

# PLANNING JUSTIFICATION REPORT ADDENDUM

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64 & 66 Thomas Street, 95 Joymar Drive & 65 Tannery Street



**DESIGN  
PLAN  
SERVICES**

TOWN  
PLANNING  
CONSULTANTS

# DESIGN PLAN SERVICES INC.

DPS JOB NUMBER : 2375

December 23<sup>rd</sup>, 2024

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# LIST OF SCHEDULES ---

- SCHEDULE A - ARCHITECTURAL PLANS
- SCHEDULE B - PROPOSED OFFICIAL PLAN AMENDMENT
- SCHEDULE C - PROPOSED ZONING BY-LAW AMENDMENT
- SCHEDULE D - HOUSING REPORT PART B

# Executive Summary

This report has been prepared in support of applications for an Official Plan Amendment (OPA), Zoning By-law Amendment (ZBLA), Site Plan Control, and Draft Plan of Condominium to permit the redevelopment of the Subject Property, located within the City of Mississauga. Note, the proposed Site Plan Control and Draft Plan of Condominium applications will be submitted at a later date.,

The Subject Property is composed of several addresses and is municipally known as 64 and 66 Thomas Street, 95 Joymar Drive and 65 Tannery Street. The proposal is to replace the currently underutilized commercial and industrial buildings with two (2) new buildings. There is one twelve (12) storey building (the “south building”) and a second building that consists of two towers of 18 and 22 storeys in height including a podium ranging from 7-8 storeys in height (the “north building”). Overall, the proposed development is a maximum of 22 storeys including the podium and includes approximately 1,043 residential units of varying unit types and sizes.

The proposed development is designed with consideration of the surrounding context. The proposed buildings include either a podium or step-backs from adjacent property lines, in addition to setbacks. The objective of the proposal is to provide residential intensification in close proximity to existing transit services, in a careful and considerate manner. Although the proposal is more dense than existing development along Joymar Drive, it provides for a transition in height and density to the low-rise residential townhouses to the east, to the west across Joymar Drive, and to the low-rise single-detached houses further east and to the north. The maximum overall height of the proposed development is 18-22 storeys, and this height has been located in the centre-rear of the Subject Property so as to mitigate potential massing impacts associated with an increase in height and density on the Subject Property.

The proposed density and built form is supported by the policies in the Provincial Planning Statement 2024 (“PPS”), 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 applications. This includes but is not limited to the Functional Servicing and Stormwater Management Report, Traffic Impact Study, and the Geotechnical and Slope Stability Assessment, among other supporting materials.

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

- Contribute to increasing the diversity of housing stock in the City and Streetsville by providing approximately 1,043 residential units of varying types and sizes;
- Contribute to the future minimum density targets of a planned Major Transit Station Area (Streetsville Go Station);
- Enhancing the public realm and pedestrian environment on Joymar Street, Thomas Street and Tannery Street and within the Subject Property by providing pedestrian connections and pedestrian-only facilities, as well as new connections to the public road network; and,
- Meeting requirements of City of Mississauga - Green Development Standards to provide a sustainable living environment.

The proposed development is consistent with the PPS (2024) and conforms to the new Region of Peel Official Plan as well as the City of Mississauga Official Plan (subject to the proposed pol

changes through the proposed Official Plan Amendment). 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 2 in the Streetsville Community Node) in the Mississauga Official Plan and the zoning standards applicable to the Subject Property will be updated through this proposal to be consistent with the PPS and will assist in implementing the new Region of Peel Official Plan. The proposed height of 18-22 storeys and the increased density of the Subject Property are contemplated by the Region of Peel's Official Plan and Mississauga's Official Plan.

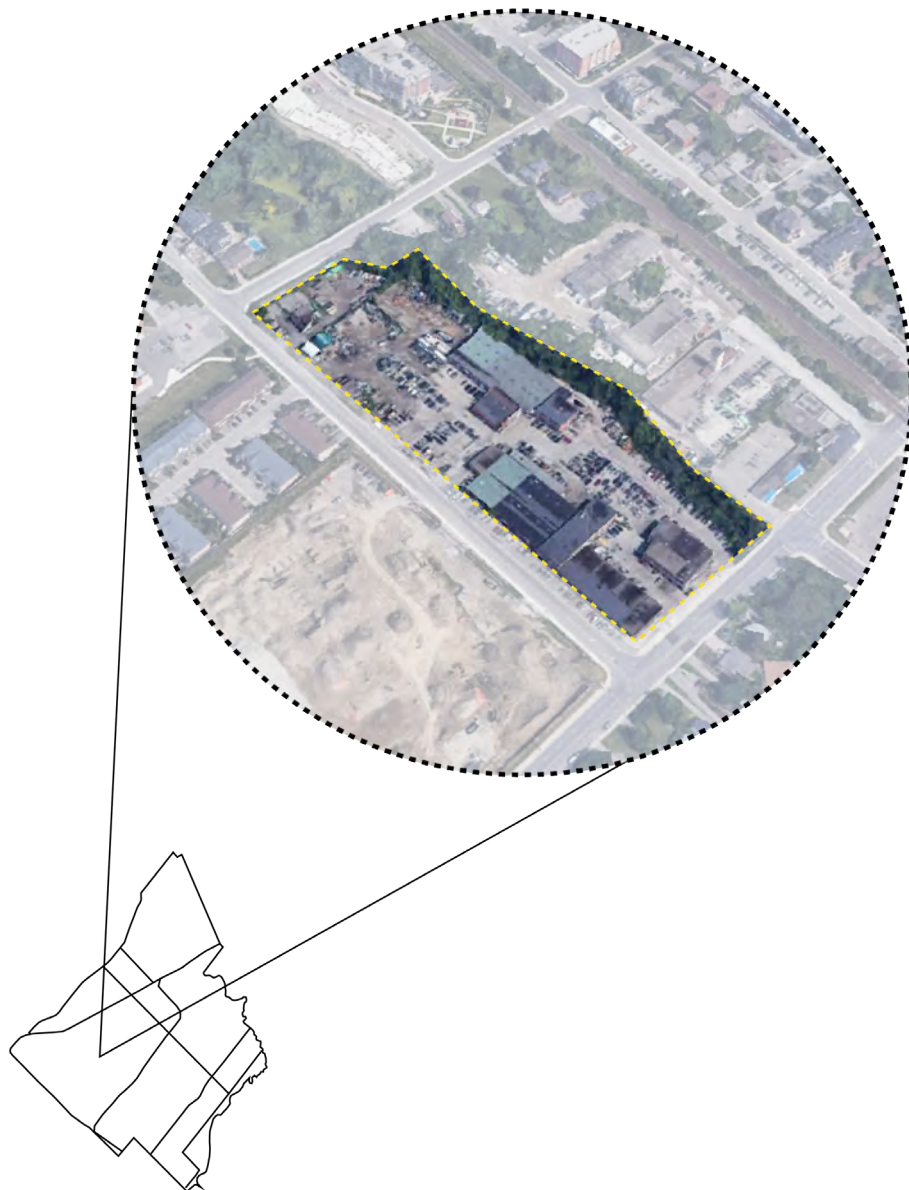


Figure 1 - Call Out Map

Source: DPS

# 1.0 INTRODUCTION



Figure 2 - Location 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, Site Plan Control application and a Draft Plan of Condominium, for land in the City of Mississauga referred to as 64 and 66 Thomas Street, 95 Joymar Drive and 65 Tannery Street. Please see Figure 2 - Location map, for the full extent of these lands, which will hereafter be referred to as the “Subject Property”.

A previous proposal for a townhouse development on the Subject Property was contemplated and applications for an OPA and ZBA were submitted to the City in this regard. The owner of the Subject Property has revisited the proposal for the Subject

Property in the midst of the pandemic and has considered legislative and policy changes that have come into effect since the initiation of the original townhouse proposal. As a result, it has been determined that a higher density form of development on the Subject Property is more appropriate and based on all the justification within this Report, we are of the opinion that the revised higher density development represents good planning.

The OPA application, if approved, would result in policy permissions for a comprehensive development consisting of two new buildings of varying heights. The existing buildings forming the commercial/industrial plaza on the Subject Property would be demolished. More specifically ,



the application includes one (1) building with a podium of varying height as well as two (2) point towers being Tower A (consisting of 18-storeys of residential condominium units), and Tower B (consisting of 22-storeys of residential condominium units) (the “north building”). The second building is a 12-storey residential condominium building (the “south building”).

Tower A and Tower B of the north building will be connected together with a podium that ranges from 7-8 storeys in height. In total, the development will introduce approximately 1,043 residential units. See Figure 3 - Overall Statistics for a full accounting of unit types, floor space distribution, and other relevant site statistics.

LANDSCAPING DATA	REQUIRED	PROPOSED	PROPOSED (%)
TOTAL LANDSCAPED AREA (m2)	40% OF LOT AREA = 11,110.26 m <sup>2</sup>	6,931.08 m <sup>2</sup>	25%
TOTAL PAVED AREA (m2)		3,011.96 m <sup>2</sup>	
LANDSCAPE BUFFERS (m)	4.5m	3-4.5m	

LOADING REQUIREMENTS	REQUIRED	PROPOSED	PROPOSED (%)
RESIDENTIAL	1	3	300%

AUTOMOBILE INFRASTRUCTURE	MINIMUM RATE	REQUIRED	PROPOSED	PROPOSED (%)		
NUMBER OF RESIDENTIAL PARKING SPACES	0.80 X UNIT	835 (FOR 1043 UNITS)	835	100%		
NUMBER OF BARRIER FREE PARKING SPACES (INCLUDES TOTAL PARKING SPACES)	2.0 SPACES + 2% OF THE TOTAL = 19	TYPE A 10	TYPE B 9	TYPE A XX	TYPE B XX	XX%
NUMBER OF VISITOR PARKING SPACES	0.15 X UNIT	157	131	83.4%		
TOTAL PARKING SPACES		992	966	97.4%		

CYCLING INFRASTRUCTURE	MINIMUM RATE	REQUIRED	PROPOSED	PROPOSED (%)
NUMBER OF CLASS A - LONG-TERM BICYCLE PARKING SPACES (RESIDENTIAL)	CLASS A: 0.6 SPACES PER UNIT	626	626	100%
NUMBER OF CLASS B - SHORT-TERM BICYCLE PARKING SPACES	CLASS B: THE GEATER OF 0.05 SPACES PER UNIT OR 6 SPACES	53	55	103.8%
TOTAL BICYCLE PARKING SPACES	XX	679	681	100.3 %

SHORT-TERM BICYCLE PARKING	MINIMUM RATE	REQUIRED	PROPOSED	PROPOSED (%)
PHASE 1 (TOWER A)	CLASS B: THE GEATER OF 0.05 SPACES PER UNIT OR 6 SPACES	11	12	109%
PHASE 2A (NORTH BUILDING PODIUM)		9	9	100%
PHASE 2B (NORTH BUILDING PODIUM)		9	9	100%
PHASE 3 (SOUTH BUILDING)		11	12	109%
PHASE 4 (TOWER B)		13	13	100%
<b>TOTAL COUNT</b>		<b>53</b>	<b>55</b>	<b>103.8%</b>

Figure 3 - Overall Stats

Source: SRM

UNITS DATA - ENTIRE DEVELOPMENT					
TYPE	# OF UNITS	AREA		AVERAGE UNIT SIZE(sf)	PERCENTAGE
		sqm.	sqft.		
STUDIO	30	982.93	10580.17	353	3%
1 BED	565	26002.27	279886.1	493	54%
1 BED + D	116	6262.25	67406.30	581	11%
2 BED	214	14662.83	157829.39	738	21%
2 BED + D	66	5309.99	57156.26	866	6%
3 BED	52	4029.79	43376.30	834	5%
	<b>1043</b>	<b>57250.06</b>	<b>616234.52</b>		

GENERAL SITE DESCRIPTION	
NAME OF PROJECT	JOYMAR DRIVE & TANNERY ST, MISSISSAUGA
MUNICIPAL ADDRESS	95 JOYMAR DR
ZONING BY LAW	RA5
ZONING DESIGNATION	D
OBC BUILDING CLASSIFICATION	C (3.2.2.42)

BUILDING DATA	REQUIRED	PROPOSED	PROPOSED (%)
BUILDING COVERAGE AREA	---	7,230 m <sup>2</sup> (1.78 a)	---
LOT AREA A (Environmental)	---	10,768m <sup>2</sup> (1.07ha)	---
LOT AREA B (Development)	---	16,590m <sup>2</sup> (1.66 ha)	---
LOT AREA C (Road widening, etc)	---	400m <sup>2</sup> (0.04 ha)	---
TOTAL LOT AREA (A+B+C)	---	27,758 m <sup>2</sup> (2.78 ha)	---
LOT WIDTH AT JOYMAR DR.	---	293.42 m	---
LOT WIDTH AT TANNERY ST.	---	68.23 m	---
LOT WIDTH AT THOMAS ST.	---	106.57 m	---
DEVELOPABLE LOT FRONTAGE	---	289.63 m	---
DEVELOPABLE LOT DEPTH	---	70.25m (max)   45.32m (min)	---
DENSITY	---	1043 UNITS	---
FLOOR AREA(EXCLUDING UG PARKING) (m <sup>2</sup> )	---	72,588.01 m <sup>2</sup>	---
UNDERGROUND PARKING AREA (m <sup>2</sup> )	---	42,173.06 m <sup>2</sup>	---
GROSS FLOOR AREA (DEFINED AS PER ZONING) (m <sup>2</sup> )	---	65,749.38 m <sup>2</sup>	---
DENSITY (FSI) GFA/LOT AREA B-DEVELOPMENT	---	3.96	---

**Gross Floor Area (GFA)** means the sum of the areas of each storey of a building, structure or part thereof, above or below established grade, excluding storage below established grade and a parking structure above or below established grade, measured from the exterior of outside walls, or from the midpoint of common walls.

**Lot Area** means the total horizontal area within the lot lines of a lot. Where this By-law requires a minimum lot area for a use, such area shall be located within the same zone as the use.

**Floor Space Index (FSI)** means the ratio of the gross floor area of all buildings and structures to the lot area.

SETBACKS	REQUIRED	PROPOSED	PROPOSED (%)
FRONT YARD (m)	30	4.5	---
INTERIOR SIDE YARD (m)	9	4.5	---
EXTERIOR SIDE YARD (m)	9	4.5	---
REAR YARD (m)	15	6	---

Figure 3 - Overall Stats

Source: SRM

UNITS COUNT AS PER PHASING	REQUIRED	PROPOSED	PROPOSED (%)
PHASE 1 (TOWER A)	---	209	---
PHASE 2A (NORTH BUILDING PODIUM)	---	180	---
PHASE 2B (NORTH BUILDING PODIUM)	---	188	---
PHASE 3 (SOUTH BUILDING)	---	214	---
PHASE 4 (TOWER B)	---	252	---
<b>TOTAL UNITS COUNT</b>	---	<b>1043</b>	---

PHASE 1 (TOWER A)	REQUIRED	PROPOSED	PROPOSED (%)
NUMBER OF STOREYS	---	18 STOREYS	---
BUILDING HEIGHT (RESIDENTIAL STOREYS) (m)	---	59.40 m	---
RESIDENTIAL AREA (m2)	---	11,566.78 m <sup>2</sup>	---
AMENITY AREA (INDOOR) (m2)	---	88.01 m <sup>2</sup>	---
PHASE 1 (NORTH BUILDING PODIUM)	REQUIRED	PROPOSED	PROPOSED (%)
NUMBER OF STOREYS	---	8 STOREYS	---
BUILDING HEIGHT (RESIDENTIAL STOREYS) (m)	---	27.40 m	---
RESIDENTIAL AREA (m2)	---	9,813.80 m <sup>2</sup>	---
AMENITY AREA (INDOOR) (m2)	---	266.84 m <sup>2</sup>	---
PHASE 2 (NORTH BUILDING PODIUM)	REQUIRED	PROPOSED	PROPOSED (%)
NUMBER OF STOREYS	---	8 STOREYS	---
BUILDING HEIGHT (RESIDENTIAL STOREYS) (m)	---	27.40 m	---
RESIDENTIAL AREA (m2)	---	10,694.61 m <sup>2</sup>	---
AMENITY AREA (INDOOR) (m2)	---	491.97 m <sup>2</sup>	---
SOUTH BUILDING	REQUIRED	PROPOSED	PROPOSED (%)
NUMBER OF STOREYS	---	12 STOREYS	---
BUILDING HEIGHT (RESIDENTIAL STOREYS) (m)	---	46.70 m	---
RESIDENTIAL AREA (m2)	---	11,350.35 m <sup>2</sup>	---
AMENITY AREA (INDOOR) (m2)	---	77.37 m <sup>2</sup>	---
PHASE 2 (TOWER B)	REQUIRED	PROPOSED	PROPOSED (%)
NUMBER OF STOREYS	---	22 STOREYS	---
BUILDING HEIGHT (RESIDENTIAL STOREYS) (m)	---	72.20 m	---
RESIDENTIAL AREA (m2)	---	13,824.53 m <sup>2</sup>	---
AMENITY AREA (INDOOR) (m2)	---	190.82 m <sup>2</sup>	---

Figure 3 - Overall Stats

Source: SRM

This Report has been prepared in conjunction with the architectural plans prepared by SRM Architects + Urban Designers, dated December 18th, 2024, (Schedule A) in addition to supporting materials prepared by the professional consulting team. See Section 10.0 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 Planning Statement 2024;
- Region of Peel Official Plan; and
- City of Mississauga Official Pla

In addition, 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; and,
- Proposed new Mississauga Official Pla

## 2.0 SUBJECT PROPERTY & SURROUNDING AREA

## 2.1 Description of the Subject Property

The Subject Property is located in the northwest area of the City of Mississauga, within the Region of Peel. It is generally located with frontage along the east side of Joymar Drive, north side of Thomas Street, the south side of Tannery Street and west of the Canadian Pacific Railway. The legal description of the Subject Property is Part of Lot 4, Concession 5, West of Hurontario Street, City of Mississauga, Regional Municipality of Peel. The Subject property currently consists of four (4) separate buildings that are 1-2 storeys in height, with a range of commercial/industrial uses including but not limited to vehicle service and repair centres, construction and contractor yards, fitness facilities, and contractor offices. A significant portion of the existing Subject Property consists of surface parking or paved areas used for outdoor storage. The area of the Subject Property is approximately 2.6 hectares and is generally rectangular in shape with some variation in shape due to the naturalized area

around Mullet Creek. Moreover, the developable area of the Subject Property is less than the total area due to Mullet Creek and the natural features surrounding Mullet Creek as well as the slope stability associated with Mullet Creek. The Subject Property has existing access to Joymar Drive and Thomas Street to the west and south respectively. The Subject Property is located within the 'Streetsville' Community Node depicted on Schedule 10: Land Use Designations of Mississauga's Official Plan (2023 Consolidation). The Subject Property is also located within 200m of the Streetsville GO Station (The closest point of the Subject Property to the Streetsville GO Station is approximately 40m and the access road is almost directly across Thomas Street), which is identified as a Planned Major Transit Station Area, and is directly adjacent to MiWay Transit Stops along Thomas Street and Joymar Drive.



Figure 4 - Subject Property

Source: DPS

## 2.2 Description of Surrounding Area

### North

To the immediate north of the Subject Property, there are low-density, grade-related residential uses on the north side of Tannery Street fronting along Joymar Drive. Streetsville Secondary School is located to the immediate northwest. To the northeast, there are higher-density residential buildings that are 7-8 storeys such as the Credit River Retirement Residence as well as new developments currently under construction. Further northeast, there is a commercial plaza with a variety of commercial uses. A development application has been submitted for the

commercial plaza to the northeast, and consists of a comprehensive redevelopment of the existing commercial plaza to provide for a higher-density mixed-use development with building heights ranging between 2-15 storeys. Further north, to Britannia Road West, there are mostly low-density, ground-related residential uses. Dolphin Senior Public School is also located further north. Britannia Road West (Peel Regional Road 3) is located approximately 900m north of the Subject Property and connects Joymar Drive to the broader MiWay Public Transit network.



Figure 5 - North of Subject Property

Source: DPS

## South

The area to the immediate south consists of generally low-density ground-related residential uses extending to Eglinton Avenue West. Further, the Streetsville GO Station is located immediately southeast of the Subject Property, with the parking lot of the Streetsville GO Station being less than 40m away and the platform entrance being approximately 366m away (note that approximately 326m of that distance is within the GO Station property itself). Natural areas associated with Mullet Creek and Mullet Creek itself extend further south of the Subject Property

as well. Manor Hill Park, Forest Hill Park and Erin Woods Park are located south of the Subject Property.



Figure 7 - South of Subject Property

Source: DPS



## West

Immediately west of the Subject Property (on the west side of Joymar Drive) is a residential development that is currently under construction and was previously approved by the Ontario Land Tribunal (“OLT”) in 2020. The development to the west consists of 194 residential units in the form of a mix of semi-detached dwellings, townhouses and back-to-back townhouses that are accessed via an internal road with two (2) entrances from Joymar Drive. The dwelling units abutting Joymar Drive were approved for a setback ranging from 3.0-3.6m to Joymar Drive. There is also an older residential townhouse development to the west of the Subject Property, immediately north of the aforementioned mixed residential development approved in 2020 by the OLT, which has existed

for at least the last 15 years. Streetsville Secondary School is also located immediately northwest of the Subject Property, with vehicular access to Streetsville Secondary School being provided at the intersection of Joymar Drive and Tannery Street.

Further west there are mostly residential uses with institutional, commercial, and open space uses interspersed through the residential areas extending to Ninth Line. Vista Heights Public School, Our Lady of Mercy Elementary School, Castlebridge Public School, Middlebury Public School, and Divine Mercy Elementary School are all within less than 2.5km from the Subject Property to the west.



Figure 8 - West of Subject Property

Source: DPS

## East

Immediately east of the Subject Property is Mullet Creek and vegetation/treed areas surrounding Mullet Creek. On the other side of Mullet Creek, east of the Subject Property, is a commercial/industrial plaza similar to what currently exists on the Subject Property. The rail corridor is located just east of the aforementioned commercial/industrial plaza that is east of the Subject Property.

Further east, on the east side of the railway corridor, there is a mix of commercial and residential uses in varying built forms such as low to mid-rise buildings. There are various commercial buildings along Queen Street South

which are generally two-storeys in height as well as examples of walk-up apartments that are two to three storeys in height and 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 of Subject Property

Source: DPS

## 3.0 DEVELOPMENT ACTIVITY IN MISSISSAUGA

Table 1 - 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 portal and visiting the surrounding area.

form than what currently exists. The proposed redevelopment is within walking distance to the Streetsville GO station and will increase density in close proximity to existing transit facilities.

As evidenced by this table, the Streetsville CN is currently experiencing redevelopments which are mostly in a higher density and more compact built-

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	180 & 190 Rutledge Road	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	215 Broadway Street	Condominium	N/A	16	N/A	3-storeys
E	11	25 Thomas Street and 263 Victoria Street	Site Plan	N/A	40	N/A	3-storeys
F	11	80 Thomas Street	OPA & ZBA	N/A	83 townhouses 136 back-to-back townhouses	1.37	3-storeys
G	11	86 Thomas Street	Rezoning	2958.8	10 back to back townhouses	1.8	12.66 metres
H	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
I	11	31 Queen Street South	Site Plan	N/A	N/A	N/A	3-Storeys

Label	Ward	Site Address	Application Type	GFA (sq.m)	Residential Units	FSI	Height (storeys/m)
J	11	29 Queen Street South	SP Site Plan	N/A	N/A	N/A	2-Storeys
K	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
L	11	21-51 Queen Street North	OPA / ZBA	27 837.4	390	2.88	31.9 metres 9-storeys
M	7	1646 Dundas Street West	SP Site Plan	463.7	91	N/A	3-8 Storeys
N	7	2570 - 2590 Argyle Road	Rezoning	N/A	255	N/A	15 Storeys
O	7	255 Dundas Street West	SP Site Plan	N/A <td 392	N/A	14 Storeys	

Table 1 - Surrounding Development Table

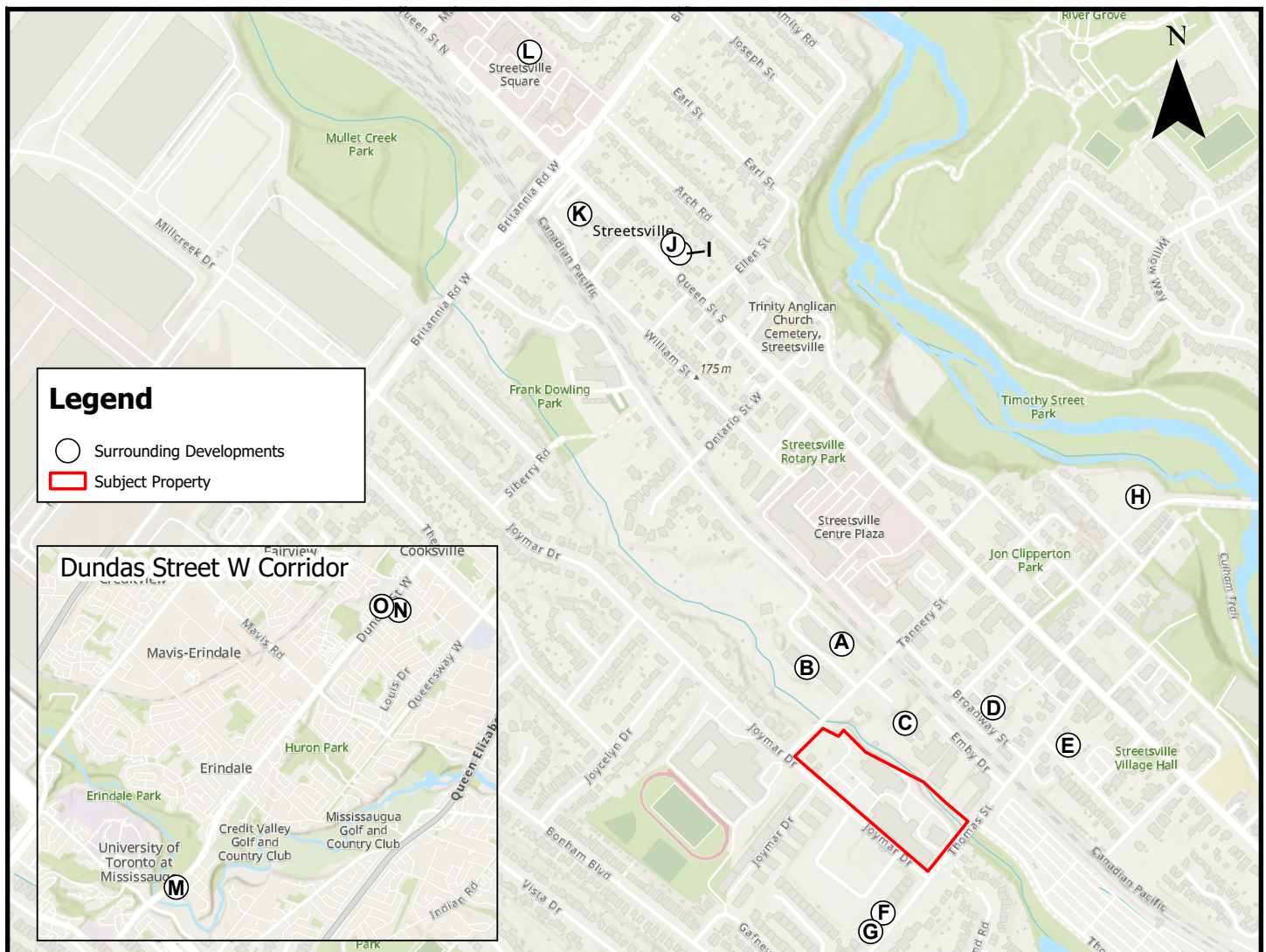
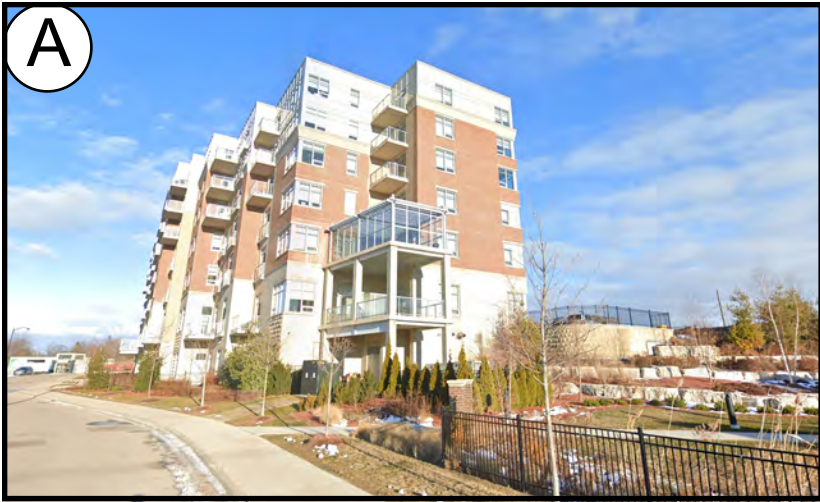


Figure 10 - Surrounding Development Map

Source: DPS



175 Rutledge Road  
Source: Google



180 & 190 Rutledge Road  
Source: UrbanTO



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



215 Broadway Street  
Source: Google



25 Thomas & 263 Victoria Street  
Source: Peel Region



80 Thomas Street  
Source: Google



36, 44, 46 Main Street  
Source: UrbanTO



31 Queen Street South  
Source: UrbanTO



6, 10 & 12 Queen Street South  
Source: UrbanTO





21 - 51 Queen Street North  
Source: UrbanTO

## 4.0 GIS ANALYSIS

## 4.1 Introduction

The following section includes a GIS analysis of several similar areas within 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 for future redevelopment. In this

case, DPS is of the opinion that the Streetsville Community Node (CN) is generally similar to the other areas 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 areas of the City.

## 4.2 Basis

The selected areas and sites as shown below in table 2, all consist of similar properties in terms of size and context as compared to the Subject Property.

developed or are permitted to be developed for similar heights and density as compared to the proposal, and in some ways, the Subject Property is better suited to accommodate additional height and density.

The analysis below will demonstrate that the Streetsville CN is similar to select MTSA and/or Major Node sites within the City that have been

Address	MTSA / Major Node	Area (hectares)	Height (Storeys)
Subject Property		1.48 ha. (developable area only)	
880 Dundas Street West	Wolfedale	1.18 ha.	18
1175 Dundas Street West	Erindale Station	0.82 ha.	13
2520 Eglinton Avenue West	Erin Mills	0.41 ha.	20
2530 Eglinton Avenue West	Erin Mills	0.98 ha.	4
2550 Eglinton Avenue West	Erin Mills	0.40 ha.	26
2560 Eglinton Avenue West	Erin Mills	0.64 ha.	24
1190 Forestwood Drive	Erindale Station	2.07 ha.	12
1180 – 1186 Forestwood Drive	Erindale Station	1.6 ha.	12
4635, 4655 & 4675 Metcalfe Avenue	Erin Mills	1.37 ha.	21
1665 The Collegeway	UTM	0.72 ha.	20
1700 The Collegeway	UTM	1.59 ha.	11
1800 The Collegeway	UTM	1.8 ha.	14
1900 The Collegeway	UTM	0.93 ha.	24

Table 2 - MTSA/Major Node Parcel Sizes

Contemplated for 25 storeys\*

(See table 3 – MTSA/Major Node Parcel Analysis Table for more information).

The Subject Property also meets these additional criteria that indicate its similarity to the analyzed sites, and thus makes this analysis between these areas appropriate:

- The Subject Property is in proximity to existing and future retail and service commercial uses;
- The proposed development will provide living opportunities in an area where residents can meet many of their needs locally and within walking distance;

- The Subject Property is in very close proximity to higher-order transit (Streetville GO Station) and,
- The proposal 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 2 are all similar, in the sense that each one is similar in size to the Subject Property and feature similar contextual considerations.

Major Transit Station Area (MTSA)	Distance To GO Station (m)	Distance To Regional Road (m)	Ave Size of Lot (m2)	Green Space (m2)	MTSA Area (ha)
Erin Mills	1693.9	0	2710.2	0	31.22
Erindale Station	1725.8	1218.1	7942.6	0	35.73
UTM	1260.9	272.6	86689.6	1531.8	97.1
Wolfedale	1629.5	991.9	5086.4	20497.4	72.18

Table 3 - MTSA/Major Node Parcel Analysis

## 4.4 Erin Mills MTSA

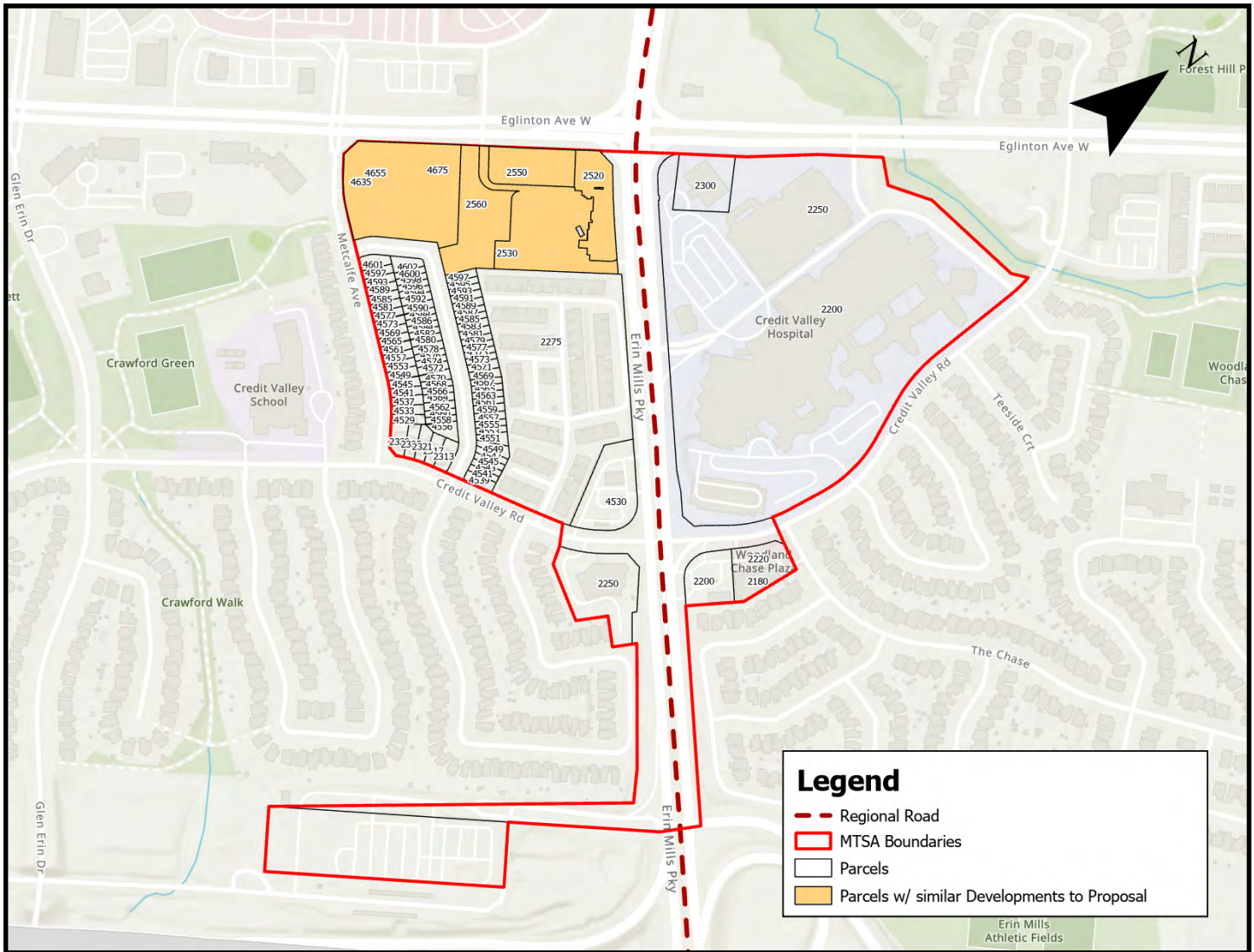


Figure 11 - Erin Mills MTSA

Source: DPS

The Erin Mills Major Node/MTSA is centered upon Erin Mills Town Centre, a mid-sized indoor shopping mall in close proximity to Streetsville. Within this Major Node/MTSA, several applications have been made to the City of Mississauga for development of a range of densities and all the noted addresses within the Erin Mills Major Node/MTSA have already been developed. As noted in table 2 above, several developments over 20 storeys have been constructed within the Erin Mills Major Node. While the Erin Mills Major Node/MTSA is well suited for additional density and height, the Streetsville Community Node has locational attributes that indicate more density and

height (as depicted by the proposed development) is appropriate as well such as access to higher-order transit through the Streetsville GO Station, a mix of uses to meet the needs of existing and future residents, as well as existing services and amenities that can accommodate existing and future residents.

# 4.5 UTM MTSA

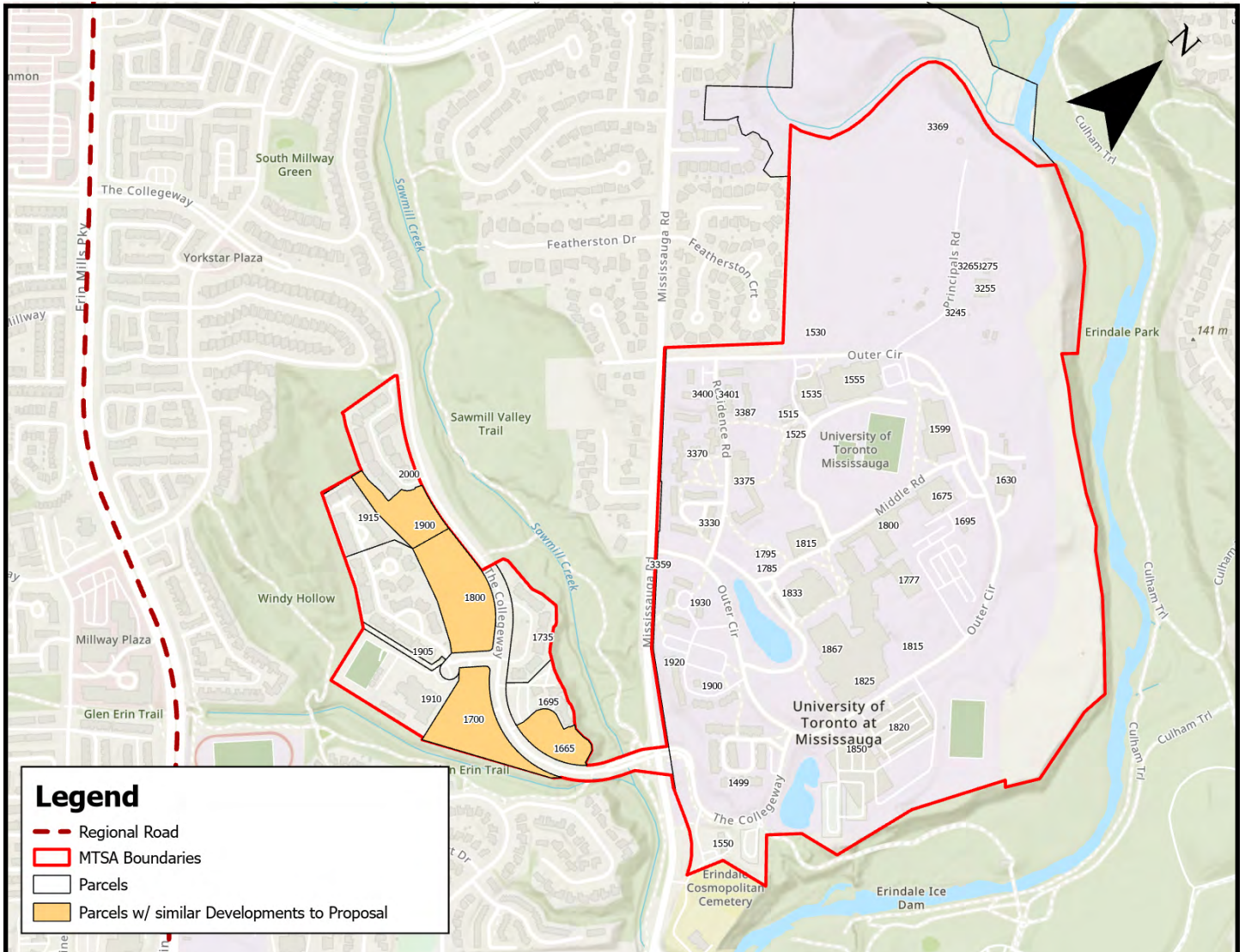


Figure 12 - UTM MTSA

Source: DPS

The UTM MTSA is centered upon the University of Toronto Mississauga campus, located in proximity to the intersection of Dundas Street West and Mississauga Road. The UTM MTSA is located generally in the south-west area of the City. As it currently exists, this area is largely composed of the University campus as well as a residential area along The Collegeway which includes medium-high density residential uses in the form of townhouses and tall apartment buildings ranging from 11 to 24 storeys. This MTSA has adequate connections to public transit

but does not have any higher-order public transit options within walking distance.

## 4.6 Erindale Station MTSA

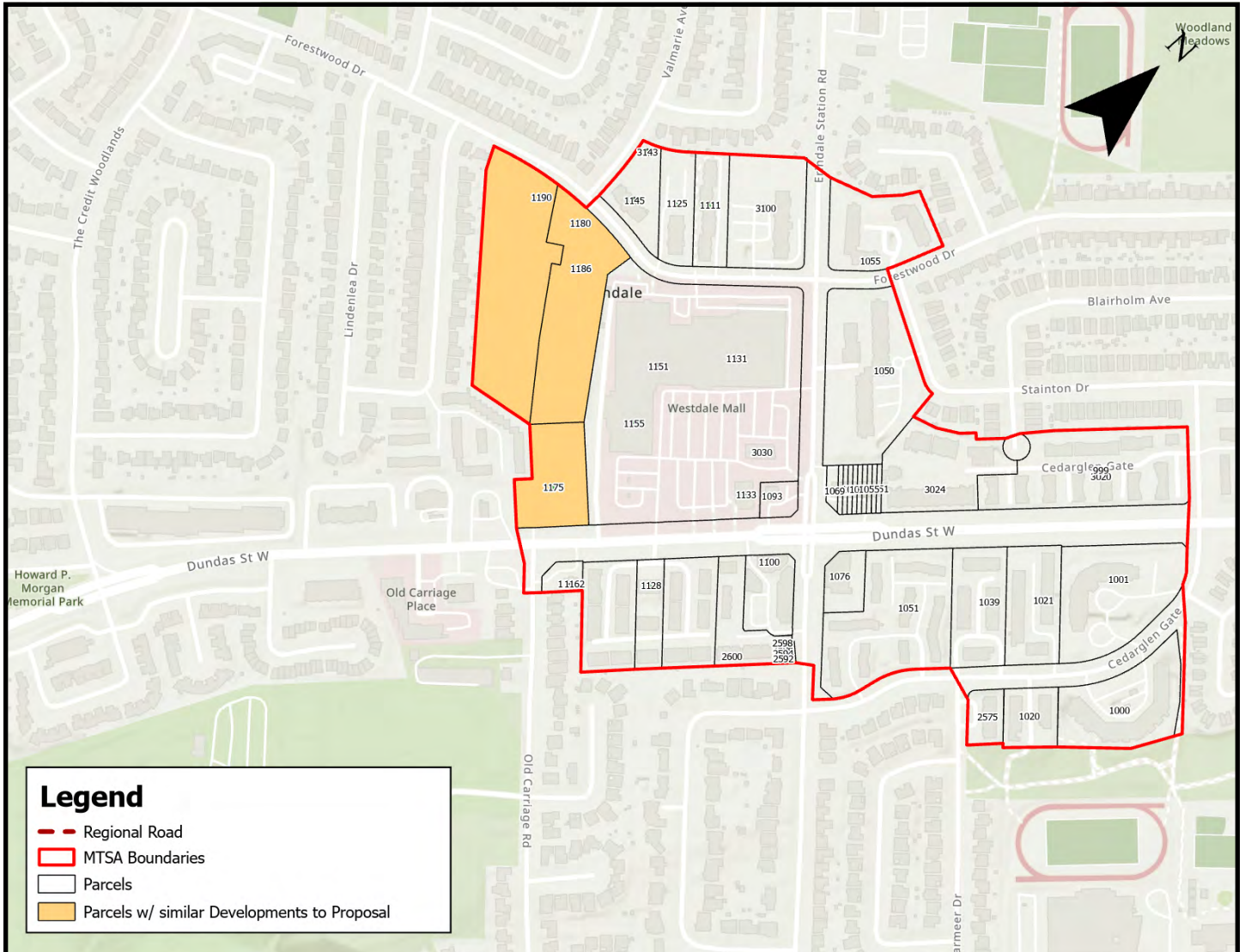


Figure 13 - Erindale Station MTSA

Source: DPS

Erindale Station MTSA, based upon Westdale Mall in the south-west portion of Mississauga, is another area of the City that has currently been delineated as an MTSA with existing higher-density developments. Existing developments within the Erindale Station MTSA have heights ranging from 12-13 storeys. Similar to Erindale Station and the surrounding area, Streetsville is an existing mixed-use community with existing

services and amenities as well as access to higher-order transit through the Streetsville GO.





## 4.8 Streetsville Community Node

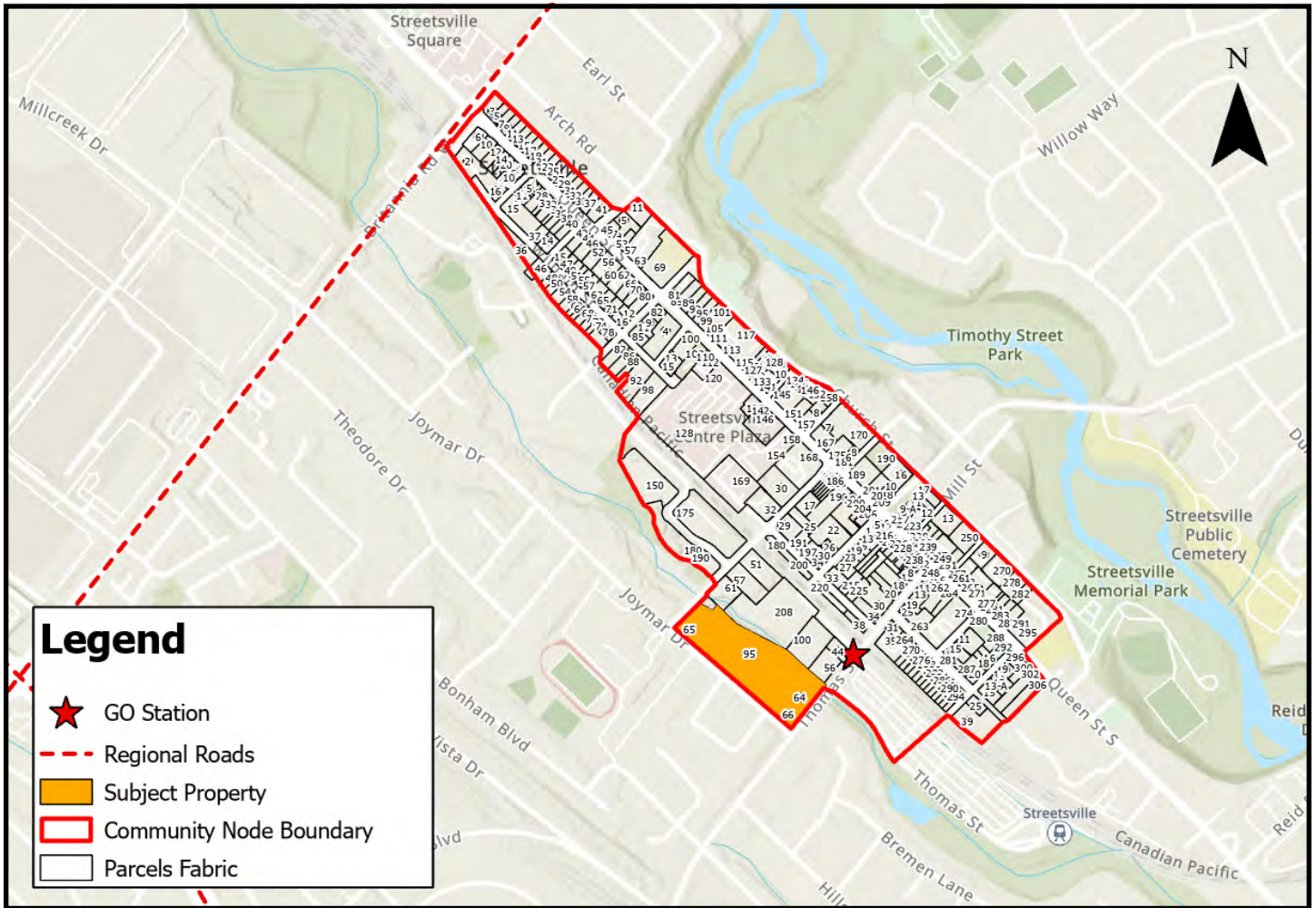


Figure 15 - Streetsville Community Node

Source: DPS

The Streetsville Community Node is located along Queen Street South, and is generally bounded by Briannia 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' and 'Residential'. The Subject Property is one of the largest consolidated lots within the Community Node.

The Streetsville CN is similar to the reviewed Major Nodes/MTSAs and areas within the City as it is the only CN that includes a Planned Major Transit Station Area within its boundaries and features multiple properties that would be appropriate locations for increased height and density.

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 the Major Nodes/MTSAs and areas reviewed. Therefore, the Subject Property is an opportunity to realize a complete community on an underutilized site within Streetsville.

5.0 GENERAL DESCRIPTION OF  
PROPOSED DEVELOPMENT

The proposal is for a comprehensive development featuring two residential buildings, a new internal road network for vehicular and pedestrian access, and new open spaces and amenity areas. This would ultimately be achieved by demolishing the existing commercial/industrial plaza and large surface parking lot and replacing it with the proposed new residential buildings composed of a podium and mid-rise as well as tall buildings of varying sizes and heights with frontage along Joymar Drive. These buildings have been designed in a considerate manner to respect the existing heights, scale and massing along Joymar Drive and to adjacent properties with the scale generally increasing towards the rear of the Subject Property nearer to Mullet Creek. The podium of the north building is oriented to face Joymar Drive and ranges in height from 7-8 storeys. Larger point towers ranging in height from 18-22 storeys (inclusive of the proposed podium heights) are proposed towards the rear, behind the proposed building podium to front Joymar Drive. Further, the proposed south building includes building “stepbacks” on three sides, with two of the sides facing Thomas Street and Joymar Drive. The proposed use of building “stepbacks” and podium serve to mitigate any potential massing impacts on adjacent properties and the surrounding area, as well as provide an appropriate transition to the nearby neighbourhoods and other land uses while achieving a density of development that is appropriate given the context of the site and the close proximity to the Streetsville GO Station.

The proposed development is intended to be phased into two phases. Phase 1 consists of constructing a portion of the north building podium as well as the 18-storey point tower. Phase 2 consists of constructing the remainder of the proposed development being the continuation of the podium and a 22-storey point tower. However, for the purposes of this Report, the proposed development will refer to the development as a whole rather than specific phases of construction.

In total, the two buildings will feature approximately 1,043 residential units with a total GFA of

72,588.01 sq.m. The proposed Net FSI is 4.9x the area of the lot. In terms of the proposed tenure, condominium tenure is currently contemplated for the entire development. Based on the current concept, a total of 966 parking spaces are proposed whereas 1,148 spaces are required, which represents a parking reduction of 182 parking spaces. The majority of these spaces are proposed to be underground with only a small portion of the proposed parking spaces being located at-grade interior to the proposed development. The limited surface parking proposed is for visitor and short-term parking. A total of 681 bicycle parking spaces are also proposed, with 626 long-term bicycle parking spaces and 55 short-term bicycle parking spaces. Please note that these statistics are a preliminary estimate and may be subject to change through consultation with City Staff and through the required Planning Approvals process.

The massing proposed for this development consists of a 7-8 storey podium along Joymar Drive with 18-storey and 22-storey towers (inclusive of proposed podium heights) towards the rear of the lot, at the rear of the proposed podium as well as a second building that is 12-storeys in height. The proposed tower heights of 18 and 22 storeys is inclusive of the podium heights. The proposed buildings are to be residential buildings. The proposed north building is divided into five (5) components, including an 8-storey component of the podium fronting onto Joymar Drive closer to the north side of the Subject Property, a 7-storey component of the podium just south of the aforementioned 8-storey component of the podium, another 8-storey component of the podium south of the 7-storey component of the podium, an 18-storey tower, and a 22-storey tower, which sit on top of the proposed podium and the tower heights are inclusive of the podium heights. The proposed north building includes four (4) underground levels consisting of resident, visitor and bicycle parking. An internal private road is proposed within the development to provide internal circulation. The proposed internal road includes two accesses, one from Joymar Drive

and one from Tannery Street, with two-way traffic accommodated with both proposed accesses. The proposed internal road provides access to the underground parking ramps, the loading areas, as well as two pick-up/drop-off areas

The proposed north building will have an overall height of approximately 78.2m, measured to the peak of the proposed 22-storey tower from the ground floor level. The building provides for a 4.5m front yard setback along Joymar Drive, with some minor encroachments into the 4.5m

front yard setback due to proposed architectural features and articulation along Joymar Drive. The proposed front yard setback is generally consistent with the existing setbacks along Joymar Drive while also providing space for new tree plantings and vegetation along the street frontage. The taller portions of the building are set back from Joymar Drive greater than 20m to maintain a pedestrian scale along the street. The proposed towers of the north building are also setback substantially from Tannery Street as well as Thomas Street.

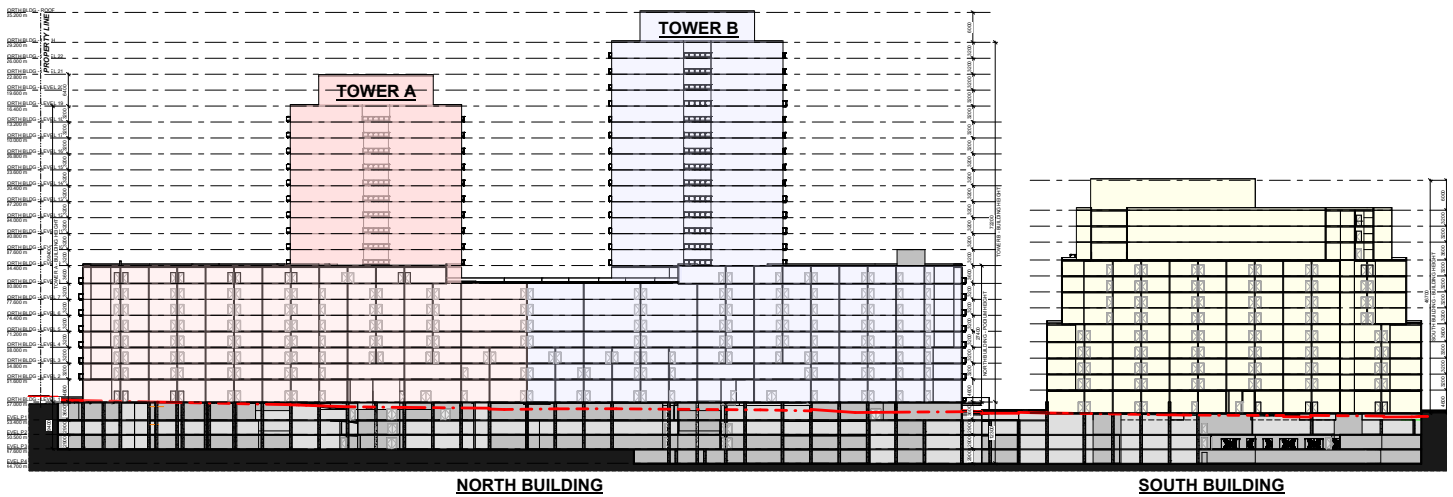


Figure 16 - North & South Building Elevation

Source: SRM

The ground floor of the north building consists of the residential lobbies, indoor amenity space, loading areas, as well as other services such as the mailroom, storage and mechanical rooms, as well as waste facilities. Residential units are also proposed on the ground floor with some units having direct front-entrance access from the sidewalk along Joymar Drive. The second floor and all floors above consist of residential units and associated elements such as elevator and stairwell access, and waste collection chutes. Overall, 1,037.64 square metres of indoor amenity space is provided within the north building.

The proposed south building will have an overall height of approximately 46.7m, measured to the peak of the proposed south building from the

ground floor level. The south building also provides for a 4.5m front yard setback along Joymar Drive, as well as an 11.6m side yard setback to Thomas Street. Similar to the proposed north building, the proposed front yard setback of the south building is generally consistent with the existing setbacks along Joymar Drive while also providing space for new tree plantings and vegetation along Joymar Drive as well as Thomas Street. The taller portions of the building are set back from Joymar Drive and Thomas Street as the building features a 3m building setback at the 5th floor and a further 3m setback at the 9th floor. The 3m building setback at the 5th floor is provided on the north, south, and west sides of the south building whereas the additional 3m setback at the 9th floor is provided on the north and south

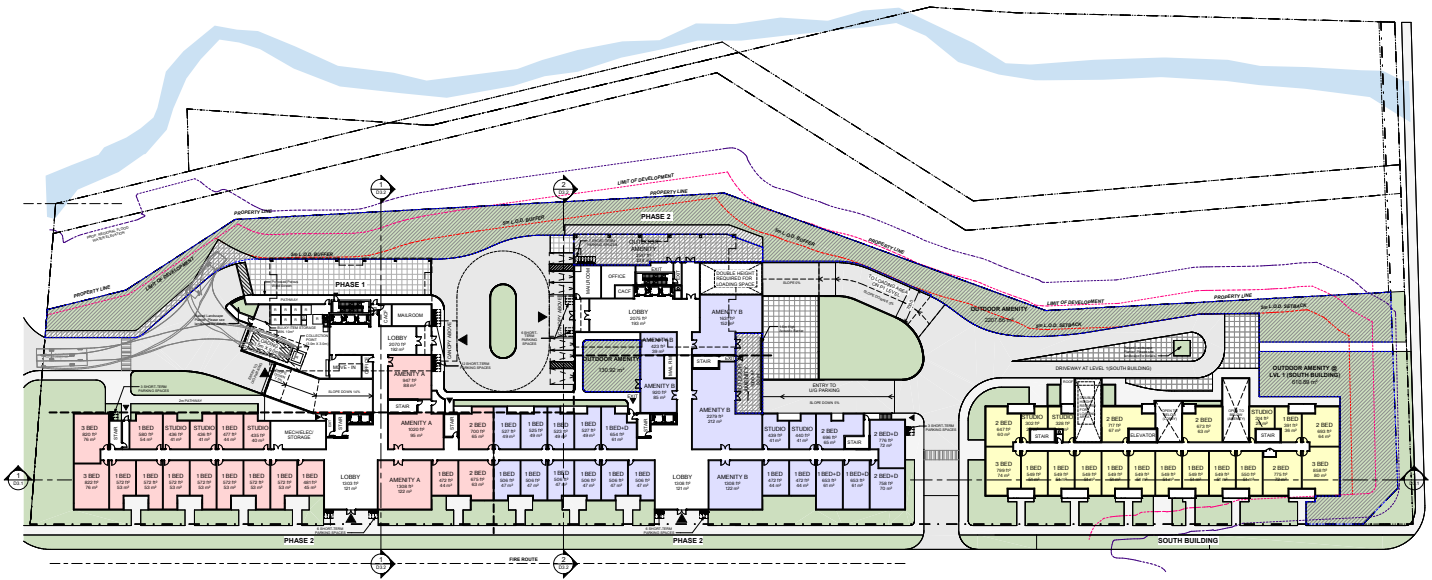


Figure 17 - North & South Building Ground Floor Plan

Source: SRM

sides.

Similar to the north building, the ground floor of the south building consists of the residential lobby, indoor amenity space, a loading area, as well as other services such as the mailroom as well as storage and mechanical rooms. Residential units are also proposed on the ground floor with some units having direct front-entrance access from the sidewalk along Joymar Drive. The second floor and all floors above consist of residential units and associated elements such as elevator and stairwell access. 77.37 square metres of indoor amenity space is provided within the south building.

The north building includes 829 residential units in total whereas the south building includes the remaining 214 units. More specifically, the proposed north and south buildings will provide:

- 30 - Studio units;
- 565 - 1 Bedroom units;
- 116 - 1 Bedroom plus den units;
- 214 - 2 Bedroom units;
- 66 - 2 Bedroom plus den units; and
- 52 - 3 Bedroom units.

The proposal is designed in a sensitive manner to appropriately intensify the Subject Property given the surrounding context and close proximity to the Streetsville GO station.

A future Draft Plan of Condominium will be submitted at a later date to facilitate the creation of the proposed residential condominium units. Further, the proposal also includes a new lot line for the Subject Property as per the Draft R-Plan included within the submission package, prepared by David B. Searles Surveying Ltd. The proposed new lot line is to facilitate the conveyance of the naturalized areas of the Subject Property along Mullet Creek. The naturalized areas of the Subject Property which are intended to be conveyed are to be designated and zoned appropriately, as per the proposed Draft OPA and Draft ZBA.

## 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 of land within Streetsville. In order 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 principles have been created:

- Strengthen the character of Joymar Drive by providing an architecturally interesting streetwall and contributing to a pedestrian character along the street;
- Create a vibrant public realm with residential units directly accessible from the sidewalk/ street along Joymar Drive;
- Providing opportunities to enjoy the natural environment of Mullet Creek and the surrounding lands while also maintaining the integrity of the natural areas adjacent to the Subject Property;
- Focus height and density at the Subject Property's centre and rear, with a transition from the height peak to the surrounding existing built form;
- Connect to the existing street network, with additional linkages for active transportation.

## 6.2 Site Design

### Site Plan

The Site Plan has been created to reflect the urban design principles and guide the overall development of the Subject Property (see Figure 18). The proposed development is organized around various open spaces, creating a pedestrian-friendly environment that is walkable and pleasant.

The various open spaces and landscaped areas form a green network that runs through the Subject Property and provides for a landscaped buffer to the natural area of Mullet Creek to the rear. The various open spaces and landscaped areas also serve as buffers to the proposed development itself and serve to create an attractive and pleasant streetscape along Joymar Drive, Thomas Street, and Tannery Street.

The proposed development's tallest components are focused towards the centre-rear of the Subject Property, creating a height peak at the

Subject Property's centre that transitions down to the proposed built form at the edges (see Figure 19). Massing along the street edges is limited to 7-8 storeys for the north building and 5-storeys for the south building, as a result of the proposed building stepbacks, to fit with the existing character and create a pedestrian-scaled streetscape.

These transitions of open space and massing result in a development that is sensitive to and fits within the existing context of Streetsville

### Public Realm

The proposed development does not include any new public roads and will largely remain under private ownership, however, the proposed development will contribute to a higher-quality public realm as compared to what currently exists on the Subject Property. Various open spaces and landscaped areas are proposed along the development edges to contribute to a high-quality

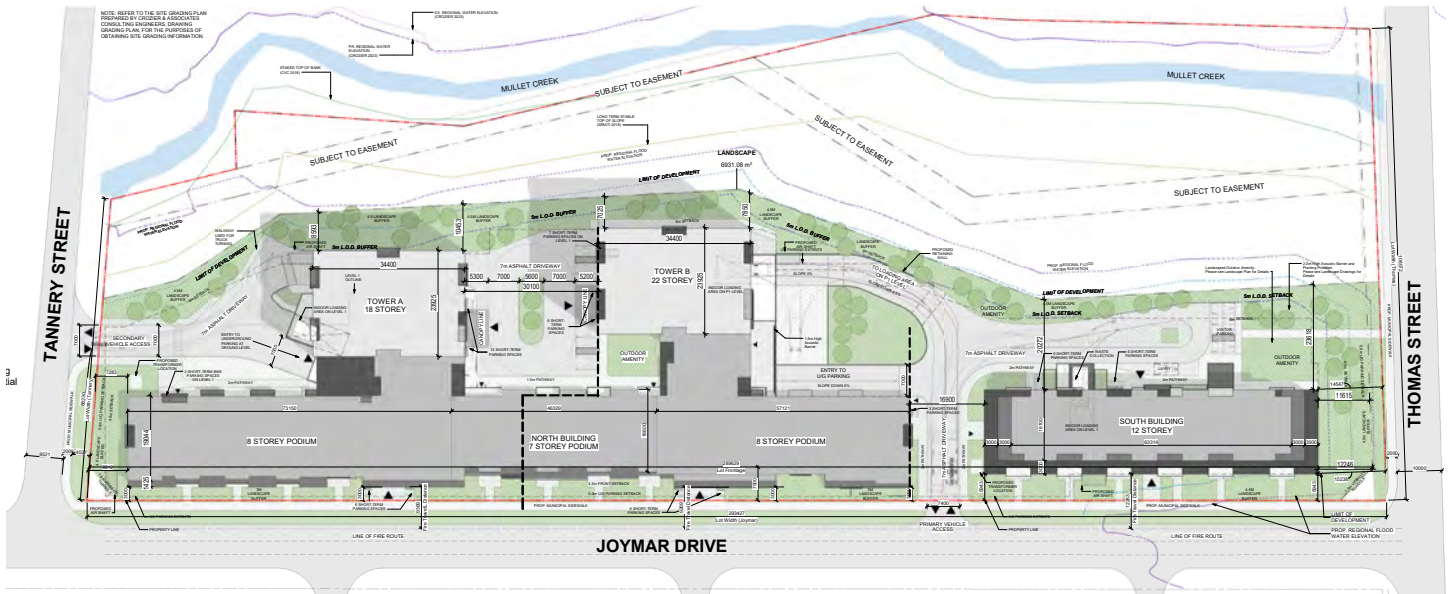


Figure 18 - Development Site Plan

Source: SRM

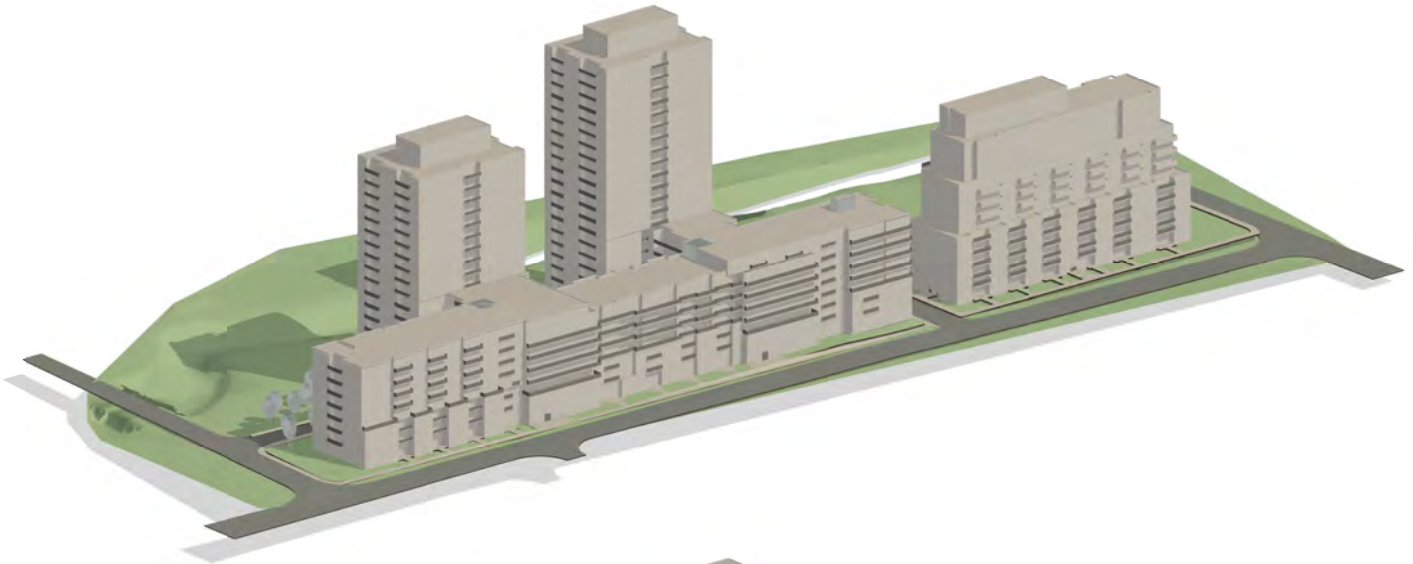


Figure 19 - 3D Rendering

Source: SRM

public realm.

In addition to the new open spaces and landscapes areas along the development edges, ground-floor units are proposed with direct pedestrian access to the sidewalk along Joyomar Drive. This will contribute to a more engaging and active public realm. The landscape concept plan prepared by

Strybos Barron King, dated December 20th, 2024, shows various new tree planting along Joyomar Drive, Tannery Street, and Thomas Street as well as internal to the proposed development. The proposed tree and vegetation plantings will create continuity between the natural areas surrounding Mullet Creek and the street edges surrounding the Subject Property. Unit pavers and bench seating is proposed at the lobby entrances of the north



building along Joymar Drive and unit pavers are also utilized for the pedestrian walkways leading to the ground-floor residential units along Joymar Drive. Sidewalk connections are also proposed to create a seamless connection from the public

### 6.3 Built Form

#### Ground Floor & Frontages

The proposed development utilizes active frontages to activate the street. Residential units with direct pedestrian access from the sidewalk along Joymar Drive are proposed. In the interior of the Subject Property, ground-floor residential units with pedestrian access from the internal streets/sidewalks are also proposed to contribute to an active streetscape within the development itself.

These active ground-floor unit entrances will allow the proposed development to blend into the existing community fabric. 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

realm to the proposed development. The private streets proposed include 2m-1.5m pedestrian walkways, street trees, and pick-up/drop-off areas.

and screened from the public realm to the extent possible.

Various lobbies are proposed both along Joymar Drive as well as internal to the Subject Property to provide access from the public and private realm to the development/residential units and ease of access for building residents. Parking, loading, servicing and drop-offs are all accessed through the internal private road and are screened from view from the surrounding public realm. A 4.5m setback provides for generous streetscaping and planting area.

#### Building Design

The proposal utilizes a mix of mid-rise and high-rise forms (see Figure 20). The differing typologies

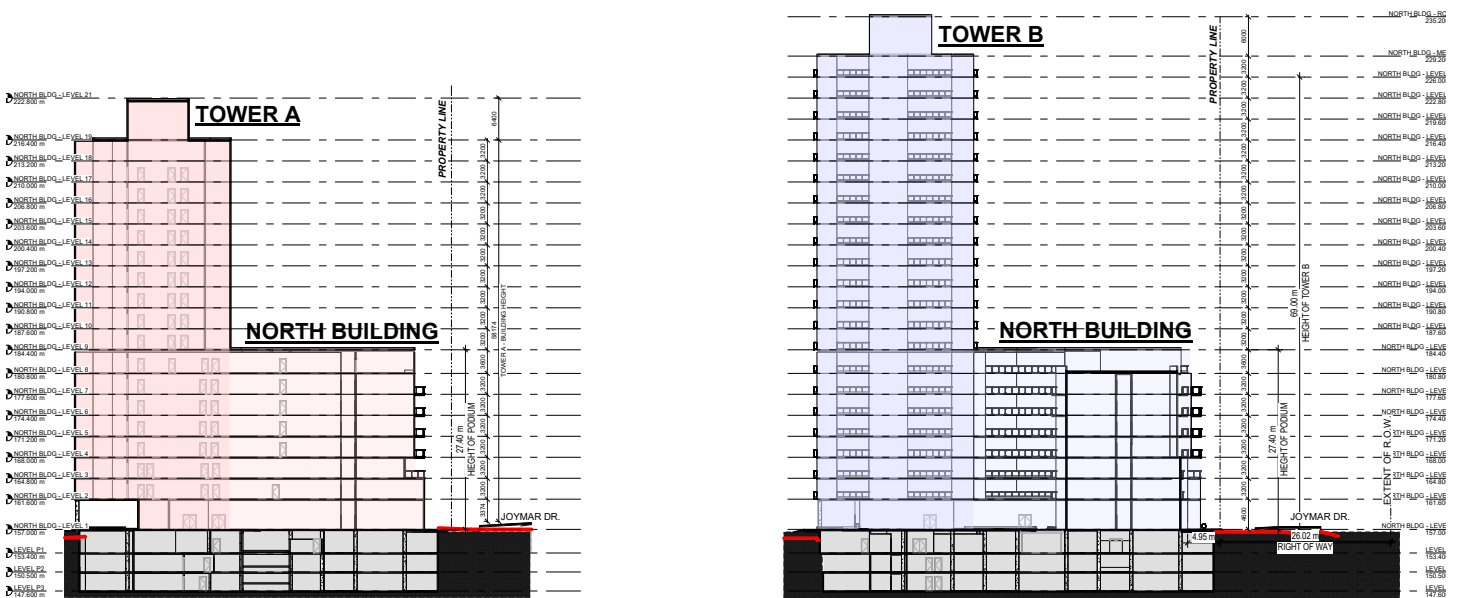


Figure 20 - North Building Sections

Source: SRM

are organized on the proposed development to create a central height peak that transitions down to the surrounding built form.

The mid-rise forms are present along Joymar Drive, Thomas Street and Tannery Street, with a 7-8 storey maximum height for the podium portions of the north building, and a 5-storey portion of the south building where the south building is then stepped back by 3m above the 5-storey. This form extends the existing character in a sensitive manner. The mid-rise typology also acts as a transitional element between Joymar Drive and the low-rise buildings to the south, west and north.

The remainder of the proposal is comprised of high-rise buildings in two similar forms: one 22-storey tower and one 18-storey tower. The two proposed towers are to be connected to the proposed 7-8 storey podium along Joymar Drive. The mid-rise forms are present at the proposed development's outer edges (Podium of the north building and 5-storey portion of south building before 3m stepback of upper storeys). Maximum heights and placement are in consideration of surrounding existing buildings but also existing forms within the Streetsville CN as within Streetsville, there are existing buildings with heights ranging from 4 to 12 storeys. Both buildings step down towards the edges of the Subject Property. Detailed design of these buildings will be at the Site Plan approval stage; however, future design will seek to create a ground-oriented base with appropriate articulation and materials that complement the character of Streetsville.

The tall building forms are present at the centre-rear of the proposed development and form the height peak (towers of north building). This typology utilizes a podium and point tower structure, with 7-8 storey podium and the tallest portions limited to floor plates of approximately 823 square meters. The podium creates a pedestrian-scaled built form along the building edges, while the tallest components represent a slender form that minimizes visual and shadow impacts on the

surrounding neighbourhood. The point towers are separated a minimum of 30.1m and are stepped back from podium edges to create a separation of massing and further reduce potential impacts on the public realm.

Detailed elevation and façade design will be provided at the Site Plan stage but are intended to be designed to complement the character of the surrounding area in terms of scale, rhythm, materiality, and articulation.

Indoor and outdoor amenity spaces have been included in the proposal. Indoor amenity spaces are collocated with outdoor spaces wherever possible to create safe, vibrant meeting places for residents. The proposed amenity space is provided in compliance with the provisions of the proposed RA5 zone.

### **Transition and context**

The Proposed Development is designed to fit within and transition to the surrounding context by utilizing appropriate building stepbacks, strategically locating height and massing, creating a safe and attractive interface with the natural area to the rear surrounding Mullet Creek, and limiting visual impacts.

The low-rise character along Joymar Drive is protected through the use of 7-8 storey building heights along the street frontage, large setbacks to the point towers of the north building, as well as building stepbacks at the 5th floors and 9th floor for the south building. Stepping the building heights and locating the tallest buildings at the centre-rear of the Subject Property minimizes the potential for visual impacts and shadows on the public realm, and allows for an appropriate transition to the surrounding properties.

## 6.4 Access, Circulation, Parking & Services

The proposed circulation network is designed to prioritize pedestrian movement around and through the proposed development and connect to the surrounding neighbourhood. As previously described, the Proposed Development includes a new private road with associated pedestrian sidewalks, internal to the Subject Property, to provide pedestrian and vehicular circulation as well as connections to the sidewalk network within the municipal right-of-way on all three sides abutting a street.

The proposed development is fully accessible to pedestrians through the use of sidewalks as well as ground-floor units that are directly accessible from the street. The private road is proposed to include unit paver surfaces to slow traffic and encourage pedestrian movement within the Subject Property. Building entrances will mostly be oriented toward the public realm wherever feasible, encouraging residents and visitors to utilize active transportation.

As previously noted, a total of 679 bicycle parking spaces are proposed, with 626 of those spaces to be for long-term bicycle parking and 53 of those

spaces to be for short-term bicycle parking. Most bicycle parking spaces are located within the underground parking levels with some short-term bicycle parking spaces being located at-grade.

The proposed new private street connects with the existing street network surrounding the Subject Property. Two accesses are proposed, one from Joymar Drive and one from Tannery Street, with the Joymar Drive access to function as the primary access. Access to below-grade parking is provided internally to the Subject Property and is located to the rear of the proposed podium of the north building to screen parking access from the public realm. Access to loading areas and waste collection areas are also provided internally to the Subject Property and are also located behind the proposed built-form and massing in order to screen such vehicular activities from the public realm.

## 6.5 Supporting Studies

### Shadow Study

The Shadow Study, prepared by SRM Architects + Urban Designers (dated December 2024), demonstrates the potential shadow impacts as a result of the Proposed Development. The Shadow Study demonstrates that the net new shadows cast by the Proposed Development have an acceptable impact on the surrounding neighbourhood. Any shadow impacts beyond the City's criteria fall on the proposed shared amenity areas within the site and do not impact the public realm or private amenity areas of other residents in Streetsville. Based on the sun factor

analysis, the development will cast an acceptable shadow on public spaces, turf, and flower gardens, and potential solar energy collection have been recorded. The site's design and massing, including height limits, concentration of massing, and limited tower floor plate result in a development that is compatible with the existing context.

### Pedestrian Level Wind Study

The Pedestrian Level Wind Study, prepared by RWDI, dated April 23, 2024, assessed a version of the architectural drawings dated April 12,

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 in reference to the Phase 1 and Phase 2 configurations, wind conditions remain comfortable for pedestrian use at most locations on and around the site throughout the year. A reduction in wind speeds is expected that would improve the condition at the northwest and southeast corners of Tower A., but the location at the northwest corner of Tower A remains uncomfortable in the winter. An increase in wind speeds (becoming uncomfortable) are expected at two areas between the towers, including the main entrance to Tower B, in the winter. The report further notes that in reference to ground level safety, existing wind speeds at all areas assessed meet the wind safety criterion. In the Phase 1 and the Phase 1 & 2 configurations wind speeds that meet the safety criterion are anticipated at all grade level locations, except the northwest building corner in the undercut of Tower A where the wind safety limit is expected to be exceeded. As this was the first baseline test, no landscaping was considered which provides more conservative results/wind conditions. Further tests can be conducted through the process to ensure the safety criterion are met. In reference to above-grade amenity terraces, the report notes that in the summer in the Phase 1 & 2 configuration, wind speeds are expected to be comfortable for passive pedestrian use at all areas of the Level 8 outdoor amenity area on the podium of the North Building. Seasonally stronger winds are predicted at some areas on Level 8 during the winter, which may be acceptable due to the infrequent use of this space during the colder months. In the Phase 1 & 2 configuration all above-grade locations are predicted to meet the safety criterion. The report also notes that all the proposed landscaping features are expected to help improve wind conditions. The dense landscaping in the berm to the north are predicted to help reduce winds around the site and within the drop off zone between Towers A and B. The coniferous trees would extend their benefit to the winter and may help reduce the uncomfortable

conditions at the entrances and areas within the drop off zone

### **Environmental Noise Report**

The Environmental Noise Report, prepared by Jade Acoustics, dated April 26, 2024, concludes that based on the acoustical analysis, with the incorporation of the appropriate acoustical abatement measures as recommended within the Report, it is feasible to develop the Subject Property for residential uses. In accordance with City, CP Rail, Metrolinx, and Ministry implementation guidelines, where mitigation is required, future purchasers will be advised through the use of warning clauses.

## 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; Provincial Planning Statement 2024; 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 Planning Statement 2024, and conforms to the Region of Peel Official Plan and Mississauga

Official Plan, with the exception of the proposed OPA included within this Report (see section 8.0 of this report). 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.

## 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:

- a. the protection of ecological systems, including natural areas, features and functions;
- 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;
  - 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
- k. the protection of the financial and economic well-being of the Province and its municipalities;
- 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; making 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 adopts sustainable design and construction measures.

The proposed development takes into consideration the naturalized area to the rear surrounding Mullet Creek as well as the Creek itself. A long-term stable top of slope has been identified as per the Geotechnical and Slope Stability Report prepared Sirati and Partners Consultants Ltd, dated January 31st, 2023. Further, a proposed Regional floodline has been identified as per the Environmental Impact Study (“EIS”), prepared by Beacon Environmental, dated December 20th, 2024. The long-term stable top of slope and the proposed Regional floodline represent the most constraining features and the proposal has been designed to utilize these constraining features as the limit of development. Setbacks of varying widths are proposed to the limit of development. The proposal will make efficient use of existing infrastructure and services surrounding the Subject Property. As per the FSR and SWM Report, prepared by Crozier, dated December 2024, there are existing 300m diameter watermains on all three adjacent streets, existing sanitary sewers of varying diameters on all three streets, as well as existing stormwater sewers on all three streets.

In addition to the OPA and ZBA proposed as part of this application, a Draft Plan of Condominium is also proposed to create the proposed condominium development. The proposed Draft

Plan of Condominium will be submitted at a later date however, the following section will address how the proposed development and proposed Draft Plan of Condominium will meet the criteria within Section 51 (24) of the Planning Act, (as directed by Section 9 of the Condominium Act) which establishes the criteria for considering a Draft Plan of Condominium 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 analysis above regarding Section 2 of the Planning Act.
- b. Whether the proposed subdivision is premature or in the public interest;
  - The proposed condominium represents a more efficient and optimal use of the Subject Property which currently consist of an existing commercial/industrial plaza. The development will direct an appropriate amount of intensification into an area with existing municipal services and amenities.
- c. Whether the plan conforms to the official plan and adjacent plans of subdivision, if any;
  - The proposal conforms with all applicable Official Plans (Peel Official Plan and Mississauga Official Plan), with the exception the proposed OPA included within this Report. See Section “7.4” of this Report for a detailed analysis of the Region of Peel Official Plan and Section “7.5” for the Mississauga Official Plan
- d. The suitability of the land for the purposes for which it is to be subdivided;
  - The Subject Property is already designated for residential uses in the Peel Official Plan and Mississauga Official Plan. The existing Zoning By-law also contemplates residential development on the Subject Property. Based on the justification included within this Report, the proposed residential use is suitable use for the land.
- ii. 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 proposal includes new private connections to the existing road network surrounding the Subject Property, to Tannery Street, Joymar Drive and Thomas Street. This will link the proposed development with the established road network in the surrounding area, while also providing increased circulation within the Streetsville CN. Please refer to schedule A for a full illustration of the proposed internal layout and walkway/road network within the Subject Property.
- f. The dimensions and shapes of the proposed lots;
- The proposed condominium will maintain the existing lot and will create separate units within the proposed new buildings as well as common elements for the shared use of all future occupants. The existing dimension and shape of the Subject Property is consistent with the Streetsville Community node and the proposed Draft Plan of Condominium will be developed to suit the proposed development.
- 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 Part Summary included with the submission.
  - The submitted EIS concludes that the proposed development limit which incorporates the re-engineered floodline and associated setback/buffer, will provide sufficient protection to natural heritage features identified on an adjacent to the Subject Property and offers ecological improvements from the existing intensively developed condition. The EIS states that the proposed development can occur as planned in conformity with the natural heritage policies of the Region of Peel Official Plan, City of Mississauga Official Plan, and CVC policies.
- h. Conservation of natural resources and flood control;
- The proposed development is located on existing lots of record with several existing commercial/Industrial uses, and there are limited existing natural resources, as evidenced by the lack of natural resource designations from either the Region of Peel Official Plan or Mississauga Official Plan. An Arborist report prepared by Strybos Barron King dated April 26, 2024 provides a tree inventory and describes the tree protection and preservation recommendations to successfully preserve the trees noted on the Tree Preservation Plan.
  - With respect to flood control, SWM mitigation measures are outlined in the FSR-SWM report prepared by CF Crozier and Associates Inc. The report confirms that the proposed development will not have peak flows past the allowable pre-development flow rates for up to 100 year storms.



- As noted above, the submitted EIS concludes that the proposed development limit which incorporates the re-engineered floodline and associated setback/buffer, will provide sufficient protection to natural heritage features identified on an adjacent to the Subject Property and offers ecological improvements from the existing intensively developed condition. The EIS states that the proposed development can occur as planned in conformity with the natural heritage policies of the Region of Peel Official Plan, City of Mississauga Official Plan, and CVC policies.
- i. The adequacy of utilities and municipal services;
  - The FSR-SWM report prepared by CF Crozier & Associates Inc., demonstrates adequate municipal services exist and that the entire Subject Property can be adequately serviced through proposed connections to those existing services.
- 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 proposed dedications for road widening and daylight triangles in accordance with City standards. Please see the submitted Part Summary included with the submission for a full list of all proposed land dedications.
  - Further, the naturalized areas associated with Mullet Creek which currently fall within the boundaries of the Subject Property are intended to be conveyed for public purposes. The submitted Draft R-Plan shows the proposed new lot line that is to facilitate the conveyance of the naturalized areas associated with Mullet Creek.
- The proposal has taken into consideration all required road widenings and land dedications and can still be developed appropriately once the required road widenings and land dedications have been taken into account.
- l. The extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; a
  - i. The proposal will be constructed using modern building practices and materials which are typically more energy efficient than the existing buildings and structures on the Subject Property.
  - ii. 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 required for this proposal. Site Plan Control application(s) will be applied for at a later date.

The proposed development implements the Provincial policy, is contemplated by the Mississauga Official Plan (noting the OPA submitted to permit the proposed development), will be serviced by existing servicing along Joymar Drive, Thomas Street, and Tannery Street and will not cause any adverse impacts on the natural environment or flooding. Based on a comprehensive review of the proposal, 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 Planned Major Transit Station Area. In addition, the Subject Property is in a built-up area with several mid-rise buildings nearby, along with many public services, amenities, and existing infrastructure including but not limited to the Streetsville Library, Vic Johnson Community Centre, and several existing schools in the area. The proposed development also makes efficient use of existing transportation facilities and services (in the form of existing MiWay transit routes and the existing Regional and City road network as well as the Streetsville GO station), and sewage and water services. In addition to

leveraging these existing elements of the City, the proposal also provides improvements to Streetsville's public realm.

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 D). The proposal provides a well-designed built form that encourages a sense of place; and utilizes sustainable design and construction. The proposal is also compliant with the Planning Act, R.S.O., 1990, and will conform to other applicable Provincial plans and relevant policies of the Region and City which will be discussed in the following sections of this report.

## 7.3 Provincial Planning Statement, 2024

In 2022, the province initiated a review on approaches leveraging the housing supportive policies of the Provincial Policy Statement and the Growth Plan, removing barriers and continuing to protect the environment through streamlined Province-wide land use planning policy framework. The feedback received from this review contributed to the development of a proposed Provincial Planning Statement. From April 6 to August 4, 2023, the province undertook consultation on a draft of the proposed Provincial Planning Statement seeking input on a streamlined Province-wide land use planning policy framework that incorporated the housing-focused policies of the Provincial Policy Statement, 2020 (Provincial Policy Statement) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe 2020 (A Place to Grow). After seeking input, the Province has developed an updated proposed Provincial Planning Statement, with new and updated policies supporting increased intensification (e.g., around transit and redevelopment of low-density

commercial plazas and strip malls), scoping protections for employment areas, and promoting a range and mix of housing options, including housing for students and seniors. On October 20th, 2024, the Provincial Planning Statement, 2024, came into effect.

### Chapter 2: Building Homes, Sustaining Strong and Competitive Communities

Chapter 2 of the Provincial Planning Statement (the "new PPS") sets out high-level policies for building homes and creating communities. The proposal contributes to meeting the following policies:

#### Section 2.2 Housing

1. Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected needs of current and future residents of the regional

market area by:

b. permitting and facilitating:

1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including additional needs housing and needs arising from demographic changes and employment opportunities; and
2. all types of residential intensification, including the development and redevelopment of underutilized commercial and institutional sites (e.g., shopping malls and plazas) for residential use, development and introduction of new housing options within previously developed areas, and redevelopment which results in a net increase in residential units in accordance with policy 2.3.1.3;
- c. promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation; and
- d. requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.

The proposal will directly implement the above-noted policies of the new PPS by contributing to a greater variety of housing choices within Streetsville and consists of residential intensification of an underutilized commercial/ industrial site in close proximity to existing higher-order transit. The proposal represents a more efficient use of currently underutilized lands and will be transit-supportive.

## **Section 2.3 Settlement Areas and Settlement Area Boundary Expansions**

### **Section 2.3.1 General Policies for Settlement**

## **Areas**

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.
2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:
  - a. efficiently use land and resources
  - b. optimize existing and planned infrastructure and public service facilities;
  - c. support active transportation;
  - d. are transit-supportive, as appropriate.
3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

The Subject Property is within a settlement area as well as a planned Major Transit Station Area. The proposal represents a more efficient use of currently underutilized lands within Streetsville, optimizes existing and planned infrastructure and public services facilities, facilitates active transportation with the inclusion of an abundance of bike parking as well as new pedestrian walkways and connections to the existing pedestrian network, and is transit-supportive considering the proposal will provide 1,043 residential units in very close proximity to existing higher-order transit (Streetsville GO Station).

## **Section 2.4 Strategic Growth Areas**

### **Section 2.4.1 General Policies for Strategic Growth Areas**

1. Planning authorities are encouraged to identify and focus growth and development in strategic growth areas.

2. To support the achievement of complete communities, a range and mix of housing options, intensification and more mixed-use development, strategic growth areas should be planned:
  - a. to accommodate significant population and employment growth;
  - b. as focal areas for education, commercial, recreational, and cultural uses;
  - c. to accommodate and support the transit network and provide connection points for inter-and intra-regional transit; and
  - d. to support affordable, accessible, and equitable housing.
3. Planning Authorities should:
  - a. prioritize planning and investment for infrastructure and public service facilities in strategic growth areas;
  - b. identify the appropriate type and scale of development in strategic growth areas and the transition of built form to adjacent areas;
  - c. permit development and intensification in strategic growth areas to support the achievement of complete communities and a compact built form;
  - d. consider a student housing strategy when planning for strategic growth areas; and
  - e. support redevelopment of commercially-designated retail lands (e.g., underutilized shopping malls and plazas), to support mixed-use residential.

The Subject Property is within a Strategic Growth Area and consists of residential intensification of a currently underutilized commercial/industrial plaza within very close proximity to existing higher-order transit.

### **Section 2.4.2 Major Transit Station Areas**

1. Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a

new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800-metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station.

2. Within major transit station areas on higher order transit corridors, planning authorities shall plan for a minimum density target
  - c. 150 residents and jobs combined per hectare for those that are served by commuter or regional rail.
3. Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:
  - a. planning for land uses and built form that supports the achievement of minimum density targets; and

The Subject Property is within a planned Major Transit Station Area and will support the achievement of the minimum density targets for such areas as per the new PPS. Specifically, the proposal will result in approximately 1,903 people per hectare based on the Regions' equivalent population estimate of 2.7 people per unit and on the development area of 1.48 hectares for the Subject Property.

### **Summary Opinion:**

It is our opinion that the proposed development is consistent with the policies of the new PPS. The Subject Property is located within the Streetsville Community node with existing infrastructure and public service facilities available to support the proposed development. Further, the Subject Property is within walking distance of the Streetsville GO Station (see Figure 21, distance to Streetsville GO Map) and is adjacent to existing MiWay Transit stops. Also, the Subject Property is located along Tannery Street, Joymar Drive and Thomas Street, which are higher order

streets and able to support a higher density of development as per the accompanying Traffic Impact Study. The Subject Property is currently occupied by several commercial/industrial uses which are only 1-2 storeys in height with extensive surface parking. Therefore, it is our opinion that the Subject Property is underutilized and the proposed residential 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.

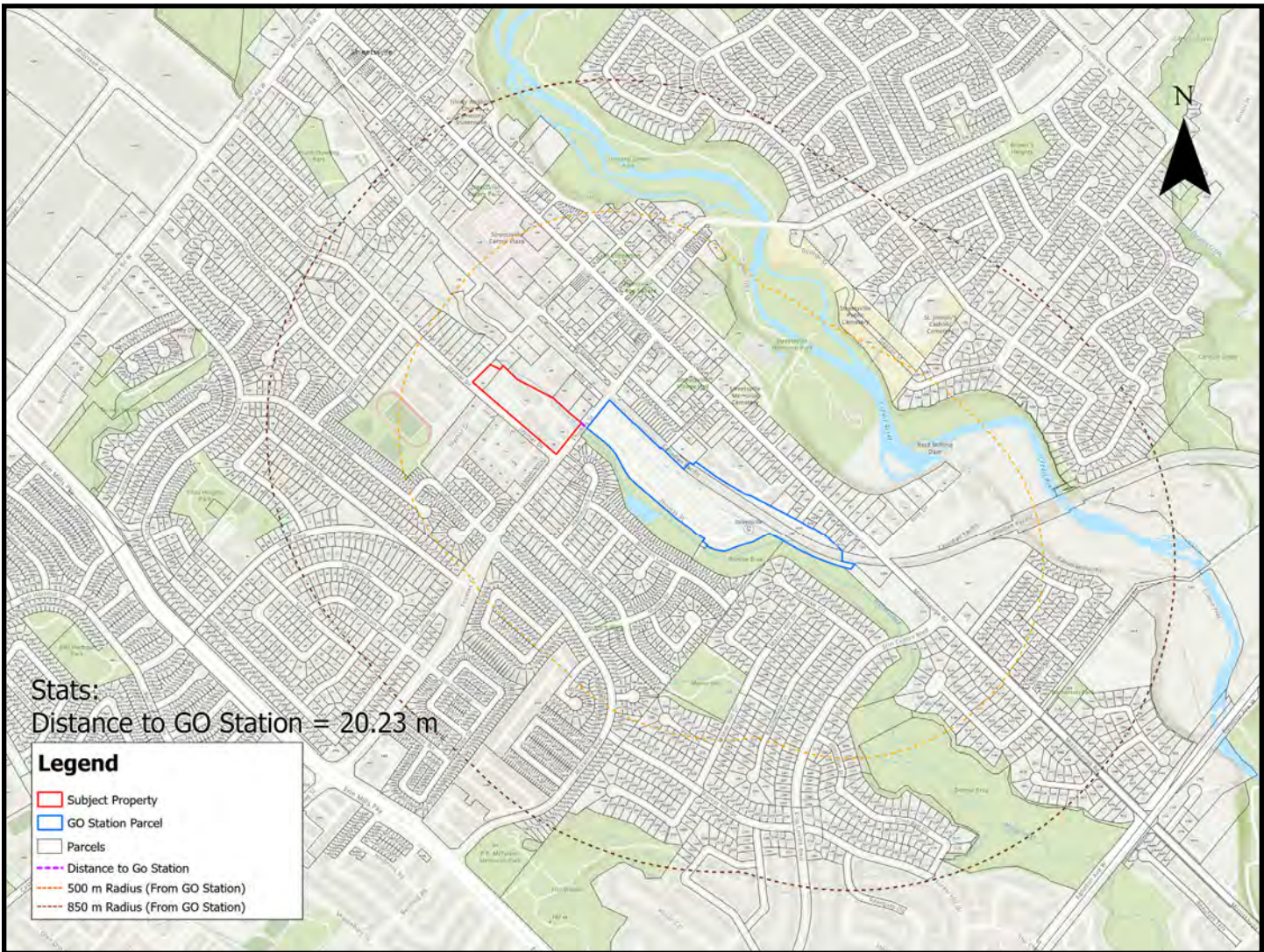


Figure 21 - Distance to Streetsville GO Station

Source: DPS

## 7.4 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 ("ROP") 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 24).

- 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 "ROP" (see Figure 22)
- The Subject Property is located within 40 metres of the Streetsville GO station (Refer to figure 21)

### Chapter 4 Growth Management Forecasts

Chapter 4 of the ROP sets out the population and employment growth forecasts for the Region until the year 2051. These forecasts can be



Figure 22 - Region of Peel Schedule E-2

Source: Region of Peel

Municipality	2041			2051		
	Population <sup>1</sup>	Households	Employment	Population <sup>1</sup>	Households	Employment
Brampton	930,000	270,000	315,000	985,000	290,000	355,000
Caledon	200,000	65,000	80,000	300,000	90,000	125,000
Mississauga	920,000	320,000	565,000	995,000	345,000	590,000
<b>Peel</b>	<b>2,050,000</b>	<b>650,000</b>	<b>960,000</b>	<b>2,280,000</b>	<b>730,000</b>	<b>1,070,000</b>

Table 4 - Region of Peel Table 3 - Population, Household & Employment Forecasts in Peel

Source: ROP

seen in Table 3. 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; the type and scale of built form for the development would be contextually appropriate;
- b. 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
- c. 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 ROP. 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 December 2024, this development does not exceed any existing or planned capacities. For more detailed information, please refer to FSR-SWM Report submitted in support of this proposal.

In conformity with the Regional policies that direct intensification on the Subject Property, the City's Official Plan also contemplates redevelopment to accommodate higher heights 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 limit impacts on adjacent lands.

The proposed development supports the achievement of a complete community in Streetsville, by adding to the range of housing already available in the area, creating new open



Figure 23 - Region of Peel Schedule E-4  
Source: Region of Peel

space, and contributing to a high-quality public realm in the Streetsville CN. The Subject Property is also not within an Employment Area, as per schedule E-4 of the ROP (Figure 23).

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 construction. Note that the accompanying Official Plan and Zoning By-law Amendments associated with this proposal deals with the entire developments proposal for the Subject Property but the proposed construction is intended to proceed using a phased approach (See schedule A for the Architectural Plans, including phasing plan).

## Chapter 5: Regional Structure

The ROP divides lands with the Region of Peel into two general designations, although there are additional designations that apply to some areas. These two 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 ROP (Figure 24). 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 ROP 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 RO .

### 5.6 Urban System

Section 5.6 of the ROP speaks to the Regional structure of the urban areas of the Region, as identified on schedule E-1, and the following general objectives of section 5.6 Urban System are applicable and are 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.

Schedule E-1, consistent with the policies in this Plan and the local municipal official plan

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.

The proposed development will provide approximately 1,043 residential units in total, based on the current design. More detailed unit type information is provided in Section 5 of this Report. This number and mix of residential units represent an intensification 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 residential ground floor 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 40 metres of the proposed development.

'Transit-supportive' is defined by the ROP 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 future intensification and high-density uses in a more compact built-form. Further, MTSA's are identified and required by Provincial Plans and the ROP to include a diverse



Figure 24 - Region of Peel Schedule E-1  
Source: Region of Peel

The Subject Property 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 Property, including a GO transit station and the transit routes along Thomas Street and Queen Street. The Subject Property is located approximately 40 metres 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

mix of uses, including additional residential units and affordable housing

The Subject Property is currently supported by higher-order transit in the form of the Streetsville 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 make increased transit service more viable, thereby improving the quality of experience of using transit for existing transit goers.

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

The intensification that this proposed development represents conforms with the intensification policies in the ROP as it relates to Major Transit Station Areas (see responses to section 5.6.19 of the ROP below). It is also supportive of the requirements that 55% of the Region's residential development is to occur within the built-up area of the Region (and 96% for Mississauga, specifically)

### **5.6.17 Strategic Growth Areas**

As stated by the ROP, the Strategic Growth Areas indicated in Schedule E-2 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."

Further, section 5.6.17 sets out a hierarchy for Strategic Growth Areas, with Urban Growth Centres are 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 as 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, residential, transit-supportive, and pedestrian-oriented development on underutilized lands in close proximity to existing transit services and facilities as well as 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. Please note, the Subject Property may be a greyfield however, further investigation is required by qualified professionals and this Report may be updated as a result of that investigation/study conclusions.

Therefore, we have assumed on information available at the time that the Subject Property is a greyfield for purposes of this Report

### 5.6.19 Major Transit Station Areas

Major Transit Station Areas (MTSAs) are areas located near higher-order transit stations 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 ROP "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."

Table 5 prescribes the minimum densities required for each Major Transit Station Area in Peel (See Table 5).

	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 5 - Region of Peel Official Plan Table 5 Excerpt

Source: Region of 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 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.

The minimum density set out, as noted above, 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 500m to 800m from the Transit Station. The Subject Property is one of the closest to the GO Station, and therefore would be appropriate for the highest densities contemplated within the entire MTSA and could potentially make up for any shortfall in density on other sites within the 800m radius.

Most of the lands within 800m of the Streetsville MTSA are designated as established, low density neighbourhoods, or as greenlands areas, in Mississauga's Official Plan. Furthermore, many of the lots within the Streetsville MTSA are smaller lots that would 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, and may not be within the horizon of the Mississauga Official Plan

Therefore, the Subject Property, and other properties like it, which are readily assembled and available to accommodate higher density and height while assisting with the City's assigned housing target (120,000 new homes by the year 2031) should be designated to permit higher densities through additional height and density 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 Province has also recently announced that the Milton GO line will receive an additional morning rush hour trip to Union Station and an afternoon rush hour trip from Union Station to Milton GO.

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 assess 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 Urban Design Brief included within this submission.

- 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 40 metres 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 7.6) 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 network on the Subject Property while also linking the development with the adjacent pedestrian network. There are new proposed municipal sidewalks which will be located along Thomas Street, Joymar Drive and Tannery 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 units as well as amenities 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 and will meet and exceed the bicycle parking requirement of 676 total bicycle parking spaces by providing a total of 681 bicycle parking spaces. Further, the proposal 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 and the built-form proposed assist in achieving the density target.

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

The proposed development includes public realm improvements to enhance the planned Major Transit Station Area of Streetsville. The proposed development will result in a more attractive and pedestrian-oriented environment on the Subject Property as compared to what currently exists. New connections to the existing pedestrian network are proposed as well as ground-floor units with front entrances that are directly accessible from the existing/proposed pedestrian network surrounding the Subject Property.

- 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 proposal avoids potential adverse effects to major facilities and is not in close proximity to major facilities that could be potentially be impacted.

- 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 “ROP” addresses housing objectives and policies to ensure housing development is aligned with growth trends and contributes to the creation of healthy, mixed-use, transit supportive, and complete communities. It is also recognized by the ROP that meeting the housing needs and goals of all individuals and communities is critical. The proposed redevelopment provides a total of approximately 1,043 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 housing options 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 4. The housing assessment, while required by local municipal officials, 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 officials' plan policies promoting compact built forms of development and residential intensification

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 6 - Peel Wide New Housing Unit Targets  
Source: Region of Peel

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

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

**Summary:**

As per policy 5.9.11, a housing assessment is included within this report in section 7.6.

The proposed development will provide residential units within the two (2) new buildings in a compact urban form on a site that is currently underutilized and contemplated for growth. The proposed development will also aim to include 2% of the units as affordable ownership housing units, which along with the proposed market-rate units, should be more affordable than many ground related existing housing units within Streetsville (which are currently in the form of mostly single detached dwellings). With respect to the proposed affordable housing units, these units will be provided 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. Further, while the proposal only provides ownership tenure, those ownership units can be rented out to future tenants on the secondary rental market, to contribute to meeting 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 contributes to meeting 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 “ROP” 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, residential 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 and the City of Mississauga. The proposed residential units will contribute to the supply of a variety of housing types while contributing towards a complete community.

The “ROP” 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 buildings are 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 Property and fits with the existing context. Based on the foregoing analysis, the proposed development and overall built-form conforms to the ROP.

## 7.5 City of Mississauga Consolidation)

## Official Plan (March 2024

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) 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 form, and housing units that serve to facilitate a planning horizon up to and beyond 2051.

Within the MOP, the Subject Property is designated as:

- "Community Node" (Streetsville Community Node) in 'Schedule 2 – Intensification Areas' (see figure 25)
- Partially "Significant Natural Areas and Natural Green Spaces" in 'Schedule 3 – Natural System' (see figure 26)
- "Residential Medium Density" and partially "Greenlands" with a "Natural Hazards" Overlay in 'Schedule 10 – Land Use Designations' (see figure 27)
- 'Special Site 2' as per map 14-10 within section 14.10 of the MOP.

The Subject Property is located on Tannery Street, Joymar Drive as well as Thomas Street, with Tannery Street and Joymar Drive being designated as a Minor Collector roads and Thomas Street being designated as a Major Collector road in 'Schedule 5 – Long Term Road Network', and located adjacent to Streetsville Secondary School.

The following is an analysis of the applicable

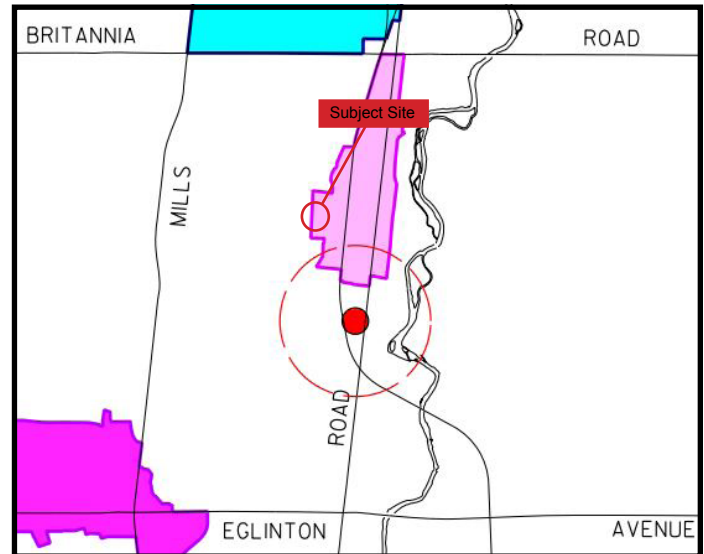


Figure 25 - Mississauga OP Schedule 2 - Community Intensification Areas

Source: City of Mississauga



Figure 26 - Mississauga OP Schedule 3 - Natural System

Source: City of Mississauga

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.

### Part 2: City Wide Policies

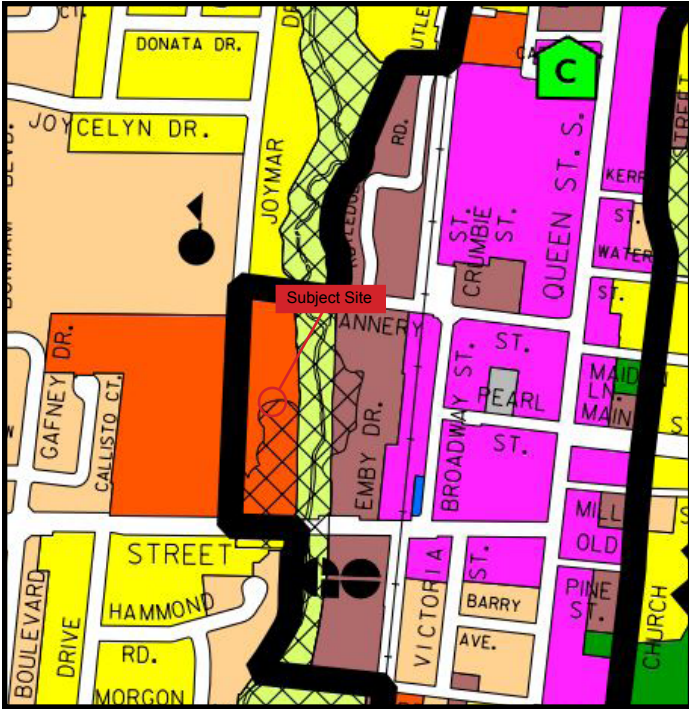


Figure 27 - Mississauga OP Schedule 10 - Land Use Designations  
 Source: City of Mississauga

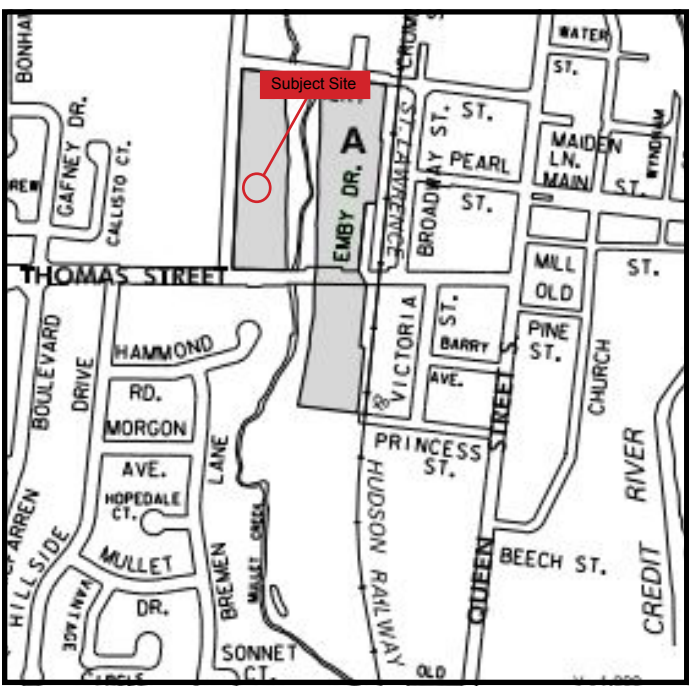


Figure 28 - Mississauga OP Special Site 2  
 Source: City of Mississauga

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 located within/adjacent to an area that is directed to be 'preserved and

protected', being the adjacent "Greenlands" designated area surrounding Mullet Creek and the corresponding "Natural Hazards" overlay. However, as per the EIS submitted as part of this development, the proposed development takes into consideration the natural features and constraints of the Subject Property and ensures that the proposed development maintains appropriate setbacks/buffers to the natural features/hazards such that the proposal will provide sufficient protection to natural heritage features identified on and adjacent to the Subject Property and offers ecological improvements from the existing intensively developed condition. The proposed development is within an area designated as "Residential Medium Density" in the Mississauga Official Plan, and is 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 mitigate any potential impacts associated with an increase in density on the Subject Property to ultimately fit within the existing context of the area. In addition, the proposed residential towers along Joymar Drive as well as the 12-storey building abutting Thomas Street, include step-backs to maintain a pedestrian scale podium and public realm experience along Joymar Drive as well as Thomas Street and Tannery Street.

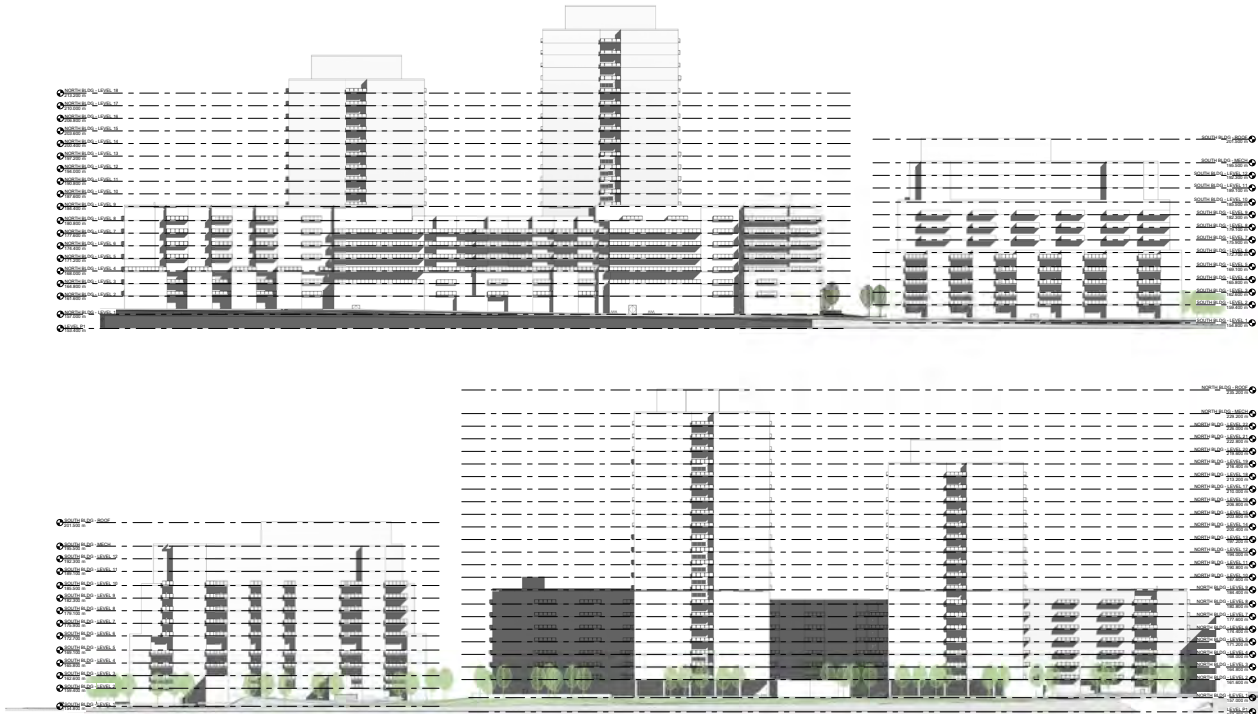


Figure 29 - Proposed Elevations

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 30), whereas apartments in buildings with five and more storeys represent 7.4% of dwellings within the same district. As such, this development will

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 buildings in MTSA are generally less vehicle-oriented rather than single detached dwellings.

Overall, a healthy, safe and active lifestyle will be facilitated by the proposed development, because it is a compact, and active-transit-oriented development. The proposed range of unit types and sizes, ranging from studio units to 3-bedroom units with associated amenities and open space will contribute to solidifying Streetsville as a complete community.

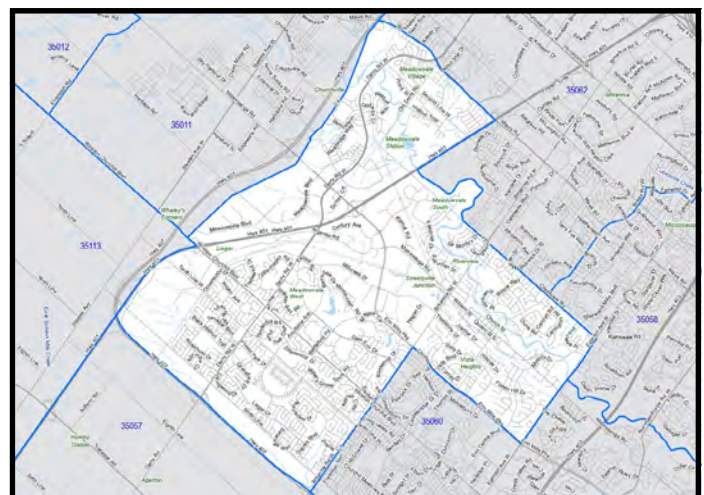


Figure 30 - Streetsville Federal District  
Source: Stats Can

### 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 Joymar Drive as well as on Thomas Street 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 vehicles within Mississauga. The proposal also incorporates new amenity spaces and open space to meet the daily needs of residents. With respect to transportation management, the Transportation Impact Study and Parking Justification Study prepared by C.F Crozier and Associates Inc., dated December 2024, has indicated that the proposed development is not expected to materially impact the surrounding study transportation network and supports the build out of a multi-modal transportation system and can therefore be supported from a transportation perspective.

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;

The proposed development has been designed to carefully consider the impact on the abutting frontages and the surrounding area. As per the Urban Design Brief included in Section 6.0, 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 various open spaces, amenity areas and pedestrian pathways provided throughout the site, as well as ground-floor units and front entrances with direct pedestrian access to the street.

## 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, CN 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 Property is 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 percent. Thus, it is the purpose of Chapter 5 of the Official Plan to direct growth by encouraging compact and high-quality 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 and planned context. Of note, is the design principle used to locate the tallest portions of the proposal within the general centre of the Subject Property and at the rear, which was previously mentioned within the Urban Design Brief section of this Report. As a result, the existing low-rise built-forms adjacent to and around the Subject Property will provide a gentle increase in height and density towards the Subject Property.

Overall, the proposed development represents intensification that is contemplated and 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 already do 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.

5.3.3.9 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 CN. Although this redevelopment will ultimately reduce the total commercial/industrial floor space currently existing on the Subject Property, the proposal provides residential intensification in an appropriate manner that will ultimately provide for more housing opportunities in proximity to the various commercial services, amenities and infrastructure within Streetsville.

## 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 ROP 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 encourage

5.5.8. Residential and employment density should be sufficientl 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 PPS defines 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 variety of new housing options in an area with existing opportunities for jobs, amenities and services and within 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/ industrial site within an area of the Region and City that is currently contemplated for medium density residential development. In addition, the proposed development would efficient use community infrastructure and services by adding 1,043 residential units to lands that are connected to municipal services, have access to the public road network, 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.

The exact itemization of Affordable housing in this development is anticipated to be incorporated into the proposal once unit breakdowns are finalized in the later stages of this development. However, as stated, the current proposal would include approximately 2% of units as affordable housing units, with the exact percentage subject to revision pending further discussions with the landowner, City staff, and the consulting team

## **Chapter 6 Valuing the Environment**

Chapter 6 of the MOP establishes the policy framework for natural areas and natural hazards as well as policies pertaining to the environment. In accordance with Schedule 3, Natural System, the Subject Property is partially identified as being located within the “Significant Natural Areas and Natural Green Spaces” area and is also partially designated as “Greenlands” with a “Natural Hazards” overlay as per Schedule 10, Land Use Designations, of the MOP.

### **6.3 Green System**

6.3.1 Mississauga will give priority to actions that protect, enhance, restore and expand the

Green System for the benefit of existing and future generations.

6.3.7 Buffers which are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands, will be provided to perform the following: maintenance of slope stability and reduction of erosion on valley slopes; attenuation of stormwater runoff; reduction of human intrusion into Significant Natural Areas and allowance for predation habits of pets, such as cats and dogs; protection of tree root zones to ensure survival of vegetation; provision of a safety zone for tree fall next to woodlands; enhancement of woodland interior and edge areas through native species plantings; enhanced wildlife habitat and corridors for wildlife movement; and opportunities for passive recreational activities, in appropriate locations.

6.3.8 Buffers shall be determined on a site specific basis as part of an Environmental Impact Study or other similar study, to the satisfaction of the City and appropriate conservation authority.

6.3.10 The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.

6.3.24 The Natural Heritage System will be protected, enhanced, restored and expanded through the following measures:

- a. ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading, landscaping, and parking and amenity area locations;
- b. placing those areas identified for protection, enhancement, restoration and expansion

- in public ownership, where feasible;
- c. using native plant materials and non-invasive species, and reducing and/or eliminating existing invasive, non-native plant species to improve ecological value and the sustainability of indigenous vegetation, where appropriate;
- d. retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;
- e. the promotion of stewardship within privately and publicly owned lands within the Natural Heritage System;
- f. controlling activities that may be incompatible with the retention of the Natural Heritage System and associated ecological functions; and
- g. regulation of encroachment into the Natural Heritage System and other public open spaces.

6.3.27 Development and site alteration as permitted in accordance with the Greenlands designation within or adjacent to a Significant Natural Area will not be permitted unless all reasonable alternatives have been considered and any negative impacts minimized. Any negative impact that cannot be avoided will be mitigated through restoration and enhancement to the greatest extent possible. This will be demonstrated through a study in accordance with the requirements of the Environmental Assessment Act. When not subject to the Environmental Assessment Act, an Environmental Impact Study will be required.

6.3.48 Development adjacent to valleyland and watercourse features may be required to be supported by detailed slope stability and stream erosion studies, where appropriate.

As per the EIS submitted as part of this proposal, the current site conditions are extensively developed up to and within the natural feature.

With the implementation of the recommended mitigation measures, the post development condition will result in an improvement in the riparian corridors form and function and increase the overall area of the natural system. Further, the EIS states that the proposed development limit which incorporates the re-engineered floodline and associated setback/buffer, will provide sufficient protection to natural heritage features identified on and adjacent to the subject property and offers ecological improvements from the existing intensively developed condition and therefore, the proposed development can occur as planned in conformity with the natural heritage policies of the Region of Peel Official Plan, the City of Mississauga Official Plan, and CVC policies.

## **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 higher-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 6.0 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 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. The proposed development includes enhancements to the area through the addition of new greenspace and open space within the Subject Property that will serve as amenity space for future residents as well as providing for a more attractive streetscape along Joymar Drive, Tannery Street, and Thomas Street. Improvements to the pedestrian connections around the Subject Property are also proposed to facilitate active transportation and a more pedestrian-oriented streetscape.

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 that may be 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 6.0 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 condominium apartments are generally more affordable and accessible than single detached dwellings. See section 7.6 of this Report for a more detailed analysis of the housing provided in this application.

## **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.

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 proposal includes a 7-8 storey podium for

the north building and building step-backs for the south building which will address the frontages along Joymar Drive, Tannery Street, and Thomas Street. The podium and step-backs serve to maintain a pedestrian-scale along the abutting streets and provide for a transition in height from the adjacent low-rise developments to the proposed towers and higher storeys of the south building. Further, the proposed ground floor of the north and south buildings includes units with direct access to Joymar Drive, further contributing to a pedestrian-scale along the abutting streets and providing direct access and views into and from the public realm. Refer to Urban Design Brief in Section 6.0 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 10.0 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 condition. 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 and future residents within this development should be able to attend to their daily necessities and work, without the use of a private vehicle.

## 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 in proximity to a rail corridor. However, the rail corridor is over 30m away and therefore, safety mitigation measures such as separation distances and berms/crash-walls are not anticipated to be required for the proposal.

Also, as per the Environmental Noise Report prepared by Jade Acoustics dated April 26, 2024, mitigation measures are recommended to reduce any noise impacts. The Report concludes that with the incorporation of appropriate acoustical abatement measures, it is feasible to develop the Subject Property for residential uses.

## 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.

9.1.8 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 7.5 of this Report. The built-form within the proposal will generally be consistent with the height and massing of built-form proposed and approved in the surrounding area. The two towers that provide for greater heights than what is generally seen in the surrounding area 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 10.0 of this Report) and found that net new shadows cast by the proposed development have an acceptable impact on the surrounding neighbourhood. See the shadow study and Section 10.0 of this Report for further details.

### 9.2.1 Intensification Areas

The following section describes specific design objectives and policies for built-form 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 6.0 of this Report, the proposed development will include several aspects that can create a sense of place such as the landscaped open space within and surrounding the Subject Property, direct front entrances along Joymar Drive as well as distinctive architecture, attractive, and active streetscapes.

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 effectively an entire block and is being utilized as whole to facilitate an efficient comprehensive development.

The Subject Property can currently be described as having an extensive surface parking area. The proposed development will provide adequate parking for the new residential units (see Transportation Impact Study and Parking Justification Study submitted with this proposal), while relocating the parking area to be located underground. Pedestrian circulation is facilitated throughout the proposal via a network of pedestrian walkways which will generally feature surface treatment to distinguish them from surrounding areas while also linking the Subject Property with the adjacent streets and 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 planned width of the abutting ROWs is 20-26m. As such, all buildings proposed on the Subject Property 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 buildings within it, are located within a planned Major Transit Station Area. The north building includes a 7-8 storey podium with large setbacks for the two towers and the south building includes step-backs as the height increases such that less height and massing is presented towards the property lines and to the adjacent streets. Wind impacts have been determined to be acceptable (see Section 10.0 for an analysis of the Wind Study prepared by Gradient Wind.) Lastly, all buildings in the proposed development will be designed to be of a pedestrian-scale by orienting ground-floor unit front entrances towards Joymar Drive as well as adjacent pathways and open spaces. See section 6.0 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.

9.2.1.19 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.

9.2.1.27 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 create a more uniform street wall along Joymar Drive considering the existing buildings on the Subject Property are spread out and have large gaps between buildings with a large amount of surface parking and outdoor storage. This will contribute to providing a more pedestrian-oriented character as compared to what currently exists and will limit any gaps in building frontages along Joymar

Drive. While most of the parking on the Subject Property will be provided underground, the internal road network does include pickup/drop-off turn-arounds.

Overall, while some aspects of these urban design policies will be fully implemented/determined at the detailed design stage, it is the opinion of DPS that 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 (MOP) 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 11.2.5 establishes the general land use policies for lands designated 'Residential' and more specifically, 'Residential Medium Density'. Key policies applicable to the lands designated 'Residential' and 'Residential Medium Density' have been outlined below.

### **Chapter 11 General Land Use Designations**

#### **Residential Medium Density Land Use Designation**

##### 11.2.5.2: Permitted Uses:

- Residential dwelling;
- accessory office for physicians, dentists, health professionals and drugless practitioners;
- home occupation;
- special needs housing; and
- urban gardening.

##### 11.2.5.5: Permitted uses for Residential Medium Density:

- all forms of townhouse dwellings.

Although the proposed development consists of a building type that is not currently permitted with the applicable MOP designation, the proposal provides for an appropriate amount of intensification within a designated Intensification Area and in very close proximity to the Streetsville GO Station which is a planned MTSA. Based on what is discussed throughout this Report, specifically within Sections 7.3, 7.4, 7.5, it is our opinion that the proposed OPA and ZBA is appropriate and conforms to all higher-level Regional and Provincial policies and plans and therefore, represents good planning. Therefore, an Official Plan Amendment is proposed as part of this development proposal.

### **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'. As mentioned, the Subject Property is located within the Streetsville CN, which is one of 9 CN Character Areas in Mississauga. General policies regarding land use and urban design in the Streetsville CN 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.

14.10.1.6 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 CN as the center of activity for the surrounding community.

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 proposed OPA which seeks to redesignate the Subject Property to “Residential High Density” is appropriate and will conform to the applicable and relevant MOP policies as well as the Regional and Provincial Plans and policies. The proposed development will contribute to enhancing Streetsville by providing a high-quality of design and through improving the streetscape along Joymar Drive. The proposed development will be a significant improvement to the existing condition of the Subject Property, by developing underutilized lands and removing extensive surface parking/outdoor storage area and replacing it with a high-quality residential development with associated landscaped open space, pedestrian connections, and amenity areas. The proposed development will integrate with the surrounding area by providing 7-8 storey podium along the street frontages to contribute to a pedestrian scale as well as building step-backs

that serve to contribute to a consistent street wall along Joymar Drive and also provide for a transition in height from the low-rise residential uses in proximity to the Subject Property to the higher elements of the proposal. The proposed includes landscape treatment and landscaped open space along all abutting street frontages which will contribute to creating a sense of place and will enhance the existing character of the area along Joymar Drive, Thomas Street, and Tannery Street. The proposal also includes below-grade parking so as to screen any parking from the public realm and only two accesses are proposed, one from Joymar Drive and one from Tannery Street, which will limit and consolidate driveway access to only two points along the frontages of the Subject Property. The rear of the Subject Property is not directly accessible to the public considering Mullet Creek and its associated naturalized area is to the rear of the Subject Property however, the rear facades will include architectural elements and fenestration to create an attractive rear façade which may be visible from further east of the Subject Property.

As mentioned above, most of the lands that comprise the Subject Property are located within the ‘Special Site 2’ area, and thus the following policies apply.

### **Special Site 2 Policies:**

14.10.6.6.1 The lands identified as Special Site 2 are located south of Tannery Street, north of Old Station Road, east of Joymar Drive and west of the St. Lawrence and Hudson Railway.

14.10.6.2.2 Notwithstanding the provisions of the Residential High Density, Residential Medium Density and Greenlands designations, the following additional policies will apply:

- a. the determination of the area suitable for redevelopment will have regard for the extent of the “regulatory storm” floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be

determined to the satisfaction of Credit Valley Conservation and the City; and

- b. building forms should consist of low profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks.

The proposed amendments to the Official Plan and Zoning by-law seek to change the land use designation from 'Residential Medium Density' to 'Residential High Density'. The proposed OPA will include revisions to Special Site 2. As noted above, Special Site 2 policy 14.10.6.2.2 provides for a maximum height of 3-6 storeys. The proposal contemplates a height of 7-8 storeys for the podium of the buildings which generally aligns with the current maximum height permissions of Special Site 2. In addition, proposed tower heights of 18 and 22 storeys have been proposed in light of the site's proximity to the GO station as well as the fact that the Subject Property is within a PMTSA. 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 and are contemplated for redevelopment and intensification. Further, as per the EIS submitted as part of this proposal, the area suitable for redevelopment has been determined and the proposed development will provide sufficient protection to natural heritage features identified on and adjacent to the subject property and offers ecological improvements from the existing intensively developed condition.

The Streetsville CN 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 8.0) serve to further implement the policies of the Official Plan with respect to directing growth.

### **Summary Opinion:**

The Subject Property is in the Streetsville CN 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 residential community consisting of approximately 1,043 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 appropriate heights, 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. Improvement to the existing streetscapes, particularly along Joymar Drive, is a component of the proposed development, which will support a safe, accessible, and vibrant neighbourhood.

The proposed development represents 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 MOP. However, to achieve an appropriate density and built-form that is transit-supportive, and based on the previous analyses of the PPS, ROP and MOP policies, as well as the analysis provided in Section 4.0 of this Report with respect to other areas of the City that have been identified and/or are being developed for

similar types of intensification and built-form, the accompanying OPA is required to amend the applicable land use designation and to update

the maximum height permitted on the Subject Property among other matters, to conform with the policies reviewed above.

## 7.6 Housing Assessment

The application is proposing to develop two residential buildings. The four existing buildings on the Subject Property are proposed to be demolished. A total of 72,588.01 square metres of residential space is proposed. A total of 966 parking spaces are proposed.

The development proposes approximately 1,043 residential units.

The following table describes the unit breakdown for the entire development.

Unit Type	Studio	1 Bed	1 Bed + Den	2 Bed	2 Bed + Den	3 Bed	Total
Unit Count	30	565	116	214	66	52	1043
Percentage	3%	54%	11%	21%	6%	5%	100%

Table 7 - Unit Breakdown

Please note that at this stage, the total unit count and breakdown has not been finalized. The applicant anticipates further discussions with staff that may result in modifications to the unit count and breakdown within the development as a whole. As a result, Housing Report Part B (see schedule D) will be completed at a later stage of the application.

### 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 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.

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 PPS 2024, Region of Peel Official Plan, Peel Housing and Homelessness Plan 2018-2028, MOP and Mississauga Housing Strategy. Several of these documents, and their relevant housing policies and objectives are

addressed earlier in this report (Section 7.0). 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 is 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.

Within the Region, most of the housing supply is made up of single-family homes such as single-

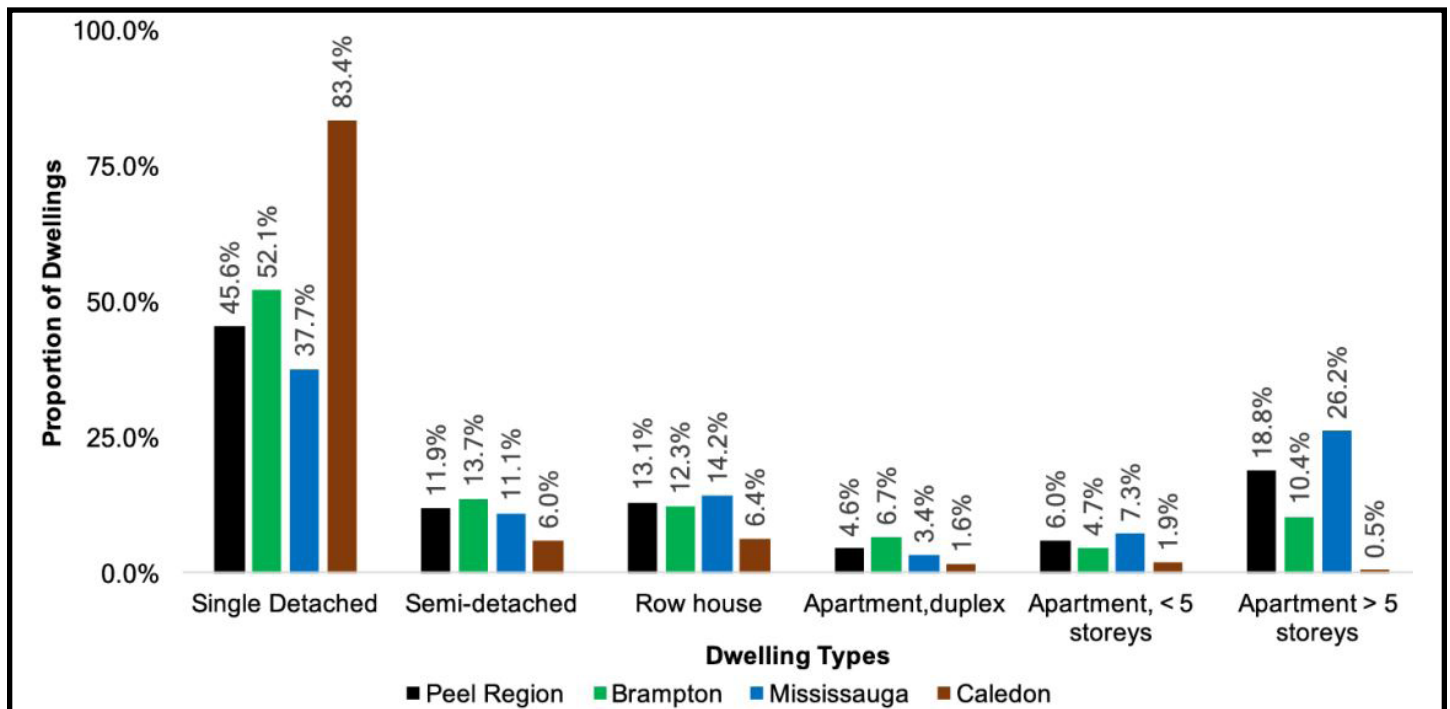


Figure 31 - Figure 28 of Peel Housing Strategy

Source: ROP

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 households, 17.5% of the 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 households 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.

It is undeniable that 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 to high-income households and meet the needs of existing and future residents.

The Housing Strategy provided a housing supply analysis on the secondary rental market, which identified 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 that are part of

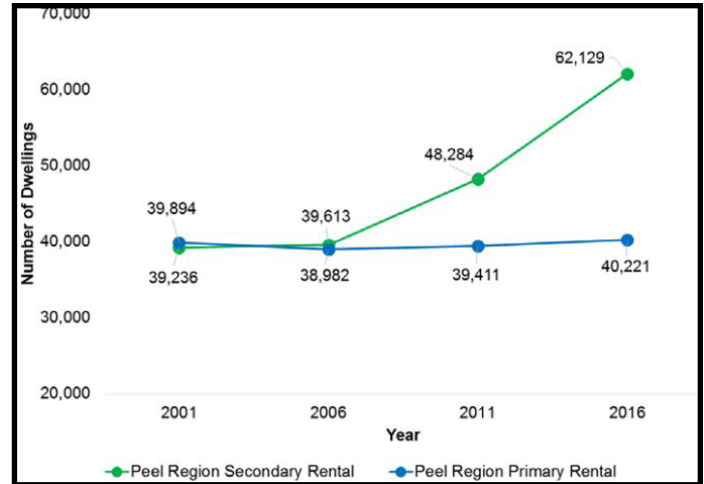


Figure 32 - Figure 44 of Peel Housing Strategy  
Source: Region of Peel

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.

This can be explained by a combination of insufficient new purpose-built rental housing construction and the increasing need for rental housing. As of October 2017, 35.4% of the total condominium units in the Region are being rented.

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 1,043 condominium units have the potential to generate approximately 296 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 1,000 units be focused on households with low incomes while 1,000 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 residential 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 296 residential units that will contribute to the private rental market (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 the development as a whole, likely 296 secondary rental units will be provided to the Streetsville CN. 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 the 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 the Region to help residents get and keep housing and prevent homelessness within 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 development will provide a total of approximately 1,043 condominium units. These new units will provide new housing opportunities to the Region and directly improve the supply of 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 proposal will range in height from 7 to 22 storeys which is a compact built-form that represents an appropriate and efficient use of the Subject Property to provide housing that is in need for the Region and Mississauga, including providing 2% of the proposed units as 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 1,043 residential units could generate 296 rental units in the secondary rental market which will contribute to improving the private rental market and provide additional rental housing that is 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 52 3-bedroom units, 66 2-bedroom units with a den, and 214 2 bedroom units, representing 32% of the total number of units proposed. It is noted that the Housing Strategy for Mississauga does not

include specific requirements for large units. However, the proposed unit mix is generally in line with general planning principles that there should be roughly a quarter of all units as larger family sized units. That would roughly be composed of 10% three bedroom units and 15% two bedroom units. This is found generally throughout the GTHA. 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.

	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%

Figure 33 - Figure 42 of Peel Housing Strategy  
Source: Region of Peel

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 units that can contribute to the secondary rental market on a property with no existing residential buildings. Therefore, there are no existing rental units that will be removed or replaced by this development and in fact, this proposal provides for an opportunity to potentially increase the rental units available on the secondary rental market.



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 choices to middle and high-income households.

**Growing Mississauga: An Action Plan for New Housing**

'Growing Mississauga: An Action plan for New

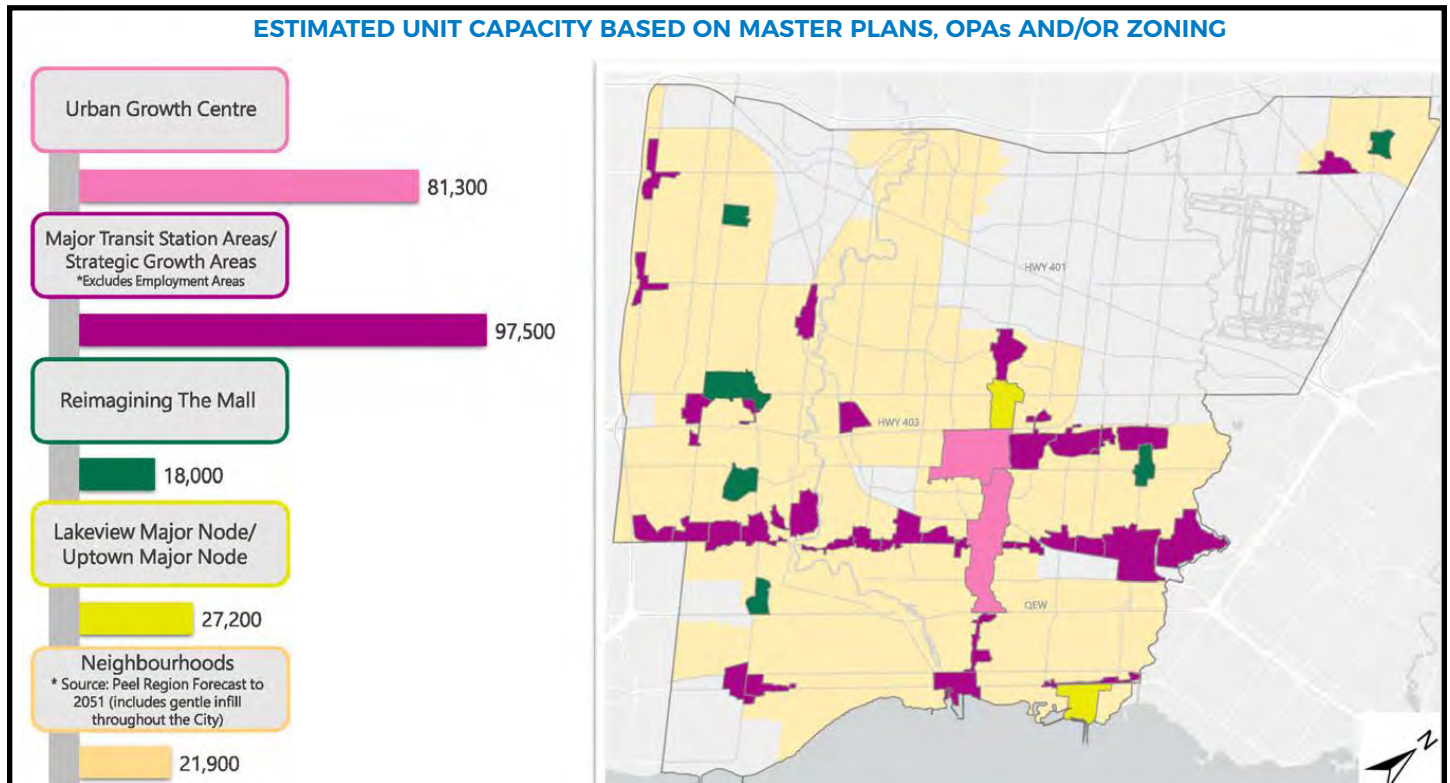


Figure 34 - Estimated Unit Capacity Based on Master Plans, OPAs and/or Zoning  
Source: City of Mississauga

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.

exist as their 'planned capacity', the majority of these units (97,500 units, or 40% of all planned capacity) are planned for MTSAs/Strategic Growth Areas, including Streetsville. This amount exceeds the 81,300 units planned for the Urban Growth Centre.

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 CN, as well as Reimagining the Mall sites. Of the 246,000 units the City states

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 residential low to 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 development. 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's, 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 OPA and ZBA accompanying this Report and this development proposal).

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 landowners, 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 a significant aspect of this proposal, as evidenced by the pedestrian-only facilities/pathways included in this development. Of particular note, sub-action 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 residential rental buildings.

Goal 4: Making it Happen

- Action 17: Accelerate Parkland Acquisition

The proposed development includes approximately 4,082.67 sq.m of outdoor private amenity space. The required parkland dedication from this development is proposed to be provided through cash-in-lieu such that the City can use the funds to provide appropriate public parkland and amenities within the Streetsville area.

Goal 5: Educate, Engage & Report

- Action 20: Educate Residents on Housing Issues

There will be the statutory meetings as required by the Planning Act to inform and involve the public as it is related to the proposed development. The remainder of the Action Plan goals and sub-actions are not able to be addressed by private landowners. As such, 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, affordable ownership housing units along with secondary rental units that addresses the market demands in Mississauga.

## 7.7 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 (Develop 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 network in the area. 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 the potential for secondary market rental units that are significantly more affordable than single-detached dwellings, or other similar grade-related low-rise housing. Further, all buildings will feature elevators, and will be easily accessible to public transit. The majority of the maintenance of the common areas 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 that will be potentially generated by this development will also provide the housing flexibility that typically attracts young adults.

### 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 private surface parking, for clients and customers of the current industrial/commercial uses and is vehicle-oriented. The proposed development will change this by providing fine-grain pedestrian-only walkways that connect to the surrounding pedestrian walkway network. While the proposed development does not incorporate a public park, the proposal incorporates indoor and outdoor

amenity space for future residents. These spaces will provide opportunities for the new residents to enjoy open space within their community.

Along with the active transportation infrastructure and outdoor landscaping and amenity areas, the proposed development will provide parking spaces, which are located below-grade. 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.

Although the proposed residential development will not directly contribute to an increase in the mix of jobs and services within the area, the proposal provides living opportunities within the Streetsville CN. It represents a significant

improvement to the existing condition of the Subject Property by making efficient use of the Subject Property and providing an attractive and architecturally interesting development, which incorporates pedestrian level architectural features and will improve the adjacent public realm. The proposal will transform the Subject Property into an attractive and vibrant residential community which will in-turn contribute to making Streetsville and the City an attractive place for innovation and business. The additional living opportunities provided through the proposal will contribute to meeting the housing needs that are to be met in order to develop talent and attract business. The future residents of the proposal will also contribute to the local economy through day-to-day living activities and the proposal will facilitate opportunities for future residents to live, work, and play in Streetsville. The proposed development will provide a dynamic and urban environment to attract the 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.
  - c. Promote a 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 other measures for stormwater infiltration and management, 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.

## 7.8 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 “D – Development” Zone and “G1 – Greenland” Zone. The purpose of the D zone is in large part to recognize vacant lands which are not yet developed and/or permit the use that legally existed on the date of passing By-law 0225-2007 and does not permit any other uses. The purpose of the G1 zone is in large part to allow a limited range of uses and activities specific to the protection of people and property from flooding and erosion hazards, and the protection of natural features, in appropriate locations throughout the City.

A ZBA is required to rezone the Subject Property to change the applicable zone and establish applicable performance standards to accommodate the proposed development. The purpose of the ZBA is generally to permit a density and height in a residential built-form on the Subject Property that is in conformity with the MOP (subject to the proposed Official Plan Amendment), the Region of Peel Official Plan, and all Provincial Plans and legislation reviewed in the foregoing sections of this Report. The ZBA will also amend the boundary of the “G1 - Greenlands-Natural Hazard” zone to reflect the limit of development.

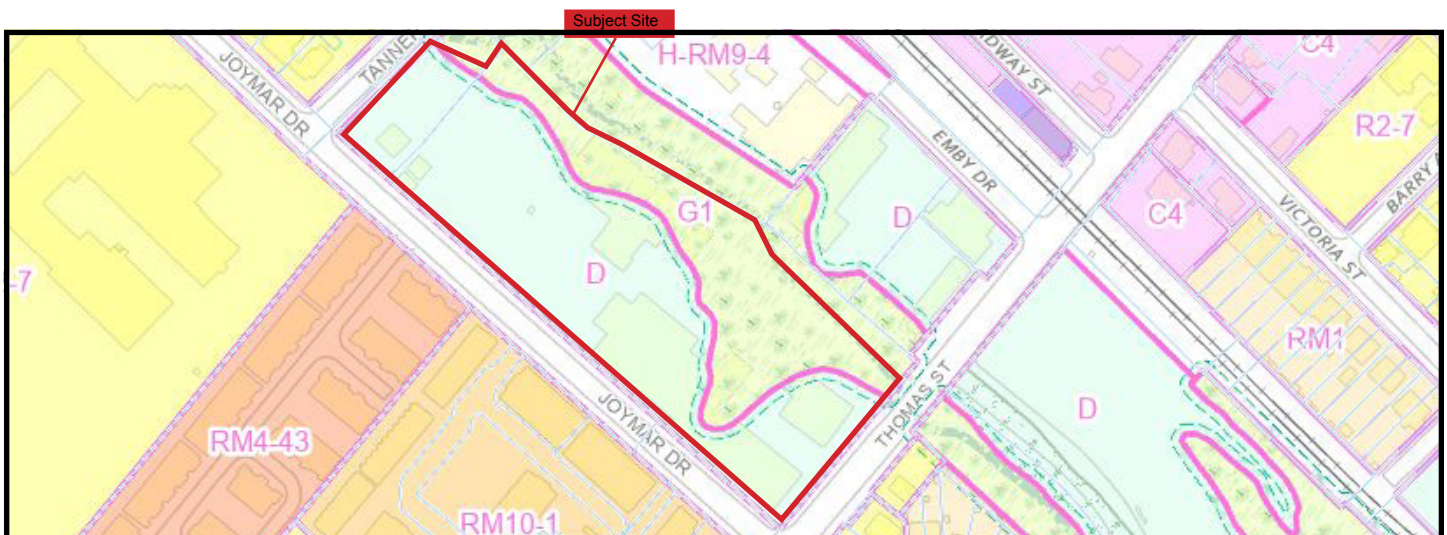


Figure 35 - Mississauga Zoning By-Law

Source: City of Mississauga

## 7.9 City of Mississauga Proposed New Official PI

At the time of writing this Report, the City of Mississauga is in the midst of an Official Plan Review process. The proposed Mississauga Official Plan 2051 (“PMOP”) identifies where and how the City of Mississauga is to grow up to the year 2051. With respect to the discussion earlier in this Report regarding the Region of Peel’s planning horizon, the City’s Official Plan Review exercise is to ensure that the Official Plan will conform to the 2051 planning horizon of the Provincial and Regional Plans. The PMOP will provide density, urban form, and housing unit policies that serve to facilitate a planning horizon up to and beyond 2051.



Figure 36 - Mississauga OP 2051 - Schedule 1 - City Structure

Source: City of Mississauga

Within the PMOP, the Subject Property is designated as:

- “Community Node” (Streetsville Community Node) in ‘Schedule 1 – City Structure’ (see Figure 36);
- “Residential Low Rise II” and partially designated as “Greenlands” with a “Natural Hazards” Overlay in ‘Schedule 7 – Land Use Designations’ (see Figure 37);
- ‘Special Site 49’ as per policy 16.49.1 of the draft 2051 MOP.

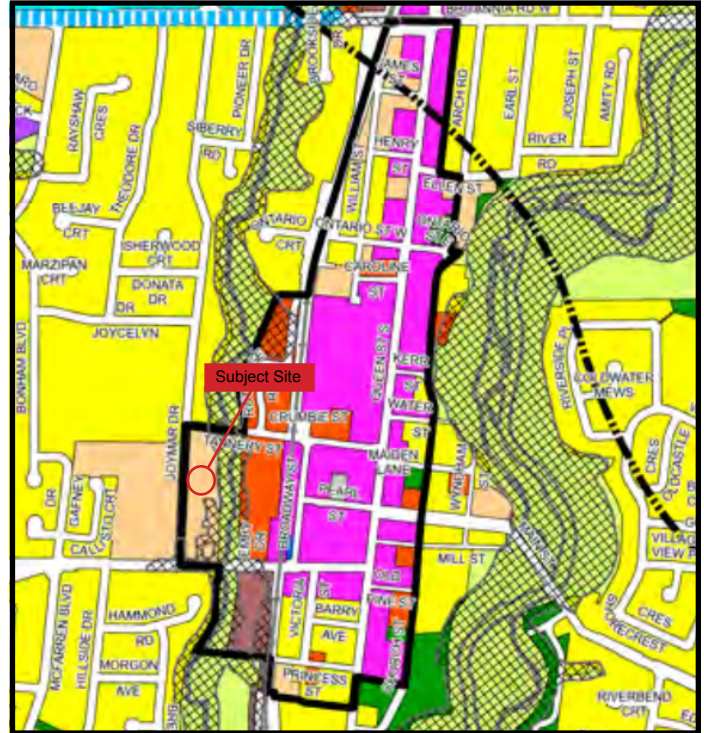


Figure 37 - Mississauga OP 2051 - Schedule 7 - Land Use Designations

Source: City of Mississauga

The following is a brief analysis of the proposed policies and an analysis of how the proposed development and accompanying OPA and ZBA serve to better implement Provincial and Regional policies as well as the proposed policies of the new PMOP. However, note that the applicable designations and policies pertaining to the Subject Property within the new PMOP are very similar/largely the same as the current applicable policies of the in-effect MOP and as such, considering the analysis on the in-effect MOP, the proposed development also conforms to the proposed policies of the PMOP, save and except for the proposed site-specific Official Plan Amendment which will bring the applicable policies more in line with Provincial and Regional policies.

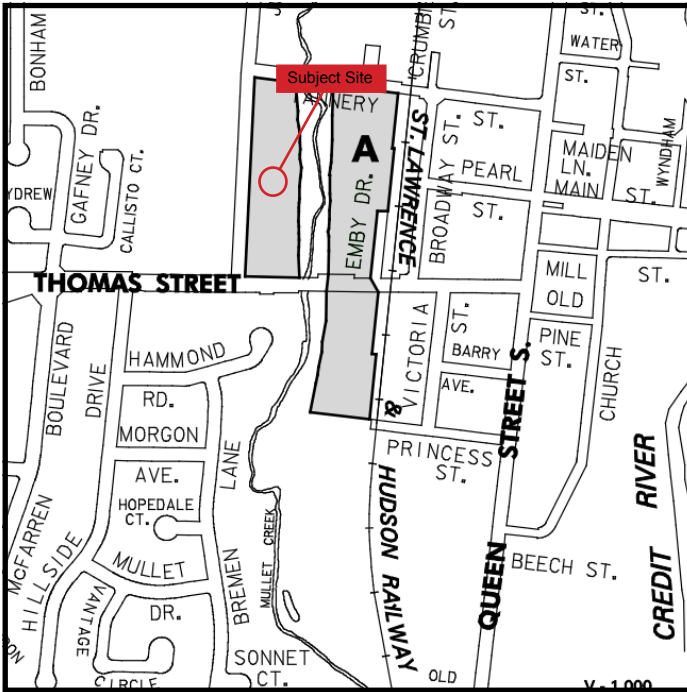


Figure 38 - Mississauga OP 2051 - Special Site 49  
 Source: City of Mississauga

New Development 3-7 identified on Schedule 8 and defined in Chapter 11. Additional policies for the Dundas Street Corridor, which is entirely bounded by Major Transit Station Areas, are also included in Chapter 11.

Although the Subject Property is not within a “Protected Major Transit Station Area” as per the proposed Schedule 8 of the PMOP, the Subject Property is in very close proximity to existing higher-order transit (Streetsville GO Station) and is within a “Planned Major Transit Station Area”. The Proposal will better use currently underutilized lands close to existing higher-order transit.

3.3.5 City Structure Policies

- 3.3.5.3 Growth will be primarily directed towards the Strategic Growth Areas being the Urban Growth Centre, Major Nodes, Community Nodes, and Major Transit Station Areas, as shown on Schedule 1: City Structure.

**Chapter 3: Directing New Development**

Chapter 3 of the PMOP sets out more general policies related to new development and where that development is to be directed. Although there are more specific designations applicable to the Subject Property, Part 3 of the PMOP 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 policies.

3.3.1 Strategic Growth Areas

3.3.1.1 Major Transit Station Areas will accommodate future growth with transit supportive development reflective of their local context. Major Transit Station Areas are an overlay and their boundaries may include one or more City Structure elements and Character Areas. They incorporate sites in proximity to existing or planned higher order transit stations or stops within the City of Mississauga. These areas are Mississauga Official Plan 2051 February 2024 Directing

Section 3.3.5 of the PMOP establishes policies as well as planned density and planned built-form within each component of the City Structure. As per section 3.3.5 of the PMOP, the Streetsville Community Node is planned for a density of 100-200+ residents and jobs per hectare as well as a mixture of low-rise, mid-rise, and tall buildings. The proposal will contribute to meeting this minimum planned density and will provide for a built-form that is contemplated by the PMOP based on section 3.3.5.

**Chapter 4: Sustaining the Natural Environment**

Chapter 4 of the PMOP sets out more general policies related to the natural environment and any development proposed in proximity to or within areas that form part of the natural environment. Although there are more specific designations applicable to the Subject Property, Part 4 of the PMOP contains policies that will affect how a property may be used when there are natural features on or in proximity to a property. This section will include an evaluation of the proposed



development with reference to these policies.

4.3.1.2 Mississauga will have regard for the maintenance of the long term function and ecological integrity of the Natural Heritage System in all decisions regarding development and site alteration.

4.3.1.3 The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study.

4.3.1.5 The Natural Heritage System will be identified, protected, enhanced, restored and expanded to improve ecosystem and watershed health through the following measures:

- a. ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions through such means as appropriate buffers, tree preservation, appropriate location of building envelopes, grading, landscaping, and parking and amenity area locations;
- b. placing those areas identified for protection, enhancement, restoration and expansion in public ownership, where feasible;
- c. using native plant materials and non-invasive species, and reducing and/or eliminating existing invasive, non-native plant species to improve ecological value and the sustainability of indigenous vegetation, where appropriate;
- d. using good forestry practices, and an ecosystem approach;
- e. retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;
- f. the promotion of stewardship within privately and publicly owned lands within the Natural Heritage System;
- g. ensuring that development in or adjacent to the Natural Heritage System identifies

areas for natural heritage system expansion and new or improved linkage;

- h. controlling activities that may be incompatible with the retention of the Natural Heritage System and associated ecological functions; and
- i. regulation of encroachment into the Natural Heritage System and other public open spaces.

As per the submitted EIS, the proposed development limit which incorporates the re-engineered floodline and associated setback/buffer, will provide sufficient protection to natural heritage features identified on and adjacent to the subject property and offers ecological improvements from the existing intensively developed condition. Further, the EIS concludes that the proposed development can occur as planned in conformity with the natural heritage policies of the Region of Peel Official Plan, the City of Mississauga Official Plan, and CVC policies.

## **Chapter 8: Well Designed Healthy Communities**

Chapter 8 of the PMOP sets out more general policies related to the built-form and general policies relating to design. Although there are more specific designations applicable to the Subject Property, Part 8 of the PMOP contains policies that will affect how a property may be used and developed. This section will include an evaluation of the proposed development with reference to these policies.

### **8.3 City Pattern**

8.3.1 Development will create distinctive places and locales.

8.3.2 Design excellence will create vibrant areas complemented by communities that retain their own identity and contribute to an overall strong city identity.

8.3.3 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.

8.3.4 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 Strategic Growth Areas from surrounding areas.

8.3.6 Within Strategic Growth Areas, small land parcels should be assembled to create efficient development parcels

8.3.7 Existing large blocks, within Strategic Growth Areas will be reconfigured to incorporate a fine-grained block structure with public roads and on-street parking to support at grade uses.

8.3.10 Buildings within Strategic Growth Areas should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.

As discussed throughout this Report, the proposed development will contribute to a sense of place and will create a more distinctive area within Streetsville as compared to what currently exists. As per section 6.0 of this Report, design has been considered in preparing the proposed development and the proposal will contribute to a more vibrant area as well as a complete community. The proposal consists of distinctive architecture which contributes to a more attractive and engaging public realm and the proposal consists of a compact built-form. The proposed parking is mostly below-grade which minimizes the need for surface parking and the proposed development includes bicycle parking as well as pedestrian connections to the existing pedestrian network to facilitate active transportation. The proposed development is oriented along the street

edge of Joymar Drive with clearly defined entry points that directly access the public sidewalk and there are ground-floor units proposed with direct access to the public sidewalk as well.

## **Chapter 10: Land Use Designations**

Chapter 10 of the PMOP sets out more specific policies related to each specific land use designation. This section will include an evaluation of the proposed development with reference to these policies.

### **10.2.5 Residential**

10.2.5.7 Lands designated Residential Low-Rise II will permit all types of townhouse dwellings up to four storeys and apartment buildings up to four storeys.

The proposed Official Plan Amendment proposes to redesignate the Subject Property to “Residential High Rise” based on the current in-effect MOP. The proposed new “Residential Low-Rise II” designation within the PMOP should be updated to reflect the proposed designation as the Subject Property is currently underutilized lands in very close proximity to existing higher-order transit and the proposed development is a more compact and efficient built-form that will make better use of the Subject Property.

## **Chapter 13: Nodes**

Chapter 13 of the PMOP sets out more specific policies related to each specific node within the City. This section will include an evaluation of the proposed development with reference to these policies.

### **13.1.1 General**

13.1.1.2 Development in the Nodes will support the achievement of healthy, sustainable, complete communities that:

- a. provide a wide-range of uses, including residential, office community

infrastructure, services, mixed-use buildings, and commercial uses, according to the permitted land uses in the policies of the Plan;

- b. supply a mixture of residential built forms, unit types and sizes, where permitted by the policies of the Plan, with a varied range of housing options and affordability to accommodate the needs of a diverse population including people with disabilities, older adults, and families;
- c. deliver a compact built form and density that allow people to meet many of their needs locally and within walking distance, achieve a high quality urban environment, create a vibrant public realm, and support transit ridership;
- d. have access to a range of transportation options, including higher order transit and a safe and convenient active transportation network;
- e. maximize the use of existing and planned infrastructure and contribute to the provision of community infrastructure and other services necessary to support residents and/or workers;
- f. supply convenient and safe, publicly-accessible open spaces, parks, recreational facilities and other gathering spaces that promote physically active lifestyles;
- h. integrate green building design, green infrastructure and appropriate low impact development.

13.1.1.6 Residential and/or employment density and mix of uses will be sufficient high to support transit usage, according to the permitted land uses in the policies of the Plan. Low density development will be generally discouraged.

As discussed throughout this Report, the proposed development is a more efficient use of the Subject Property in very close proximity to existing higher-order transit and represents a compact built-form.

The proposed development will contribute to a variety of housing options as well as a variety of uses within Streetsville and provides a density that allows people to meet many of their needs locally within a walking distance. The proposed development will also contribute to a more vibrant public realm by providing an attractive and well-designed development in place of an existing underutilized commercial/industrial plaza with extensive surface parking and is in close proximity to the Streetsville GO Station thereby supporting transit ridership. The proposed development will also maximize the use of existing and planned infrastructure by making efficient use of existing infrastructure and services within the area and adjacent to the Subject Property.

## **Chapter 16: Special Sites**

Chapter 16 of the PMOP sets out site-specific policies for certain areas identified as special sites. This section will include an evaluation of the proposed development with reference to these policies.

### **Special Site 49**

16.49.1 The lands identified as Special Site 49 are located south of Tannery Street, north of Old Station Road, east of Joymar Drive and west of the St. Lawrence and Hudson Railway.

16.49.2 Notwithstanding the provisions of the Residential High Rise, Residential Mid-Rise, Low-Rise II, and Greenlands designations, the following additional policies will apply:

- a. the determination of the area suitable for redevelopment will have regard for the extent of the “regulatory storm” flood plain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City; and
- b. building forms should consist of low profile buildings ranging in height from three

storeys near Mullet Creek to six storeys near the railway tracks.

16.49.3 Redevelopment of Area A should include provision for a public road connecting Thomas Street and Tannery Street west of the St. Lawrence and Hudson Railway right of way.

16.49.4. Notwithstanding the provisions of the Residential Mid Rise designation, the following additional policies will apply:

- a. a maximum floor space index (FSI) of 1.8 will be permitted in Area A; and
- b. a maximum floor space index (FSI) of 1.3 will be permitted in the remainder of Special Site 49.

Special Site 49 is largely the same in terms of the policies set out within as compared to the Special Site 2 policies within the current in-effect MOP. The only new policy relates to the maximum floor space index of “1.3x” applicable to the Subject Property. The proposed OPA seeks to amend the current in-effect Special Site 2 policies within the MOP to bring the MOP policies more in line with Provincial and Regional policies and to make better use of currently underutilized lands in very close proximity to existing higher-order transit within the Streetsville Community Node. The proposed Special Site 49 policies of the PMOP should be updated to reflect the proposed development and proposed Official Plan Amendment.

### **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 residential community consisting of approximately 1,043 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 proposed 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 appropriate heights, setbacks and step-backs to ensure compatibility with the existing and planned context in the area, as well as to reduce the impact of shadowing on the neighbouring properties. Improvement of the existing streetscapes, particularly along Joymar Drive, is a component of the proposed development, which will support a safe, accessible, and vibrant neighbourhood.

The proposed development represents 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 proposed policies of the PMOP. However, to achieve an appropriate density and built-form that is transit-supportive, and based on the previous analyses of the PPS, ROP and Mississauga Official Plan policies, as well as the analysis provided in Section 4.0 of this Report with respect to other areas of the City that have been identified and/or are being developed for similar types of intensification and built-form, the accompanying Official Plan Amendment is required to amend the applicable land use designation and to update the maximum height permitted on the Subject Property among other matters, to conform with the proposed policies reviewed above.

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, save and except for the proposed new designation and amendments to the Streetsville Community Node policies. 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 residential development in the attached form. More specifically, the proposed OPA (see schedule B) will redesignate the Subject Property from “Residential Medium Density” to “Residential High Density” and will amend the policies of Special Site ‘Two’ in the Streetsville CN Character Area to permit the development as proposed. Further, the proposed OPA will amend the boundary of the “Greenlands” designation and “Natural Hazards” overlay to reflect the limit of development. The proposal includes the north building, with a tower at a height of 18-storeys and another tower with a height of 22-storeys, the podium of the north building at a height of 7-8 storeys, and the south building at a height of 12-storeys. The fundamental policies that inform development on the Subject Property will not be changed.

The proposed OPA is consistent with the PPS 2024 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 “C” of this report, and includes standards that would permit the use and built-form proposed for the Subject Property as shown on the submitted Plans (See Schedule “C”)

As discussed earlier in this report, the proposed ZBA is in relation to the entire development as a whole.

The proposed ZBA will change the zoning of the Subject Property from ‘D- Development’ to ‘RA5-XX’, with site-specific provisions pertaining to setbacks, landscaped open space, and minimum parking spaces, among other provisions. The RA5 zone was selected as it is an apartment zone that largely reflects the proposed development. Further, the proposed ZBA will amend the boundary of the “G1 - Greenlands-Natural Hazard” zone to reflect the limit of development, which is shown as per Schedule “A” of the proposed draft ZBA, as indicated by the “G1” zone label.

The proposed ZBA will permit a development that is compatible with the existing character within the Streetsville CN. The phased approach to the development will minimize any construction disruptions to the surrounding area. The intent of the proposed ZBA is to permit the ultimate proposal as a whole. As such, we suggest that the City review the proposed draft ZBA to advise on any revisions if necessary and that the City accept any changes as required to the proposed development standards to permit the proposal as a whole as the proposal and applications progress towards a decision.

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 & STUDY REVIEW

**Functional Servicing and Stormwater Management Report, prepared by C.F. Crozier & Associates Inc., dated December 2024**

The Functional Servicing report concludes that water demand for the proposed north and south buildings will be met using a 200mm diameter water service connection to the existing 300m diameter watermains within Joymar Drive and Thomas Street. Sanitary service demand will be met using a proposed 250mm diameter sanitary connection to the existing 600mm diameter sanitary sewer along Joymar Drive for the north building and similarly, a 250mm diameter sanitary connection to the existing 600m diameter sanitary sewer within Thomas Street will be provided to meet sanitary demand for the south building. Stormwater up to the 100-year event from the proposed development will be collected by area drains and conveyed through the internal storm network, where it will be treated for quality and stored in a stormwater tank for re-use and/or discharge from the Subject Property. Further, the stormwater drainage outlet for the proposed development will be through two service connections, one to Joymar Drive and one to Thomas Street, for the north and south buildings respectively. An underground stormwater tank will be provided for the north building of 10 m<sup>3</sup> for quantity control. Quality control is provided through a treatment train approach through a proposed media filter and underground stormwater storage. Required water balance storage for the Subject Property is 44m<sup>3</sup> and will be achieved by re-use through irrigation after runoff is harvested by the SWM facilities. Per the Floodplain Analysis Memo (Crozier, March 2024), the proposed floodplain limits have been modified from existing conditions to balance earthworks and storage volumes within the floodplain and regularize the flood constraints on the site. The analysis provides post-to-pre development levels of flood storage in the Regulatory event, while allowing for a regularized development limit. The proposed development is located outside of the proposed Regulatory Floodplain associated with Mullet Creek.

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

The Pedestrian Level Wind Study assessed a version of the architectural drawings dated April 12, 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 in reference to the Phase 1 and Phase 2 configurations, wind conditions remain comfortable for pedestrian use at most locations on and around the site throughout the year. A reduction in wind speeds is expected that would improve the condition at the northwest and southeast corners of Tower A., but the location at the northwest corner of Tower A remains uncomfortable in the winter. An increase in wind speeds (becoming uncomfortable) are expected at two areas between the towers, including the main entrance to Tower B, in the winter. As this was the first baseline test, no landscaping was considered which provides more conservative results/wind conditions. Further tests can be conducted through the process to ensure the safety criterion are met. The report further notes that in reference to ground level safety, existing wind speeds at all areas assessed meet the wind safety criterion. In the Phase 1 and the Phase 1 & 2 configurations, wind speeds that meet the safety criterion are anticipated at all grade level locations, except the northwest building corner in the undercut of Tower A where the wind safety limit is expected to be exceeded. In reference to above-grade amenity terraces, the report notes that in the summer in the Phase 1 & 2 configuration, wind speeds are expected to be comfortable for passive pedestrian use at all areas of the Level 8 outdoor amenity area on the podium of the North Buildings. Seasonally stronger winds are predicted at some areas on Level 8 during the winter, which may be acceptable due to the infrequent use of this space during the colder months. In the Phase 1 & 2 configuration all above-grade locations are predicted to meet the safety criterion. The report also notes that all the proposed landscaping features are expected to help improve wind conditions. The dense

landscaping in the berm to the north are predicted to help reduce winds around the site and within the drop off zone between Towers A and B. The coniferous trees would extend their benefit to the winter and may help reduce the uncomfortable conditions at the entrances and areas within the drop off zone

**Arborist Report and Tree Inventory & Protection Plan prepared by Strybos Barron King Ltd., dated April 26, 2024**

The Arborist report and TIPP inventories the existing trees on the Subject Property, and concludes that Tree removals will be required in order to facilitate construction of the new development and flood plain restoration and re-naturalization works. Some potential but minor tree removals may be required in order to re-establish and restore the area immediately adjacent to the top of bank. Eight (8) trees subject to the City's private tree by-law and two (2) City owned trees will require removal. A tree removal permit and City permission is required for this work. The planning for site includes a robust restoration and re-naturalization plan which will provide compensation for the minor loss of trees associated with the development works.

**Updated Phase One and Phase Two Environmental Site Assessment (ESA) prepared by Sirati and Partners Consultants Ltd., dated December 18, 2024 and June 17, 2022 respectively**

A Phase One and Phase Two ESA was completed by Sirati for the Subject Property. The Phase One ESA concludes that a Phase Two ESA is required to investigate issues of potential environmental concern that have been identified on the property and which may have resulted in adverse impact to the environmental condition of the property. As per the updated Phase One ESA, it is noted that the updated Phase One ESA has not found any additional APEC and or PCAs and therefore, the previously completed Phase Two ESA is still considered to be valid. The previous Phase Two

ESA completed by Sirati concludes that further subsurface investigation is required to delineate the vertical and horizontal extent of contamination in both soil and groundwater. Additionally, a Remedial Action Plan is required and is underway such that it will be submitted once completed.

**Shadow Study, prepared by SRM Architects + Urban Designers, dated December 2024**

The Shadow Study prepared by SRM Architects + Urban Designers compares shadows resulting from the proposed development to shadows cast by the existing built-form on the Subject Property. Further, the shadow study assesses the sun factor for outdoor amenity areas that are part of the proposal. The study captured anticipated shadows for June 21 from 7:20 am at hourly intervals to 7:20 pm, September 21 from 8:35 am, then 9:12 am, and continues at hourly intervals to 5:12 pm, and then captures 5:48 pm as well, and December 21 from 9:19 am, then 10:17 am and continues at hourly intervals to 2:17 pm, then captures 3:15 pm as well. The study concludes that the net new shadows cast by the proposed development have an acceptable impact on the surrounding neighbourhood. Any shadow impacts beyond the City's criteria fall on the proposed shared amenity areas within the site and do not impact the public realm or private amenity areas of other residents in Streetsville. Further, based on the sun factor analysis, the development will cast an acceptable shadow on public spaces, turf and flower gardens, and potential solar energy collection have been recorded. The site's design and massing, including height limits, concentration of massing, and limited tower floor plate result in a development that is compatible with the existing context.

**Transportation Impact Study and Parking Justification Study, prepared by C.F. Crozier & Associates Inc., dated December 2024**

The Transportation Impact Study has concluded that under 2028 future background conditions, all the study intersections operate similar to

the existing conditions. Under 2028 future total conditions, all the study intersections operate similar to the future background conditions. The site access is expected to operate well with minimal delays and no queuing issues identified. Sightlines and access spacing were reviewed and were found to be adequate as well. A signal warrant was conducted per the Ontario Traffic Manual Justification 7 for projected volumes at the intersection of Thomas Street and Joymar Drive. The volumes fell short of satisfaction levels and therefore a signal is not recommended. Sight lines, Corner Clearance and Clear Throat Length are adequate for the proposed site accesses per the TAC standards. The vehicles turning right from site access via Tannery Street have sight distance to the end of Tannery Street and to the intersection of Joymar Drive and Tannery Street. Vehicle maneuverability diagrams were prepared and indicate that all design vehicles can circulate the proposed site adequately without encroaching on any curbs or obstacles. A parking assessment and justification was conducted for the proposed development and the proposed auto and bicycle parking supplies were determined to be adequate to support the needs of residents and visitors at the proposed site based on a review on the surrounding land-use context, transit availability and observed parking rates within the City of Mississauga. Transportation Demand Management (TDM) measures, including “hard” measures such as adequate cycling and pedestrian facilities, as well as “soft” measures such as unbundling the parking supply and providing transit incentives were recommended to reduce single-occupant vehicle trips and to promote transit and active transportation uses. The Report then concludes that the proposed site is not expected to materially impact the surrounding study transportation network and supports the build out of a multi-modal transportation and can therefore be supported from a transportation perspective.

**Geotechnical and Slope Stability Investigation and Supplementary Geotechnical Investigation Report, prepared by Sirati and**

**Partners Consultants Ltd., dated January 31st, 2023 and April 17th, 2024 respectively**

A Geotechnical and Slope Stability Investigation was prepared. As part of this investigation, the physical top of slope associated with Mullet Creek was staked in consultation with the Credit Valley Conservation Authority. As per Section 8.4 of the report, an 8.0 m toe erosion allowance was assumed in the calculation of the long-term stable slope, as per the CVC’s Technical Guideline: “Slope Stability Definition & Determination Guidelines”, October 2014m Figure 4a. The long-term stable slope was utilized in the design of the proposed development and makes up part of the limit of development for the proposal. The Supplementary Geotechnical Investigation Report provides additional findings and recommendations for the proposed development.

**Solid Waste Management Plan, prepared by Walmsley Environmental, dated April 17th, 2024**

A solid waste management plan was prepared and concluded that the proposed development will provide enough space for the storage, staging, and collection of blue bin (BB) recyclables and uncompacted mixed waste from the residential units.

**Environmental Impact Study, prepared by Beacon Environmental, dated December 20th, 2024**

The EIS concludes that based upon the finding presented in the report and contingent upon the implementation of the recommendations made herein, it is concluded that the proposed development and associated activities will not adversely affect any natural heritage features and functions, and an overall benefit will be gained to the natural system following restoration. The EIS further states that The current site conditions are extensively developed up to and within the natural feature. With the implementation of the recommended mitigation measures, the

post development condition will result in an improvement in the riparian corridors form and function and increase the overall area of the natural system. Further, the EIS states that the proposed development limit which incorporates the re-engineered floodline and associated setback/buffer, will provide sufficient protection to natural heritage features identified on and adjacent to the subject property and offers ecological improvements from the existing intensively developed condition. Therefore, the EIS states that the proposed development can occur as planned in conformity with the natural heritage policies of the Region of Peel Official Plan, the City of Mississauga Official Plan, and CVC policies.

**Hydrogeological Investigation Report, prepared by Sirati and Partners Consultants Ltd., dated March 15, 2024**

The Hydrogeological Investigation Report concludes that based on the soil and groundwater conditions and the proposed development design and drawings, the short-term dewatering rate is anticipated to be approximately 477,849 L/day with a safety factor of 2 considered, which includes the runoff accumulated due to 20 mm daily precipitation. A PTTW will be required for the anticipated temporary construction dewatering. The long-term sub-drain discharge is anticipated to be approximately 260,650 L/day (with a safety factor of 1.5 considered). A PTTW will be required for the proposed long-term subdrainage discharge. The maximum zone of influence due to the construction dewatering was estimated to be approximately 31 m from the edge of the excavation or building. The result of water quality data shows that there are various exceedances in the water quality base on the Peel Region Sanitary Sewer Use By-Law. Therefore, the groundwater generated from the construction dewatering at the Site can be considered to be discharged to the local sanitary sewer system after filtration or treatment. Should the water generated be discharged to the storm water sewer system, additional treatment shall be applied. Based on

the water balance assessment, an infiltration excess is anticipated in an amount of 2,550 m<sup>3</sup> / year, while the runoff will decrease by 9,082 m<sup>3</sup> / year. The design and installation of a construction dewatering system is usually the responsibility of the construction contractor. SIRATI should be consulted for any further details of the dewatering system or methods.

**Floodplain Analysis, prepared by C.F. Crozier & Associates Inc., dated March 15, 2024**

The Floodplain Analysis has been conducted through significant collaboration with the CVC and is in conformance with the required CVC criteria. Through this analysis, it has been sufficiently demonstrated that the proposed cut and fill within the floodplain will not cause adverse flooding impacts. The cut/fill design within the floodplain provides post- to-pre-development levels of flood storage for all storm events.

**Environmental Noise Report, prepared by Jade Acoustics, dated April 26, 2024**

The Environmental Noise Report concludes that based on the acoustical analysis, with the incorporation of the appropriate acoustical abatement measures as recommended within the Report, it is feasible to develop the Subject Property for residential uses. In accordance with City, CP Rail, Metrolinx, and Ministry implementation guidelines, where mitigation is required, future purchasers will be advised through the use of warning clauses.

**Streetscaping Feasibility Study, prepared by C.F. Crozier & Associates Inc., dated December 2024**

The Streetscaping Feasibility Study concludes that the location of existing underground utilities and overhead wires in all three adjacent right-of-ways present conflicts with proposed street tree and typical soil trench locations. As such, alternative solutions should be explored in order to provide required street trees and soil

volumes while minimizing conflicts and relocation requirements with existing utilities. This will be further discussed with City Staff and relevant agencies/departments through the process.

# 11.0 COMMUNITY ENGAGEMENT PLAN

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 Planning 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 City Council and City Staff that a complete application has been received and the City will advise 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 office
- 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 amendment
- 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 Councilor wish to pursue additional public consultations, the applicant will consider this provided it is carried out in an efficient and timely manner .



## 12.0 CONCLUSION

The proposed development supported by this report is consistent with the Provincial Planning Statement 2024. 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 redesignate the Subject Property to “Residential High Density” and to amend the Special Site ‘Two’ policies of the Streetsville Community Node Character Area to be 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:

- The proposed development will contribute towards a more complete community for residents of all ages.
- The proposed residential units will provide a larger variety of housing options to the Streetsville area and City of Mississauga. 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.
- Contributes to the existing diversity of housing stock in the Streetsville Strategic Growth Area by providing approximately 1,043 residential units.
- Contributes to achieving the overall minimum density target of the future MTSA.
- Contributes to achieving an overall attractive and desirable environment within Mississauga and the Streetsville Planned MTSA.
- Provides a mix of unit types and sizes, of which 32% of the units will be two and three

bedroom units, 43% will be family-friendly units (1 and a half bedroom units and up), and a percentage will be affordable ownership housing, which directly supports the housing strategies identified by the Region of Peel and the City of Mississauga.

- 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 Joymar Drive, by extending the attractive facade along Joymar Drive.
- Provides new landscaped open spaces and contributes to a more attractive and pedestrian-oriented streetscape.
- Supported by existing higher order transit in proximity and provides direct pedestrian connectivity to Streetsville GO Station.
- Promotes active transportation by providing 681 bicycle parking spaces including 626 long term and 55 short term parking spaces which exceeds the bicycle parking requirements under the Zoning By-law.

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: December 23<sup>rd</sup>, 2024



TJ Cieciora, MSc., MCIP, RPP

Principal



## 13.0 SCHEDULES

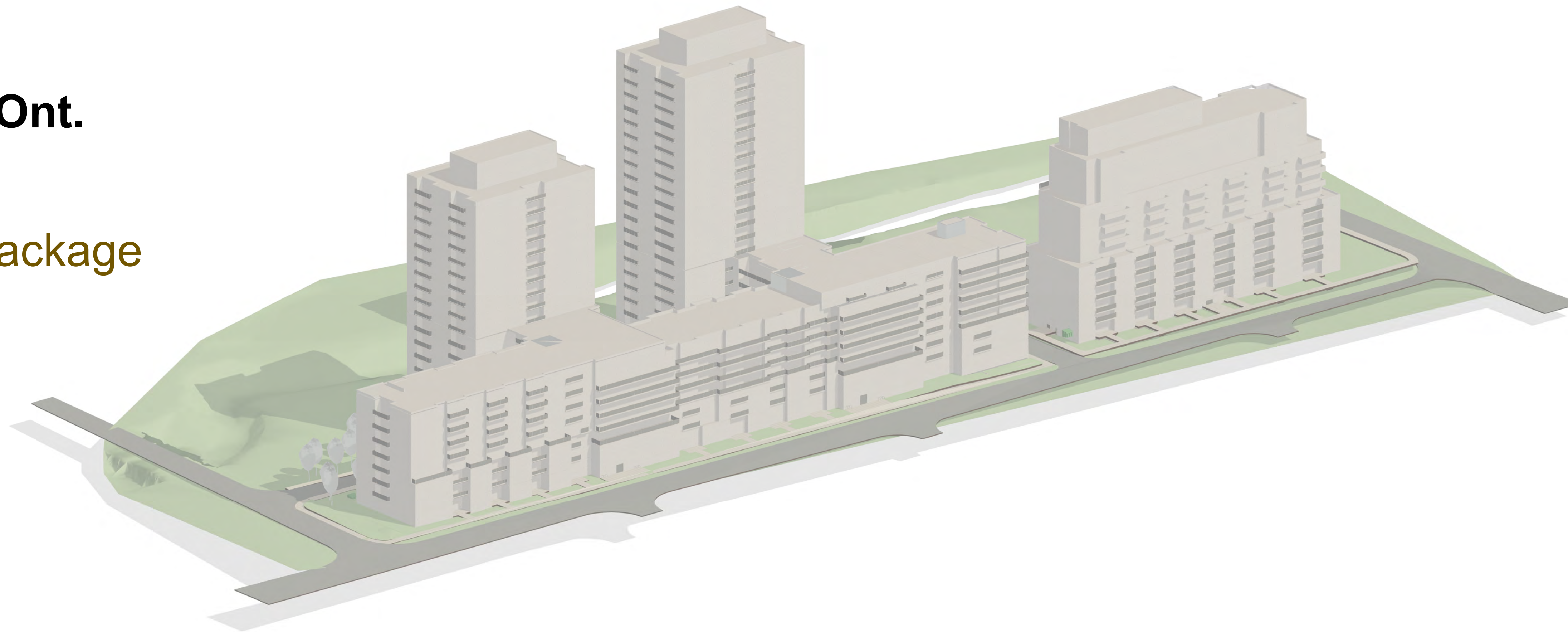
# **SCHEDULE A - ARCHITECTURAL PLANS**

# 64 & 66 Thomas Street, 95 Joymar Drive & 65 Tannery Street

Mississauga, Ont.

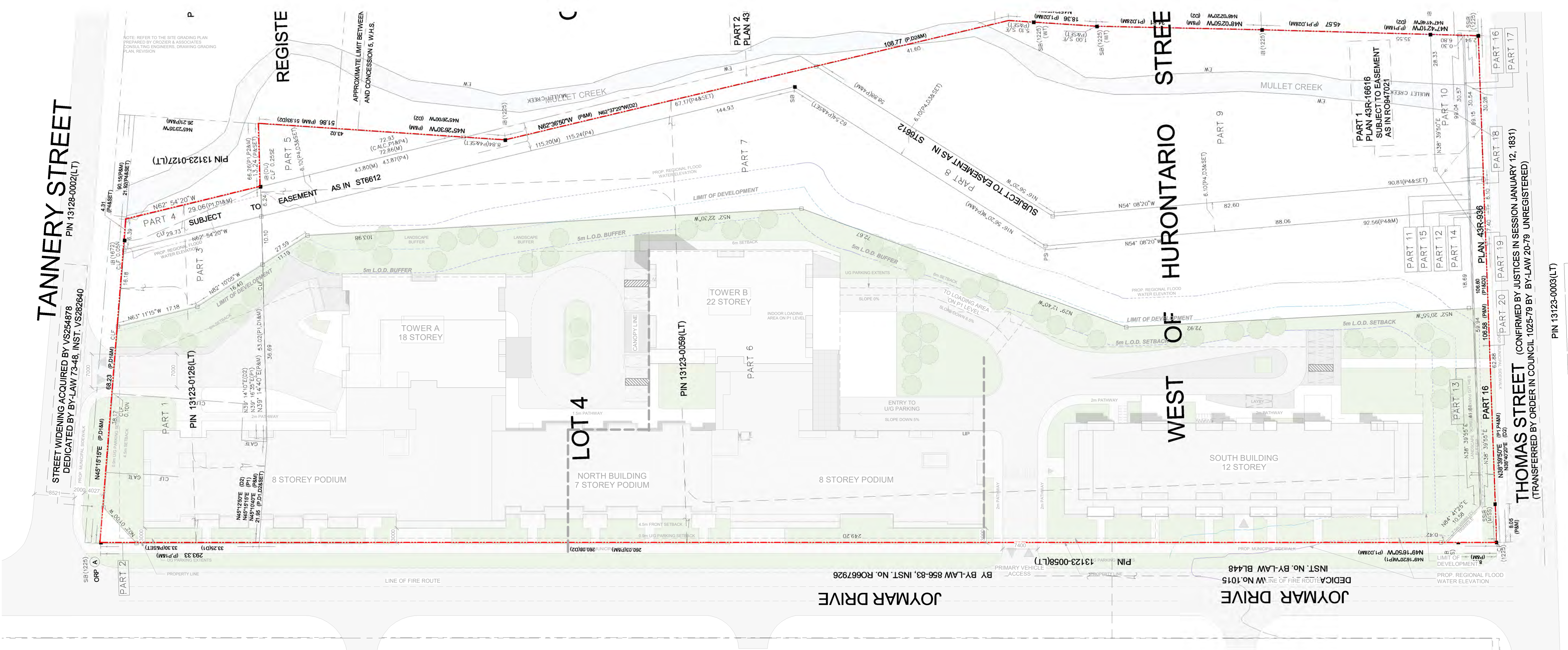
Architectural Package

December 18, 2024



DRAFT FOR  
DISCUSSION ONLY



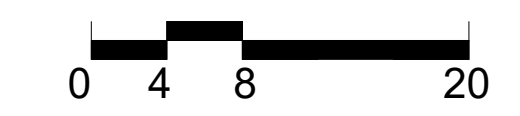
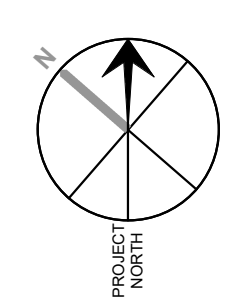


TANNERY STREET  
 STREET WIDENING ACQUIRED BY V5254878  
 DEDICATED BY BY-LAW 73-48, INST. V5262640  
 PIN 13128-0002(LT)

WEST OF HURONTARIO STREET

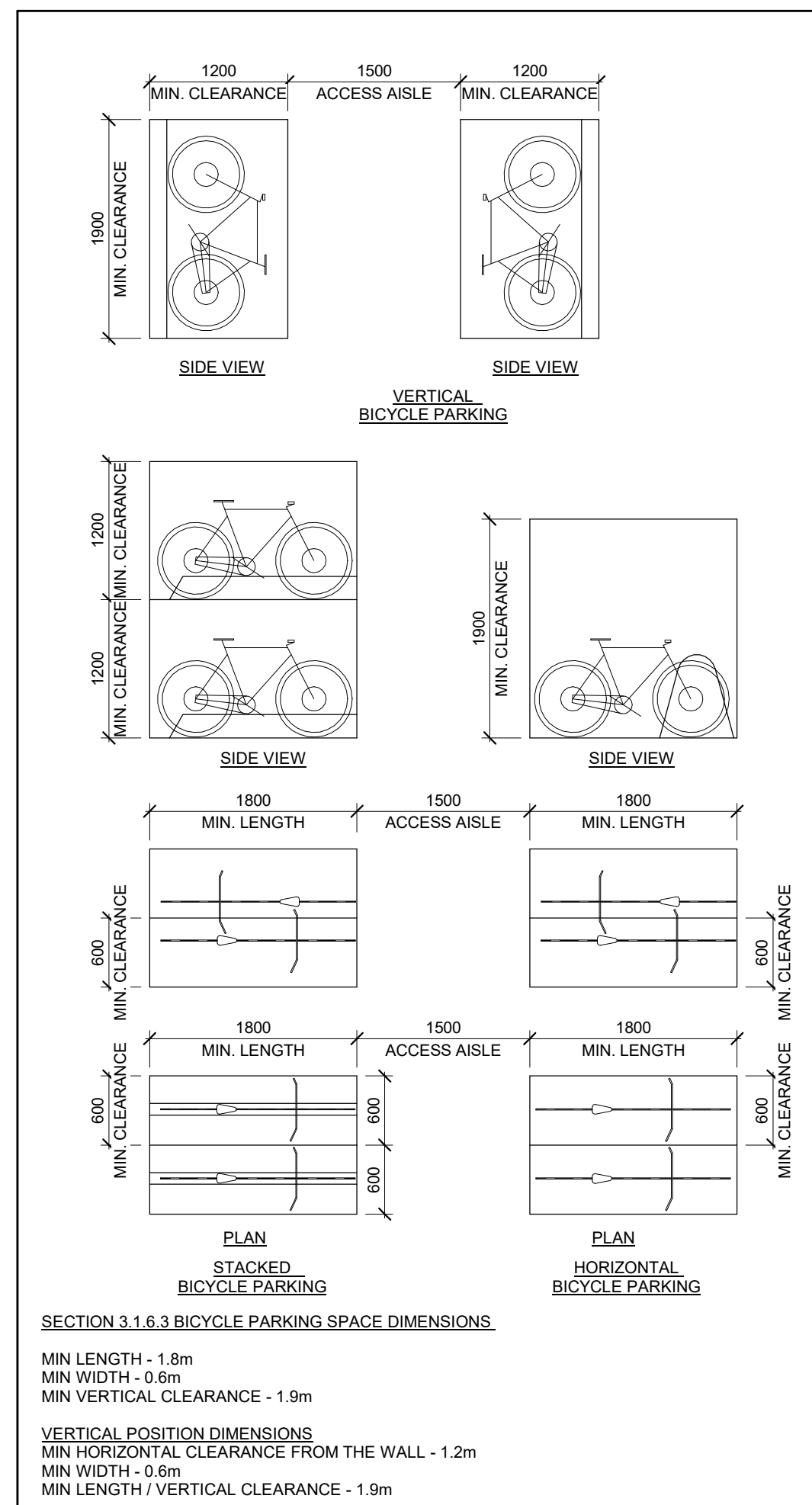
THOMAS STREET (CONFIRMED BY JUSTICES IN SESSION JANUARY 12, 1831)  
 (TRANSFERRED BY ORDER IN COUNCIL 1025-79 BY BY-LAW 20-79 UNREGISTERED)  
 PIN 13123-0003(LT)

DRAFT FOR DISCUSSION ONLY

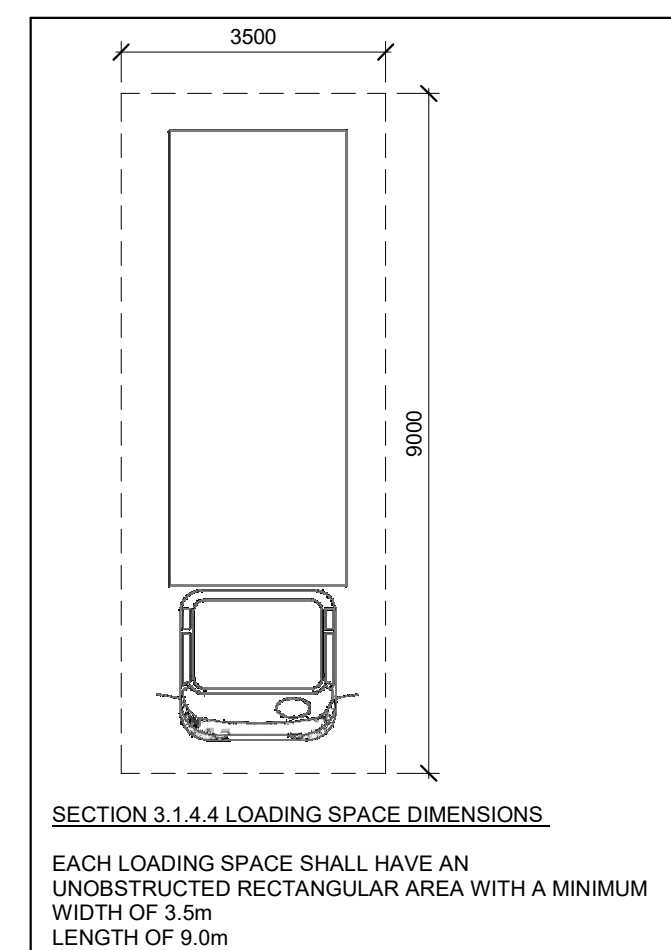


Scale 1 : 400 FULL SIZE  
 Scale 1 : 800 HALF SIZE

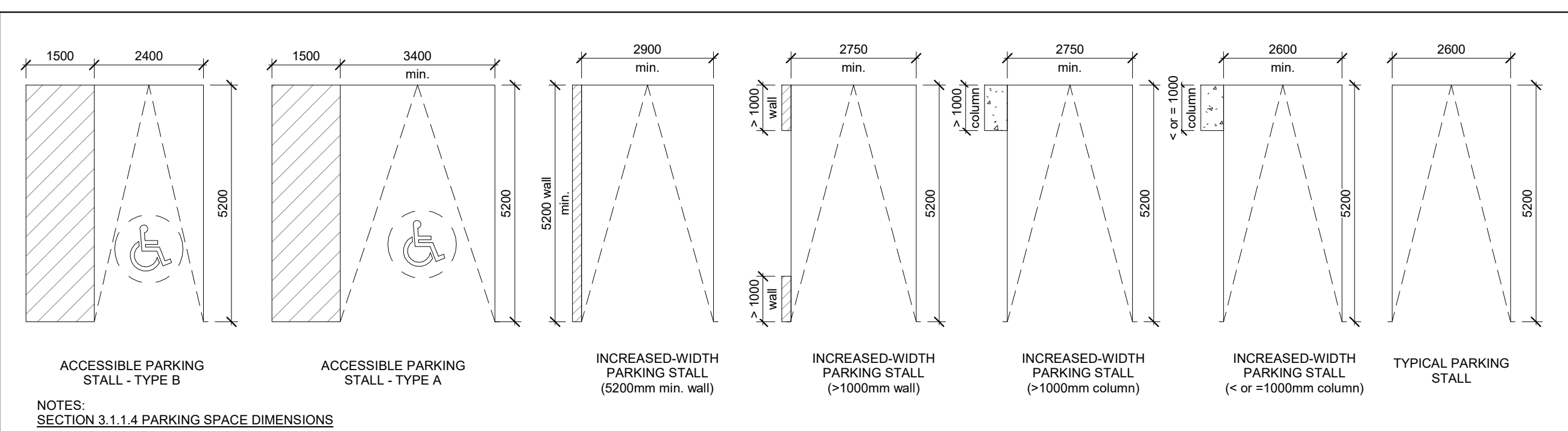




**3 BICYCLE PARKING SPACE DIMENSIONS**  
1 : 50



**1 LOADING DOCK DIMENSIONS**  
1 : 100



**2 PARKING STALL DIMENSIONS**  
1 : 100

LANDSCAPING DATA	REQUIRED	PROPOSED	PROPOSED (%)
TOTAL LANDSCAPED AREA (m2)	40% OF LOT AREA = 11,110.26 m <sup>2</sup>	6,931.08 m <sup>2</sup>	25%
TOTAL PAVED AREA (m2)		3,011.96 m <sup>2</sup>	
LANDSCAPE BUFFERS (m)	4.5m	3-4.5m	

LOADING REQUIREMENTS	REQUIRED	PROPOSED	PROPOSED (%)
RESIDENTIAL	1	3	300%

AUTOMOBILE INFRASTRUCTURE	MINIMUM RATE	REQUIRED	PROPOSED	PROPOSED (%)
NUMBER OF RESIDENTIAL PARKING SPACES	0.80 X UNIT	835 (FOR 1043 UNITS)	835	100%
NUMBER OF BARRIER FREE PARKING SPACES (INCLUDES TOTAL PARKING SPACES)	2.0 SPACES + 2% OF THE TOTAL = 19	TYPE A 10 TYPE B 9	TYPE A XX TYPE B XX	XX%
NUMBER OF VISITOR PARKING SPACES	0.15 X UNIT	157	131	83.4%
TOTAL PARKING SPACES		992	966	97.4%

CYCLING INFRASTRUCTURE	MINIMUM RATE	REQUIRED	PROPOSED	PROPOSED (%)
NUMBER OF CLASS A - LONG-TERM BICYCLE PARKING SPACES (RESIDENTIAL)	CLASS A: 0.8 SPACES PER UNIT	626	626	100%
NUMBER OF CLASS B - SHORT-TERM BICYCLE PARKING SPACES	CLASS B: THE GREATER OF 0.05 SPACES PER UNIT OR 6 SPACES	53	55	103.8%
TOTAL BICYCLE PARKING SPACES	XX	679	681	100.3%

SHORT-TERM BICYCLE PARKING	MINIMUM RATE	REQUIRED	PROPOSED	PROPOSED (%)
PHASE 1 (TOWER A)	CLASS B: THE GREATER OF 0.05 SPACES PER UNIT OR 6 SPACES	11	12	109%
PHASE 2A (NORTH BUILDING PODIUM)		9	9	100%
PHASE 2B (NORTH BUILDING PODIUM)		9	9	100%
PHASE 3 (SOUTH BUILDING)		11	12	109%
PHASE 4 (TOWER B)		13	13	100%
<b>TOTAL COUNT</b>		<b>53</b>	<b>55</b>	<b>103.8%</b>

UNITS DATA - ENTIRE DEVELOPMENT					
TYPE	# OF UNITS	AREA		AVERAGE UNIT SIZE (sqft)	PERCENTAGE
		sqm.	sqft.		
STUDIO	30	982.93	10580.17	353	3%
1 BED	565	26002.27	279886.1	493	54%
1 BED + D	116	6262.25	67406.30	581	11%
2 BED	214	14662.83	157829.39	738	21%
2 BED + D	66	5309.99	57156.26	866	6%
3 BED	52	4029.79	43376.30	834	5%
	<b>1043</b>	<b>57250.06</b>	<b>616234.52</b>		

AMENITY AREA REQUIREMENTS	REQUIRED	PROPOSED	PROPOSED (m2/Units)
INDOOR AMENITY AREA (m <sup>2</sup> )		1116 m <sup>2</sup>	1.07
OUTDOOR AMENITY AREA (m <sup>2</sup> )		4082.67 m <sup>2</sup>	3.91
TOTAL AMENITY AREA (5.6 m <sup>2</sup> / UNIT) (m <sup>2</sup> )	5.6*1043 = 5840.8 m <sup>2</sup>	5198.67 m <sup>2</sup>	4.98

INDOOR AMENITY AREA (m <sup>2</sup> )	PROPOSED
LEVEL P1 (Phase 3)	77 m <sup>2</sup>
LEVEL 1	915 m <sup>2</sup>
LEVEL 8	124 m <sup>2</sup>
TOTAL INDOOR AMENITY	1116 m <sup>2</sup>

OUTDOOR AMENITY AREA (m <sup>2</sup> )	PROPOSED
LEVEL P1 (Phase 3 at Grade)	610.89 m <sup>2</sup>
LEVEL 1 (at Grade)	2665.78 m <sup>2</sup>
LEVEL 8 (ROOFTOP)	806 m <sup>2</sup>
TOTAL OUTDOOR AMENITY	4082.67 m <sup>2</sup>

**SITE AND ZONING STATISTICS**  
1 : 2

GENERAL SITE DESCRIPTION	
NAME OF PROJECT	JOYMAR DRIVE & TANNERY ST, MISSISSAUGA
MUNICIPAL ADDRESS	95 JOYMAR DR
ZONING BY LAW	RAS
ZONING DESIGNATION	D
OBC BUILDING CLASSIFICATION	C (3.2.2.42)

BUILDING DATA	REQUIRED	PROPOSED	PROPOSED (%)
BUILDING COVERAGE AREA	---	7,230 m <sup>2</sup> (1.78 a)	---
LOT AREA A (Environmental)	---	10,768m <sup>2</sup> (1.07ha)	---
LOT AREA B (Development)	---	16,590m <sup>2</sup> (1.66 ha)	---
LOT AREA C (Road widening, etc)	---	400m <sup>2</sup> (0.04 ha)	---
TOTAL LOT AREA (A+B+C)	---	27,758 m <sup>2</sup> (2.78 ha)	---
LOT WIDTH AT JOYMAR DR.	---	293.42 m	---
LOT WIDTH AT TANNERY ST.	---	68.23 m	---
LOT WIDTH AT THOMAS ST.	---	106.57 m	---
DEVELOPABLE LOT FRONTAGE	---	289.63 m	---
DEVELOPABLE LOT DEPTH	---	70.25m (max)   45.32m (min)	---
DENSITY	---	1043 UNITS	---
FLOOR AREA (EXCLUDING UG PARKING) (m <sup>2</sup> )	---	72,588.01 m <sup>2</sup>	---
UNDERGROUND PARKING AREA (m <sup>2</sup> )	---	42,173.06 m <sup>2</sup>	---
GROSS FLOOR AREA (DEFINED AS PER ZONING) (m <sup>2</sup> )	---	65,749.38 m <sup>2</sup>	---
DENSITY (FSI) GFA/LOT AREA B-DEVELOPMENT	---	3.96	---

Gross Floor Area (GFA) means the sum of the areas of each storey of a building, structure or part thereof, above or below established grade, excluding storage below established grade and a parking structure above or below established grade, measured from the exterior of outside walls, or from the midpoint of corners walls.  
 Let Area means the total horizontal area within the lot lines of a lot. Where this By-law requires a minimum lot area for a use, such area shall be located within the same zone as the use.  
 Floor Space Index (FSI) means the ratio of the gross floor area of all buildings and structures to the lot area.

SETBACKS	REQUIRED	PROPOSED	PROPOSED (%)
FRONT YARD (m)	30	4.5	---
INTERIOR SIDE YARD (m)	9	4.5	---
EXTERIOR SIDE YARD (m)	9	4.5	---
REAR YARD (m)	15	6	---

UNITS COUNT AS PER PHASING	REQUIRED	PROPOSED	PROPOSED (%)
PHASE 1 (TOWER A)	---	209	---
PHASE 2A (NORTH BUILDING PODIUM)	---	180	---
PHASE 2B (NORTH BUILDING PODIUM)	---	188	---
PHASE 3 (SOUTH BUILDING)	---	214	---
PHASE 4 (TOWER B)	---	252	---
<b>TOTAL UNITS COUNT</b>	---	<b>1043</b>	---

PHASE 1 (TOWER A)	REQUIRED	PROPOSED	PROPOSED (%)
NUMBER OF STOREYS	---	18 STOREYS	---
BUILDING HEIGHT (RESIDENTIAL STOREYS) (m)	---	59.40 m	---
RESIDENTIAL AREA (m <sup>2</sup> )	---	11,566.78 m <sup>2</sup>	---
AMENITY AREA (INDOOR) (m <sup>2</sup> )	---	88.01 m <sup>2</sup>	---

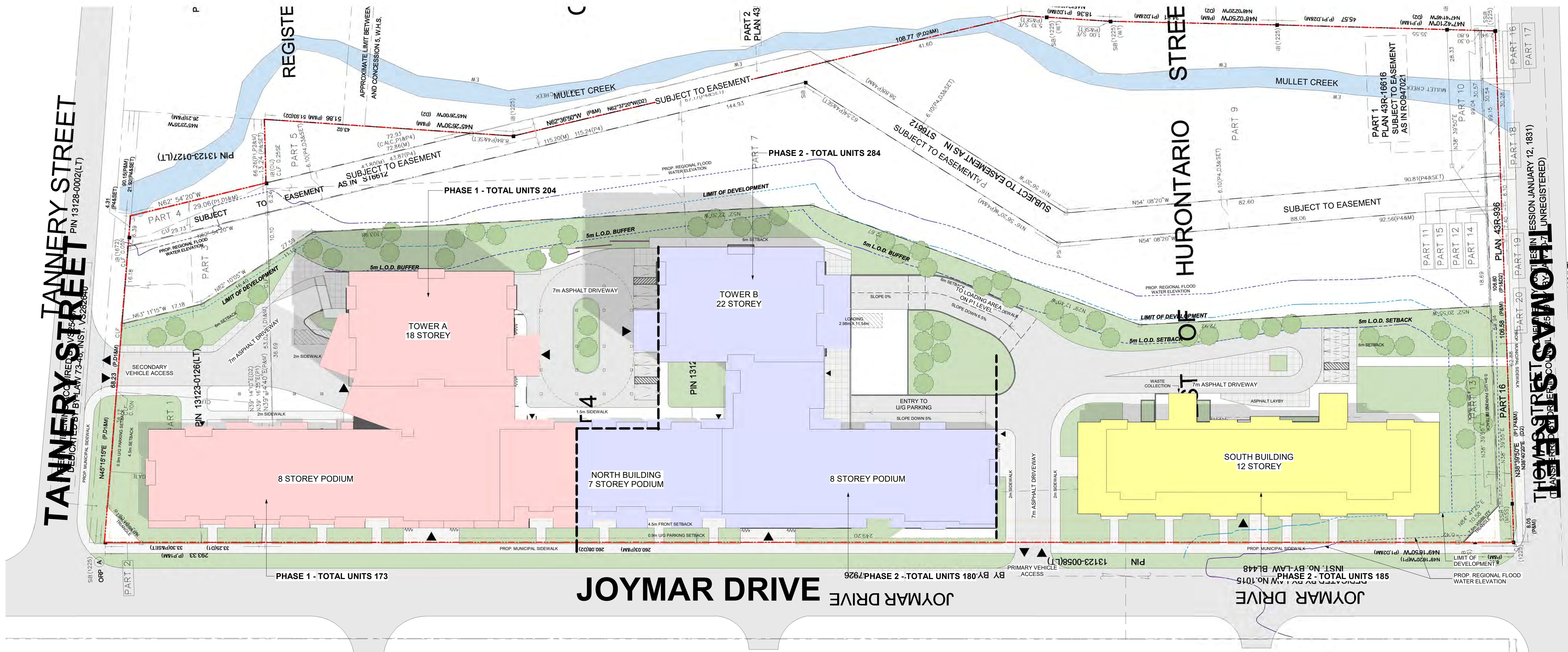
PHASE 1 (NORTH BUILDING PODIUM)	REQUIRED	PROPOSED	PROPOSED (%)
NUMBER OF STOREYS	---	8 STOREYS	---
BUILDING HEIGHT (RESIDENTIAL STOREYS) (m)	---	27.40 m	---
RESIDENTIAL AREA (m <sup>2</sup> )	---	9,813.80 m <sup>2</sup>	---
AMENITY AREA (INDOOR) (m <sup>2</sup> )	---	266.84 m <sup>2</sup>	---

PHASE 2 (NORTH BUILDING PODIUM)	REQUIRED	PROPOSED	PROPOSED (%)
NUMBER OF STOREYS	---	8 STOREYS	---
BUILDING HEIGHT (RESIDENTIAL STOREYS) (m)	---	27.40 m	---
RESIDENTIAL AREA (m <sup>2</sup> )	---	10,694.61 m <sup>2</sup>	---
AMENITY AREA (INDOOR) (m <sup>2</sup> )	---	491.97 m <sup>2</sup>	---

SOUTH BUILDING	REQUIRED	PROPOSED	PROPOSED (%)
NUMBER OF STOREYS	---	12 STOREYS	---
BUILDING HEIGHT (RESIDENTIAL STOREYS) (m)	---	46.70 m	---
RESIDENTIAL AREA (m <sup>2</sup> )	---	11,350.35 m <sup>2</sup>	---
AMENITY AREA (INDOOR) (m <sup>2</sup> )	---	77.37 m <sup>2</sup>	---

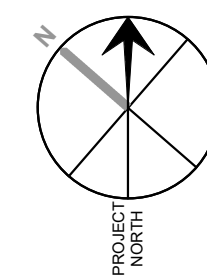
PHASE 2 (TOWER B)	REQUIRED	PROPOSED	PROPOSED (%)
NUMBER OF STOREYS	---	22 STOREYS	---
BUILDING HEIGHT (RESIDENTIAL STOREYS) (m)	---	72.20 m	---
RESIDENTIAL AREA (m <sup>2</sup> )	---	13,824.53 m <sup>2</sup>	---
AMENITY AREA (INDOOR) (m <sup>2</sup> )	---	190.82 m <sup>2</sup>	---

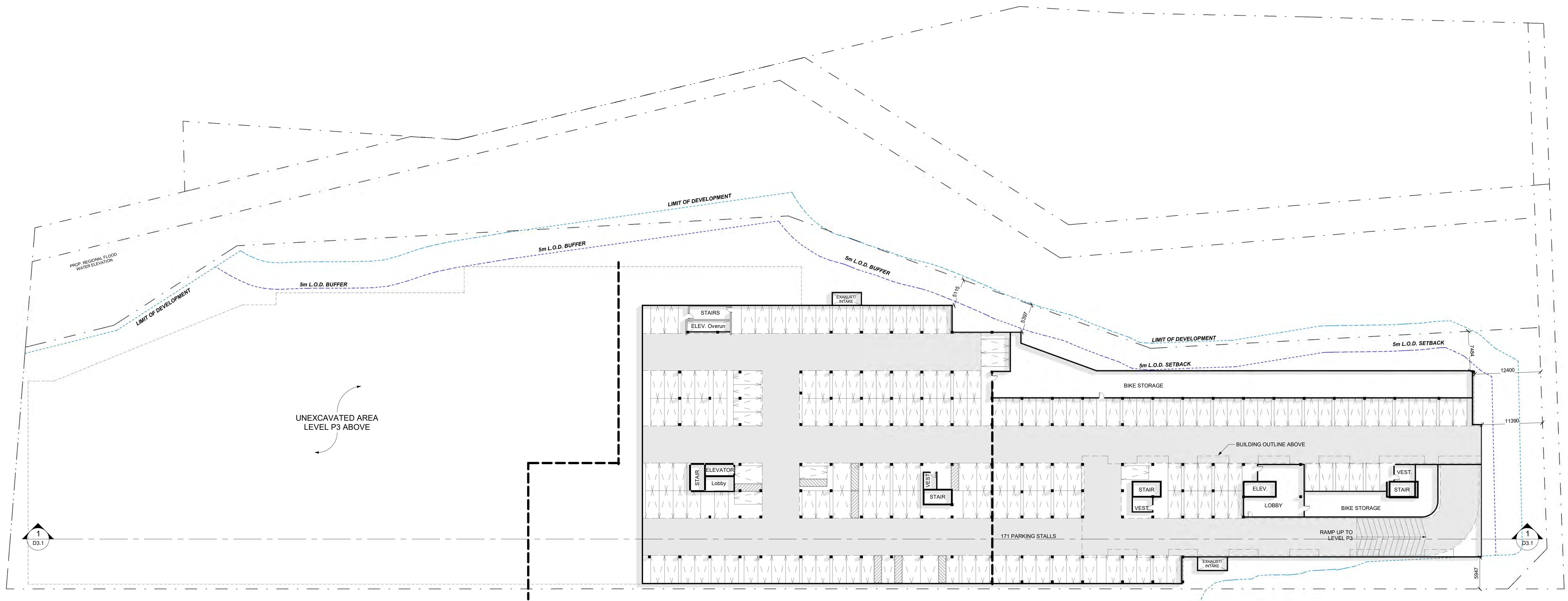
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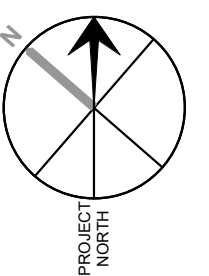
- PHASE 1
- PHASE 2
- SOUTH BUILDING
- OUTDOOR AMENITY

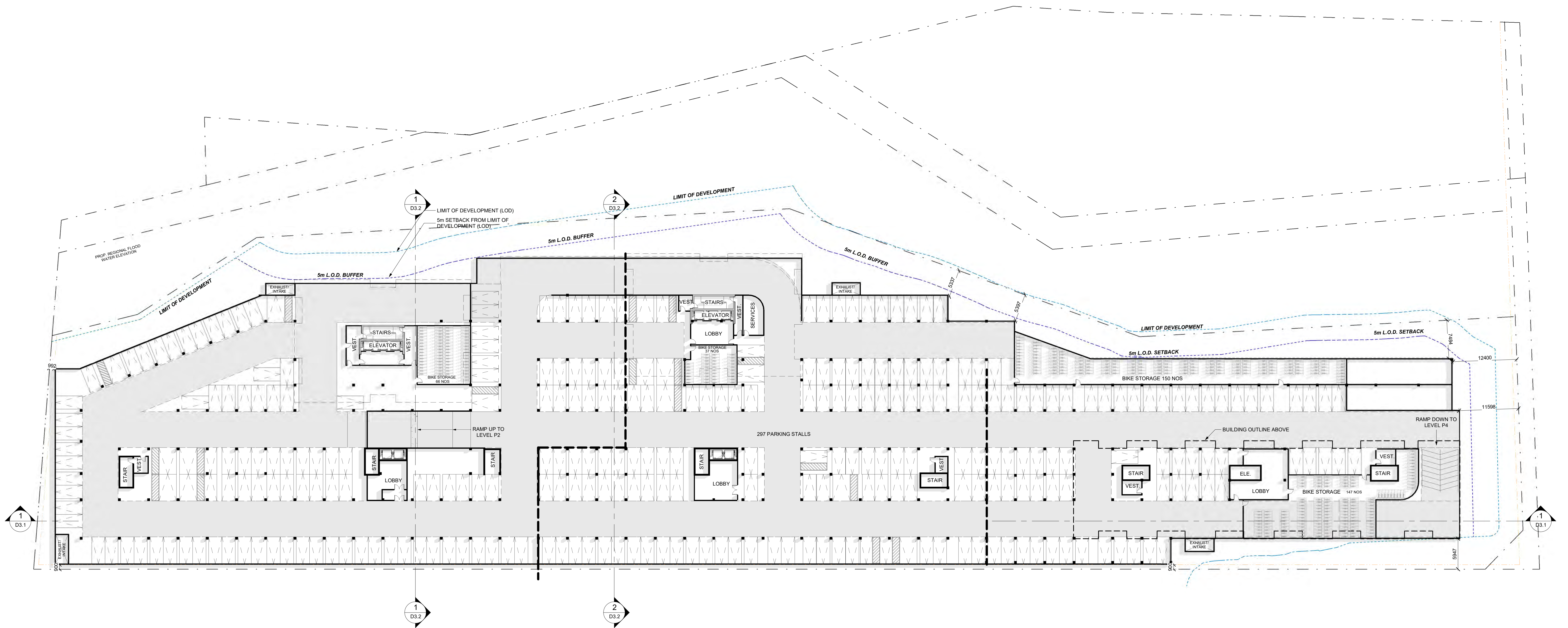
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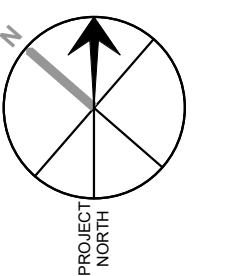


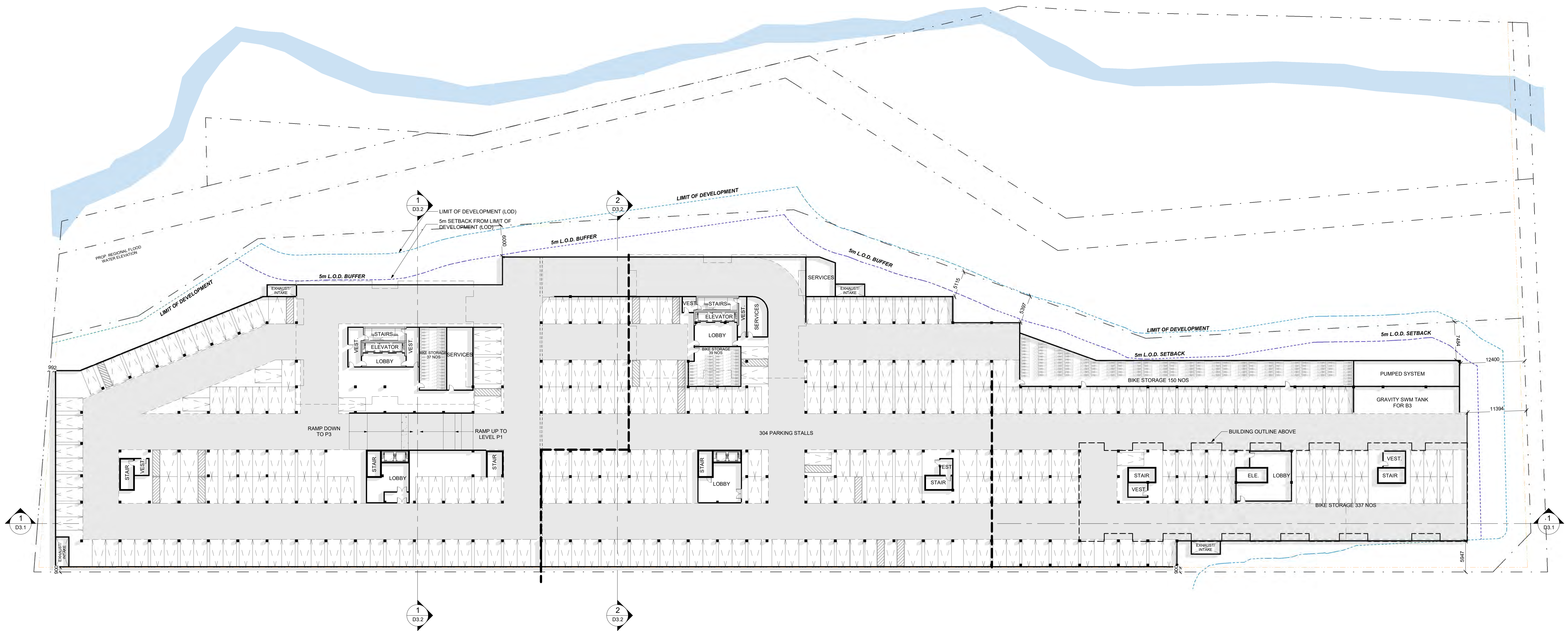
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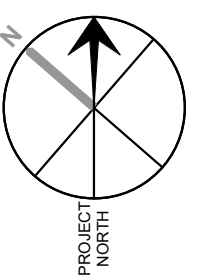


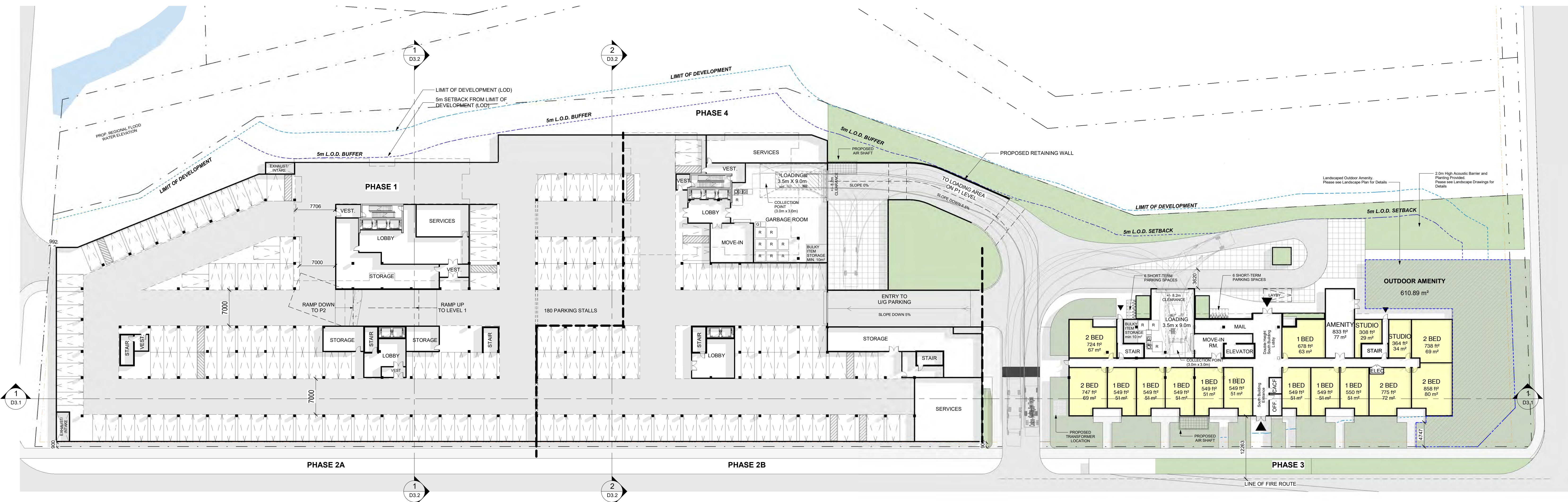
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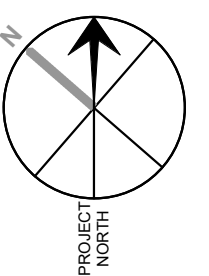


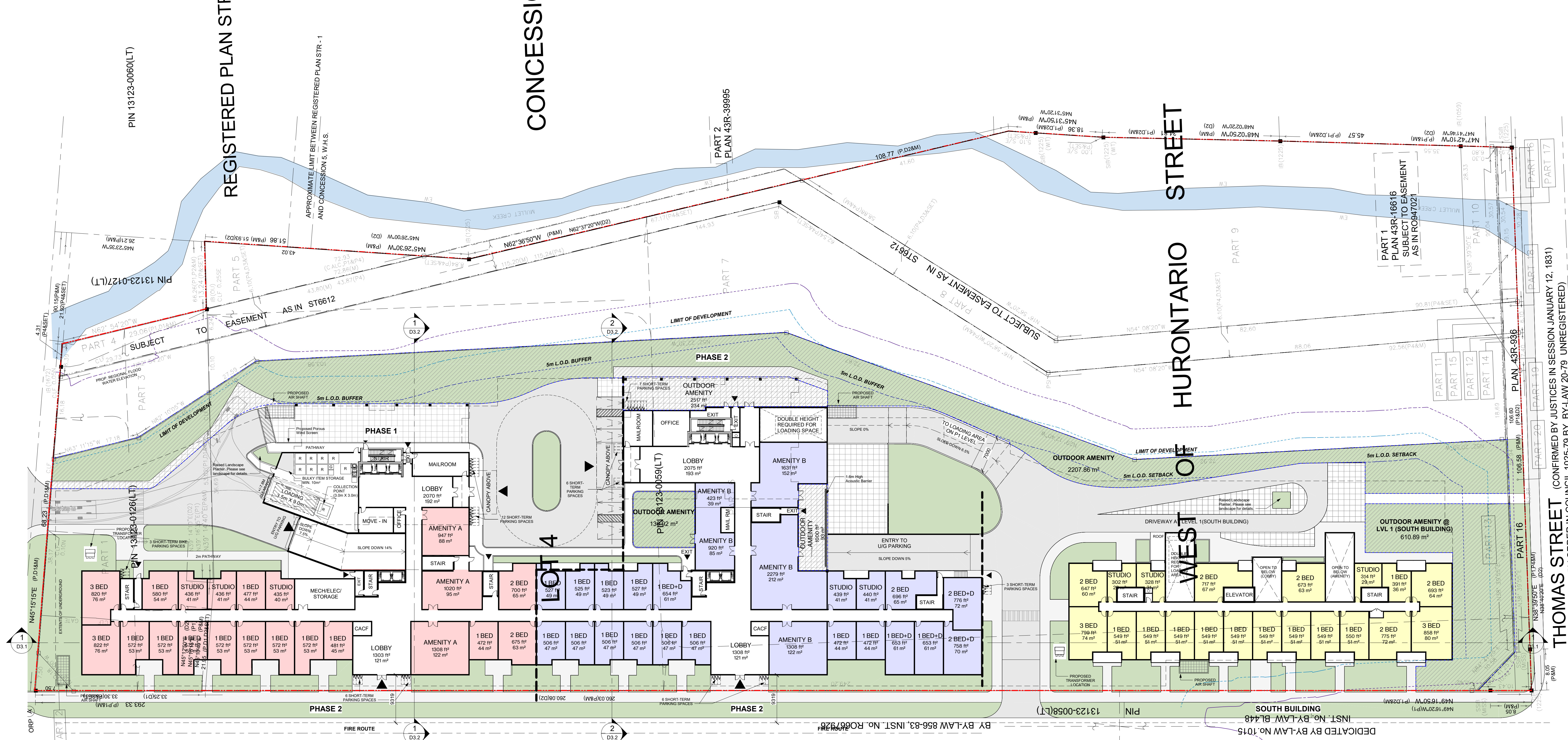
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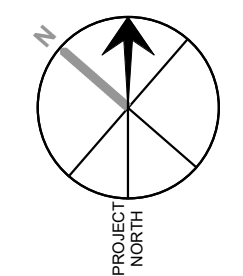


**NORTH BUILDING - LEVEL 1**

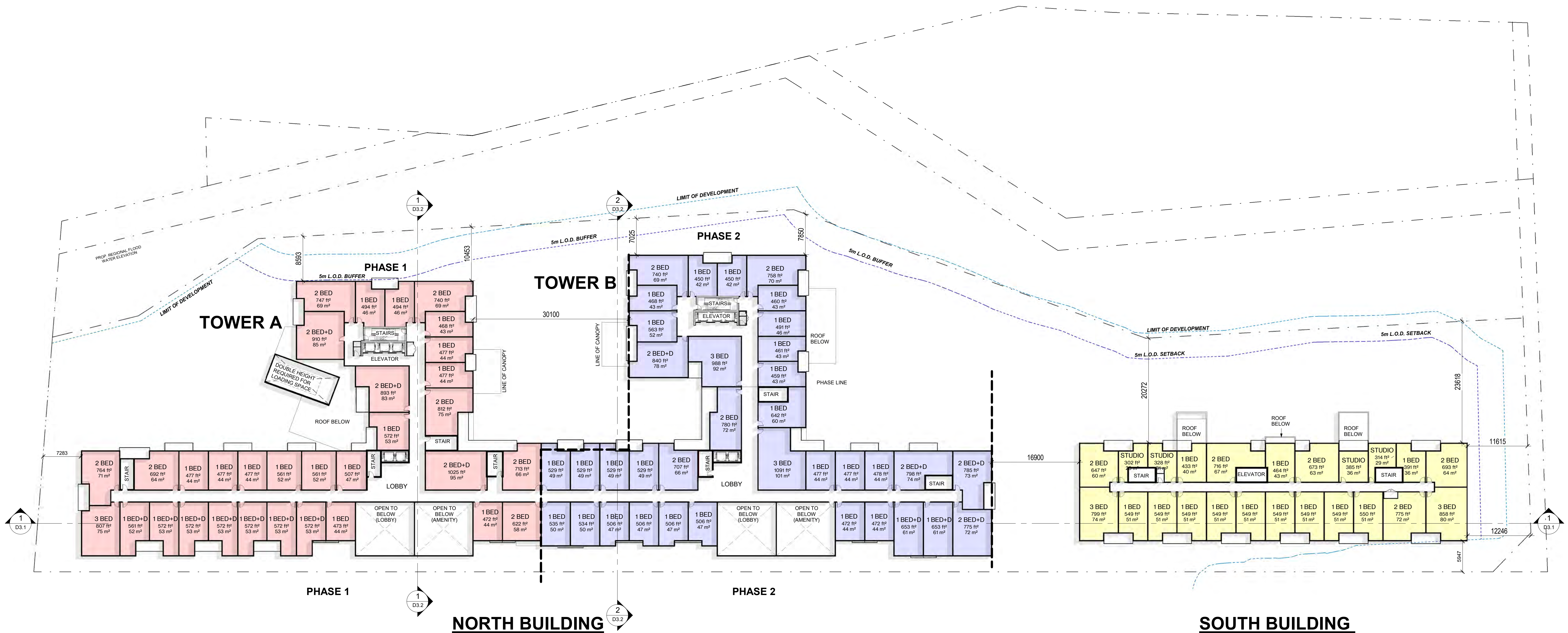
**SOUTH BUILDING - LEVEL 2**

- PHASE 1
- PHASE 2
- SOUTH BUILDING
- OUTDOOR AMENITY

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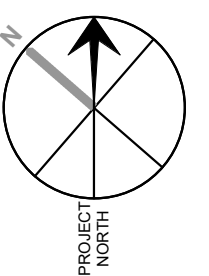


THOMAS STREET (CONFIRMED BY JUSTICES IN SESSION JANUARY 12, 1831)  
 (TRANSFERRED BY ORDER IN COUNCIL 1025-79 BY BY-LAW 20-79 UNREGISTERED)

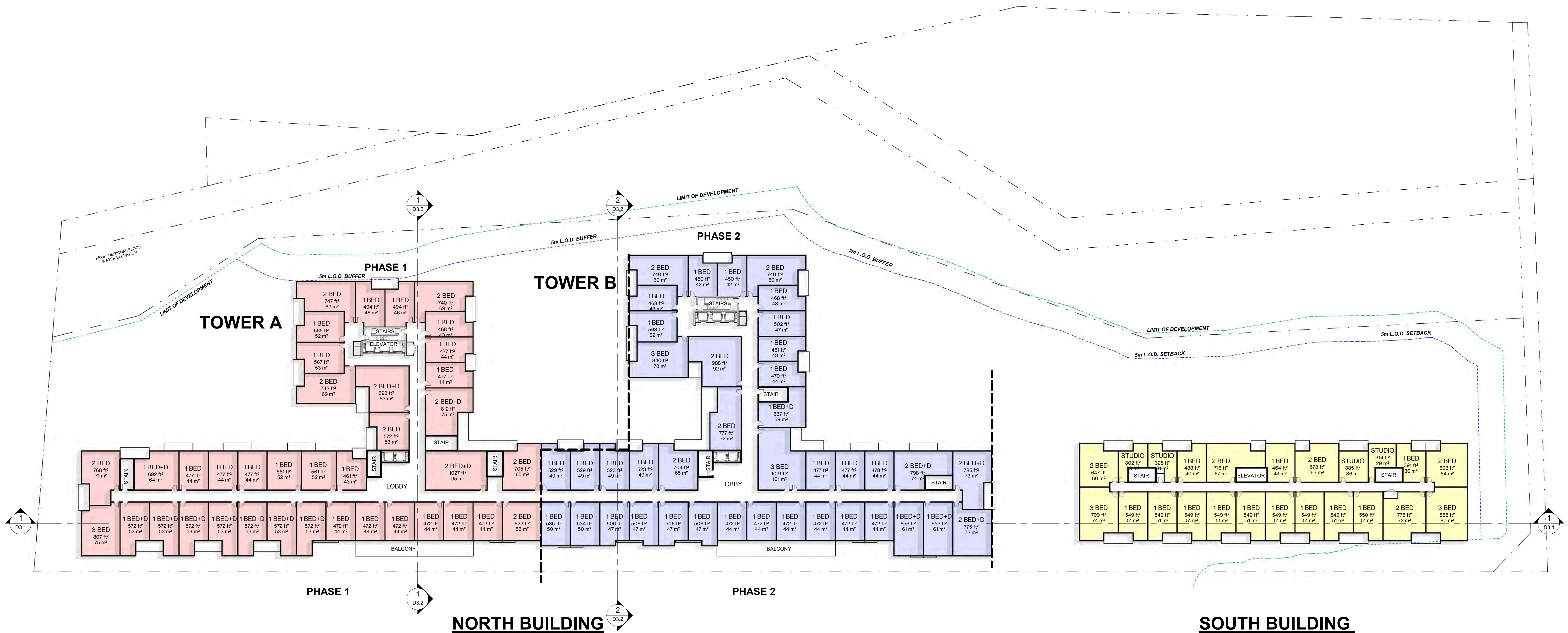


- PHASE 1
- PHASE 2
- SOUTH BUILDING
- OUTDOOR AMENITY

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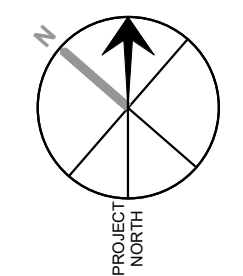


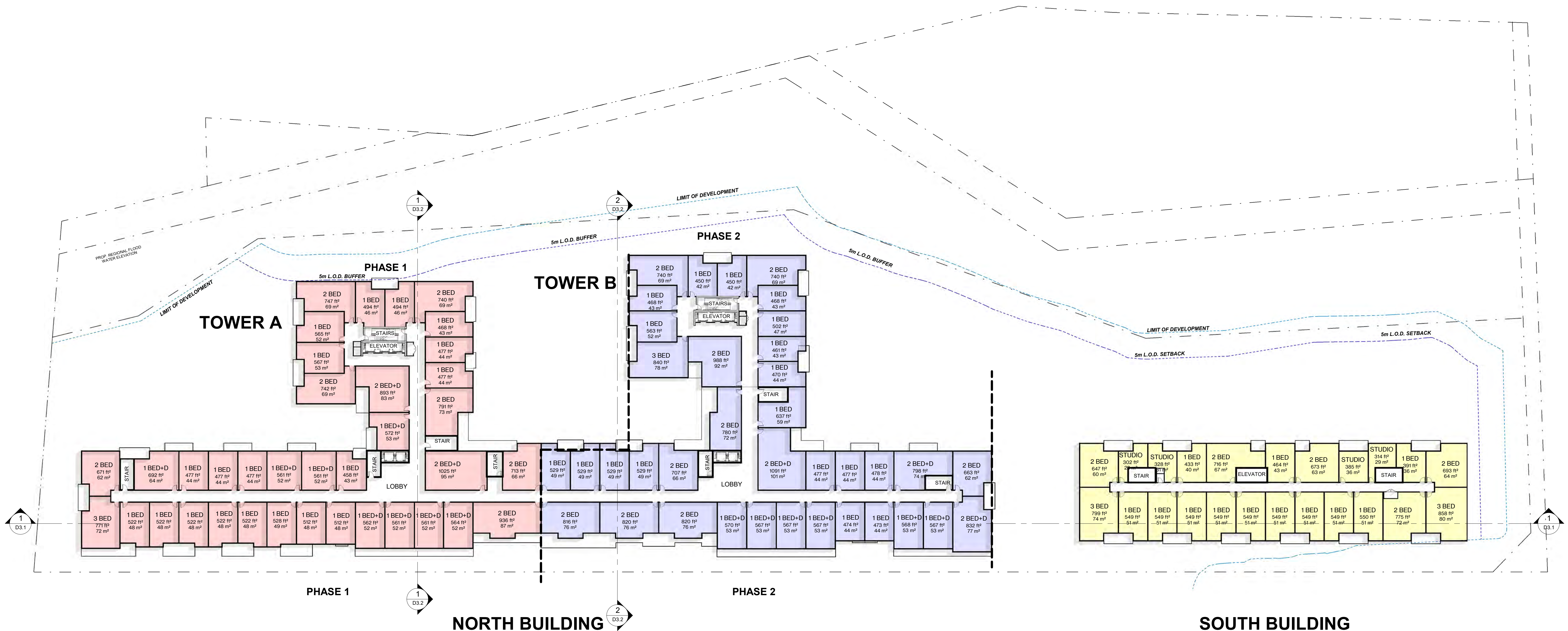




- PHASE 1
- PHASE 2
- SOUTH BUILDING
- OUTDOOR AMENITY

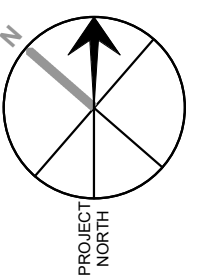
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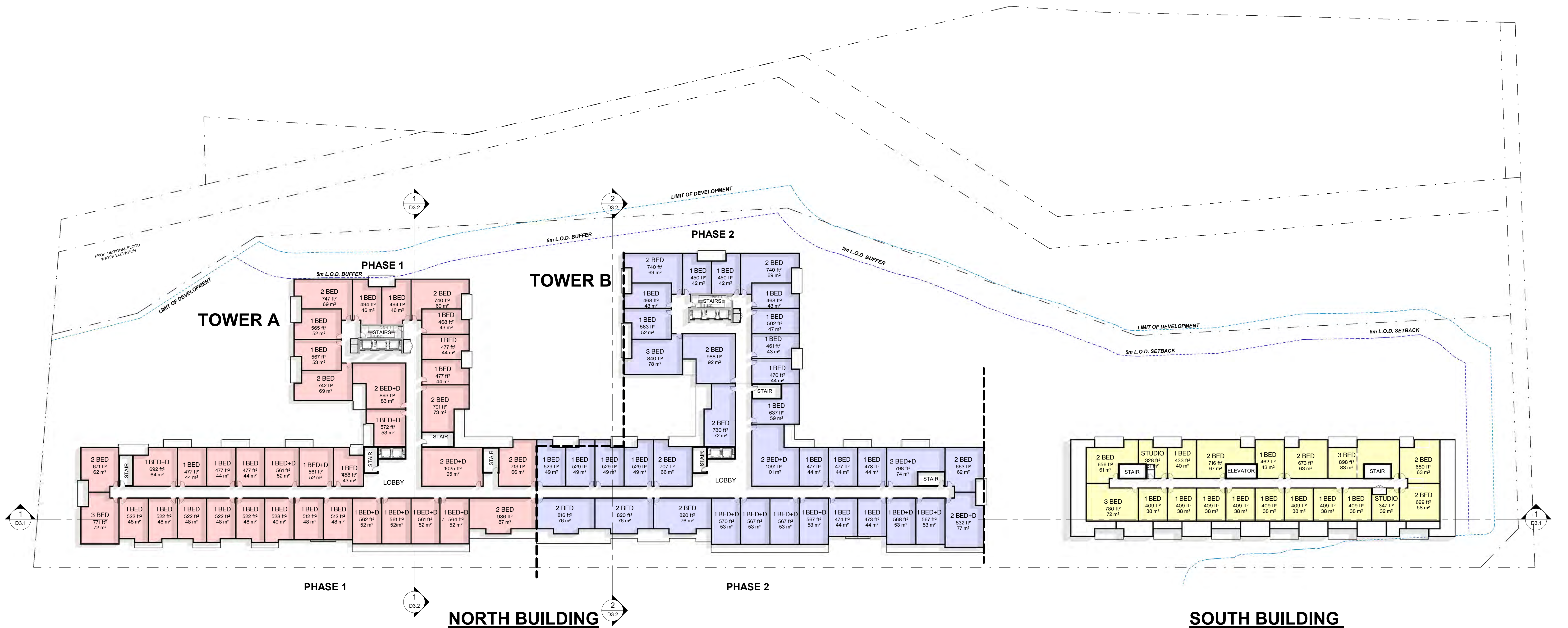




- PHASE 1
- PHASE 2
- SOUTH BUILDING
- OUTDOOR AMENITY

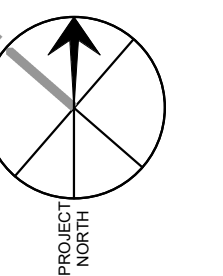
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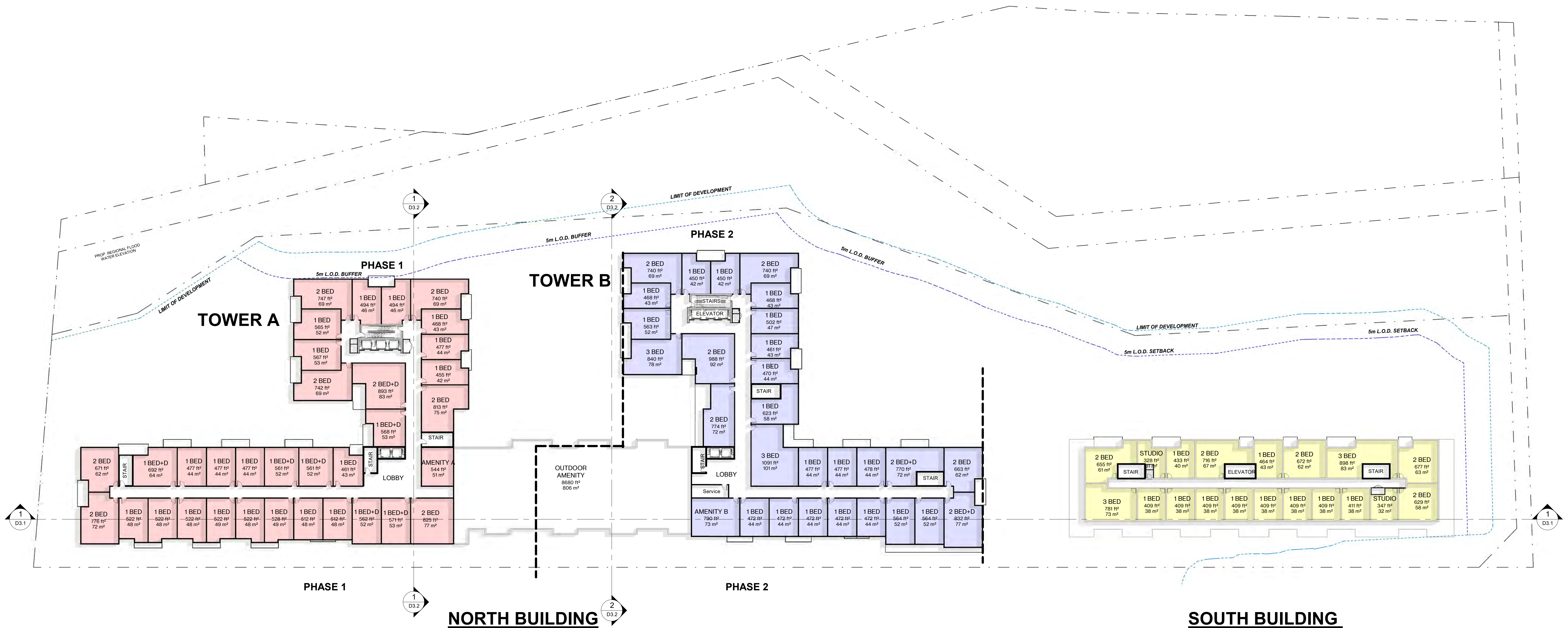




- PHASE 1
- PHASE 2
- SOUTH BUILDING
- OUTDOOR AMENITY

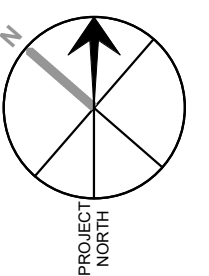
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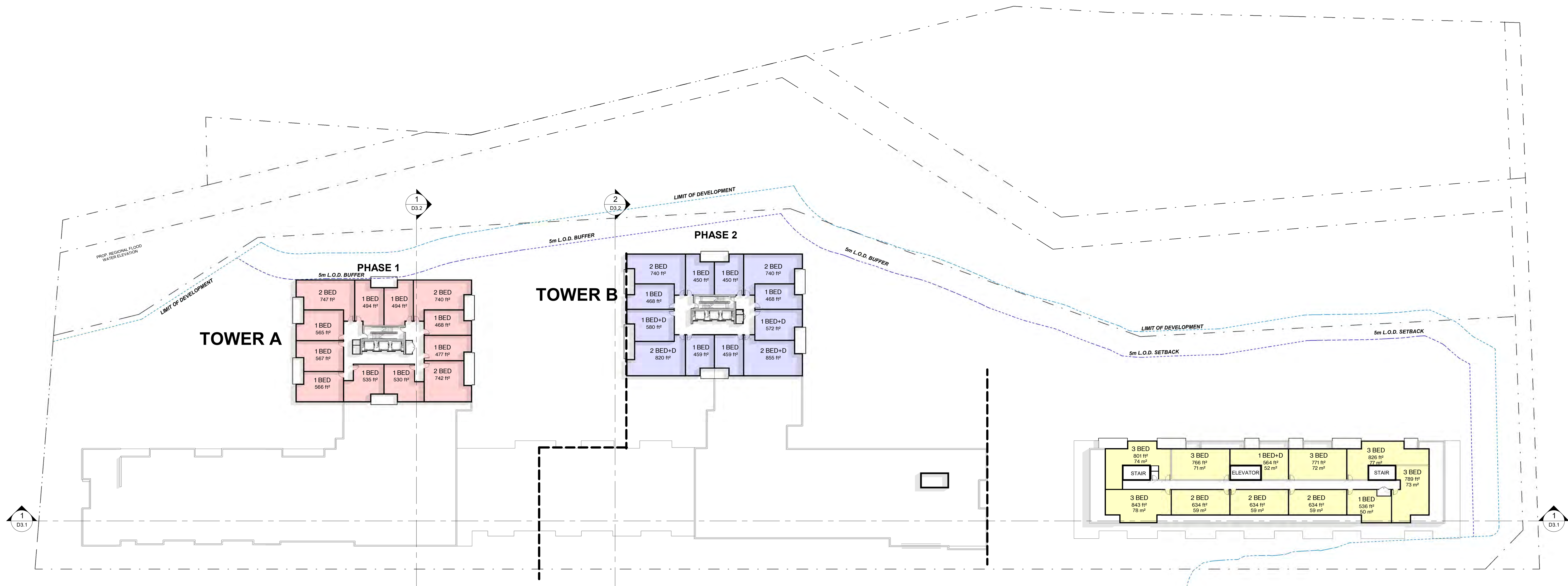




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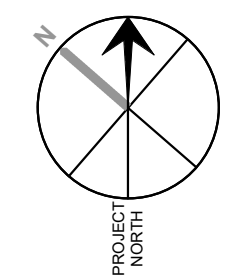


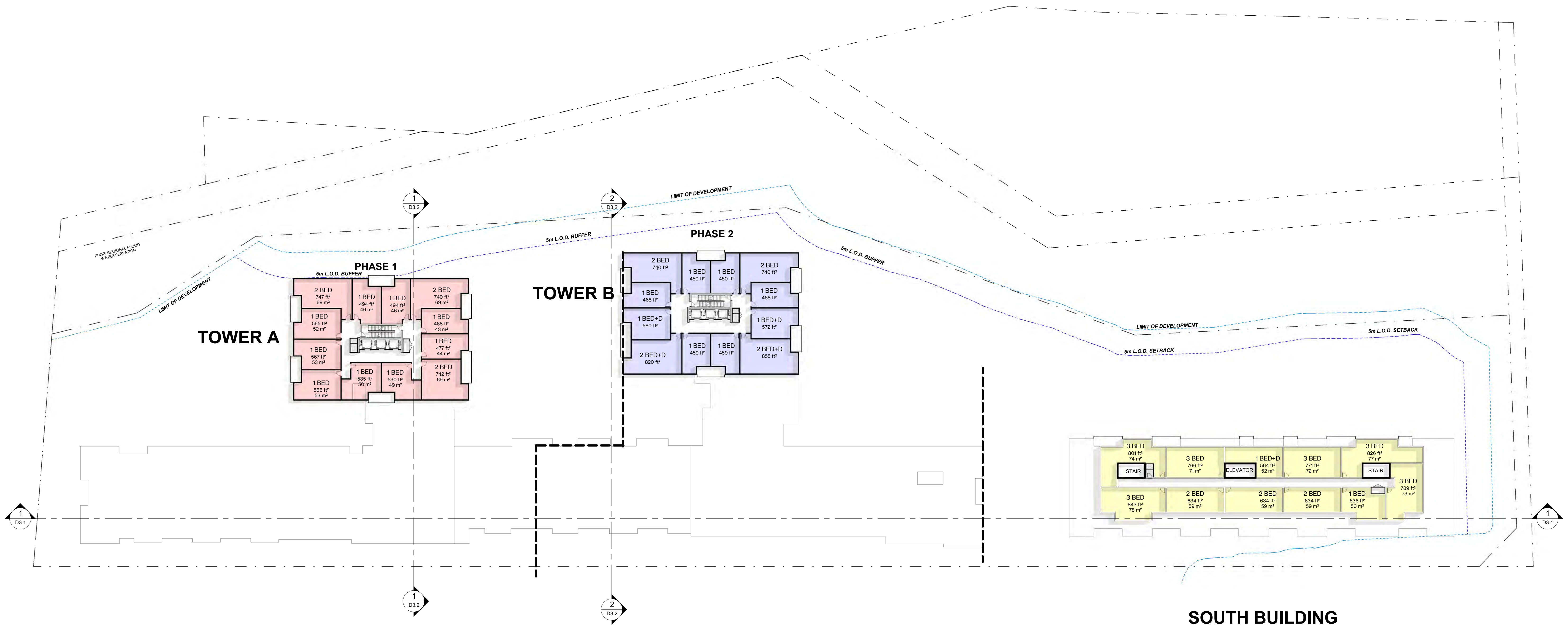


- PHASE 1
- PHASE 2
- SOUTH BUILDING
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**SOUTH BUILDING**

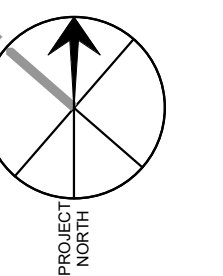
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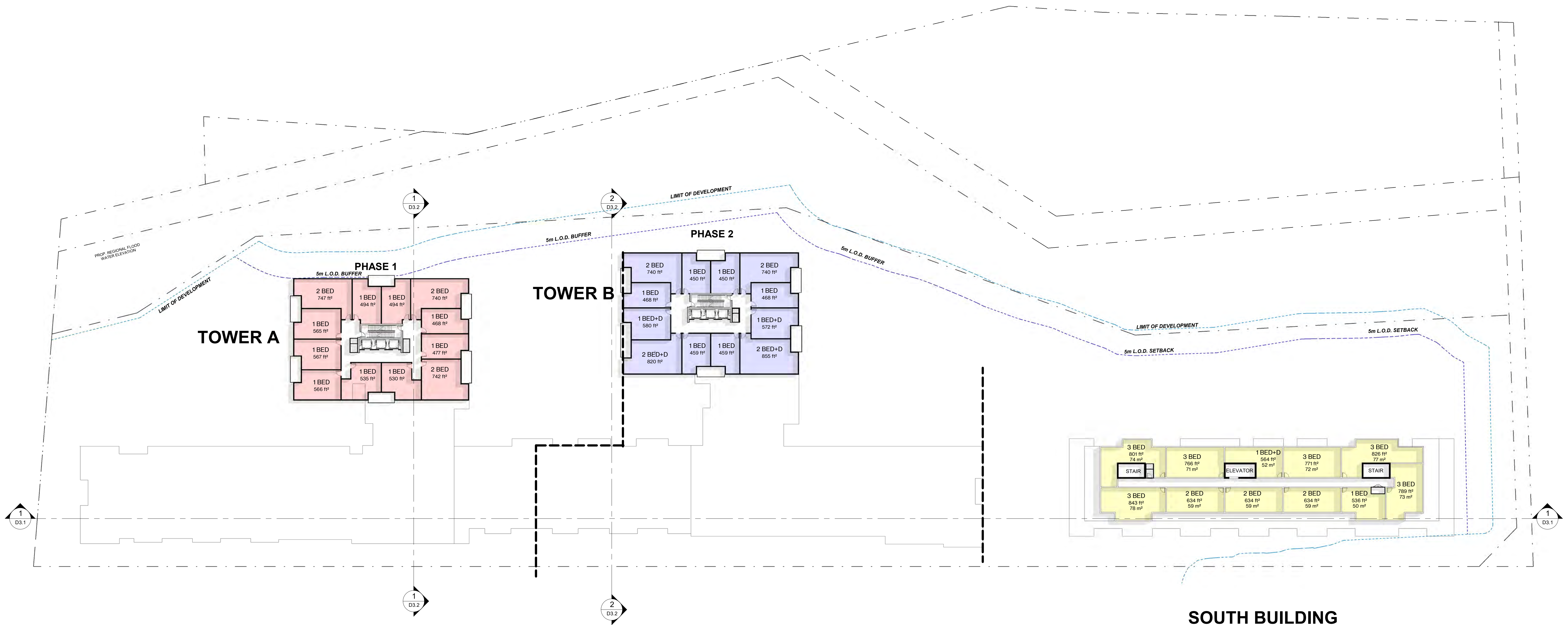




- PHASE 1
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- SOUTH BUILDING
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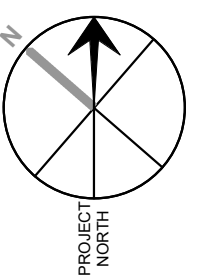
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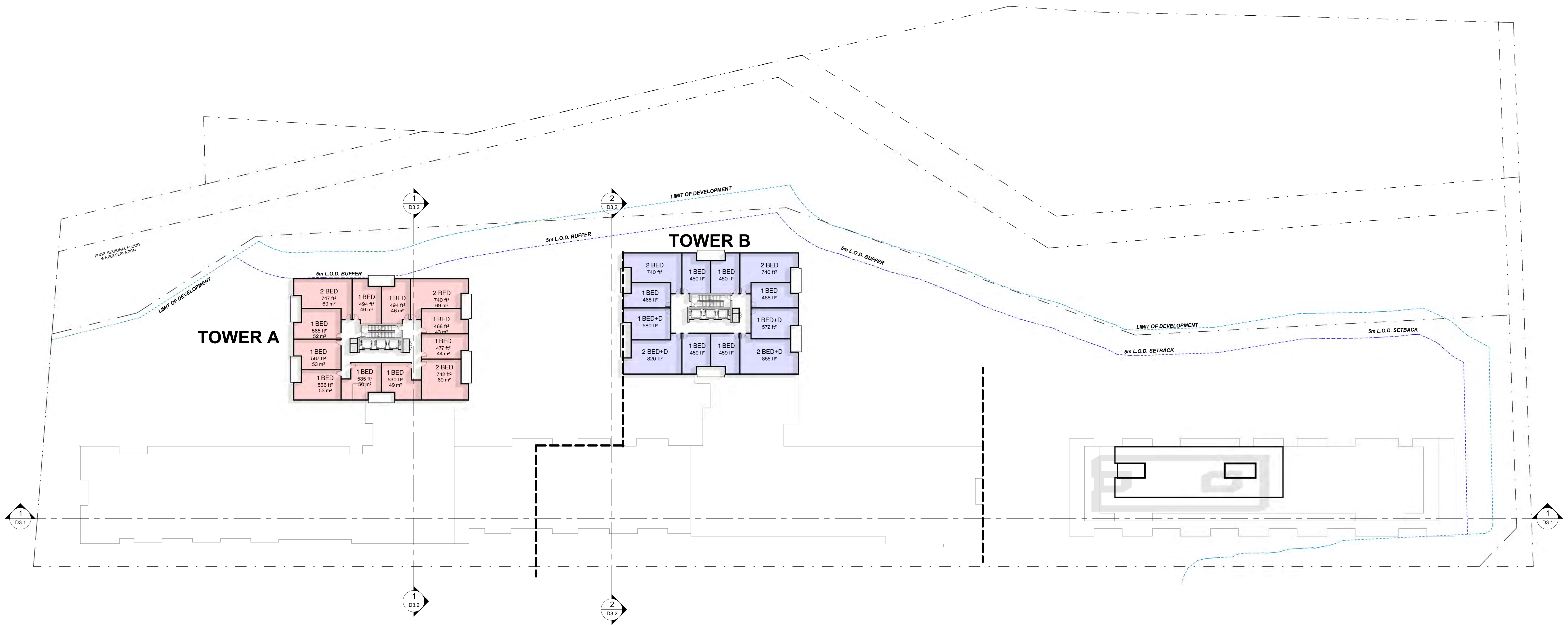




- PHASE 1
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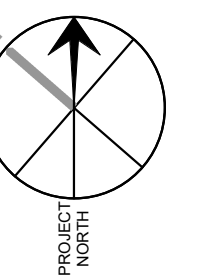
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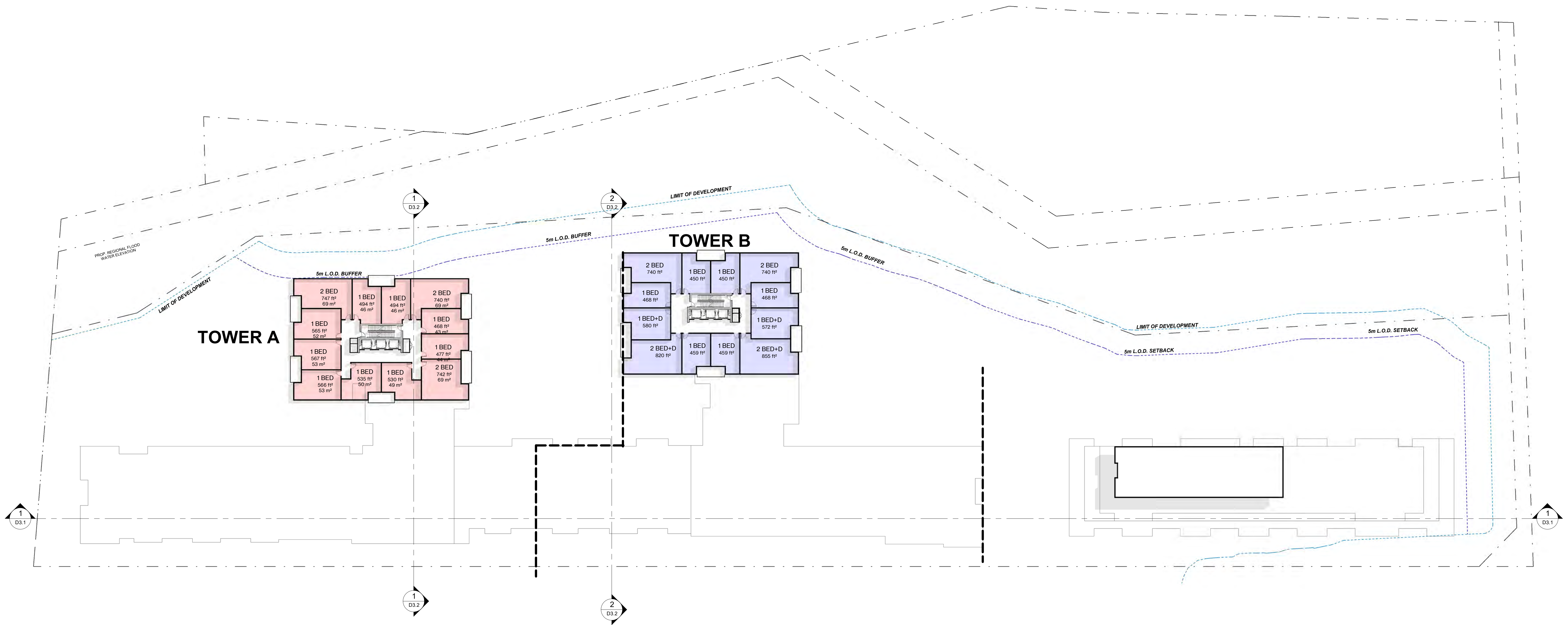


- PHASE 1
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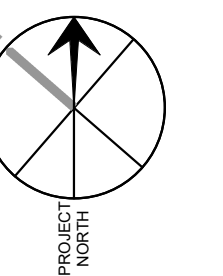


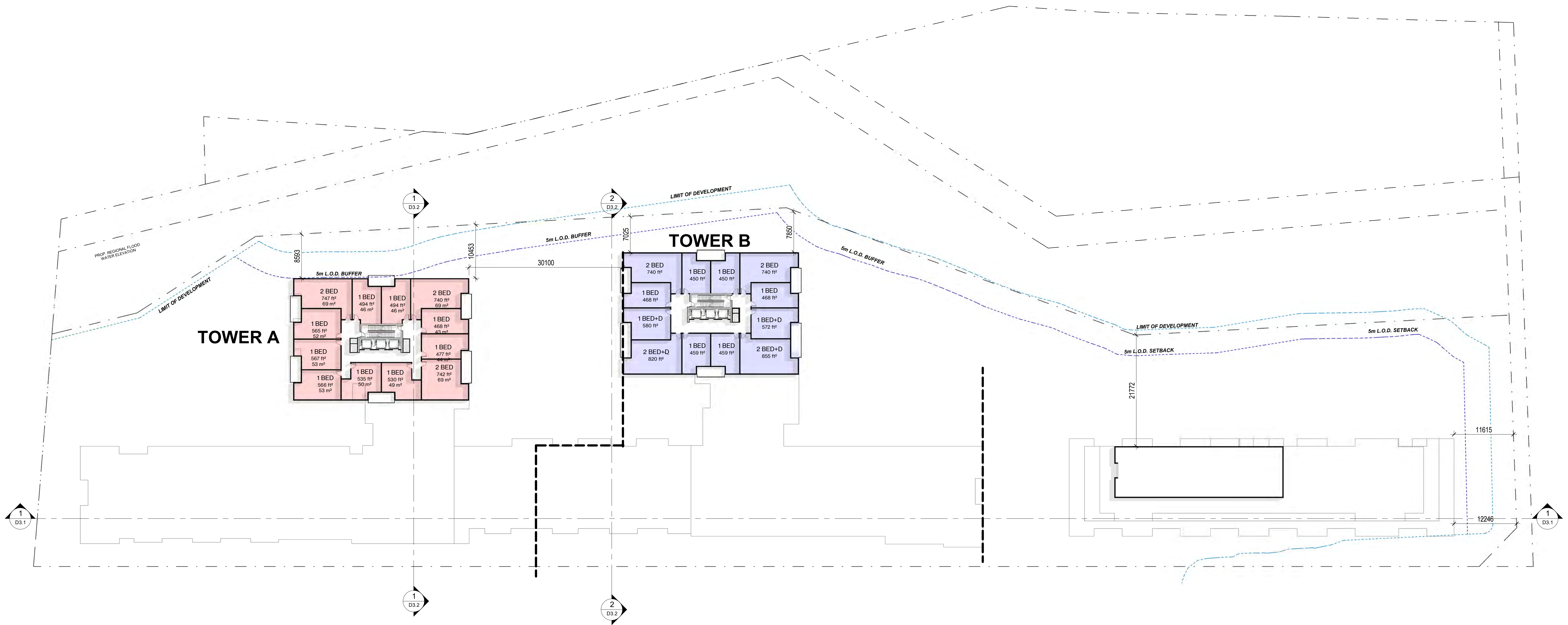




- PHASE 1
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- SOUTH BUILDING
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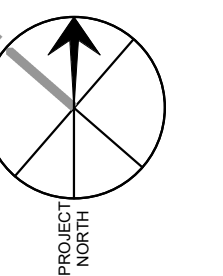
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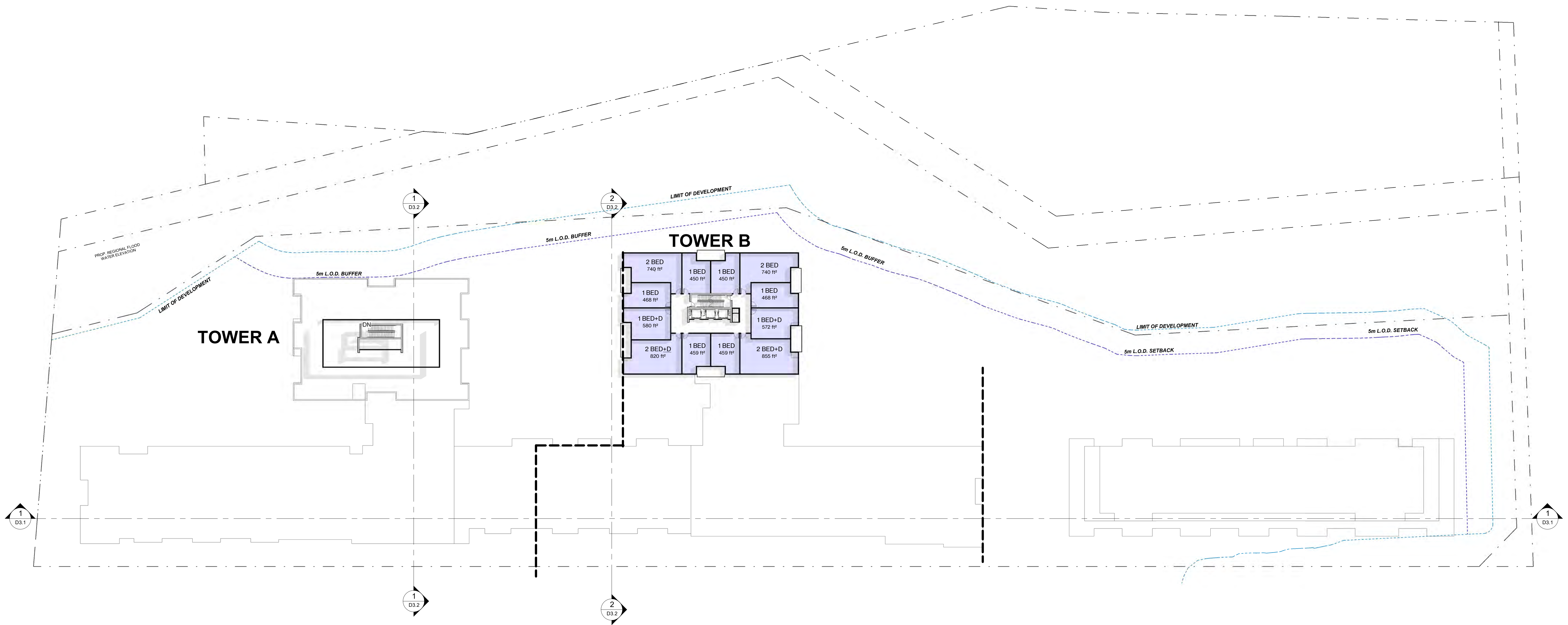




- PHASE 1
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- SOUTH BUILDING
- OUTDOOR AMENITY

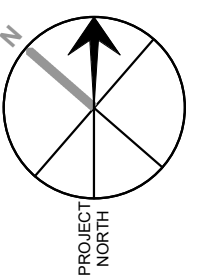
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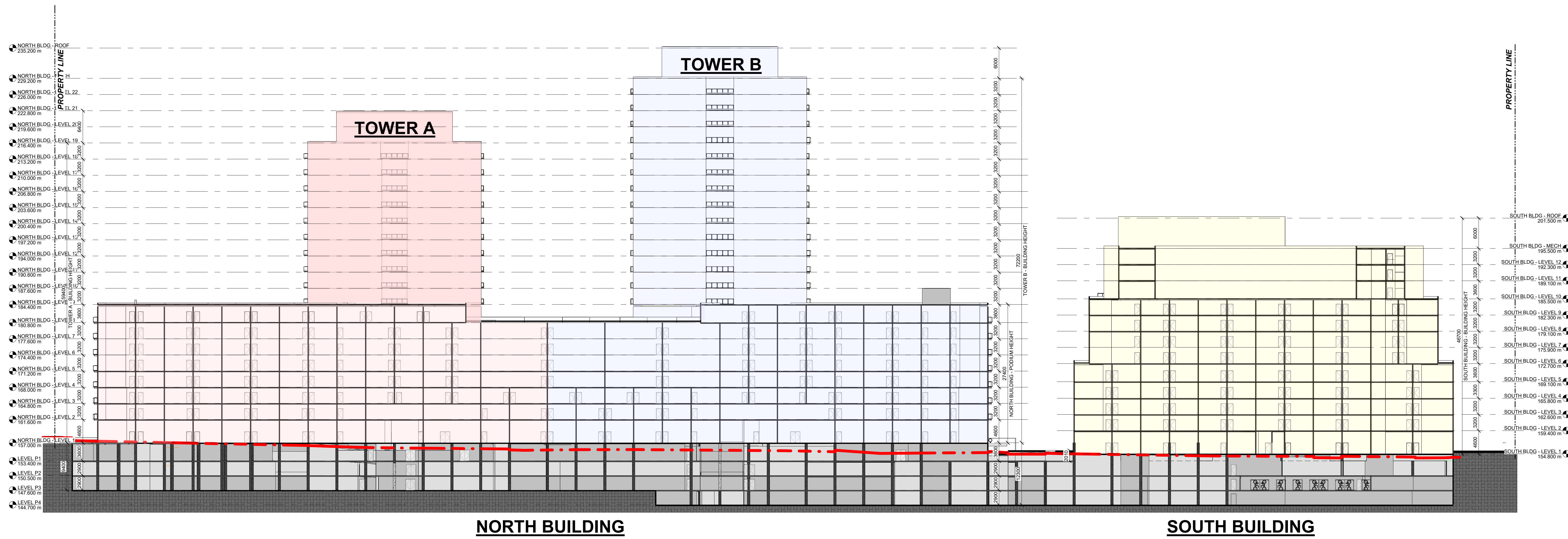




- PHASE 1
- PHASE 2
- SOUTH BUILDING
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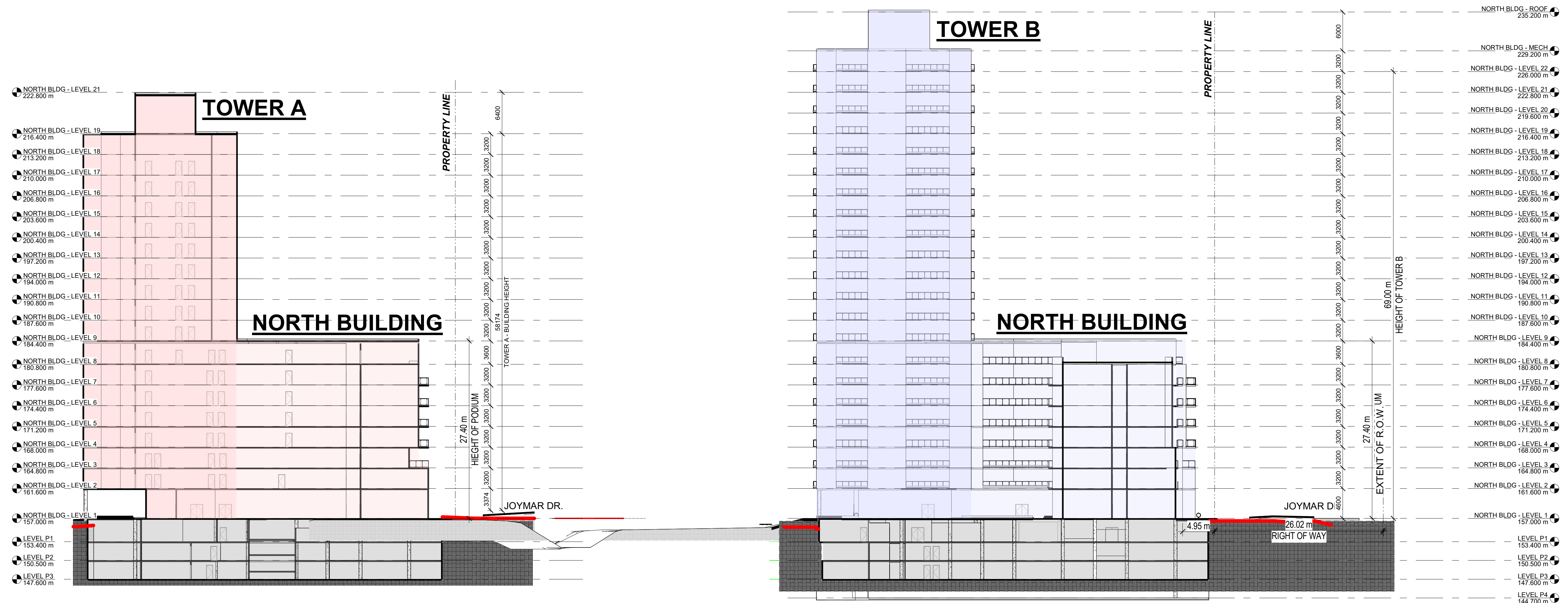
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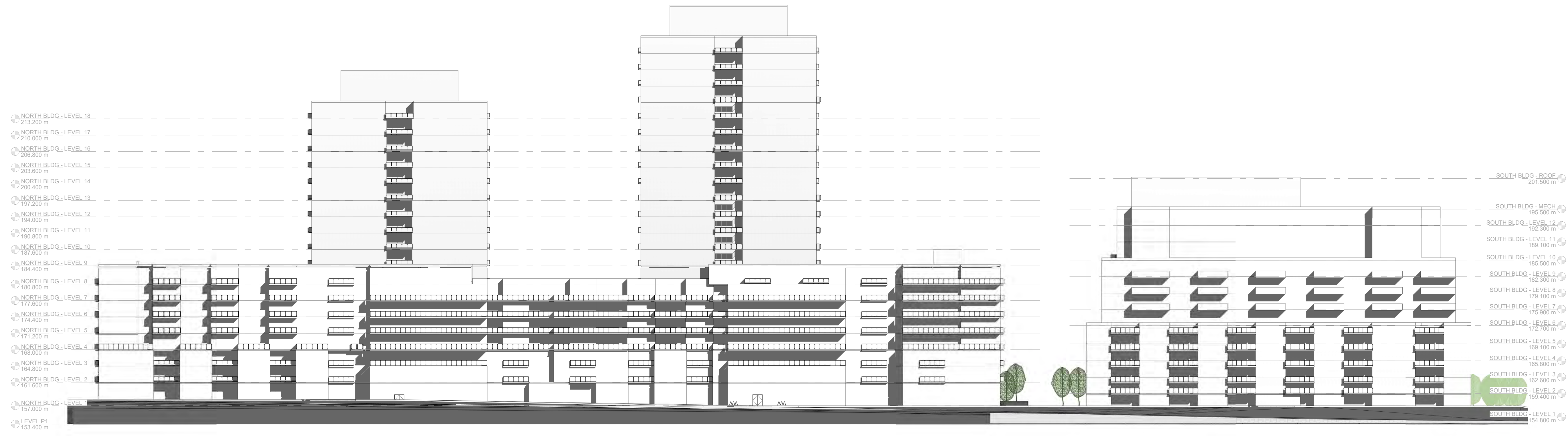
- PHASE 1
- PHASE 2
- SOUTH BUILDING
- OUTDOOR AMENITY

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- PHASE 1
- PHASE 2
- SOUTH BUILDING
- OUTDOOR AMENITY

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- ⊙ NORTH BLDG - LEVEL 18  
213.200 m
- ⊙ NORTH BLDG - LEVEL 17  
210.000 m
- ⊙ NORTH BLDG - LEVEL 16  
206.800 m
- ⊙ NORTH BLDG - LEVEL 15  
203.600 m
- ⊙ NORTH BLDG - LEVEL 14  
200.400 m
- ⊙ NORTH BLDG - LEVEL 13  
197.200 m
- ⊙ NORTH BLDG - LEVEL 12  
194.000 m
- ⊙ NORTH BLDG - LEVEL 11  
190.800 m
- ⊙ NORTH BLDG - LEVEL 10  
187.600 m
- ⊙ NORTH BLDG - LEVEL 9  
184.400 m
- ⊙ NORTH BLDG - LEVEL 8  
181.200 m
- ⊙ NORTH BLDG - LEVEL 7  
177.900 m
- ⊙ NORTH BLDG - LEVEL 6  
174.600 m
- ⊙ NORTH BLDG - LEVEL 5  
171.300 m
- ⊙ NORTH BLDG - LEVEL 4  
168.000 m
- ⊙ NORTH BLDG - LEVEL 3  
164.800 m
- ⊙ NORTH BLDG - LEVEL 2  
161.600 m
- ⊙ NORTH BLDG - LEVEL 1  
158.400 m
- ⊙ LEVEL P1  
153.400 m

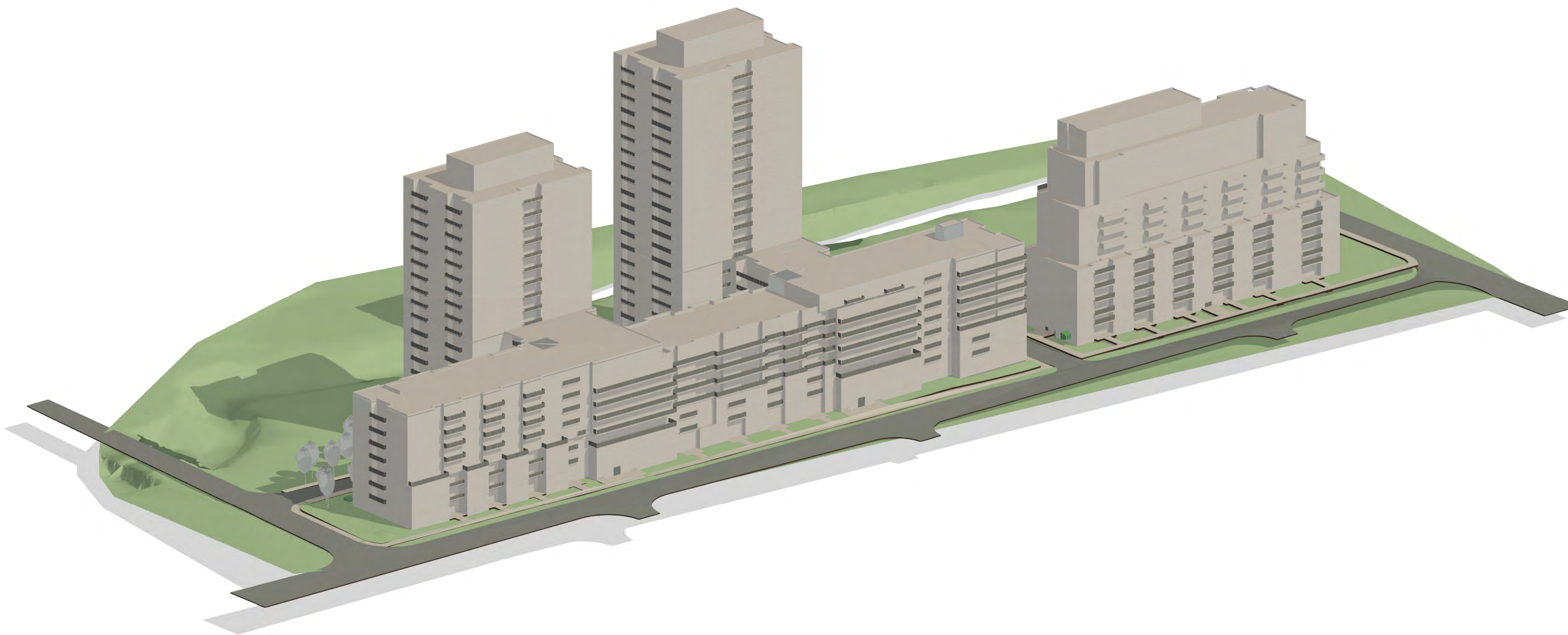
- ⊙ SOUTH BLDG - ROOF  
201.500 m
- ⊙ SOUTH BLDG - MECH  
195.500 m
- ⊙ SOUTH BLDG - LEVEL 12  
192.300 m
- ⊙ SOUTH BLDG - LEVEL 11  
189.100 m
- ⊙ SOUTH BLDG - LEVEL 10  
185.900 m
- ⊙ SOUTH BLDG - LEVEL 9  
182.700 m
- ⊙ SOUTH BLDG - LEVEL 8  
179.500 m
- ⊙ SOUTH BLDG - LEVEL 7  
176.300 m
- ⊙ SOUTH BLDG - LEVEL 6  
173.100 m
- ⊙ SOUTH BLDG - LEVEL 5  
169.900 m
- ⊙ SOUTH BLDG - LEVEL 4  
166.700 m
- ⊙ SOUTH BLDG - LEVEL 3  
163.500 m
- ⊙ SOUTH BLDG - LEVEL 2  
160.300 m
- ⊙ SOUTH BLDG - LEVEL 1  
157.100 m



- ⊙ SOUTH BLDG - ROOF  
201.500 m
- ⊙ SOUTH BLDG - MECH  
195.500 m
- ⊙ SOUTH BLDG - LEVEL 12  
192.300 m
- ⊙ SOUTH BLDG - LEVEL 11  
189.100 m
- ⊙ SOUTH BLDG - LEVEL 10  
185.900 m
- ⊙ SOUTH BLDG - LEVEL 9  
182.700 m
- ⊙ SOUTH BLDG - LEVEL 8  
179.500 m
- ⊙ SOUTH BLDG - LEVEL 7  
176.300 m
- ⊙ SOUTH BLDG - LEVEL 6  
173.100 m
- ⊙ SOUTH BLDG - LEVEL 5  
169.900 m
- ⊙ SOUTH BLDG - LEVEL 4  
166.700 m
- ⊙ SOUTH BLDG - LEVEL 3  
163.500 m
- ⊙ SOUTH BLDG - LEVEL 2  
160.300 m
- ⊙ SOUTH BLDG - LEVEL 1  
157.100 m
- ⊙ LEVEL P1  
153.400 m

- ⊙ NORTH BLDG - ROOF  
235.200 m
- ⊙ NORTH BLDG - MECH  
229.200 m
- ⊙ NORTH BLDG - LEVEL 22  
226.000 m
- ⊙ NORTH BLDG - LEVEL 21  
222.800 m
- ⊙ NORTH BLDG - LEVEL 20  
219.600 m
- ⊙ NORTH BLDG - LEVEL 19  
216.400 m
- ⊙ NORTH BLDG - LEVEL 18  
213.200 m
- ⊙ NORTH BLDG - LEVEL 17  
210.000 m
- ⊙ NORTH BLDG - LEVEL 16  
206.800 m
- ⊙ NORTH BLDG - LEVEL 15  
203.600 m
- ⊙ NORTH BLDG - LEVEL 14  
200.400 m
- ⊙ NORTH BLDG - LEVEL 13  
197.200 m
- ⊙ NORTH BLDG - LEVEL 12  
194.000 m
- ⊙ NORTH BLDG - LEVEL 11  
190.800 m
- ⊙ NORTH BLDG - LEVEL 10  
187.600 m
- ⊙ NORTH BLDG - LEVEL 9  
184.400 m
- ⊙ NORTH BLDG - LEVEL 8  
181.200 m
- ⊙ NORTH BLDG - LEVEL 7  
177.900 m
- ⊙ NORTH BLDG - LEVEL 6  
174.600 m
- ⊙ NORTH BLDG - LEVEL 5  
171.300 m
- ⊙ NORTH BLDG - LEVEL 4  
168.000 m
- ⊙ NORTH BLDG - LEVEL 3  
164.800 m
- ⊙ NORTH BLDG - LEVEL 2  
161.600 m
- ⊙ NORTH BLDG - LEVEL 1  
158.400 m
- ⊙ LEVEL P1  
153.400 m

DRAFT FOR  
DISCUSSION ONLY



DRAFT FOR  
DISCUSSION ONLY

**SCHEDULE B - PROPOSED OFFICIAL PLAN  
AMENDMENT**



## **1`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 Subject Property from "Residential Medium Density" to "Residential High Density" to permit two residential buildings, and to amend the boundary of the "Greenlands" designation and "Natural Hazards" overlay to reflect the limit of development, which is shown on the attached Schedule "A". The proposed development will further alter the policies of Special Site Two within the Streetsville Community Node Section 14.10, which currently permits low-profile buildings ranging in height from three storeys near Mullet Creek to six storeys near the railway tracks. Tower A will have a height of 18 storeys and Tower B will have a height of 22 storeys. Tower A and Tower B will be connected through a podium which ranges from 7 to 8 storeys in height. The South building will have a height of 12-storeys.

### **Location**

The lands affected by this Amendment (hereafter referred to as the "Subject Property") are located on the north side of Thomas Street, east of Joymar Drive, south of Tannery Street and west of Emby Drive. The land is municipally addressed as 166 and 64 Thomas Street, 95 and Joymar Drive and 65 Tannery 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 met in the Planned Streetsville GO Major Transit Station Area.

The proposal also conforms to the Region of Peel Official Plan. 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 within a 5 to 10

minute walk from higher-order transit (Streetsville GO Station) and is directly adjacent to existing public transit service along Joymar Drive. The proposed development also provides transit-supportive densities that contribute to the Region's policy objectives of achieving intensification of residential development in Strategic Growth Areas and Major Transit Station Areas. In addition, the proposed development features new open space areas and pedestrian walkways that directly connect to the existing pedestrian network 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 'Residential Medium Density', which permits all forms of townhouse dwellings.

Furthermore, as per the in-effect Streetsville Community Node Character Area policies that pertain to Special Site Two, buildings with a maximum height of three 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 Area. 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.

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 a larger variety of housing options 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. Schedule 10, Land Use Designations, of the Mississauga Official Plan, is hereby amended by amending Schedule 10 in accordance with Schedule 'A' to this Amendment.
2. Section 14.10.6.2, Streetsville Community Node Character Area Site Two, of the Mississauga Official Plan, is hereby amended by amending Map XXX, Streetsville Community Node Character Area, in accordance Schedule 'B' to this Amendment.
3. Notwithstanding any contrary policies within the Official Plan, including Section 14.10.6.2, Site 2 of the Mississauga Official Plan is hereby amended by adding the following:  
  
14.11.6.2.X The Lands identified as Area B on Map XXX are permitted to be developed for two residential buildings, with one building consisting of two towers with a height of 18-storeys and 22-storeys as well as podiums with a height of 7-8 storeys, as well as a second 12-storey building.

### **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 4, 2024.

### **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;

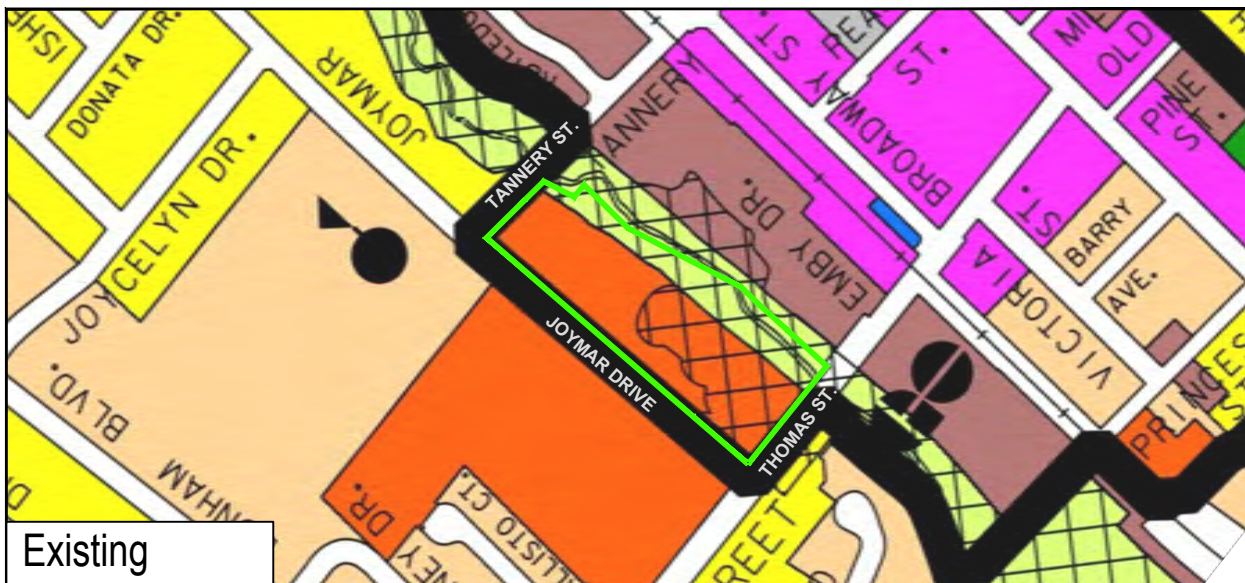
NOW THEREFORE the Council of the Corporation of the City of Mississauga ENACTS as follows;

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

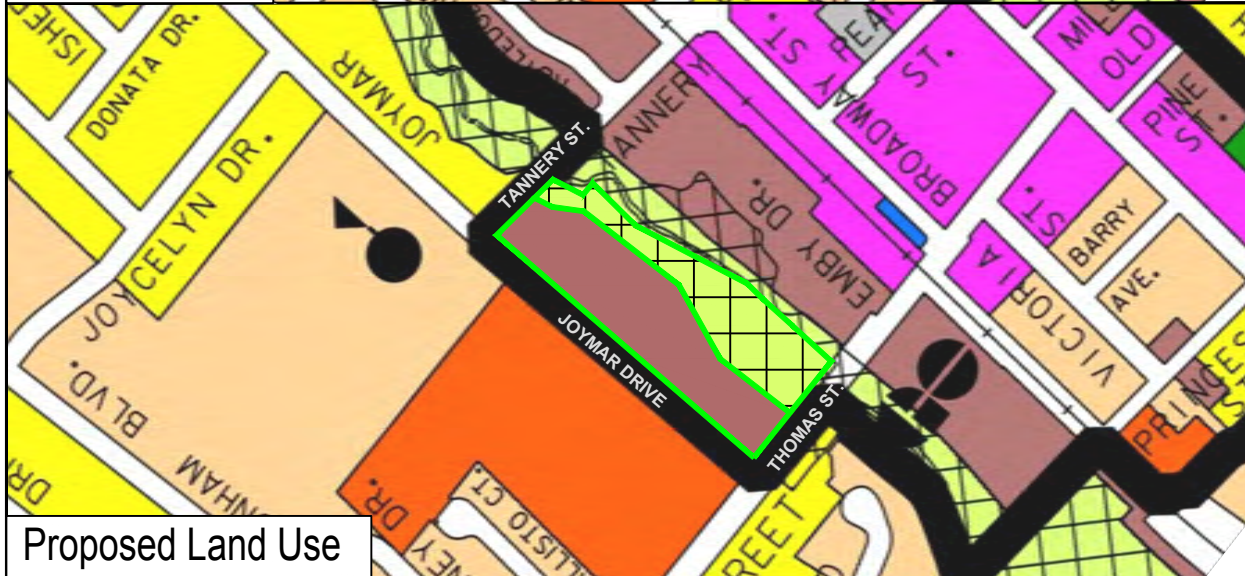
ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 20XX.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



Existing



Proposed Land Use

**LEGEND**

Subject Boundary

**LAND USE DESIGNATIONS**

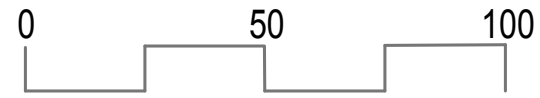
- |                            |                     |
|----------------------------|---------------------|
| Residential Low Density I  | Business Employment |
| Residential Low Density II | Industrial          |
| Residential Medium Density | Airport             |
| Residential High Density   | Institutional       |
| Mixed Use                  | Public Open Space   |
| Downtown Mixed Use         | Private Open Space  |
| Downtown Core Mixed Use    | Greenlands          |
| Convenience Commercial     | Parkway Belt West   |
| Motor Vehicle Commercial   | Utility             |
| Office                     |                     |

**BASE MAP INFORMATION**

- |   |                              |
|---|------------------------------|
| Heritage Conservation District                            | Civic Centre (City Hall)     |
| 1996 NEP/2000 NEF Composite Noise Contours                | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Stations     |
| Area Exception from LBPIA Operating Area                  | Transitway Station           |
| Natural Hazards   | Public School                |
|   | Catholic School              |
|   | Hospital                     |
|   | Community Facilities         |

**City Structure**

- |                |                      |
|----------------|----------------------|
| Downtown       | Corporate Centre     |
| Major Node     | Employment Area      |
| Community Node | Special Purpose Area |
| Neighbourhood  |                      |



This is not a Plan of Survey, for accurate boundary information refer to Survey completed by David. B Searles Surveying Ltd. Dated July 4, 2019.

THIS IS SCHEDULE "A" TO  
 BY-LAW \_\_\_\_\_  
 PASSED ON BY COUNCIL ON  
 \_\_\_\_\_

**SCHEDULE C - PROPOSED ZONING BY-LAW  
AMENDMENT**

**Draft Zoning By-law Amendment**

**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 66 and 64 Thomas Street, 95 Joymar Drive and 65 Tannery Street.**

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 “D - Development Zone” to “RA5-XX” the zoning of 66 and 64 Thomas Street, 95 Joymar Drive and 65 Tannery Street, in the City of Mississauga, PROVIDED HOWEVER THAT the “RA5-XX” zoning shall only apply to the lands which are shown on the attached Schedule “A” as indicated by the “RA5-XX” zone label.
2. 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 altering the boundary of the “G1 - Greenlands-Natural Hazard” zone to reflect the limit of development, which is shown on the attached Schedule “A” as indicated by the “G1” zone label.
3. By-law Number 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.15.6.XX	Exception RA5-XX	Map #XX	By-law: xx-XXX
Zone Regulations		RA5 Base Zone Regulations	RA5-XX Proposed Zone Regulations
In a RA5-XX zone the permitted uses and applicable regulations shall be as specified for a RA5 zone except that the following uses/regulations shall apply:			
4.15.6.XX. 1	Minimum Parking Spaces	1,148 total spaces  Residential Parking Rate 0.9 per dwelling unit = 939 spaces	966 total spaces  Residential Parking Rate 0.80 per dwelling unit = 835 spaces

		Visitor Residential Parking Rate 0.2 per dwelling unit = 209 spaces	Visitor Residential Parking Rate 0.12 per dwelling unit = 131 spaces
4.15.6.XX.2	Minimum Landscaped Area	40% of the lot area	25%

- 4. Notwithstanding the provisions of RA5, the following regulations shall apply:
  - a. The Minimum Required Setbacks are as per the attached Schedule “B”.

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 two (2) new mid and high-rise buildings, with one twelve (12) storey building (the “south building”) and one building with podiums ranging from seven (7) to eight (8) storeys as well as two point towers of 18 and 22 storeys in height (the “north building”).

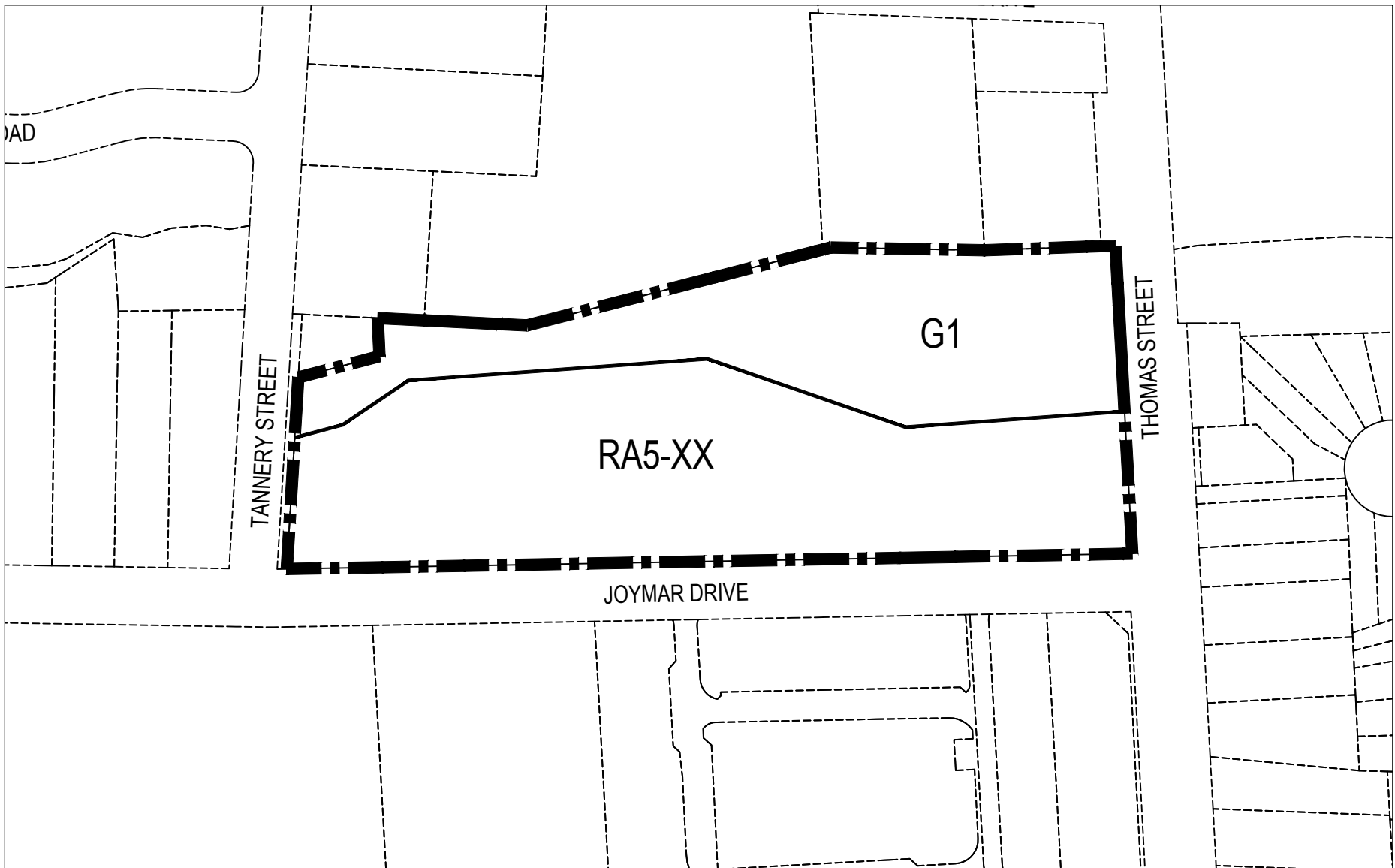
This By-law amends the zoning of the property outlined on the attached Schedule “A” from “D” to “RA5-XX”.


Location of Lands Affected

Located on the lands on the north side of Thomas Street, east of Joymar Drive, south of Tannery Street and west of Mullet Creek. The land is municipally addressed as 66 and 64 Thomas Street, 95 Joymar Drive and 65 Tannery 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.





 0 50 100

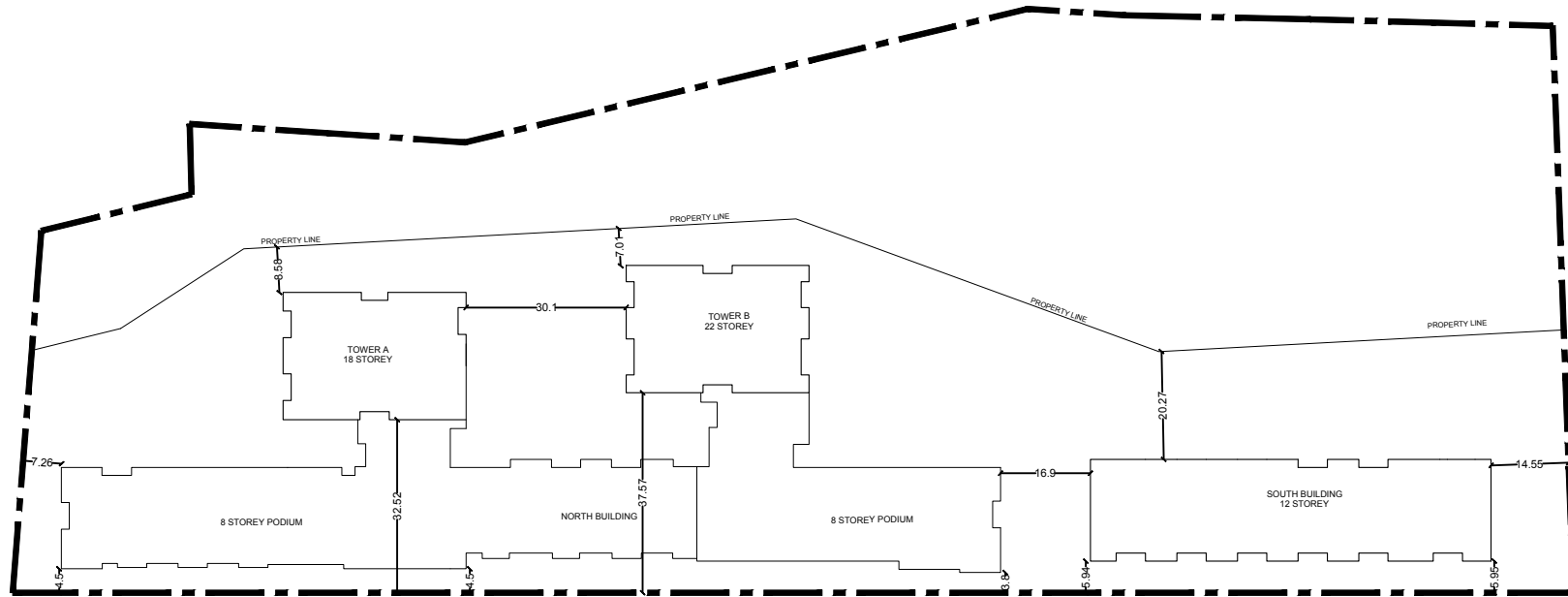
This is not a Plan of Survey, for accurate boundary information refer to Survey completed by David. B Searles Surveying Ltd. Dated July 4, 2019.

THIS IS SCHEDULE "A" TO  
BY-LAW \_\_\_\_\_  
PASSED ON BY COUNCIL ON  
\_\_\_\_\_

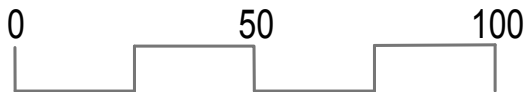
**CITY OF MISSISSAUGA**

TANNERY STREET

THOMAS STREET



JOYMAR DRIVE



This is not a Plan of Survey, for accurate boundary information refer to Survey completed by David. B Searles Surveying Ltd. Dated July 4, 2019.

THIS IS SCHEDULE "B" TO  
BY-LAW \_\_\_\_\_

PASSED ON BY COUNCIL ON  
\_\_\_\_\_

CITY OF MISSISSAUGA

# **SCHEDULE D - HOUSING REPORT PART B**

**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)		
<b>Purpose Built Rental Units*</b>		
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
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
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
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
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
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
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
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
<b>Ownership Units</b>		
<b>Ownership Units to be Sold at Market Prices</b>		<b>Qty. of Units</b>
Bachelor		0
1 bedroom		0
2 bedroom		0
3+ bedroom		0
<b>Ownership Units to be Sold as Affordable</b>		<b>Qty. of Units</b>
Bachelor	<b>Proposed Affordable Sale Price of Unit</b>	0
1 Bedroom	\$0	0
2 bedroom	\$0	0
3+ bedroom	\$0	0
<b>Unit Transfer</b>		
<b>Ownership Units to be Dedicated to City/Region</b>		<b>Qty. of Units</b>
Bachelor	<b>Market Value of Unit</b>	0
1 Bedroom	\$0	0
2 bedroom	\$0	0
3+ bedroom	\$0	0
<b>Secondary Suites</b>		



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.