Site Assessment (ESA) prepared by Terrapex Environmental Ltd., dated March 4, 2024

Phase One ESA concludes that based on the findings and results, APECs have been identified at the site; therefore, a Phase Two ESA is required in order to file an RSC for the Phase One Property, in accordance with the requirements of O. Reg. 153/04.

Phase Two Environmental Site Assessment (ESA) prepared by Terrapex Environmental Ltd., dated March 4, 2024

Phase Two ESA identified concentrations of hot water soluble boron in soil at concentrations in excess of the Table 3 SCS. The HWS boron impacts are situated within the asphalt parking area east and south of 128 Queen Street South, and west of 169 Crumbie Street. The HWS boron soil impacts have been delineated horizontally or vertically. In accordance with O.Reg. 153/04, remediation of the identified HWS boron soil impacts or completion of a Risk Assessment would be required before filing an RSC for the site.

Shadow Study prepared by SRM Architects + Urban Designers dated April 2024

The Shadow Study prepared by SRM Architects + Urban Designers compares shadows resulting from the proposed development from the existing shadows on the Subject Property. The study captured anticipated shadows for June 21 from 7:07 am at hourly intervals to 7:33 pm, September 21 from 8:35 am at hourly intervals to 5:48 pm, and December 21 from 9:19 am at hourly intervals to 3:15 pm. Overall the study concludes that the net new shadows cast by the proposed development will have an acceptable impact on the surrounding neighbourhood and on the proposed public realm within the Site.

Transportation Impact Study (TIS) prepared by C.F. Crozier & Associates Inc., dated March 2024

The Transportation Impact Study shows that under 2023 existing conditions, the study road network operates with a Level of Service “D” or better, however, capacity issues were identified for the westbound through movements (during the P.M. peak) at the intersection of Queen Street and Main Street/Pearl Street and the 95th percentile queue lengths for eastbound left (during weekday A.M. and P.M. peak) were identified exceeding the available storage at the intersection Queen Street and Tannery Street/Private Access.

The 2033 Total Conditions both show that the overall intersection operations at site accesses via Queen Street are expected to improve due to the removal of the existing commercial plaza trips. However, the Level of Service for the eastbound approach at the southern site access is expected to deteriorate to LOS ‘E’ due to a minor increase in delay of 10 seconds. The volume to capacity ratio is expected to stay within the threshold of 0.85.

The Study provides Transportation Demand Management (TDM) measures that are recommended for the proposed development, including both “hard” and “soft” measures to reduce single-occupant vehicle trips and to promote transit and active transportation uses. A vehicle maneuvering assessment was undertaken for the site using critical design vehicles and no significant issues were noted. The study recommends that detailed design of the public roads will be further reviewed maneuverability and future applications will further review the internal phases as more detail becomes available.

A parking review was also conducted and included as part of the TIS. It is noted that the proposed parking supply for Phase 1 is below the City’s By-law requirement but is within the 10% threshold and therefore a full parking justification study was

not completed. The proposed parking supply for Phase 1 is expected to be sufficient in combination with the proposed TDM measures and additional parking supply reviews will be conducted for individual phases in future applications.

Right of Way Package prepared by C.F. Crozier & Associates Inc., dated March 2024

The Right of Way package was prepared to illustrate and describe the proposed streets, trails, and other infrastructure proposed within each of the new right-of-way's in the proposed development, including both the interim and ultimate conditions of the Subject Property. There are three new streets proposed as part of this development:

1. Street 'A' which starts at Queen Street South and runs westward towards the railway track before turning south 90 degrees and connecting with Street 'B'.
2. Street 'B' which starts at William Street on the north side of the site and runs south until it connects with Street 'C' at a three-legged intersection.
3. Street 'C' which starts at Crumbie Street, and immediately turns east 90 degrees, connecting with Street 'B' and terminating at Queen Street South.

In addition to these streets, a private condo roadway is also proposed in between Buildings 1A and 1B. All local residential roadways propose a 20 metre or 17.5 metre public ROW width, with a modified cross-section to accommodate lay-by parking, as well as a multi-use path on one-side of several roadways. In addition to these streets, two interim streets are also proposed to facilitate access into the development during phase 1. The proposed interim streets are proposed with a ROW width of 15.5 m, which represents the City standard ROW with the smaller 4.5 m boulevard removed.

It is noted that the condo corporation at 32 Tannery Street owns a small piece of land that extends

into the area required for the Crumbie Street extension off of the subject property. This parcel of land will need to be included within the ROW expansion of Crumbie Street to maintain a straight ROW. Prior to this extension, further discussions with City staff will be required to determine an appropriate solution to connect the development to Crumbie Street, however, the resolution of the alignment of Crumbie Street with any new portions of ROW, may entail land expropriation, acquisition by the City of Mississauga, or other solutions, as it is outside of the subject lands and not within the ownership or control of the subject property owner/applicant.

Streetscape Feasibility Study prepared by C.F. Crozier & Associates Inc., dated March 2024

The Streetscape Feasibility Study concludes that an appropriate boulevard treatment can be accommodated in the public right-of-way adjacent Queen Street South in accordance with the City's streetscape requirements.

Solid Waste Management Plan for Phase 1, prepared by Walmsley Environmental and RWDI Air Inc., dated March 12, 2024

The Waste Management Plan concludes that the development of Building 1B in Phase 1 of the Queen Street community, as proposed, will provide enough space for the storage, staging and collection of Blue Box recyclables and uncompacted mixed waste from the residential suites. The Plan has not accommodated for the management of source-separated organics from the residential suites since the Region does not require this for multi-unit residential development.

Geotechnical Investigation Report, prepared by Terrapex Environmental Ltd., dated February 21, 2024, revised on March 4, 2024

The purpose of the Geotechnical Investigation was to characterize the underlying soil and ground water conditions at the borehole locations and from the findings in the boreholes make

engineering recommendations. Engineering recommendations have been provided in the report for the following aspects: Foundations, Floor slabs and permanent drainage, Excavations and Dewatering, Temporary shorting, Earth pressures, Earthquake considerations, and Pavement. For detailed recommendations, refer to the Geotechnical Investigation Report.

significant recharge

Hydrogeological Assessment, prepared by Terrapex Environmental Ltd., dated February 23, 2024

The purpose of the assessment is to review hydrogeological conditions of the proposed redevelopment planned for the Subject Site. A network of seventeen groundwater monitoring wells was drilled at thirteen locations with broad distribution across the site. Groundwater levels were measured for between five and seven monitoring events. Single well hydraulic tests were performed on six monitoring wells. One ground water sample was analysed for municipal bylaws that regulate discharges to sanitary and storm sewers. For Phase 1 buildings, the shallowest depth to the water table encountered was 0.3mbg, indicating that construction excavation and underground parking structure will experience ground water seepage that will need to be managed.

Groundwater quality was acceptable for discharge to the Peel Region's sanitary/combined sewer as well as to the City of Mississauga's storm sewer with treatment for manganese and phenolics. Monitoring for organic chemicals during construction is advised due to possible presence of contaminated groundwater on site or in the vicinity.

Pre-construction and post-construction consist of impervious cover over the entire site, both allowing negligible amounts of recharge. LID measures to improve infiltration are not feasible due to the parking garages ultimately occupying the entire site. Also, the low permeability clayey soil would limit the success of attempts to achieve

11.0 COMMUNITY ENGAGEMENT PLAN

Effective on July 1, 2016, changes to the Planning Act (O.Reg 545/06 and 543/06) require that applicants submit a proposed strategy for consultation with the public with respect to the application as part of the 'complete' application requirements.

The public consultation process for the proposed OPA and ZBA will follow the Planning Act statutory requirements and in accordance with the City of Mississauga's terms of reference for the preparation of Planning Justification Reports

As required by the Planned Act, 1990, as amended, prescribed information will be submitted to the City of Mississauga and will be posted on the City's 'Current Development Applications' page, found at the following website <https://yoursay.mississauga.ca/development-applications-public-feedback>

The required public consultation process will include the following:

- Public notice signage located on the Subject Property
- Notify Council and community members that a complete application has been received and that the submitted materials are available for review by the public on the 'Current Development Applications' page or in person at the City of Mississauga offices
- A preliminary report for the consideration of the Planning and Development Committee including a description of the submitted application and the proposed zoning by-law and official plan amendments
- A statutory public meeting to be held under section 34(12)(a)(ii) of the Planning Act.
- The applicant and/or their consultants will be available by telephone, e-mail, or in-person, if necessary, to answer any questions, clarify any of the submitted information, or address any issues raised through circulation and review of the application by the City or the public.

The applicant will hold discussions with City Staff throughout the processing of the application and should the City or Local Ward 11 Councilor (or any member of Council) wish to pursue additional public consultations, the applicant may consider this provided it is carried out in an efficient and timely manner.

Following the request of City staff and Councilor's office the applicant has endeavored to exceed the Planning Act requirements by providing additional meetings and correspondence with the public to answer questions and address concerns about the proposal prior to the submission of a formal application.

Two public consultation meetings have been held thus far with approximately 600 members of the public, City staff, the community and the applicant's consultant team to discuss the proposal. The next public meeting will be mandated by the Planning Act as described above, subsequent to making an application to the City of Mississauga. The below section includes a description of each public consultation meeting already completed including a summary of the feedback received from the community and stakeholders.

Community Pre-Consultation Meeting: Held on April 6th 2023

The Streetsville Centre Plaza Redevelopment pre-consultation was held on April 6th, 2023, at the Hazel McCallion Banquet Hall, Vic Johnston Community Centre, Mississauga. This meeting was held at the sole direction and cost of the landowner with support from the Ward Councillor's office

Prior to the meeting, a community mapping exercise was also carried out to understand the different community groups to be included in the pre-consultation session to ensure that the process was inclusive and that a diverse range of community voices were heard.

The identified stakeholder groups included residents, business owners, community organizations and politicians.

The meeting was co-facilitated by Ryelle Strategy Group, Design Plan Services, and SRM Architect Inc. Two main channels were identified as the primary modes of event promotion which included print flyer distribution, a direct mail campaign to reach stakeholder groups and several Social Media posts.

Following the presentation by the proponent, attendees were encouraged to share their vision for Streetsville. The following emerged as key themes of the desired outcomes of the redevelopment and its impact on the Streetsville community:

Main Themes Summarized:

Community Vision for Streetsville:

- Presence of a grocery store
- Accessibility for seniors
- Life, work and play
- View to the future
- Spaces for leisure
- Heritage and revitalization
- Support for homegrown businesses
- Notice
- Affordable housing
- Parking
- Crime and security
- Bike lanes
- Retail
- Green spaces
- Community engagement
- Tenant protection
- Community hub
- Feedback from Flyer Distribution:
- Need for more information

- Timeline and construction plan
- Compensation
- Parking space

Public Meeting Held: June 28th, 2023

A second public consultation meeting was held in partnership with DeZen, SRM Architects, Design Plan Services Inc., Local Councilor's Office and Mississauga City Staff on June 28, 2023, at the Hazel McCallion Banquet Hall at the Vic Johnston Community Centre. This meeting was directed and hosted by the local Ward Councillor's Office

Design Plan Services Inc. provided an overview of the Planning approvals process. SRM Architects then explained the design considerations and approaches to the proposed development in its current form, noting that it is still in the preliminary stages and more detailed plans are to follow in support of a formal application Submission. Additionally, SRM Architects provided an in-depth explanation in regard to the phases of the proposed development.

This meeting was to inform the public of the changes made to the proposal subsequent to the first community consultation meeting, and present the updated plans that reflects revisions made in attempts to address the comments expressed by the public in the previous and initial public consultation held by Ryelle Strategy Group on April 6th, 2023.

The main themes below emerged by the attendees at the public consultation were the following:

- Density
- Height
- Transportation
- Affordable Housing
- Local Business Occupancy in Streetsville Centre Plaza
- Retaining Heritage Component of Streetsville within the Development

- Entrance and Exit for Vehicles
- Parking
- Safety

Following receipt of this community feedback, the applicant has created opportunities to accommodate a new grocery store and/or a local food market, provided affordable housing in the development, confirmed the impacts of parking and traffic through the Transportation Impact Study, confirmed the impacts of the proposed development on the existing heritage property, and will endeavor to provide appropriate notice to existing tenants of the commercial plazas prior to demolition.

12.0 CONCLUSION

The proposed development supported by this report is consistent with the Provincial Policy Statement 2020 and conforms to the Growth Plan for the Greater Golden Horseshoe 2020. The proposed development is also contemplated by the policies of the Region of Peel Official Plan and generally conforms to the City of Mississauga Official Plan. However, an Official Plan Amendment to the Mississauga Official Plan is required to bring the Special Site 'Six' policies of the Subject Property more in line with the higher level policy documents by permitting a higher density and height on the Subject Property.

The following summary highlights the key benefits to the City and the community if the proposed development is approved:

- Contributes to the existing diversity of housing stock in the Streetsville Strategic Growth Area by providing approximately 1,808 residential units.
- Provides new office space in Streetsville while retaining the existing commercial function on the Subject Property.
- Contributes to achieving the overall minimum density target of the future MTSA.
- Contributes to achieving an overall mixed-use environment within Mississauga and the Streetsville MTSA.
- Provides a mix of unit types and sizes, of which 23.2% of the units will be two and three bedroom units, 92.6% will be family friendly units (1 and a half bedroom units and up), which directly supports the housing strategies identified by the Region of Peel and the City of Mississauga.
- Protects and minimizes the potential impacts on the adjacent listed heritage property at 158 Queen Street South and other listed heritage properties that are in proximity to the Subject Site.
- Provides adequate transition in height, scale and massing and is compatible with existing and planned context which conforms to the Region of Peel Official Plan policies,

Mississauga Official Plan policies, the Streetsville Community Node Character Area policies, and the Major Transit Station Areas policies outlined in the Growth Plan and PPS.

- Enhancing the public realm and contributing to the overall vibrancy of the streetscape on Queen Street South, by extending the attractive facade along Queen Street South.
- Provides new Public Parkland, and Privately Owned Public Space with connections to the existing open space within Streetsville.
- Supported by existing higher order transit in proximity and provides direct pedestrian connectivity to Streetsville Go Station.
- Promotes active transportation by providing 394 bicycle parking spaces for Phase 1 development, including 232 underground long term and 25 underground short term parking spaces, as well as 36 surface parking spaces, which exceeds the bicycle parking requirements under the zoning by-law for phase one. As per the TIS prepared by C.F. Crozier and Associates Inc., the overall bicycling parking provided will also exceed the requirement under the zoning by-law.

Based on the forgoing analysis of the proposed development and all relevant legislation, policies, guidelines, and supporting reports, the proposed development and the associated Official Plan Amendment, Zoning By-law Amendment (Phase 1), and Draft Plan of Subdivision (Phase 1) applications are appropriate to permit the mixed-use development as proposed. This proposal implements a number of the City's goals and objectives with regard to streetscaping and urban form in Mississauga and will have minimal impact on the surrounding land uses. In addition, the proposed development is in conformity with the growth management policies and housing policies as identified by the Province of Ontario, Region of Peel and the City of Mississauga. This proposed development represents an appropriate and desirable use of the Subject Property.

I hereby certify that this plan/report was prepared by or under the supervision of a Registered Professional Planner, within the meaning of the Ontario Professional Planner Institute Act, 1994.

Date: May 15th, 2024



TJ Cieciora, MSc., MCIP, RPP

Principal



13.0 SCHEDULES

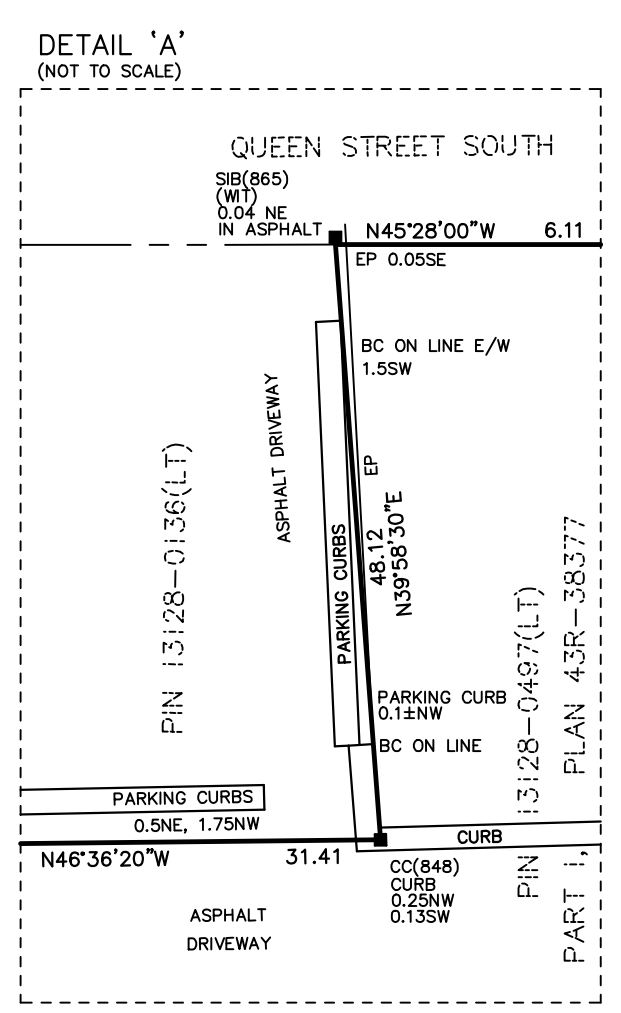
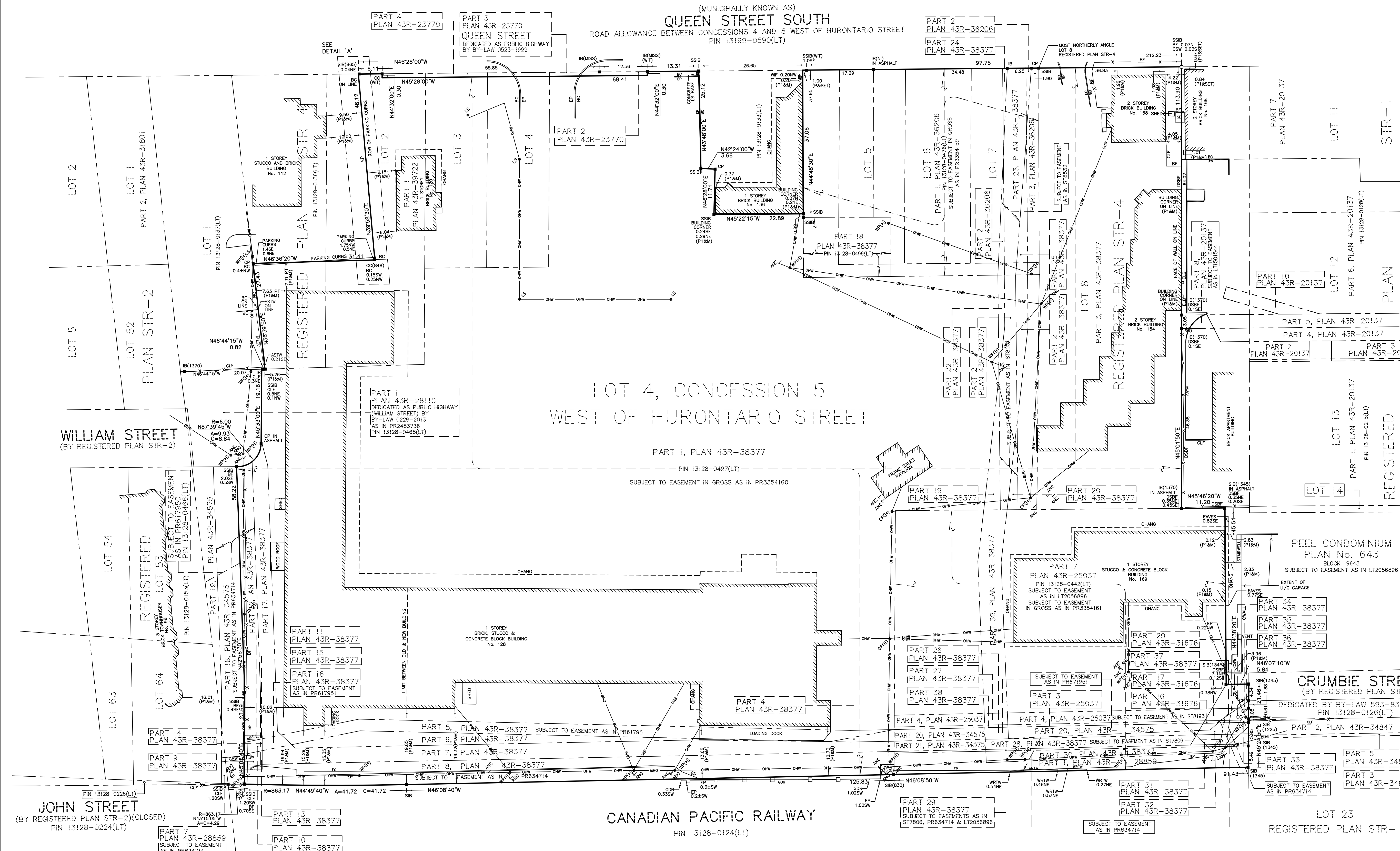
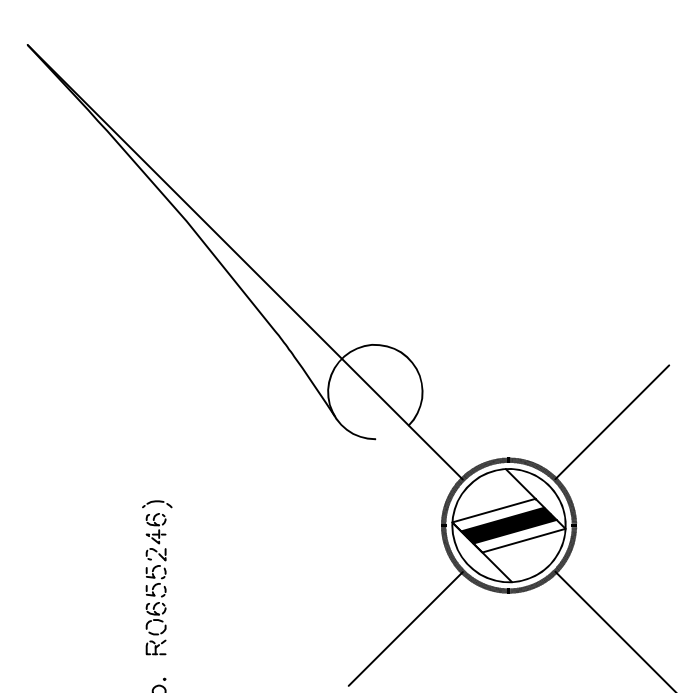
SCHEDULE A - SURVEY

SURVEYOR'S REAL PROPERTY REPORT
 PART 1, PLAN OF SURVEY OF
 PART OF LOT 4, CONCESSION 5
 WEST OF HURONTARIO STREET
 (GEOGRAPHIC TOWNSHIP OF TORONTO, COUNTY OF PEEI)
 LOTS 5, 6, 7 AND
 PART OF LOTS 1, 2, 3, 4 AND 8
 (BLOCK 1)
 REGISTERED PLAN STR-4
 (VILLAGE OF STREETSVILLE)
 CITY OF MISSISSAUGA
 REGIONAL MUNICIPALITY OF PEEI

SCALE 1: 500

David B. Searles Surveying Ltd.
 ONTARIO LAND SURVEYORS

METRIC
 DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048



LEGEND

■	DENOTES MONUMENT FOUND	GDR	DENOTES GUARDRAIL
CC	DENOTES CUT CROSS	LS	DENOTES LIGHT STANDARD
CP	DENOTES CONCRETE PIN	OHANG	DENOTES OVERHANG
IB	DENOTES IRON BAR	SB	DENOTES SANDBOX
SIB	DENOTES STANDARD IRON BAR	ST	DENOTES STEPS
SSB	DENOTES SHORT STANDARD IRON BAR	U/G	DENOTES UNDERGROUND
PT	DENOTES PRODUCTION TIE	WF	DENOTES WROUGHT IRON FENCE
NI	DENOTES NOT IDENTIFIABLE	WPH	DENOTES WOODEN POLE (HYDRO)
WIT	DENOTES WITNESS	OH	DENOTES OVERHEAD WIRES
MISS	DENOTES CITY OF MISSISSAUGA		
830	DENOTES E.W. PETZOLD O.L.S.		
848	DENOTES W.B. STARR O.L.S.		
1345	DENOTES D.P. McLEAN O.L.S.		
1225	DENOTES DAVID B. SEARLES SURVEYING LTD., O.L.S.		
1370	DENOTES GUIDO PAPA O.L.S.		
1370	DENOTES KRCMAR SURVEYING LTD., O.L.S.		
M	DENOTES MEASURED		
P	DENOTES PLAN 43R-38377		
P1	DENOTES SURVEYOR'S REAL PROPERTY REPORT BY DAVID B. SEARLES SURVEYING LTD., O.L.S. DATED APRIL 25, 2013 (FILE No.171-0-06)		
ANC	DENOTES ANCHOR		
ASTW	DENOTES ARMOUR STONE RETAINING WALL		
BC	DENOTES BACK OF CURB		
BF	DENOTES BOARD FENCE		
CLF	DENOTES CHAIN LINK FENCE		
CP(H)	DENOTES CONCRETE POLE (HYDRO)		
CW	DENOTES CONCRETE BLOCK WALL		
CSW	DENOTES CONCRETE SIDEWALK		
DSBF	DENOTES DOUBLE SIDED BOARD FENCE		
ELB	DENOTES ELECTRICAL BOX		
EG	DENOTES EDGE OF GRAVEL		
EP	DENOTES EDGE OF PAVEMENT		

BEARING NOTE
 BEARINGS ARE GRID BEARINGS DERIVED FROM GPS OBSERVATIONS USING THE SMARTNET NETWORK AND ARE REFERRED TO THE CENTRAL MERIDIAN OF UTM ZONE 17 (81°00' WEST), NAD83 (ORIGINAL).

DISTANCE NOTE
 DISTANCES SHOWN HEREON ARE GROUND DISTANCES AND CAN BE CONVERTED TO GRID DISTANCES BY MULTIPLYING BY A COMBINED SCALE FACTOR OF 0.999713.

NOTE
 PROPERTY LIMITS ARE NOT FENCED UNLESS OTHERWISE NOTED ON THE FACE OF THE PLAN.
 ALL FOUND MONUMENTS ARE 1225 (DAVID B. SEARLES SURVEYING LTD.) UNLESS NOTED OTHERWISE ON THE FACE OF THE PLAN.
 ALL BEARINGS AND DISTANCES AGREE WITH SURVEYOR'S REAL PROPERTY REPORT BY DAVID B. SEARLES SURVEYING LTD., O.L.S. DATED APRIL 25, 2023 (FILE No.171-0-06) AND PLAN 43R-38377 UNLESS NOTED OTHERWISE ON THE FACE OF THE PLAN.

THE REPRODUCTION, ALTERATION OR USE OF THIS PLAN, IN WHOLE OR IN PART, WITHOUT THE EXPRESS PERMISSION OF DAVID B. SEARLES SURVEYING LTD. IS STRICTLY PROHIBITED.

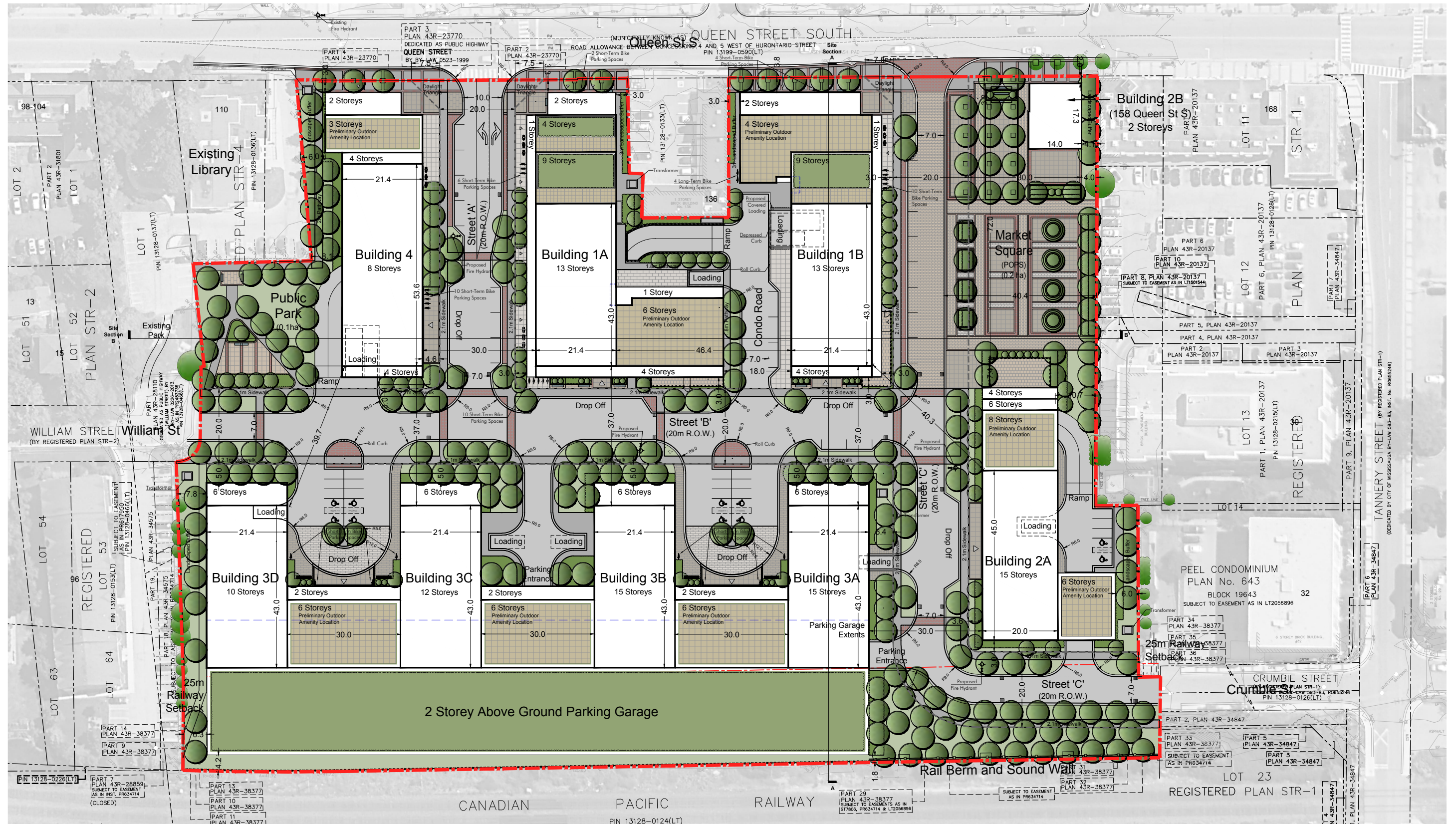
SURVEYOR'S CERTIFICATE
 I CERTIFY THAT:
 1. THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEYORS ACT, THE SURVEYORS ACT, AND THE REGULATIONS MADE UNDER THEM.
 2. THE SURVEY WAS COMPLETED ON THE 1st DAY OF FEBRUARY, 2023.

DATE: FEBRUARY 28, 2023
 SURVEYOR: ALISTER SANKEY, ONTARIO LAND SURVEYOR
 THIS PLAN OF SURVEY RELATES TO AOLS PLAN SUBMISSION FORM NUMBER V-48667

THIS PLAN WAS PREPARED FOR DEZEN CONSTRUCTION COMPANY LIMITED, DEZEN REALTY COMPANY LIMITED AND 678604 ONTARIO INC. PART 2
 THIS PLAN MUST BE READ IN CONJUNCTION WITH SURVEY REPORT DATED FEBRUARY 28, 2023

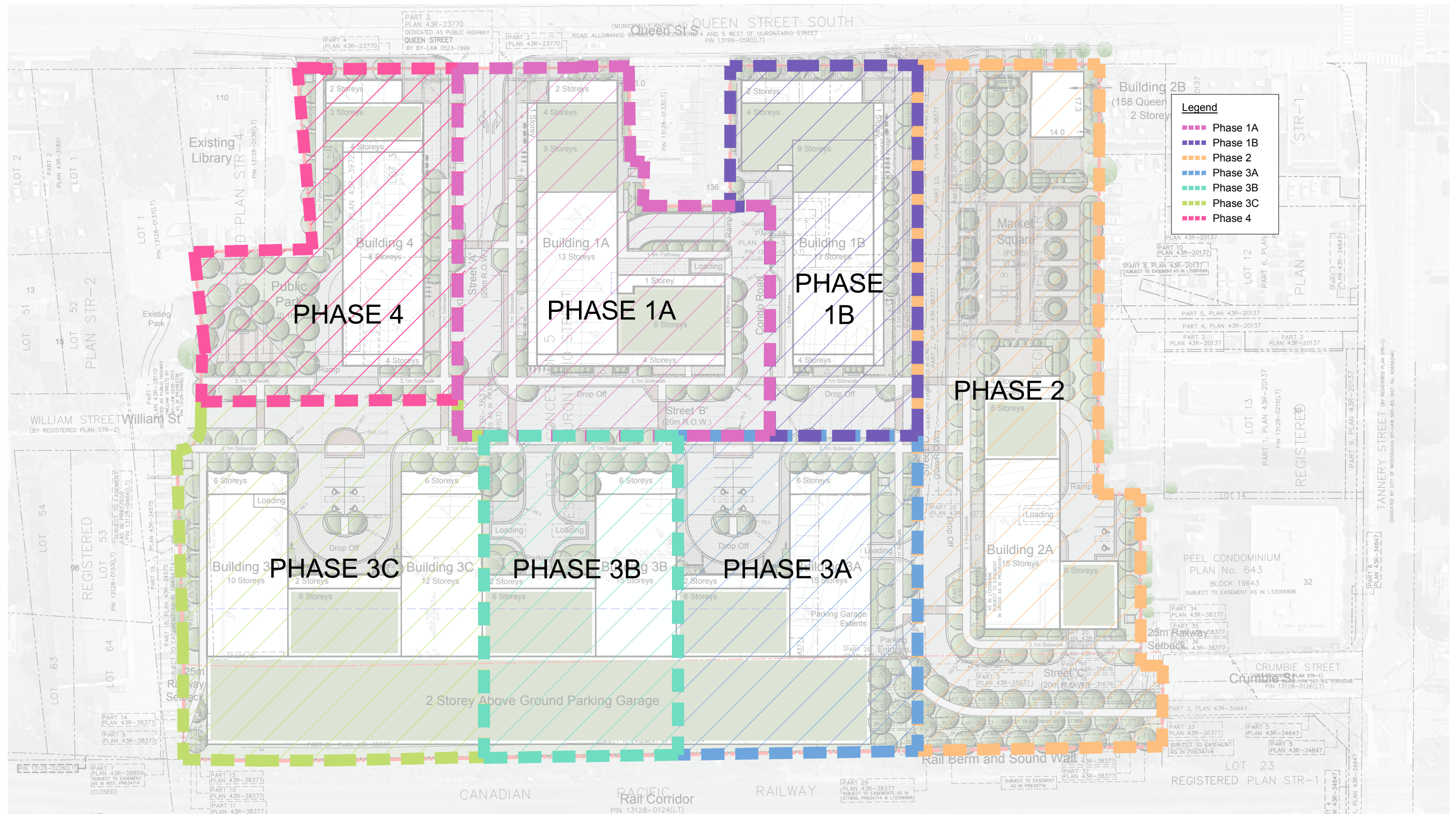
David B. Searles Surveying Ltd. ONTARIO LAND SURVEYORS 4255 Sherwoodtowne Blvd., Suite 206, Mississauga, Ontario L4Z 1Y3 Tel: (905) 273-6840 Fax: (905) 896-4410 Email: info@dssearles.ca		Calculator AV	Draftsperson PG
Calculation File 64-2-12CAL.DWG	Drawing File 64-7-12.DWG	Editor AV	Plan Index No. E 15
64-2-12CAL.DWG		64-7-12.DWG	
64-2-12CAL.DWG		64-7-12	

SCHEDULE B - MASTER PLAN



SCHEDULE C - PHASE 1 PLAN

SCHEDULE D - PHASING PLAN



**SCHEDULE E - DRAFT OFFICIAL PLAN
AMENDMENT**

Amendment No. XXX
to
Mississauga Official Plan

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

Purpose

The purpose of this Amendment is to amend the Streetsville Community Node Character Area 'Special Site Six.' to permit a mixed-use development. The proposed development would alter the policies of Special Site Six, which currently permits a mixed-use building of seven storeys, to permit a mixed-use building of a maximum height of 13 storeys in area A, mixed-use buildings of a maximum height of 15 storeys in areas B and C, and mixed-use building of a maximum height of 8 storeys in area D.

Location

The lands affected by this Amendment (hereafter referred to as the "Subject Property") are located on the west side of Queen Street South, north of Tannery Street, south of Caroline Street, and east of the rail corridor. The land is municipally addressed as 120 Queen Street South, 128 Queen Street South, 142-148 Queen Street South, 150 Queen Street South, 154 Queen Street South, 158 Queen Street South and 169 Crumbie Street.

The Subject Property is also located within the Streetsville Community Node Character Area, as identified in the Mississauga Official Plan.

Basis

The proposed amendment is consistent with the policies provided in the Provincial Policy Statement 2020, as well as conforming to all policies within the Growth Plan, particularly those policies that pertain to directing growth and development to appropriate areas. These Provincial Legislative documents both promote a range and mix of housing options provided through redevelopment and intensification of underutilized lands within the existing built-up area. These areas are already served by existing community infrastructure and engineering services, and therefore make efficient use of existing services. Furthermore, the Growth Plan mandates minimum densities for Major Transit Station Areas. Development on the Subject Property represents an opportunity for the City of Mississauga to ensure that this minimum density is exceeded in order to optimize available infrastructure and services in the Planned Streetsville GO Major Transit Station Area.

The proposal also conforms to the Region of Peel Official Plan "(RPOP)". The policies and objectives of the Region of Peel Official Plan have a particular focus on achieving an urban structure, form, and density that is pedestrian friendly and transit supportive. The proposed development is located approximately 359 metres from a Planned Major Transit Station (Streetsville Go Station) and is directly adjacent to existing public transit service along Queen Street South. The proposed development also provides transit-supportive densities that contribute to the Region's policy objectives of achieving intensification of residential and non-residential development in Strategic Growth Areas and Major Transit Station Areas. In addition, the proposed development features new open space areas and public parkland dedications including a multi-use 'Market Square' area and new pedestrian facilities that directly connect to the existing cyclist and pedestrian networks in the area.

The Mississauga Official Plan (“MOP”) came into effect on November 14, 2012, save and except for site specific appeals at the Ontario Land Tribunal. The Subject Property is designated as ‘Mixed Use’, which permits a variety of commercial uses as well as residential uses.

Furthermore, as per the in-effect Streetsville Community Node Character Area policies that pertain to Special Site Six, a mixed use building with a maximum height of seven storeys is permitted on the Subject Property. This maximum height limit is inconsistent with the policies of the Provincial Policy Statement 2020 and does not conform to the policies in the Growth Plan, the policies and objectives of the Region of Peel Official Plan.

This limitation also does not conform with the City-wide policies and objectives of the MOP.

In particular, the MOP contains a City Structure which outlines areas (“Intensification Areas”) where growth and intensification is to be directed. These ‘Intensification Areas’ are delineated in ‘Schedule 2 – Intensification Areas’ in the MOP and include ‘Community Nodes’ and ‘Major Transit Station Areas’, among others. The Subject Property is within the Streetsville Community Node and is located within a 5 to 10 minute walk from a Major Transit Station (Streetsville Go Station). The policies and objectives of the MOP are also supported by this proposal as it contributes a range and mix housing types within an intensification area on a currently underutilized site. As such, compatible and thoughtful intensification is already contemplated on these lands.

The proposed Official Plan Amendment will also further implement the City Council’s direction to support transit-oriented developments, more affordable housing, nurturing diverse cultures, and developing walkable connected neighbourhoods, as indicated by the Mississauga Strategic Plan.

The proposed Amendment also recognizes the Subject Property's location within 800 m of the Streetsville Go Station, a Station that has been identified as a Planned Major Transit Station within the RPOP, and intended to be protected for transit-supportive densities, uses, and active transportation connections, since the Major Transit Station Area has yet to be delineated through a Regionally initiated Official Plan Amendment following the necessary study and assessment of the area.

Overall, the proposed Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

- The proposed development will contribute towards a more complete community for residents of all ages.
- The proposed residential units will provide affordable housing to the Streetsville area. In addition, although the proposed tenure of the residential units is condominium, and not rental, the proposed development will likely provide a contribution of rental units in the form of secondary market rental units.
- The proposed development is compatible with the surrounding land uses and provides a gentle increase in density relative to the adjacent existing built form.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 14.10.6.6, Streetsville Community Node Character Area Site Six, of the Mississauga Official Plan, is hereby amended by amending Map 14-10-6, Streetsville Community Node Character Area, in accordance Schedule 'A' to this Amendment.

2. Section 14.10.6.6, Site 6 of the Mississauga Official Plan is hereby amended by removing the following policies:

~~14.10.6.6.2 Notwithstanding the provisions of the Mixed Use designation, lands identified as Area B and Area C will be permitted to develop for a residential apartment building ranging in height from three storeys to seven storeys with ground floor commercial uses.~~

3. Section 14.10.6.6, Site 6 of the Mississauga Official Plan is hereby amended by adding the following:

14.10.6.6.1 The lands identified as Special Site 6 are located on the west side of Queen Street South, north of Tannery Street and east of the rail corridor.

14.10.6.6.2 Notwithstanding the provisions of the Mixed-Use designations, lands identified as Special Site 6, where a building height greater than 15 storeys is proposed in the Mixed-Use designation, the policies of this section apply to the requested increases:

- a. The maximum height that may be considered without an Official Plan Amendment is 15 storeys, subject to meeting the policies of this section, unless Community Node or Character Area policies, or other similar policies, specify alternative building height requirements or until such time as alternative building heights are determined through the review of future Character Area, Community node, MTSA and PMTSA policies or other similar policies.
- b. Additional height above the limitation set out in sub-section a) may be considered through the required concept plan process set out in section 14.10.6.6.8 subject to the preparation of urban design guidelines that establish the appropriate maximum height and density in the context of the site and surrounding existing and planned development, to ensure such buildings will be designed to:
 - i. Be integrated with appropriate transitions to surrounding development particularly uses such as parks and open space;
 - ii. Establish an attractive streetscape with a defined street edge, which contributes to the pedestrian experience;
 - iii. Reduce the perceived building mass through design measures such as the vertical articulation of the facades, building step-backs at the upper floors and the use of a podium;
 - iv. Provide architectural expression which emphasizes the entry area and other special building areas, while screening mechanical penthouses and elevator cores and integrating them with the building design;
 - v. Maximize sunlight as demonstrated, if required by the City, through a sun/shadow analysis; and
 - vi. Establish variations in building materials and design treatments.

14.10.6.6.3 Notwithstanding the provisions of the Mixed-Use designation, lands identified as area A will be permitted to develop for a mixed-use building ranging in height from two storeys to thirteen storeys.

14.10.6.6.4 Notwithstanding the provisions of the Mixed-Use designation, lands identified as area B will be permitted to develop for a mixed-use building ranging in height from four storeys to fifteen storeys.

14.10.6.6.5 Notwithstanding the provisions of the Mixed-Use designation, lands identified as area C will be permitted to develop for a mixed-use building ranging in height from two storeys to fifteen storeys.

14.10.6.6.6 Notwithstanding the provisions of the Mixed-Use designation, lands identified as area D will be permitted to develop for a mixed-use building ranging in height from two storeys to eight storeys.

14.10.6.6.7 Notwithstanding the provisions of the Mixed Use designation, drive-through facilities will not be permitted for lands identified as Special Site Six.

14.10.6.6.8 Prior to development of lands identified as Special Site Six, a concept plan will be required to address among other matters:

- a. a connecting public road network linking Queen Street South with Crumbie Street and William Street; and
- b. the location of additional public open space for recreational and library purposes.

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, and thereafter forms part of the Mississauga Official Plan.

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 March 3, 2023.

Interpretation

The provisions of the Mississauga Official Plan, 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 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 the conditions of exemption;

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

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

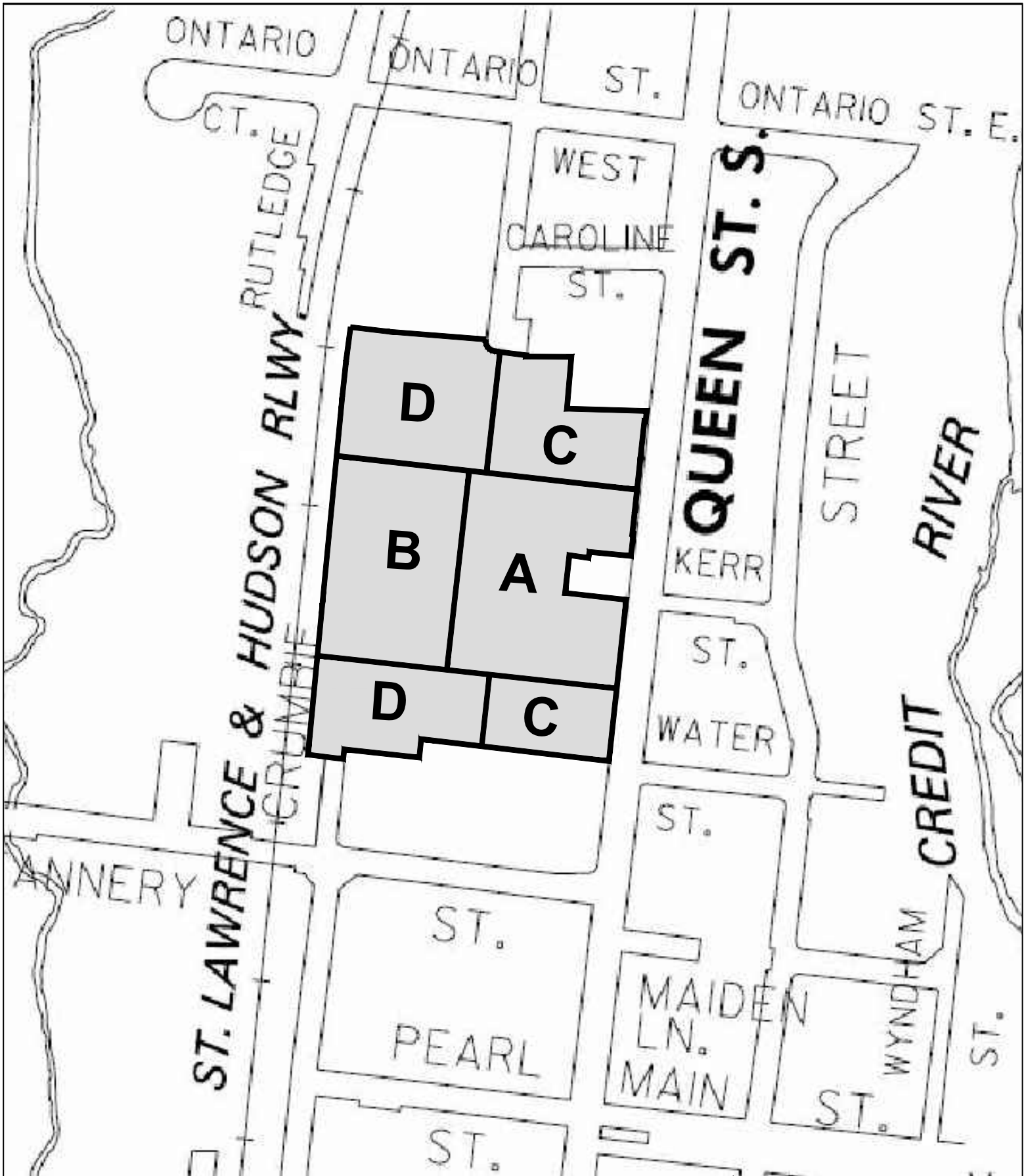
NOW THEREFORE the Council of the Corporation of the City of Mississauga ENACTS as follows;

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



Official Plan Amendment Schedule 'A'
 142-148 Queen Street South, Mississauga

DESIGN PLAN SERVICES INC.
 Town Planning Consultants

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NTS	July 17, 2023	22168-SC3			JD
Scale	Date	Draw Number	Rev.	Draw	Design

**SCHEDULE F - DRAFT ZONING BY-LAW
AMENDMENT**

Draft Zoning By-law Amendment - May, 2024

PROPOSED ZONING BY-LAW NO. xx-XXX

To amend Zoning By-law Number 0225-2007, as amended, of the City of Mississauga with respect to the lands municipally known in the year 2024 as _____.

WHEREAS authority is given to the council of a municipality by Section 34 of the Planning Act, R.S.O 1990. c.P. 13, as amended, to pass Zoning-Bylaws; and

Whereas Council of the City of Mississauga has provided adequate information to the public and has held at least one public meeting in accordance with the Planning Act;

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

1. Map number 39E of “Schedule B” to By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from from “C4 - Main Street Commercial” & “ C3 – General Commercial” to “RA4-XX”, the zoning of 128-158 Queen Street, in the City of Mississauga, PROVIDED HOWEVER THAT the “RA4-XX” zoning shall only apply to the lands which are shown on the attached Schedule “B” outlined with “RA4-XX” Zoning indicated thereon;
2. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.15.5.XX	Exception RA4-XX	Map #XX	By-law: xx-XXX
Zone Regulations		RA4 Base Zone Regulations	RA4-XX Proposed Zone Regulations
In a RA4-XX zone the permitted uses and applicable regulations shall be as specified for a R4A zone except that the following uses/regulations shall apply:			
4.15.5.XX. 1	Additional Permitted Uses:		
	(1) Retail Store (2) Restaurant (3) Convenience Restaurant (4) Take-out Restaurant (5) Veterinary Clinic (6) Animal Care Establishment (7) Service Establishment (8) Commercial School (9) Financial institution (10) Medical Office		

	(11)Office (12)Recreational Establishment (13)Entertainment Establishment (14)Private Club (15)University/College		
4.15.5.XX. 2	Maximum Floor Space Index	1.8	4.5
4.15.5.XX. 4	Minimum Front and Exterior Side Yards		
	(1) For that portion of the dwelling with a height less than or equal to 13.0 m	(1) 7.5 m	(1) 3.0 m
	(2) For that portion of the dwelling with a height greater than 13.0m and less than or equal to 20.0m	(2) 8.5 m	(2) 3.0 m
	(3) For that portion of the dwelling with a height greater than 20.0m and less than or equal to 26.0 m	(3) 9.5 m	(3) 5.5 m
	(4) For that portion of the dwelling with a height greater than 26.0m	(4) 10.5 m	(4) 5.5 m
4.15.5.XX. 5	Minimum Interior Yard Setbacks		
	(1) For that portion of the dwelling with a height less than or equal to 13.0 m	(1) 4.5 m	(1) 3.0 m
	(2) For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m	(2) 6.0 m	(2) 3.0 m
	(3) For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m	(3) 7.5 m	(3) 3.0 m
	(4) For that portion of the dwelling with a height greater than 26.0 m	(4) 9.0 m	(4) 3.0 m

	(5) 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	(5) 4.5 m	(5) 3.0 m
4.15.5.XX. 6	Minimum Parking Spaces	578 total spaces Residential Parking Rate 0.9 per dwelling unit = 473 spaces Commercial/Visitor 3.0 spaces/ 100 m2 GFA = 87 spaces Office 2.5 spaces/100 m2 GFA = 8 spaces	433 total spaces Residential Parking Rate 0.6 spaces per dwelling unit + 0.05 short term spaces per dwelling unit= 342 spaces Retail 0.15 long term spaces / 100 m2 GFA + 0.2 short term spaces / 100 m2 GFA = 10 spaces Office 0.1 spaces/100 m2 GFA = 0 spaces
4.15.5.XX. 7	Minimum Landscaped Area	40% of the lot area	24% of the lot area
4.15.5.XX. 8	Minimum amenity area	The greater of 5.6 m ² per dwelling unit or 10% of the site area. (2946.6 m2)	2131 m2
4.15.5.XX. 9	Minimum percentage of total required amenity area to be provided in one contiguous area	50%	22%
4.15.5.XX. 10	Minimum amenity area to be provided outside at grade	55.0 m2	0 m2
4.15.5.XX. 11	Minimum depth of a landscaped buffer along any other lot line	3.0 m	1.5 m

APPENDIX "A" To By-law No, _____

Explanation of the Purpose and Effect of the By-law

The purpose of this amendment is to permit the development of a 13-storey Mixed use development as illustrated in the accompanying schedules.

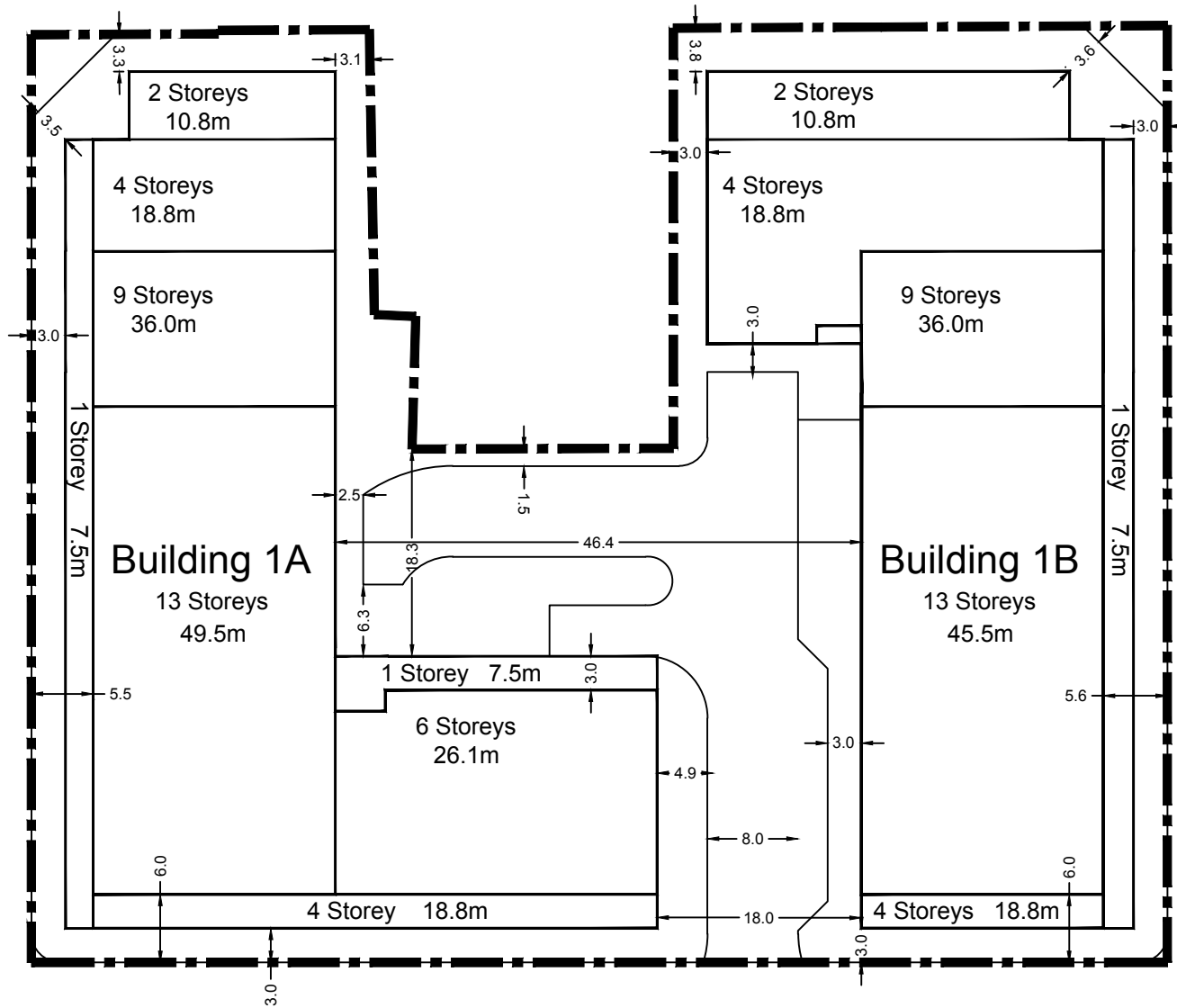
This By-law amends the zoning of the property outlined on the attached Schedule "A" from "C4/C3" to "RA4-XX".

"RA4-XX" permits two 13-storey buildings with a 2-4 storey podium, in compliance with Schedule RA4-XX.

Location of Lands Affected

Located on the lands on the west side of Queen Street South, north of Tannery Street, south of Caroline Street, and east of the rail corridor. The land is municipally addressed as 142 –158 Queen Street South, and 169 Crumbie Street. as shown on the attached map designated as Schedule "A".

Further information regarding this By-law may be obtained from XXXXXX of the City Planning and Building Staff at (905) 615-3200 x XXXX.



Proposed Zoning By-law Amendment Schedule A

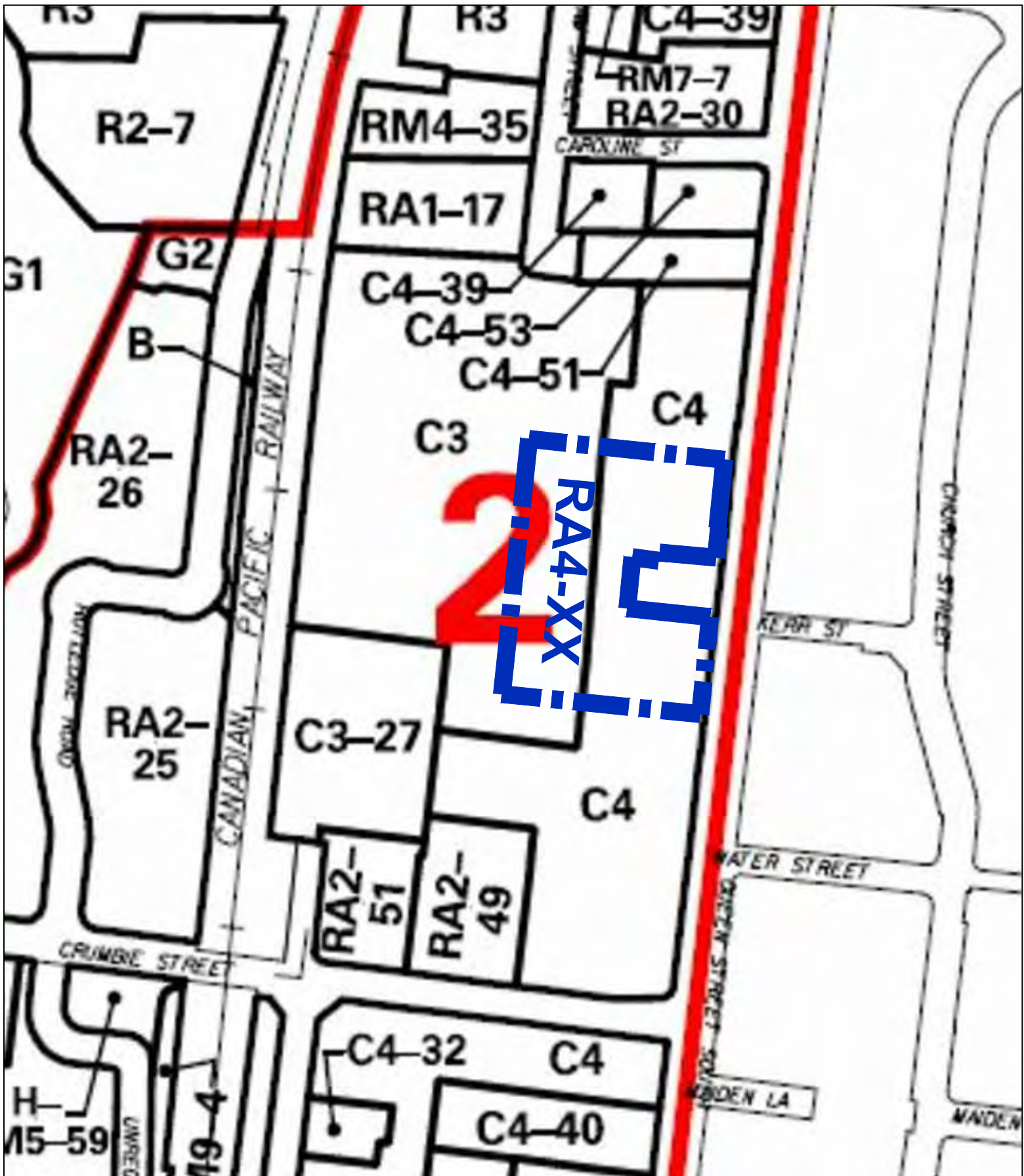
142-148 Queen Street South, Streetsville, Mississauga

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1:600 Scale	March 20, 2024 Date	22168-SC5 Drawn Number	Rev.	JD Design
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LEGEND

■ ■ ■ Subject Boundary

Proposed Zoning By-law Amendment Schedule B
 142-148 Queen St South, Streetsville, Mississauga

DESIGN PLAN SERVICES INC.
 Town Planning Consultants



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 Telephone: 416.626.5445
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NTS	March 20, 2024	22168-SC4		JD
Scale	Date	Draw Number	Rev.	Draw Design

SCHEDULE G - HOUSING REPORT TABLE

Part B of Housing Report Submission – Please complete the following table.

Include the full range of units provided, whether they are market units, or units forming part of the affordable middle income housing contribution. Where exact values / quantities are not yet known, please provide estimates. This table can be copied into your Housing Report.

Proposed Development – Housing Breakdown (All Units)		
Purpose Built Rental Units*		
	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
Bachelor	Less than \$922/month rent	0
	Between \$922 and \$1153/month rent	0
	Between \$1153 and \$1383/month rent	0
	Between \$1383 and \$1614/month rent	0
	More than \$1614/month rent	0
	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
1 bedroom	Less than \$1233/month rent	0
	Between \$1233 and \$1541/month rent	0
	Between \$1541 and \$1850/month rent	0
	Between \$1850 and \$2158/month rent	0
	More than \$2158/month rent	0
	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
2 bedroom	Less than \$1396/month rent	0
	Between \$1396 and \$1745/month rent	0
	Between \$1745 and \$2094/month rent	0
	Between \$2094 and \$2443/month rent	0
	More than \$2443/month rent	0
	Proposed Rents in 2019 Dollars (excluding parking and utilities)	Qty. of Units
3+ bedroom	Less than \$1590/month rent	0
	Between \$1590 and \$1988/month rent	0
	Between \$1988 and \$2385/month rent	0
	Between \$2385 and \$2783/month rent	0
	More than \$2783/month rent	0
Ownership Units		
Ownership Units to be Sold at Market Prices		Qty. of Units
Bachelor		0
1 bedroom		0
2 bedroom		0
3+ bedroom		0
Ownership Units to be Sold as Affordable		Qty. of Units
Bachelor	Proposed Affordable Sale Price of Unit	0
1 Bedroom	\$0	0
2 bedroom	\$0	0
3+ bedroom	\$0	0
Unit Transfer		
Ownership Units to be Dedicated to City/Region		Qty. of Units
Bachelor	Market Value of Unit	0
1 Bedroom	\$0	0
2 bedroom	\$0	0
3+ bedroom	\$0	0
Secondary Suites		



Private Ownership Secondary Suites		Qty. of Units
Bachelor		0
1 bedroom		0
2 bedroom		0
3+ bedroom		0
Land		
Land Dedicated to City/Region	Market Value of Land Per Acre	Acres
	\$0	0
Financial Contribution to Affordable Housing Offsite		
	Amount	
	\$0	

*Proposed rent ranges to be updated annually, following the release of CMHC's Annual Rental Market Survey every October.