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# PLANNING JUSTIFICATION REPORT

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## APPLICATION TO AMEND THE OFFICIAL PLAN, ZONING BY-LAW & DRAFT PLAN OF SUBDIVISION

City Park (Main St.) Inc.  
36, 44 and 46 Main Street  
City of Mississauga

Revised October 2019 (Previous Version December 2017)  
GSAI File # 956-005

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**Planning Justification Report for  
Official Plan Amendment, Zoning By-law Amendment &  
Draft Plan of Subdivision  
36, 44, 46 Main Street (corner of Wyndham Street)  
City of Mississauga**

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## **1.0 INTRODUCTION**

Glen Schnarr & Associates Inc. (GSAI) has been retained by City Park (Main St.) Inc. to assist in obtaining the necessary approvals to permit a residential development consisting of nineteen (19) common element townhouse dwellings and seven (7) freehold townhouse dwellings, totaling 26 residential units, the lands municipally known as 36, 44 and 46 Main Street (herein referred to as the subject lands). A detailed description of both the subject lands and the proposed development concept can be found in Sections 2.0 and 3.0 of this Planning Justification Report (the “Report”), respectively.

The purpose of this Report is to outline the nature of the proposed development and to evaluate the proposal in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan, and the City of Mississauga Official Plan and Zoning By-law 0225-2007.

## **2.0 SITE DESCRIPTION AND SURROUNDING LAND USES**

The subject lands are located on the northeast corner of Main Street and Wyndham Street in the City of Mississauga, as shown on *Figure 1 – Aerial Context Map*. The lands comprise of three parcels and have a collective area of 0.814 hectares (2.011 acres) and are municipally known as 36, 44, and 46 Main Street.

The parcels are legally described as:

- 36 Main Street - PT LT 1 MAIN ST, WYNDHAM ST & WATER ST PL STR4 STREETSVILLE AS IN RO970163 ; MISSISSAUGA, PT LT 1 MAIN ST, WYNDHAM ST & WATER ST PL STR4 STREETSVILLE;
- 44 Main Street - PT LT 2 WATER ST & MAIN ST PL STR4 STREETSVILLE (AKA PT LT 7, PL A92) AS IN VS113285 AND RO567135 ; MISSISSAUGA; and,
- 46 Main Street - PT LT 7 PL A92 STREETSVILLE; PT LT 4 CON 4 WHS TORONTO; PT LT 2 WATER ST & MAIN ST PL STR4 STREETSVILLE; PT LT 2 PL A92 STREETSVILLE PTS 1 & 2, 43R14856, PTS 1, 2 & 3, 43R16503 ; S/T VS275355 MISSISSAUGA

As identified in the previously submitted Heritage Impact Assessment prepared by CHC Limited, October 17, 2017, originally there existed five single detached residential dwellings on the subject lands fronting Main Street. However to-date all dwellings have been demolished.

The subject lands are adjacent to and partially encompass a portion of the Natural Heritage System related to the Credit River that is under the regulatory authority of the Credit Valley Conservation Authority along the interior property line to the north and east. The remaining area abutting the subject lands across from Main Street and Wyndham Street consists of residential uses. To the west of the subject lands exist single detached dwellings as well as a 6-storey apartment building, and to the south exists a dual-frontage townhouse development across Main Street.

The subject lands are in close proximity to a variety of commercial opportunities, schools, parks and public services. The lands are under a 5-minute walking distance to Queen Street South which offers a variety of amenities including restaurants, Canada Post, banks, Streetsville Bowl, and a commercial plaza. The surrounding neighbourhood is supported by a number of community and recreational services, which include:

- the Streetsville Library located within an 8-minute walk (650 metres);
- Streetsville Community Cadet Centre located within a 3-minute walk (250 metres);
- Vic Johnston Community Centre and Streetsville Memorial Park which includes an indoor skating arena, meeting rooms and banquet hall as well as an outdoor ball diamond and soccer field located within a 6-minute walk (450 metres);
- Jon Clipperton Park, a neighbourhood park which includes a children's playground and is located within a 3-minute walk from the subject lands; and,
- Riverfront trail along the Credit River; connect to Riverview Park and River Grove Community Centre within a 2-kilometre walk.

The subject lands are serviced by a range of nearby schools, most of which are within a 2-kilometre radius. In order of distance, these schools include:

- Saint Joseph Catholic Elementary School (3 minutes, 260 metres on Church Street);
- Streetsville Secondary School (11 minutes, 850 metres at Tannery Street and Joymar Drive);
- Hazel McCallion Senior Public School (1.5 kilometres on River Grove Avenue);
- Dolphin Senior Public School (1.7 kilometres);
- Willow Way Public and Elementary School (1.7 kilometres);
- St. Joseph Secondary School (1.7 kilometres on Creditview Road);
- Vista Heights Public School (1.8 kilometres); and,
- Ray Underhill Public School (2 kilometers).

## **2.1 TRANSIT SERVICES**

The subject lands are serviced by MiWay bus routes, 9 (Rathburn-Millers Grove), 44 (Mississauga Road) and 10 (Bristol-Britannia).

- Route 9 provides service all week long between Meadowvale Town Centre and City Centre Transit Terminal (Square One) and stops at the intersection of Thomas Street and Queen Street South.



- Route 44 provides service Monday to Saturday between Meadowvale Town Centre and Cedar Glen Gate with the closest bus stop being at Main Street and Queen Street South.
- Route 10 also provides service between Meadowvale Town Centre and City Centre Transit Terminal and runs regularly Monday through Sunday. Route 10 stops at the intersection of Bristol Road West and River Grove Avenue.

The subject lands are also 1 kilometre from the Streetsville GO Train Station which provides access to interregional transit. The GO Station is approximately a 15-minute walk from the subject lands in travelling south either along Mains Street then Thomas Street or along Queen Street South to Old Station Road. The terminus of Old Station Road is a GO Transit parking lot on the east side of the railway tracks, opposite the GO Station. This parking lot has a tunnel which provides underground pedestrian access to the train platform and to the GO Station itself on the west side of the train tracks.

### **3.0 DEVELOPMENT PROPOSAL**

City Park (Main St.) Inc. is proposing to redevelop the subject lands with 19 common element townhouse dwellings and 7 free hold townhouse dwellings, totaling 26 residential units. The 7 freehold townhomes will front onto Wyndham Street and the 19 common element townhomes will front onto a private condominium road accessed from Wyndham Street and Main Street. All of the proposed townhouse dwellings will be 3-storeys in height. The proposed density is 32.06 units per net hectare or a Floor Space Index (FSI) of 0.66.

Each dwelling is proposed to have 2 resident parking spaces (one space in an attached garage and one space on a driveway). Visitor parking is proposed at 5 spaces, including one 'Type A' accessible space, for the common element townhouses. A 1.5 metre sidewalk is also proposed for the townhouse dwellings fronting Wyndham Street.

A portion of the property is within the Greenlands area of the Official Plan. A portion of the proposed development encroaches into this area and as such will need to be redesignated. This portion consists of approximately 44 square metres and is not proposed to be built upon, the encroachment is for the backyards of Block 2 only. Along the length of the rear portion of the subject lands, a larger area of approximately 0.28 hectares is designated as "Greenlands" including a buffer as staked by the Credit Valley Conservation Authority in October 2014. The development buffer factors in a number of constraint lines, as determined by both the Credit Valley Conservation Authority and technical analysis completed in support of the proposal. These constraint lines include the top of bank and natural feature line which was staked by the Conservation Authority, the Regulatory floodplain line and the long term stable slope, which in this case is the same as the top of bank. In addition, a total of 1,896.67 square metres of landscaped open space is provided for the entire development. A reduction to the standard development 10 metre buffer is proposed in some areas of the development in order to maintain a compatible and consistent lot fabric. This reduction is per discussions held between the Applicant and the Credit Valley Conservation Authority in 2019.

It is also noted that the City's CPD Recommendation 121-91, as approved by Council Resolution 160-91, pertaining to the requirement of 3.25 parking spaces per dwelling unit for all dwellings on lots less than 12 m (39.4 ft.) of frontage shall not apply.

A Site Plan is included at the end of this Report as Appendix A.

#### **4.0 LAND USE POLICY ANALYSIS**

The following sections outline the applicable planning policy framework as it pertains to the subject property and proposed development and provides an evaluation of the proposal in the context of the existing policy framework. The following policy documents have been considered in this Report:

- Provincial Policy Statement, 2014;
- Growth Plan for the Greater Golden Horseshoe, 2019;
- Region of Peel Official Plan;
- City of Mississauga Official Plan; and,
- City of Mississauga Zoning By-law 0225-2007.

#### **4.1 PROVINCIAL POLICY STATEMENT, 2014**

The Provincial Policy Statement (the "PPS 2014") provides policy direction on matters of provincial interest related to land use planning and development. Section 3 of the *Planning Act* requires that decisions affecting planning matters "shall be consistent with" policy statements issued under the Act. Section 1 of the PPS outlines policies associated with future development and land use patterns. Policies in Sections 1.1.1 and 1.1.3 state:

*1.1.1 Healthy, liveable and safe communities are sustained by:*

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

- e) *promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*
- f) *improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) *ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) *promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

The policies of Section 1.1.1 of the PPS 2014 outline general requirements for development within Ontario. Intensification and development are to be infrastructure and transit-supported. the proposal represents an efficient development of land in a location in which existing infrastructure and services can accommodate the proposed development.

Section 1.1.3 of the PPS 2014 provides direction on future growth and development within designated settlement areas and recognize settlement areas as critical to the long-term development and prosperity of Ontario.

*1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.*

*1.1.3.2 Land use patterns within settlement areas shall be based on:*

*a) densities and a mix of land uses which:*

- 1. efficiently use land and resources;*
- 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- 3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- 4. support active transportation;*
- 5. are transit-supportive, where transit is planned, exists or may be developed; and 6. are freight-supportive; and*

*b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated*

*1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas,*

*including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.*

- 1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*
- 1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*

The settlement area policies of the PPS 2014 direct growth management objectives to require infrastructure and to facilitate redevelopment in areas well serviced by infrastructure and public facilities. As noted in 1.1.3.6, new development should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities.

Section 1.4 of the PPS (2014) provides policies relating to housing:

- 1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:*
  - a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
  - b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*
- 1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:*
  - a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*
  - b) permitting and facilitating:*

- 1. all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements; and*
  - 2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
  - d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
  - e) establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

In keeping with the policy direction of Section 1.1.3 and 1.1.4, the proposed development of the subject lands is consistent with these policies as it proposes an appropriate level of intensification adjacent to existing and planned transit infrastructure and proposes residential density that permits the efficient use of land, infrastructure and public service facilities. This is all achieved in a compact built form that respects the existing and planned built form context within the surrounding area.

The PPS 2014 directs the development of new housing towards locations with an appropriate level of infrastructure and public facilities to support current and projected populations. The proposed development represents an appropriate form of low-rise intensification within an existing neighbourhood. The proposed development is of a compact form which effectively utilizes existing infrastructure and public service facilities. The proposed development contributes to the range and mix of market housing options available to the community while maintaining compatibility with the surrounding neighbourhood.

The following policies in Section 1.6 relate to land use, transportation and infrastructure:

- 1.6.7.2      Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.*
- 1.6.7.4      A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.*

Section 1.6 of the PPS promoted the efficient use and management of infrastructure and public service facilities. Section 1.6.7 of the PPS provides a coordinated land use direction for

transportation related infrastructure. Policy 1.6.7.4 encourages a land-use pattern, density and mix of uses that minimize the length and number of vehicle trips and support the current and future use of transit and active transportation. The proposed development will make efficient use of existing infrastructure and transit routes as the subject lands are in proximity to existing local bus public transit routes and GO Train service.

## **4.2 GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE, 2019**

The Growth Plan of the Greater Golden Horseshoe, 2019 (the “Growth Plan”) came into effect on May 16, 2019. The Growth Plan provides a long-term framework for directing growth and development in the Greater Golden Horseshoe through building complete communities, curbing sprawl and protecting the natural environment.

In the context of the Growth Plan policy framework, the subject lands are located within the City of Mississauga’s Built-up Area. The Growth Plan encourages intensification within the Built-up Areas where infrastructure, public service facilities are available and where an appropriate scale of development and transition in built form to adjacent areas can be achieved.

The 2019 Amendment to the Growth Plan outlines population and employment projections to the year 2041 for the Region of Peel. By 2041, the Region of Peel is anticipated to accommodate a population of 1,970,000 as well as 970,000 jobs. It is understood, the Region of Peel will need to undertake a separate Growth Management Strategy to distribute the forecasted population growth amongst its lower-tier municipalities.

Policies relevant to the proposed development include:

- 2.2.1.1 Population and employment forecasts contained in Schedule 3 will be used for planning and managing growth in the GGH to the horizon of this Plan in accordance with the policies in subsection 5.2.4.*
- 2.2.1.2 Forecasted growth to the horizon of this Plan will be allocated based on the following:*
  - i. the vast majority of growth will be directed to settlement areas that:*
  - ii. have a delineated built boundary;*
  - iii. have existing or planned municipal water and wastewater systems;*  
*and*
  - iv. can support the achievement of complete communities;*

The Growth Plan defines “Complete Communities” as “places such as mixed-use neighbourhoods or other areas within cities, towns, and settlement areas that offer and support opportunities for people of all ages 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. Complete communities are age-friendly and may take different shapes and forms appropriate to their contexts”.

- c) *within settlement areas, growth will be focused in:*
- i. *delineated built-up areas;*
  - ii. *strategic growth areas;*
  - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
  - iv. *areas with existing or planned public service facilities;*

The Growth Plan contains policies relevant to the provision of housing as it relates to achieving growth targets and the provision of a range and mix of housing types to diversify the types of housing across the region. Section 2.2.6 (2) states:

*Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

- a) *planning to accommodate forecasted growth to the horizon of this Plan;*
- b) *planning to achieve the minimum intensification and density targets in this Plan;*
- c) *considering the range and mix of housing options and densities of the existing housing stock; and*
- d) *planning to diversify their overall housing stock across the municipality.*

The subject lands are within the City of Mississauga Settlement Area and delineated Built-up Area. In keeping with Provincial policy, the redevelopment of the subject lands is supported by higher order GO transit and a local bus service. Public service facilities including schools and community centres are also available to service the proposed development. The lands are accessible to existing municipal water and wastewater systems and are in close proximity to public service facilities such as a number of schools, the Streetsville Public Library branch, Vic Johnston Community Centre and Streetsville Memorial Park and their recreational facilities. The proposed development is located in an area which can support the achievement of complete communities due to the existing mix of land uses which provide a range of activities and services within walking distance.

Additionally, the proposed development contributes to the diverse mix of land uses in the area as well as introducing new forms and tenures of housing stock to an already established and well-serviced neighbourhood. These components build on the Province's vision of a developing complete communities.

#### **4.3 REGION OF PEEL OFFICIAL PLAN (OFFICE CONSOLIDATION DECEMBER 2018)**

The Region of Peel Official Plan provides guidance to area municipalities in the preparation and implementation of their local Official Plans. The Region's Official Plan outlines the Region's Planning Vision, as well the population and employment density targets. The Regional Plan

outlines that the City of Mississauga's population shall increase to 805,000 by 2031, and the number of households will increase to 270,000 by 2031. However, as noted in this Report, it is understood, the Region of Peel will undertake a separate growth management exercises to study and disperse the population 2041 population forecasts of the 2019 Growth Plan.

The subject lands are located within the Region's 2031 Urban Boundary, specifically within the "Urban System". The 2031 Regional Urban Boundary defines where urban growth shall occur ensuring an efficient use of available services. The General Objectives and Policies of the "Urban System" that are relevant to the proposed development include:

The general objectives of the "Urban System" are as follows:

- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities;*
- 5.3.1.4 *To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services;*
- 5.3.1.5 *To achieve an urban structure, form and densities which are pedestrian friendly and transit-supportive;*
- 5.3.1.7 *To recognize the integrity and physical characteristics of existing communities in Peel.*
- 5.3.1.8 *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.*

The following outlines relevant policies of the Regional "Urban System".

- 5.3.2.2 *Direct urban development and redevelopment to the Urban System within the 2031 Regional Urban Boundary, as shown on Schedule D, consistent with the policies in this Plan and the area municipal official plans; and*
- 5.3.2.3 *Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact forms or urban development and redevelopment.*
- 5.3.2.6 *Direct the area municipalities, while taking into account the characteristics of existing communities, to include policies in their official plans that:*
  - a) *support the Urban System objectives and policies in this Plan;*



- b) support pedestrian-friendly and transit-supportive urban development;*
- c) provide transit-supportive opportunities for redevelopment, intensification and mixed land use;*

The proposed development conforms to the Region of Peel Official Plan as it provides for new living opportunities and contributes to the mix of land uses in the Urban System which make efficient use of land, thereby having respect for the natural environment and resources. The proposed development is pedestrian friendly and transit-supportive. An amendment to the Region of Peel Official Plan is not required to permit the proposed development.

A small portion of the subject lands is also located within the “Core Area” of the Region of Peel Greenlands System as indicated on Schedule A of the Region of Peel Official Plan. The area designated as “Core Area” extends the length of the north boundary along the Credit River and occupies an area that extends into the center of the lands, therefore abutting the area planned for development. The Regional Official Plan has specific policies relating to interpretation of Core Areas in both the Regional Official Plan and implementation and interpretation in local official plans. Specifically, the limits of the Core Area boundaries of the Regional Greenlands System are general and are to be refined in more detail through area municipal official plans.

*The Core Areas of the Greenlands System are shown generally on Schedule A. Where there is a discrepancy between Schedule A and the identification of Core Areas in the text of the Plan, the text shall govern, unless otherwise specifically stated. Policies regarding the detailed interpretation of the location and extent of the Core Areas will be contained in the area municipal official plans. Such local interpretations shall be in conformity with the text of this Plan.*

*Area municipalities may identify additional parts of the Greenlands System as local core areas in their official plans and may provide policies governing the protection of such areas, having regard for local considerations and the intent of this Plan. Area municipal official plans may also add specific areas to or delete them from the Core Areas of this Plan, where the addition or deletion is in conformity with the definition of Core Areas. For example, if as a result of new information, it is determined by a Conservation Authority that an area previously identified as an Environmentally Sensitive or Significant Area (ESA) no longer meets the criteria for such an area, or that an area not previously so identified should now be so identified, the area municipal plan may reflect such a determination and be in conformity with this Plan. Such a refinement need not be incorporated by amendment into this Plan or shown on Schedule A but must be incorporated by amendment into the area municipal official plan.*

Core Areas are defined as the following:

**2.3.2.2            Core Areas Define the Core Areas of the Greenlands System in Peel as:**

- a) *significant wetlands;*
- b) *significant coastal wetlands;*
- c) *Core woodlands meeting one or more of the criteria in Table 1;*
- d) *Environmentally Sensitive or Significant Areas;*
- e) *Provincial Life Science Areas of Natural and Scientific Interest;*
- f) *significant habitats of threatened and endangered species;*
- g) *Escarpment Natural Areas of the Niagara Escarpment Plan; and*
- h) *Core valley and stream corridors meeting one or more of the criteria in Table 2. The limit of Core valley and stream corridors shall be determined jointly with the area municipalities in consultation with relevant agencies and in accordance with the definition in the Glossary of this Plan and the criteria in Table 2 to recognize the unique urban and rural character of the region. Core valley and stream corridors include the main branches, major tributaries and other tributaries associated with the Credit River, the Etobicoke Creek, the Mimico Creek, the West Humber River and the Humber River and with the other identified watercourses draining directly to Lake Ontario, except for those portions in the Rural Service Centres and the rural settlements in the Rural System as designated in an area municipal official plan. These valley and stream corridors are continuous linkages connecting to other elements of the Greenlands System Core Areas.*

Relevant policies on Core Areas are as follows:

2.3.2.6      *Prohibit development and site alteration within the Core Areas of the Greenlands System in Peel, except for:*

- a) *forest, fish and wildlife management;*
- b) *conservation and flood or erosion control projects, but only if they have been demonstrated to be necessary in the public interest and after all reasonable alternatives have been considered;*
- c) *essential infrastructure exempted, pre-approved or authorized under an environmental assessment process;*
- d) *passive recreation;*
- e) *minor development and minor site alteration;*

- f) *existing uses, buildings or structures;*
- g) *expansions to existing buildings or structures;*
- h) *accessory uses, buildings or structures;*
- i) *a new single residential dwelling on an existing lot of record, provided that the dwelling would have been permitted by the applicable planning legislation or zoning by-law on the date the Regional Official Plan Amendment 21B came into effect. A new dwelling built after the Regional Official Plan Amendment 21B came into effect in accordance with this policy shall be deemed to be an existing building or structure for the purposes of the exceptions permitted in clauses g) and h) above.*

2.3.2.25 *Direct the area municipalities to require environmental impact studies for development and site alteration within and on adjacent lands to the Greenlands System and to include policies in their official plans for the protection of the Greenlands System in accordance with the policies of this Plan and provincial policy. When developing official plan policies, the area municipalities may go beyond the minimum standards, or may be more restrictive than the Regional Official Plan or provincial policy, unless doing so would conflict with any policy of the Provincial Policy Statement (PPS) 2005 or applicable provincial plan.*

*This requirement for environmental impact studies may be reduced if detailed development criteria have been applied to a site through a subwatershed study, a comprehensive environmental impact study, or if an appropriate scoping exercise has been completed by the area municipality in consultation with the relevant agencies.*

The Regional Official Plan generally prohibits development and site alteration within Core Areas of the Greenlands System, as per policy 2.3.2.6. Notwithstanding this policy, Section 2.3.2.25 of the Regional Official Plan directs local municipalities to require Environmental Impact Studies for any development and site alteration within or adjacent to the Greenlands System. An Environmental Impact Study (EIS), prepared by Beacon Environmental, dated December 2017, has been prepared in support of the proposed development (refer to Section 5.0 of this report for further detail). The study concludes that the identified development limit and the associated buffer will provide adequate protection of natural heritage features identified within or adjacent to the proposed development.

#### **4.4 CITY OF MISSISSAUGA OFFICIAL PLAN (OFFICE CONSOLIDATION, MARCH 13, 2019)**

The City of Mississauga Official Plan (the “Official Plan”) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The

Official Plan was subsequently appealed to the Local Planning Appeal Tribunal (LPAT) (formerly the Ontario Municipal Board) but is now in partial effect, except for specific policies that are still under appeal.

The Official Plan provides direction for growth and articulates a vision for the City that balances public and private interests. The Official Plan provides planning policies to guide the City's development to the year 2031 as required by Provincial legislation.

#### 4.4.1 LAND USE DESIGNATION

The majority of the subject lands are designated "Residential Low Density I", with a small portion designated "Natural Hazard" and "Greenlands" on Schedule 10 - Land Use Designations. The lands are further identified within the "Neighbourhood" and "Green System" designations on Schedule 1 - Urban System. Schedule 9 - Character Areas also identifies the subject lands within the Streetsville Neighbourhood and the Streetsville Character Area (refer to Figure 3 and 4, respectively).

##### *11.2.5.3 Lands designated Residential Low Density I will permit the following uses:*

- a) detached dwelling;*
- b) semi-detached dwelling; and*
- c) duplex dwelling.*

The proposed townhouse dwellings would not be a permitted use for the current "Residential Low Density I" designation and therefore an Official Plan Amendment is required. Given that the subject lands are neighboured by a dual-frontage townhome development to the south and 6-storey apartment building to the west, the proposed development achieves a compatible built form and density to the surrounding area. In order to facilitate the proposed development, an Official Plan Amendment is required to redesignate the subject property to "Residential Medium Density". The "Residential Medium Density" designation permits all forms of townhouse dwelling.

Section 11.2.3 of the Mississauga Official Plan establishes land use policies for the 'Greenlands' designation, which is intended to restrict development to protect and enhance the Natural Heritage System. Permitted uses include conservation, passive recreational, utility, parkland and accessory uses. Schedule 3 - Natural Areas of the Official Plan identifies the subject property as within a Natural Hazards boundary as well as within a "Significant Natural Areas" and "Natural Green Space" area.

A small portion of the rear yards of proposed townhouse units in Block 2 encroaches into the current Greenlands designation of the Official Plan. Policy 11.2.3.4 does note that "*Permitted uses will be subject to fulfilling the requirements of the appropriate conservation authority, the City and other appropriate approval agencies*". The lands designated as "Greenlands" and "Natural Hazard" are situated in the far north portion of the subject lands, the proposal concentrates its development away from this area designated by the City of Mississauga as well as the "Core Area" designation of the Region of Peel.

The Region of Peel Core Area boundary is visibly larger and less precise than that of the Mississauga Official Plan “Greenlands” designation which occupies a much smaller portion of the subject lands to the north. This is due to Regional policies permitting the refinement of the Core Area boundary through the official plans of local municipalities and that this refinement need only be reflected in area municipal official plans and schedules, not those of the Region. Section 19.18 (Implementation) of the City Official Plan states, *“Greenlands is determined on a site by site basis and is defined by natural hazards associated with watercourse corridors and Lake Ontario, and the limits of identified natural areas. The limits of Greenlands are determined in consultation with the City and appropriate conservation authority and through studies, where required, completed by the proponent to the satisfaction of the City and the appropriate conservation authority.”*

Additionally, the City of Mississauga further permits the refinement of this boundary through an Environment Impact Study conducted for specific sites in order to reflect the precise limit of the Natural Heritage System features. As a minor adjustment to the existing “Greenlands” boundary is required to permit the proposed development, an EIS study has been completed in support of this proposal. In October of 2014, the Credit Valley Conservation Authority determined a buffer/setback from the greatest of identified top of bank and dripline constraints, therefore outlining a limit for development along the north boundary of the subject lands along the Credit River. The development therefore proposes to redesignate this area of approximately 0.28 hectares to “Greenlands” in the Mississauga Official Plan and G1 in the Mississauga Zoning By-law.

The balance of Section 4.4 demonstrates how the proposed development and corresponding Official Plan Amendment is consistent with the direction and policy framework of the Official Plan.

#### 4.4.2 DIRECTING GROWTH

Schedule 1 – Urban System of the Official Plan identifies the subject property as “Neighbourhood”.

The Official Plan characterizes “Neighbourhoods” as *“physically stable areas areas with a character that is to be protected. Therefore, Mississauga’s Neighbourhoods are not appropriate areas for significant intensification. This does not mean that they will remain static or that new development must imitate previous development patterns, but rather that when development does occur it should be sensitive to the Neighbourhood’s existing and planned character”*.

The “Neighbourhood” policies of the Official Plan outline that although neighbourhoods are intended to remain physically stable and protected, intensification is permitted provided it is compatible in built form and scale to surrounding development. The policies direct new development to be sensitive to the existing and planned character of the neighbourhood. Relevant policies include:

- 5.3.5.1 *Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.*

- 5.3.5.2 *Neighbourhoods will not be the focus for intensification and should be regarded as stable residential areas where the existing character is to be preserved.*
- 5.3.5.3 *Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.*
- 5.3.5.5 *Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.*
- 5.3.5.6 *Development will be sensitive to the existing and planned context and will include appropriate transitions in use, built form, density and scale.*

The proposed development conforms to the above noted policies as it is compatible with the surrounding medium density residential uses. The Official Plan defines compatible as “...development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area”. The proposed development is generally in keeping with the surrounding scale and built form.

A prevailing theme in the above policy framework is that new development will maintain the existing character of the surrounding area. The Official Plan defines character as “... the aggregate of the features including the attributes of the physical, natural and social dimensions of a particular area or neighbourhood. Mature trees along Main Street are protected where feasible and a Tree preservation plan has been prepared in support of this proposal in order to preserve a high-quality streetscape. The proposed townhomes will be 3-storeys in height and provide similar rear and side yard setbacks to the surrounding area therefore maintaining compatible scale, massing and character. The subject lands have only a few immediate neighbours which include three single detached dwellings fronting on Wyndham Street to the west. Overshadow and overlook on these neighbours will be minimized as the proposed townhouse dwellings will not exceed 3-storeys in height and enough side yard and dedicated landscaped open space will achieve an appropriate distance between new and existing dwellings.

#### 4.4.3 COMPLETE COMMUNITIES

A key guiding principle in the Official Plan is the principle of creating and encouraging complete communities. Complete communities are addressed in Chapter 7 of the Official Plan and are based on the notion that communities should be self-sustaining by providing opportunities for living, working, playing, and learning. Complete communities should provide a high quality of life and provide for the day-to-day needs of residents.

Relevant Official Plan policies relating to the creation of complete communities include:

- 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;*
- 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 Official Plan includes policies for the City's current and future housing stock in Chapter 7:

- 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;*
- 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.*

The propose development is in keeping with the City's criteria for contributing to a complete community. In creating a complete community, the City of Mississauga encourages compact development that is transit supportive. In introducing an alternative built form to a largely predominate neighbourhood of detached dwellings, the proposal offers housing alternatives that are in keeping with the City's complete community and housing objectives.

#### 4.4.4 NATURAL HERITAGE SYSTEM

The following policies describe the role of local municipal policies and environmental impact studies in determining more detailed boundaries of the natural heritage system and what development may be permitted within and adjacent to the Natural Heritage System.

Chapter 6 of the Official Plan discusses policies and objectives related to the natural environment and the Natural Heritage System which, as mentioned, is illustrated in Schedule 3. The Official Plan notes the following key policies which relate to minor alterations to the Natural Heritage System:

- 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.*
- 6.3.11 *Minor refinements to the boundaries of the Natural Heritage System may occur through Environmental Impact Studies, updates of the Natural Heritage System, or other appropriate studies accepted by the City without amendment to this Plan. Major boundary changes require an amendment to this Plan”.*

Additional policies are provided on development within the “Natural Heritage System” and “Greenlands” designation under the section on *Protecting the Natural Heritage System*. Relevant policies include:

- 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) retaining areas in a natural condition and/or allowing them to regenerate to assume a natural state;*
- 6.3.26 *Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.*
- 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.*
- 6.3.28 *Notwithstanding the policies of this Plan, development and site alteration will not be permitted in the following areas:*
- a) provincially significant wetlands or Provincially significant coastal wetlands which are or meet the criteria of a Significant Natural Area;*



- b) *habitat of endangered species and threatened species, except in accordance with Provincial and Federal requirements;*
- c) *fish habitat, except in accordance with Provincial and Federal requirements; and*
- d) *Core Areas of the Greenlands System as defined in the Region of Peel Official Plan, except in accordance with Regional requirements.*

6.3.33 *Environmental Impact Studies will delineate the area to be analysed, describe existing physical conditions, identify environmental opportunities and constraints, and evaluate the ecological sensitivity of the area in relation to a proposal. It will also outline measures to protect, enhance, restore and expand the Natural Heritage System and associated ecological functions. Environmental Impact Studies will be prepared to the satisfaction of the City and appropriate conservation authority.*

The EIS prepared by Beacon Environmental confirms these designations and identifies the Significant Natural Areas as significant woodland and valleyland. The EIS determined that the majority of the subject lands do not contain any natural heritage features and that the provided developable limit and buffers protect the significant features and their functions. The replacement of non-native plants with native trees and shrubs will contribute to the restoration and re-naturalization of the proposed buffer area and will enhance the quality of the greater ecosystem.

#### 4.4.5 HOUSING

The Mississauga Official Plan includes policies for the City's current and future housing stock in Chapter 7:

- 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;"*

The proposed development includes freehold townhouses and common element condominium townhouses which will contribute towards more affordable housing alternatives in the low-rise housing market while maintaining compatibility with the character of the neighbourhood. This

aligns with the City's housing policy framework of providing a variety of dwelling types for different life cycles and income levels.

#### 4.4.6 NEIGHBOURHOOD - STREETSVILLE

The Urban Design Policies for the Streetsville Neighbourhood Character Area in Section 16.24 of the Official Plan further emphasize the importance of the integration of new development into the surrounding area with an additional emphasis on providing intensive landscaping including mature trees to enhance the streetscape.

As previously discussed in this report, the enclosed EIS determined the provided developable limit and associated buffers shall adequately insulate the significant natural heritage features from the proposed development. The protected area of the NHS on the subject lands will preserve mature high-quality trees, protect and enhance the ecological functions of the Credit River and contribute to stormwater management. The orientation of the proposed townhomes with the rear yards adjacent to the buffer area provides a compatible land use for some additional buffering and stormwater management.

#### 4.4.7 OFFICIAL PLAN AMENDMENT

Section 19.5 of the Official Plan sets out criteria for Site Specific Official Plan Amendments, these include that:

- 19.5.1 City Council will consider applications for site specific amendments to this Plan within the context of the policies and criteria set out throughout this Plan. The proponent of an official plan amendment will be required to submit satisfactory reports to demonstrate the rationale for the amendment; including, among other matters:*
- a) that the proposed redesignation would not adversely impact or destabilize the following:*
    - the achievement of the overall intent, goals, objectives, and policies of this Plan; and*
    - the development or functioning of the remaining lands that have the same designation, or neighbouring lands; and*
  - b) that a municipal comprehensive review of land use designations or a five-year review is not required;*
  - c) that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;*

- d) *land use compatibility with the existing and future uses of surrounding lands; and*
- e) *the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.*

As demonstrated in the above discussion and review of applicable Official Plan chapters, the application for an Official Plan Amendment complies with the policies of Section 19.5 of the Official Plan. In our opinion it is appropriate to amend the Official Plan to re-designate the subject property from Residential Low Density I to Residential Medium Density.

A Draft Official Plan Amendment to the Mississauga Official Plan is included at the end of this Report as Appendix B.

#### **4.5 ZONING BY-LAW 0225-2007**

As shown on *Figure 4 – Mississauga Zoning By-law 0225-2007*, the subject lands are zoned “Residential – R3” which permits detached dwellings. An amendment to the Zoning By-law is required to permit the proposed townhouse development. It is proposed that the subject lands be rezoned from “Residential – R3” to “Residential – RM5-XX” for the freehold townhouse dwellings and “Residential – RM6-XX” for the common element condominium townhouse dwellings.

A small area of 44 square metres is proposed to be rezoned from “Greenlands – G1” to “Residential – RM6-XX” to permit the encroaching back yards of Block 2. A large portion of the lands adjacent to the Credit River area is proposed to be rezoned from the existing “Residential – R3” to “Greenlands – G1”.

Proposed modifications to the Zoning By-law include:

Modifications to the RM5 and RM6 Zone are required to address site specific lot configuration as well as a built form that is in response to an evolving housing market.

##### *RM5-XX Zone:*

- *Lot Area* – the variation in lot area contemplated in the proposed development is required to recognize the configuration of the subject lands as well as the limits of the proposed right-of-way of the condominium right-of-way and the associated municipal services.
- *Lot Frontage* – the Zoning By-law requires a 6.8 m lot frontage for an interior lot, whereas the proposed amendment provides a minimum of 5.4 m. The reduced lot frontage accommodates a compatible compact built form, while maintaining the character of the surrounding neighbourhood.

- *Sight Triangle* – a modification to the minimum setback to a sight triangle is required to facilitate the proposed development. The proposed setback is in keeping with the setbacks proposed for the proposed development. The modification will not have any negative impact on pedestrian and vehicular sight lines the connecting private and municipal rights-of-ways.
- *Rear Yard* – the Zoning By-law requires a minimum rear yard of 7.5 m. The intent of these regulations is to ensure adequate transition and separation between built forms as well as to ensure adequate outdoor amenity area. The proposed development provides a rear yard of 6.0 m. The proposed development requires modifications to these provisions to accommodate the proposed built form. The modified rear yard provision maintains adequate building separation to the abutting RM6 Zone and allows for adequate outdoor amenity area.
- *Encroachments* – to facilitate the proposed built form and to accommodate adequate amenity area, provisions on the maximum encroachment for a balcony into the rear yard and porch or a deck located at and accessible from the first storey or below the first storey of the dwelling is required. The prescribed encroachments of the Zoning By-law limit the ability to provide functional amenity space within the proposed built form.

*RM6-XX Zone:*

- *Lot Frontage* – the Zoning By-law requires a minimum lot frontage of 5.0 m for an interior lot, through the amendment a 4.7 m lot frontage for an interior lot is proposed. The reduced lot frontage accommodates a compatible compact built form, while maintaining the character of the surrounding neighbourhood.
- *Dwelling Unit Width* – the proposed development provides a dwelling width of 4.6 m; this is reflected in the proposed Zoning By-law Amendment. The Zoning By-law requires a minimum width of 5.0 m. The modified dwelling width is in response to market demanding in an evolving housing market. The modified dwelling width maintains adequate liveable gross floor area.
- *Rear Yard* – the Zoning By-law requires a minimum rear yard of 7.5 m. The proposed development provides a rear yard of 4.5 m for Block 3, which is considered a dual fronting unit, with frontage along both Main Street and the internal condominium right-of-way. The proposed development requires modifications to these provisions to accommodate the proposed built form. The modified rear yard provision maintains adequate building separation to the abutting RM6 Zone and allows for adequate outdoor amenity area. Additionally, the proposed development requires a rear yard reduction to a G1 Zone. This modification is in keeping with the groundwork and site staking completed by the Conservation Authority in October 2014. The proposed amendment provides a minimum rear yard of 5.0 metres from a G1 Zone, however, the rear yards along Block 1 and 2 exceed this provision.
- *Encroachment* – to facilitate the proposed built form and to accommodate adequate amenity area, provisions on the maximum encroachment for a balcony into the rear yard

and porch or a deck located at and accessible from the first storey or below the first storey of the dwelling is required. The prescribed encroachments of the Zoning By-law limit the ability to provide functional amenity space within the proposed built form.

- *Landscape Area* – the Zoning By-law requires a minimum landscaped area of 25% of the lot area, whereas the proposed development provides for a minimum of 20%. This proposed modification is considered appropriate as it will ensure there is a desirable balance between area for development, internal roads, parking, and landscaping. In addition, the provision of quality and sufficient landscaping will be ensured at the Site Plan stage.

A draft Zoning By-law Amendment is appended to this Report as Appendix C.

#### **4.6 DRAFT PLAN OF SUBDIVISION**

Plans of Subdivisions are recognized under Section 51 of the *Planning Act*, R.S.O. 1990. Section 51 (24) requires that a Council, in considering a draft plan of subdivision, shall have regard to the matters of subsection 51 (24) (a) through (m) of the *Planning Act*.

It is our opinion that the proposed development and corresponding plan of subdivision has regard for the matters of subsection 51 (24) as outlined below:

*(24) In considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to,*

*(a) the effect of development of the proposed subdivision on matters of provincial interest as referred to in section 2;*

As demonstrated through out this Report, the proposed development and corresponding plan of subdivision have regard and do not conflict with matters of provincial interest.

*(b) whether the proposed subdivision is premature or in the public interest;*

The proposal is not premature as the municipal infrastructure exists and the surrounding area is not currently subject to a comprehensive review. The proposed development is in the public interest as it promotes intensification within an existing built-up urban area that is well serviced by transit and infrastructure. The proposed development represents an orderly succession of development within the surrounding neighbourhood.

*(c) whether the plan conforms to the official plan and adjacent plans of subdivision, if any;*

The proposed development conforms to the Region of Peel Official Plan and the City of Mississauga Official Plan, as demonstrated in this Report, and will function similar in nature to the existing developments surrounding the property.

*(d) the suitability of the land for the purposes for which it is to be subdivided;*

The proposed Draft Plan of Subdivisions is suitable for the land in that it is consistent with the applicable land use designation on the subject property.

*(d.1) if any affordable housing units are being proposed, the suitability of the proposed units for affordable housing;*

The units are not proposed to be as-built “affordable housing units”.

*(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;*

Main Street and Wyndham Street are existing local roads with sufficient size and capacity to accommodate the proposed development.

*(f) the dimensions and shapes of the proposed lots;*

The dimensions of the proposed blocks provide for sufficient size and space to accommodate an appropriate dwelling and maintain adequate setbacks and amenity space.

*(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 currently are no restrictions on the subject property to be subdivided and there will be no new restrictions imposed on the subdivided lots or the adjacent properties as a result of this development.

*(h) conservation of natural resources and flood control;*

The draft plan of subdivision provides for a 0.16 hectare (0.40 acre) block for the existing Natural Heritage System (Block 4) and a 0.12 hectare (0.30 acre) block for a Natural Heritage System buffer (Block 5). The Blocks will be identified for environmental protection and regulated accordingly within the Official Plan Amendment and Zoning By-law Amendment. In addition, these lands will be conveyed to the City through the Draft Plan of Subdivision agreement process.

*(i) the adequacy of utilities and municipal services;*

A review by Condeland Engineering Limited of the available municipal services has confirmed that existing municipal services and utilities are adequate and available.

*(j) the adequacy of school sites;*

As demonstrated in this Report, there are an adequate number of schools to accommodate the residents of the proposed development.

The subject lands are serviced by a range of nearby schools, most of which are within a 2 kilometre radius. In order of distance, these schools include:

- Saint Joseph Catholic Elementary School (3 minutes, 260 metres on Church Street);
- Streetsville Secondary School (11 minutes, 850 metres at Tannery Street and Joymar Drive);
- Hazel McCallion Senior Public School (1.5 kilometres on River Grove Avenue);
- Dolphin Senior Public School (1.7 kilometres);
- Willow Way Public and Elementary School (1.7 kilometres);
- St. Joseph Secondary School (1.7 kilometres on Creditview Road);
- Vista Heights Public School (1.8 kilometres); and,
- Ray Underhill Public School (2 kilometers).

*(k) the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes;*

A minor road widening along Wyndham Street is proposed to facilitate a 1.5 metre sidewalk along Wyndham Street. The 0.01 hectare (0.02 acre) block (Block 6) will be conveyed to the City through the Draft Plan of Subdivision agreement.

*(l) the extent to which the plan's design optimizes the available supply, means of supplying, efficient use and conservation of energy; and*

The development proposes residential intensification of the subject property to optimize the use of land in a form that is compatible with the surrounding neighbourhood. Further, as services are available, the proposed development does not hinder the available supply, means of supplying, efficient use and conservation of energy.

*(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 114 (2) of the City of Toronto Act, 2006. 1994, c. 23, s. 30; 2001, c. 32, s. 31 (2); 2006, c. 23, s. 22 (3, 4); 2016, c. 25, Sched. 4, s. 8 (2).*

A Site Plan application will be submitted under separate cover to address appropriate relationships and it will implement the subdivision configuration.

## **5.0 SUPPORTING STUDIES AND REPORTS**

### **5.1 NOISE FEASIBILITY STUDY**

A Noise Feasibility Study, prepared by HGC Engineering dated October 11, 2019, presents an assessment of the proposed development and recommends any noise attenuation features necessary to achieve sound levels acceptable to the City of Mississauga and the Ministry of Environment Conservation and Parks' noise criteria.

The Study provides the following recommendations:

1. Forced air ventilation system with ductwork sized for the future installation of central air conditioning system will be required for Freehold Block 4: Units 1 and 2, Block 2: Units 13 and 14, and Block 3: Units 15 – 19.
2. Building construction for all units meets the minimum requirements of the Ontario Building Code and will provide sufficient acoustic insulation for the indoor spaces.
3. Acoustic barriers may be required by the municipality for the two flanking unit adjacent to Main Street
4. Warning clauses are recommended to inform future residents of the traffic noise impacts.

If noise barriers are required by the municipality, prior to subdivision approval, a Professional Engineer would be required to provide acoustical engineering to review the grading plans of the two flanking units adjacent to Main Street to certify that the noise control barrier as approved have been incorporated.

## **5.2 STAGE 3 ARCHAEOLOGICAL ASSESSMENT**

Archeoworks Inc. was retained by City Park (Main St) Inc. to conduct a Stage 3 Archaeological Assessment in support of the proposed development. The result of the Stage 3 concluded that the site identified in the Stage 1 – 2 Assessment has no further cultural heritage value or interest and a Stage 4 mitigation is not necessary or warranted.

## **5.3 PHASE 1 ENVIRONMENTAL SITE ASSESSMENT**

Bruce A. Brown Associates Limited was retained by City Park (Main St) Inc. to complete a Phase 1 Environmental Site Assessment for the subject lands. In addition to a research of secondary sources and agencies, and review of existing geotechnical and heritage reports, a physical inspection was conducted of the building and the site in conformity with CSA (Z768-01) Standards and O Reg. 153/04 Phase 1 Standards. It was found that a thin mantle of fill or disturbed soil may contain artifacts, zones of topsoil and local areas of microwastes or macrowastes, especially within former residential building footprints and that care should be taken during servicing and excavation within these areas. The proposed development will be required to follow standard practice for the decommissioning and demolition of the existing dwelling. A Record of Site Condition as well as dedication of open space may be required by Credit Valley Conservation.

The study determined there is no potential sources of environmental impacts that would affect the value of the property or require mitigation measures to meet or assure current environmental standards. The report further determines that more intrusive Phase 2 investigations to assess soil or groundwater quality are not warranted.

## **5.4 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT**

In support of the pro-posed development, Condeland Engineering Limited prepared a Functional Servicing and Stormwater Management Report, dated November 20, 2017, subsequently revised on October 28, 2019. The report identifies the methodology of municipal servicing, assesses the ability to provide municipal sanitary and water servicing to the proposed development as well as identifies impacts of and solutions for storm water management.



The Report determined that the existing can support the proposed development. The Report concluded:

- Adequate storm drainage and storm water management facilities for both quantitative and qualitative can be provided within the proposed development;
- The proposed sanitary sewer can sufficiently convey flows to the downstream sanitary sewer system for the proposed development; and,
- Water servicing for the proposed development will be provided by a proposed 150 mm diameter watermain located within the proposed development right-of-way, which will connect to an existing 150 mm diameter watermain on Wyndham Street and an existing 400 mm diameter watermain on Main Street.

## **5.5 ENVIRONMENTAL IMPACT STUDY**

An Environmental Impact Study prepared by Beacon Environmental, dated December 2017, is provided in support of the proposed development. It was determined that the proposed development limit and associated buffer will provide adequate protection to the natural heritage features located within and adjacent to the subject lands. In addition to restoration plantings of native trees and shrubs and removal of non-native plants, the impacts resulting from the development will be minimized and will enhance the overall quality of the local and greater ecosystem and their functions.

The study supports the development as it is currently proposed and confirms its conformity with the natural heritage policies of the Region of Peel Official Plan, City of Mississauga Official Plan, and Credit Valley Conservation policies.

## **5.6 TRAFFIC IMPACT STUDY / PARKING JUSTIFICATION**

Cole Engineering had previously prepared a Traffic and Parking Study in December 2017 for the initial submission of the Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision applications. A subsequent revised Study was resubmitted in September 2018 (dated August 2018). Following a meeting with City Staff, an additional memorandum (dated July 3, 2019) was prepared to provide an analysis of the proposed right-in-right-out access onto Main Street. The analysis prepared by Cole Engineering found the access onto Main Street can be supported, and that that proposed right-in/right-out (RIRO) access configuration will result in the following benefits to the surrounding area:

- Having secondary access will improve the overall intersection operation, reduce delay, and improve safety.
- The proposed RIRO only access will also serve as emergency access for Fire, Ambulance, and Service vehicles and improves safety access for the existing residents.
- The proposed RIRO exceeds all minimum sight distance requirements and provides better sightlines than the Wyndham Street intersection.

- The potential for drivers to disobey the left turn restrictions is much lower for residential access than for commercial access.
- The RIRO access can be physically designed to actively discourage illegal left turns.
- Locating the RIRO access on the outside of the horizontal curve does not create operational or safety issues but rather improves sightlines and sight distances.

## **6.0 CONCLUSION**

It is our opinion that the proposed development and corresponding Official Plan Amendment and Zoning By-law Amendment and Draft Plan of Subdivision are justified and represent good planning, as demonstrated throughout this Report. In summary the proposed development represents good planning for the following reasons:

- The proposed development represents a compact and efficient form of development that can be supported by higher order transit. The proposed development is generally compatible with the scale and massing with the surrounding area;
- The proposal conforms to and promotes the policies of the Provincial Policy Statement, the Growth Plan and the Region of Peel Official Plan;
- A predominate theme in the City of Mississauga Official Plan is ensuring developments are compatible with neighbourhoods and the surrounding area. The proposed development represents a compact and efficient form of development that is compatible with the surrounding neighbourhood;
- The proposed development is in keeping with the Official Plan policies and objectives for contributing to complete communities and housing. In creating a complete community, the City of Mississauga encourages compact development that are transit supportive. In introducing an alternative built form to a largely predominate neighbourhood of detached dwellings, the proposal offers housing alternatives that are in keeping with the City's complete community and housing objectives;
- The proposed development conforms to the Official Plan policies on Non-Intensification Areas for Neighbourhoods and Corridors as it represents an appropriate infill development sensitive to the surrounding neighbourhoods form and character;
- The provided developable limit and associated buffer was determined through an Environmental Impact Study prepared by Beacon Environmental to be sufficient to protect the natural heritage features and their functions located within and adjacent to the proposed development; and,
- The proposed Official Plan and Zoning By-law designations are compatible with the goals and objectives of the respective plans for the City of Mississauga, the Streetsville Neighbourhood and the local built form character. Compatibility does not suggest that new development must be the same as what exists. Instead, as justified in this report for the

subject lands, compatible development will be able to coexist with surrounding land uses without any unacceptable adverse impacts.

Respectfully submitted,  
**GLEN SCHNARR & ASSOCIATES INC.**

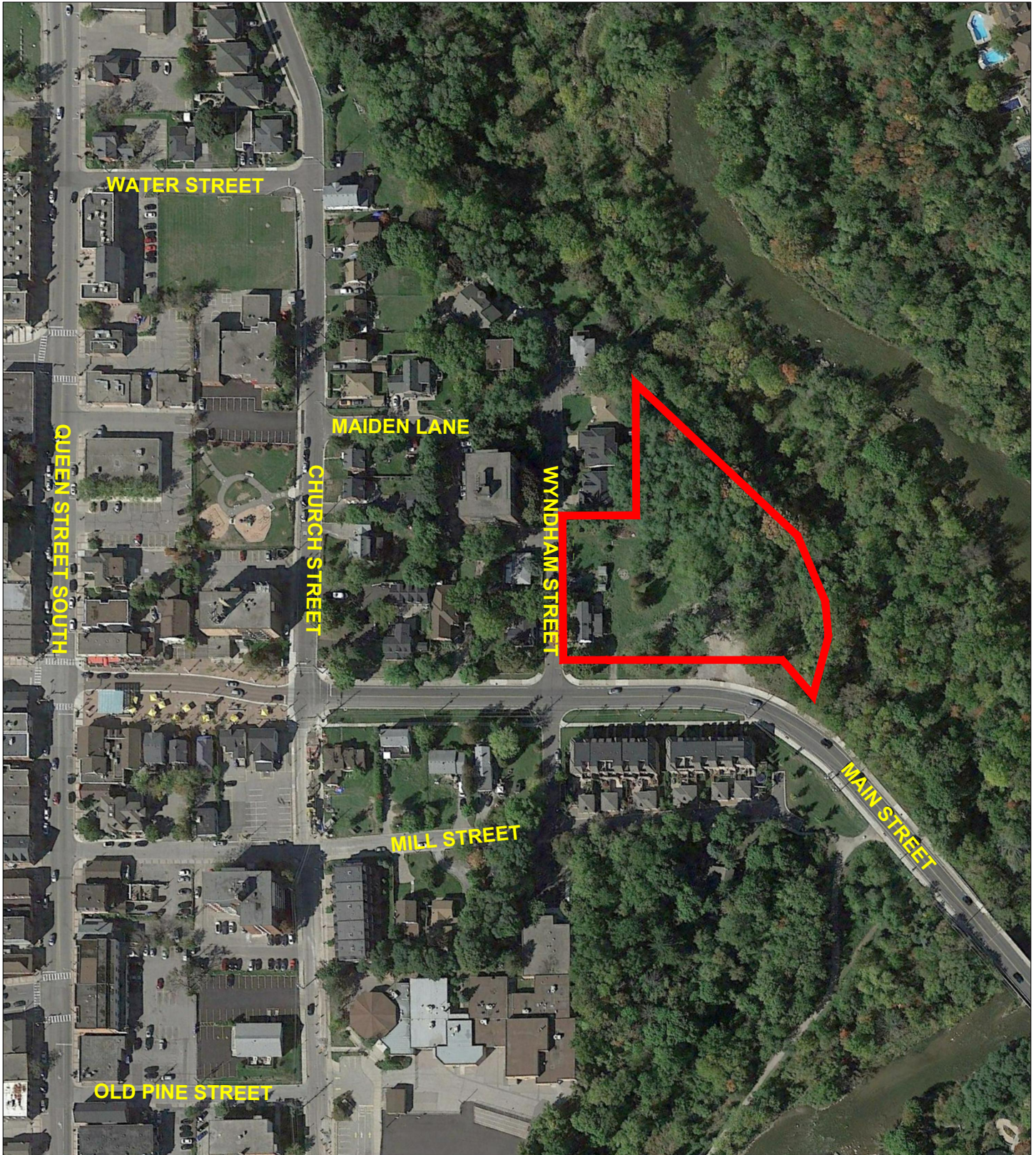
A handwritten signature in black ink, appearing to read "Jim Levac", written in a cursive style.

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**Jim Levac, MCIP, RPP**  
**Partner**

## **FIGURES**





**FIGURE 1**  
**AERIAL CONTEXT MAP**

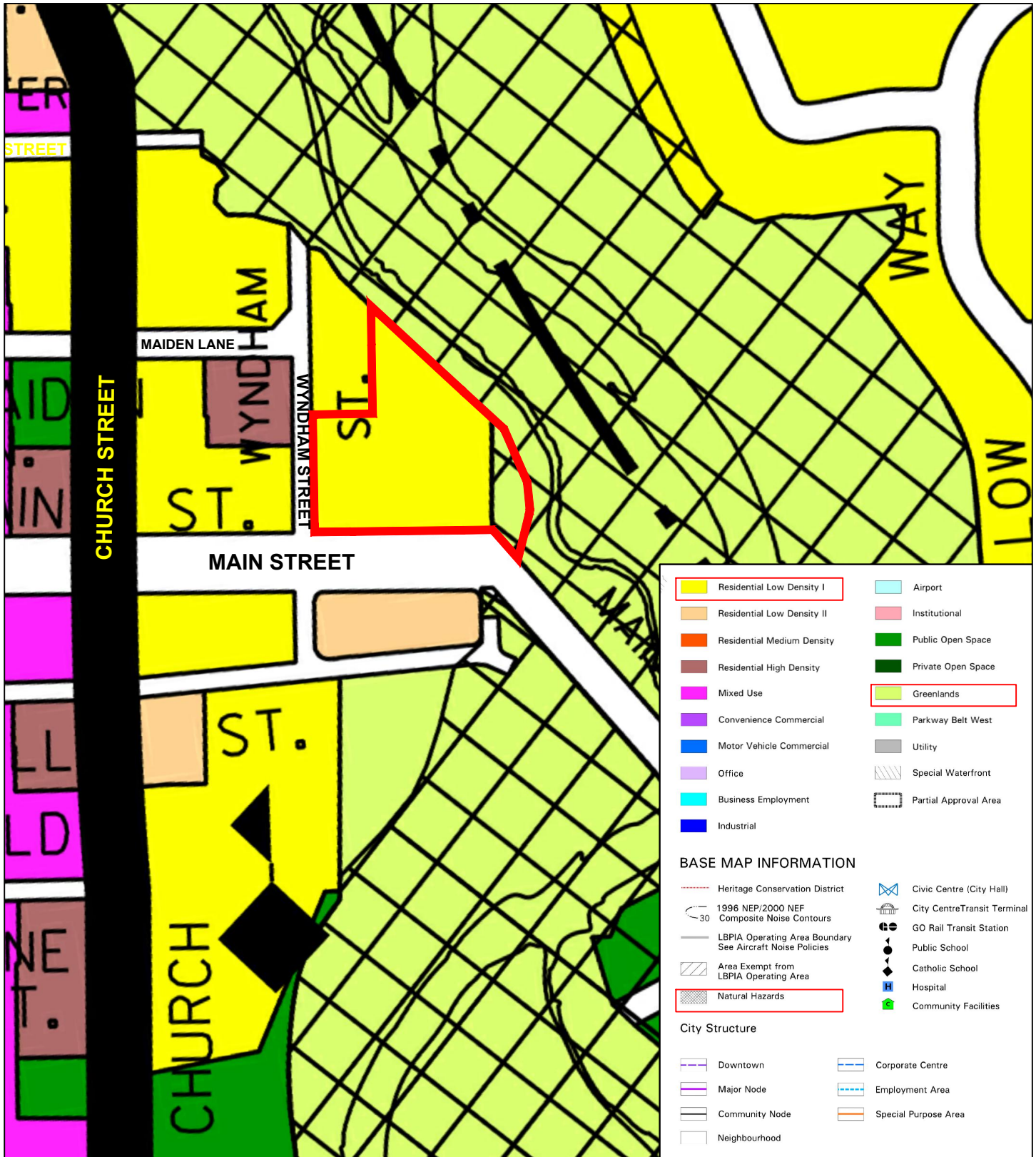
36, 44 & 46 MAIN STREET

 Subject Property



Scale: N.T.S.  
May 6, 2019





**FIGURE 2**  
**MISSISSAUGA OFFICIAL**  
**PLAN - Schedule 10**  
**Land Use Designations**

36, 44 & 46 MAIN STREET

Subject Property



Scale: N.T.S.  
 May 6, 2019



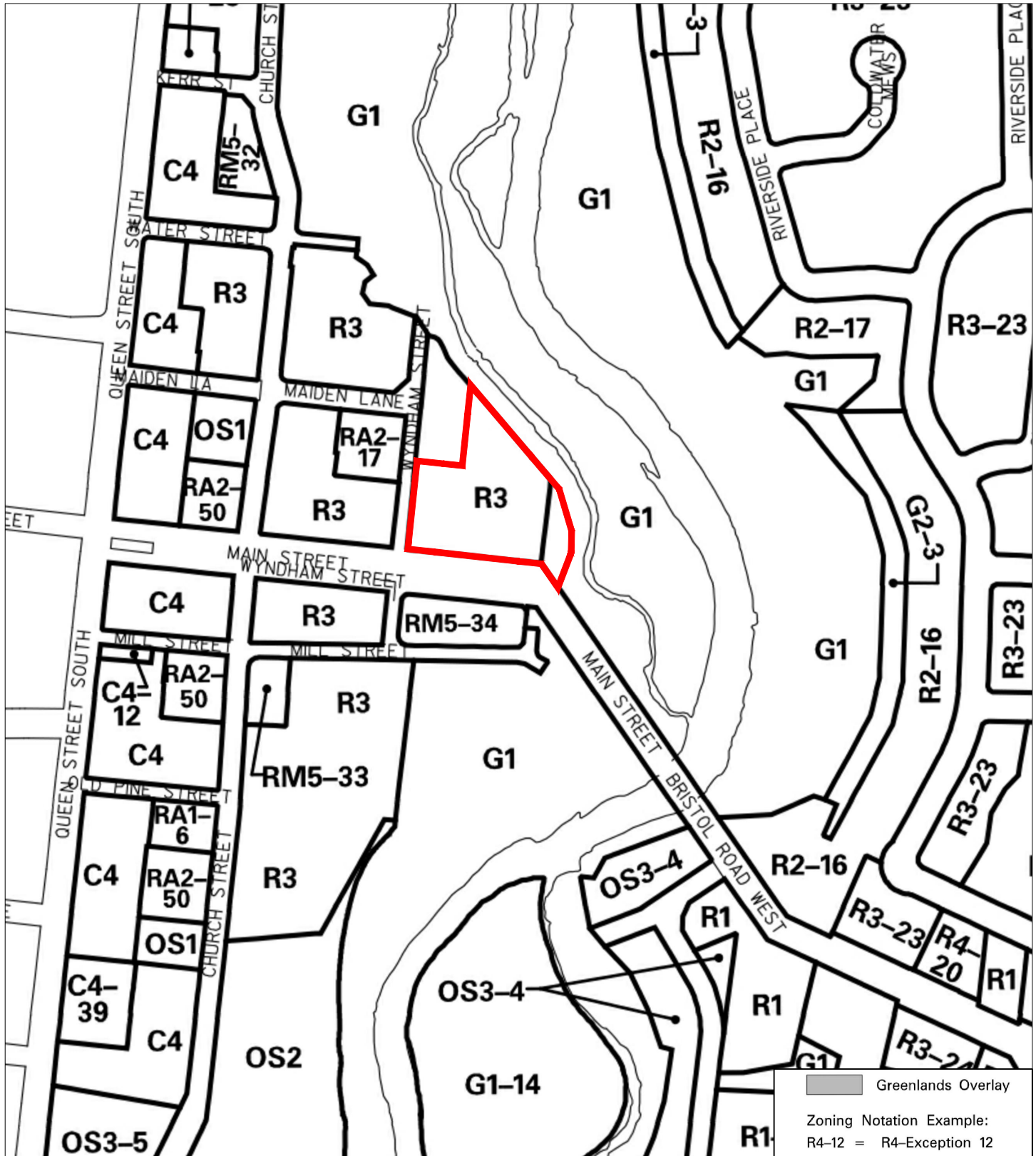
**FIGURE 3**  
**MISSISSAUGA OFFICIAL**  
**PLAN - Map 16-23:**  
**Streetsville Character Area**  
36, 44 & 46 MAIN STREET

Subject Property



Scale: N.T.S.  
May 6, 2019





**FIGURE 4**  
**MISSISSAUGA ZONING**  
**BY-LAW - No. 0225-2007**  
**MAP 38W**  
 36, 44 & 46 MAIN STREET

 Subject Property



Scale: N.T.S.  
 May 6, 2019



**APPENDIX A: SITE PLAN**

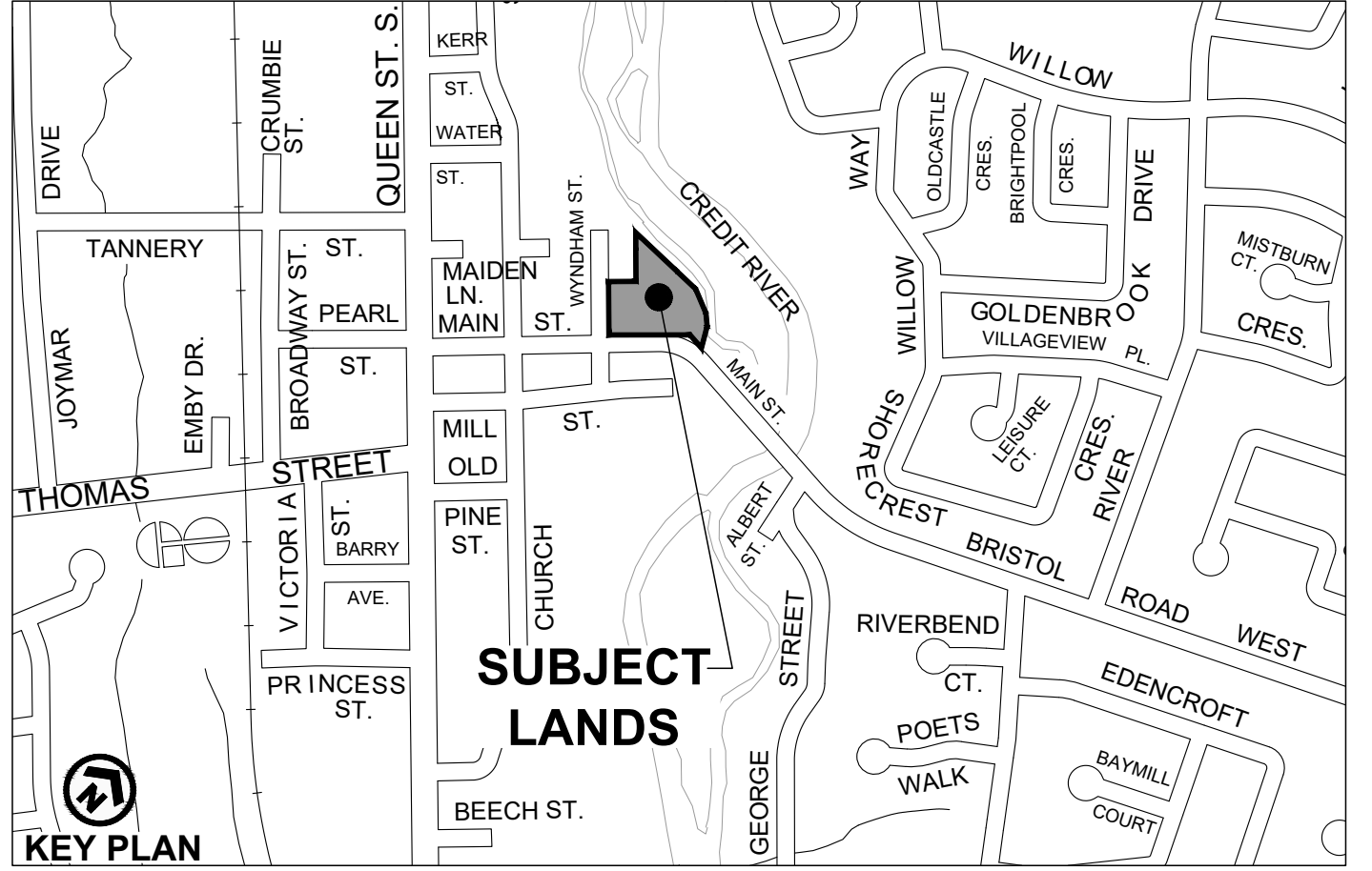
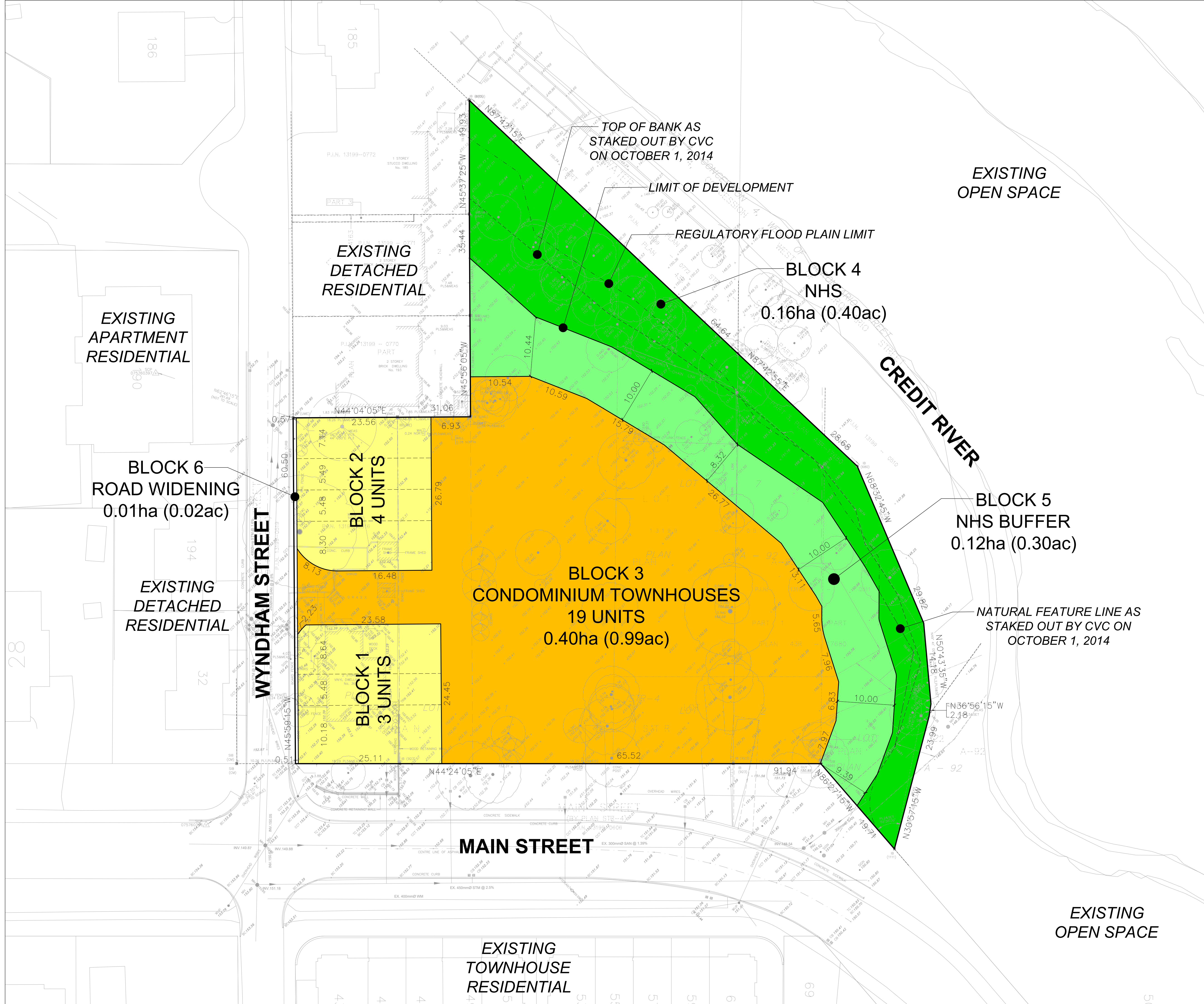






**APPENDIX B: DRAFT PLAN OF SUBDIVISION**





**DRAFT PLAN OF SUBDIVISION**  
**CITY PARK (MAIN ST.) INC.**  
**CITY PARK HOMES**


**FILE # 21T-M17007**

PART OF LOTS 2 & 7, REGISTERED PLAN A-92,  
PART OF LOTS 1 & 2, SOUTH OF WATER STREET,  
NORTH OF MAIN STREET,  
EAST OF WYNDHAM STREET, PLAN STR-4  
PART OF LOT 4, CONCESSION 4, W.H.S.  
(GEOGRAPHIC TOWNSHIP OF TORONTO)  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

**OWNERS CERTIFICATE**  
I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT  
THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

SIGNED:  DATE: DEC. 7, 2017  
CHRISTOPHER ZEPPA, ASO  
CITY PARK (MAIN ST.) INC.

**SURVEYORS CERTIFICATE**  
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS  
SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE  
CORRECTLY AND ACCURATELY SHOWN.

SIGNED:  DATE: DEC. 6, 2017  
CHRIS WAHBA, OLS  
RADY-PENTEK & EDWARD SURVEYING LTD.  
643 CHRISLEA ROAD, SUITE 7  
WOODBIDGE, ON, L4L 8A3  
PHONE: 416-635-5000  
EMAIL: cwahba@r-pe.ca

**ADDITIONAL INFORMATION**  
(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY  
CLAUSES A,B,C,D,E,F,G, & J ARE SHOWN ON THE DRAFT AND KEY PLANS.

- H) MUNICIPAL AND PIPED WATER TO BE PROVIDED  
I) SANDY LOAM AND CLAY LOAM  
K) SANITARY AND STORM SEWERS TO BE PROVIDED

LAND USE SCHEDULE				
LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	UNITS
STREET TOWNHOUSES - 5.48m (18')	1, 2	0.12	0.30	7
CONDOMINIUM TOWNHOUSES	3	0.40	0.99	19
NATURAL HERITAGE SYSTEM (NHS)	4	0.16	0.40	
NHS BUFFER	5	0.12	0.30	
ROAD WIDENING	6	0.01	0.02	
TOTAL	6	0.80	1.98	26



**APPENDIX C: OFFICIAL PLAN AMENDMENT**

Amendment No. XX  
to  
Mississauga Official Plan  
for the  
City of Mississauga Planning Area

The following text and map designated Schedule “A” attached hereto constitutes Amendment No. XX.

Also attached hereto but not constituting part of the Amendment and Appendices I, and II.

Appendix I is a description of the Public Meeting held in connection with this Amendment.

Appendix II is a copy of the Planning and Building Department report dated XX, XX, 201X, pertaining to this Amendment.

## PURPOSE

The purpose of submitting this Official Plan Amendment is to re-designate the subject lands from “Residential Low Density I” and “Greenlands” with the “Natural Hazards” overlay to “Residential Medium Density” to permit seven (7) freehold townhouse dwellings along Wyndham Street and nineteen (19) common element townhouse dwellings along a common element condominium road with access from Wyndham Street and Main Street. Furthermore, the lands currently designated as “Greenlands” shall have a minor adjustment along the rear yard of some of the common element townhouse dwellings of Block 2 and additional lands beyond the staked buffer limit will be re-designated to “Greenlands” with the “Natural Hazards” overlay along the entire length of the rear of the site that abuts the Credit River.

## LOCATION

The lands affected by this Amendment are located at the northeast intersection of Main Street and Wyndham Street in the City of Mississauga. The subject lands are located within the Streetsville Neighbourhood Character Area in the Mississauga Official Plan.

## BASIS

The subject lands are designated “Residential Low Density I” and “Greenlands” with the “Natural Hazards” overlay and are located within the Streetsville Neighbourhood Character Area of the Mississauga Official Plan. Permitted uses on the subject lands include detached, semi-detached and duplex dwellings.

The proposal is to re-designate the subject lands from “Residential Low Density I” to “Residential Medium Density” and to add and remove small portions of the subject lands from “Greenlands” with the “Natural Hazards” overlay.

The proposed Official Plan Amendment is acceptable from a planning standpoint and should be approved for the following reasons:

1. The proposed development is consistent with and promotes the growth management and intensification policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe, and the Region of Peel Official Plan.
2. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes a range of housing types, sizes and tenures; it is compatible from a density, size, scale, and massing perspective; it efficiently and effectively utilizes existing community infrastructure and facilities.

Details regarding this Amendment to the Mississauga Official Plan are contained in the Planning and Building Report dated xxxxxx xx, 201X, attached to this Amendment as Appendix II.

## DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Mississauga Official Plan is hereby amended by the following:

1. Schedule 10: Land Use Designations, of the Mississauga Official Plan, is hereby amended by re-designating the subject lands to “Residential Medium Density” and to “Greenlands” with the “Natural Hazards” overlay, as shown on Schedule ‘A’ of this Amendment.
2. Schedule 1: Urban System, of the Mississauga Official Plan, is hereby amended by re-designating the subject lands to “Green System”, as shown on Schedule ‘B’ of this Amendment.
3. Schedule 1a: Green System, of the Mississauga Official Plan, is hereby amended by re-designating the subject lands to “Green System”, as shown on Schedule ‘C’ of this Amendment.
4. Schedule 3: Natural System, of the Mississauga Official Plan, is hereby amended by re-designating the subject lands to “Significant Natural Areas and Natural Green Space” and “Natural Hazards” as shown on Schedule ‘D’ of this Amendment.
5. Table 8-4: Road Classification – Local Roads, is hereby amended by adding the Wyndham Street cul-de-sac as a street with a minimum right-of-way width of 10.5 metres.

## 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 concurrently to implement this Amendment.

Provisions will be made through the Zoning By-law Amendment for the lands subject to this Official Plan Amendment, for development to occur subject to approved site development, architectural and landscaping plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and designed.

This Amendment has been prepared based on the Office Consolidation of the Mississauga Official Plan dated March 13, 2019.

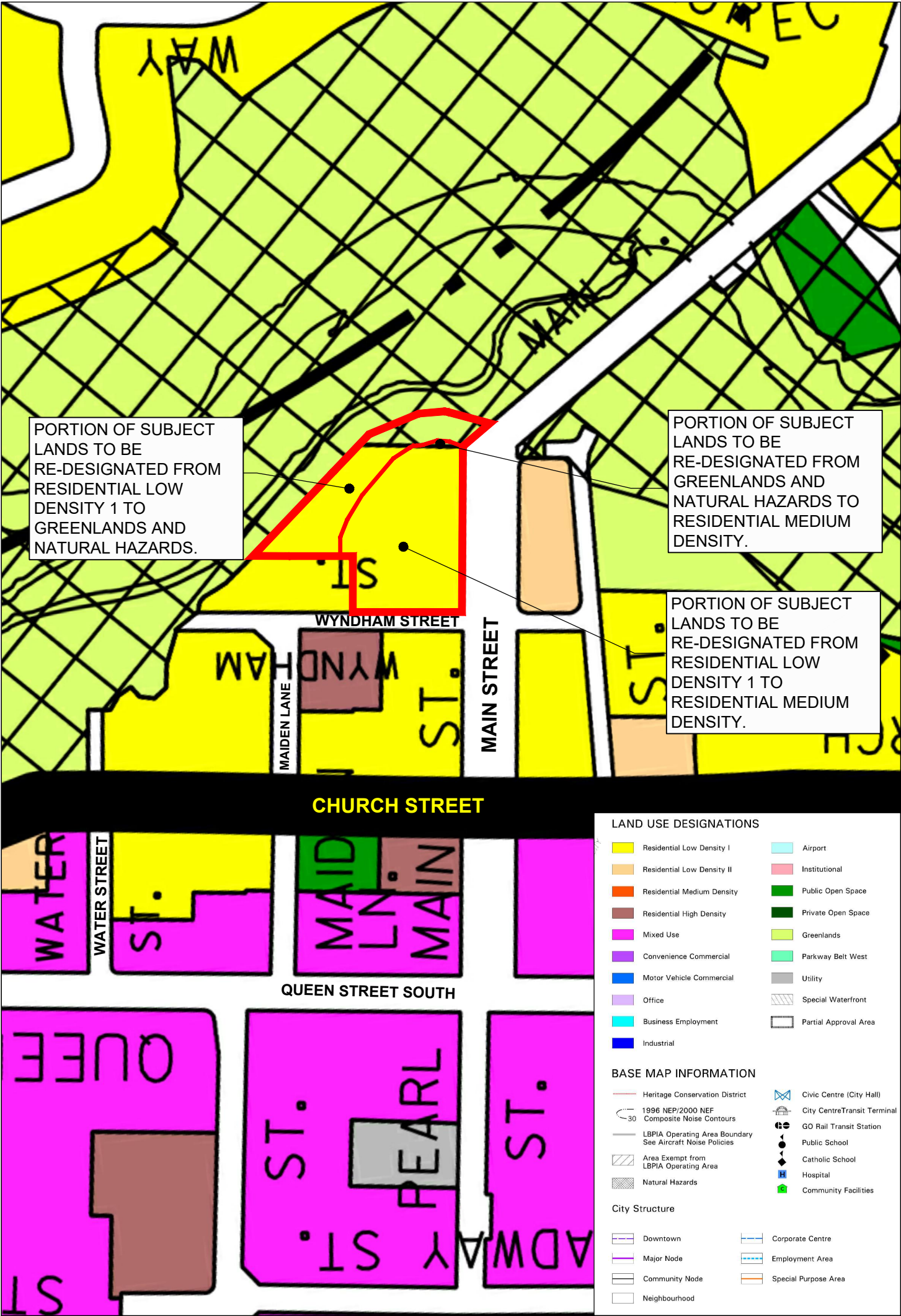
## INTERPRETATION

The provisions of the Mississauga Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Amendment.

Upon approval of this Amendment, the Mississauga Official Plan, will be amended in accordance with the intent of this Amendment.



SCHEDULE 'A'



\*Schedule based on  
City of Mississauga  
Schedule 10 - Land Use Designation

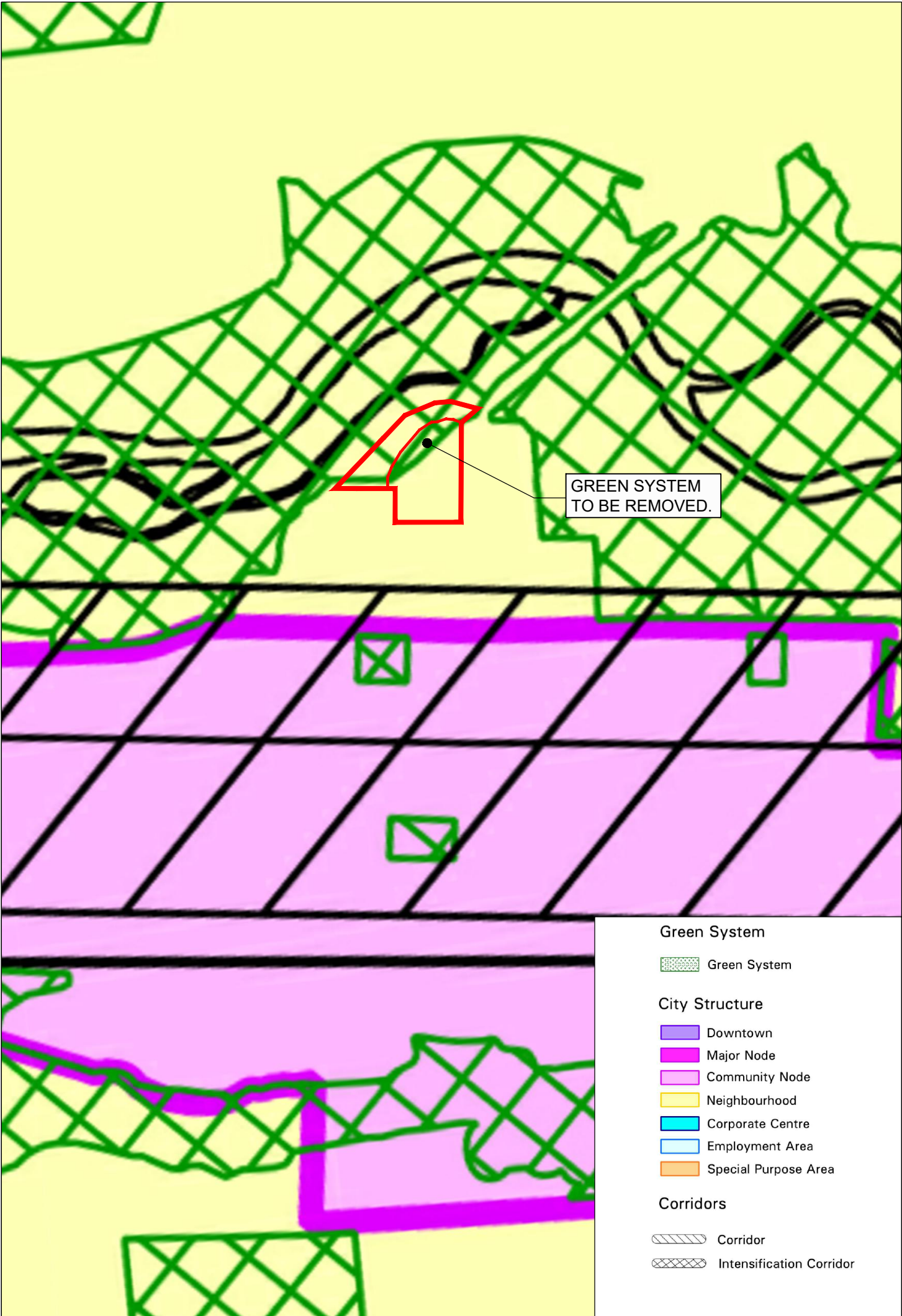
— Subject Property



Scale: N.T.S.  
September 30, 2019



SCHEDULE 'B'



\*Schedule based on  
City of Mississauga  
Schedule 1 - Urban System

— Subject Property



Scale: N.T.S.  
September 30, 2019

SCHEDULE 'C'



\*Schedule based on  
City of Mississauga  
Schedule 1a - Green System

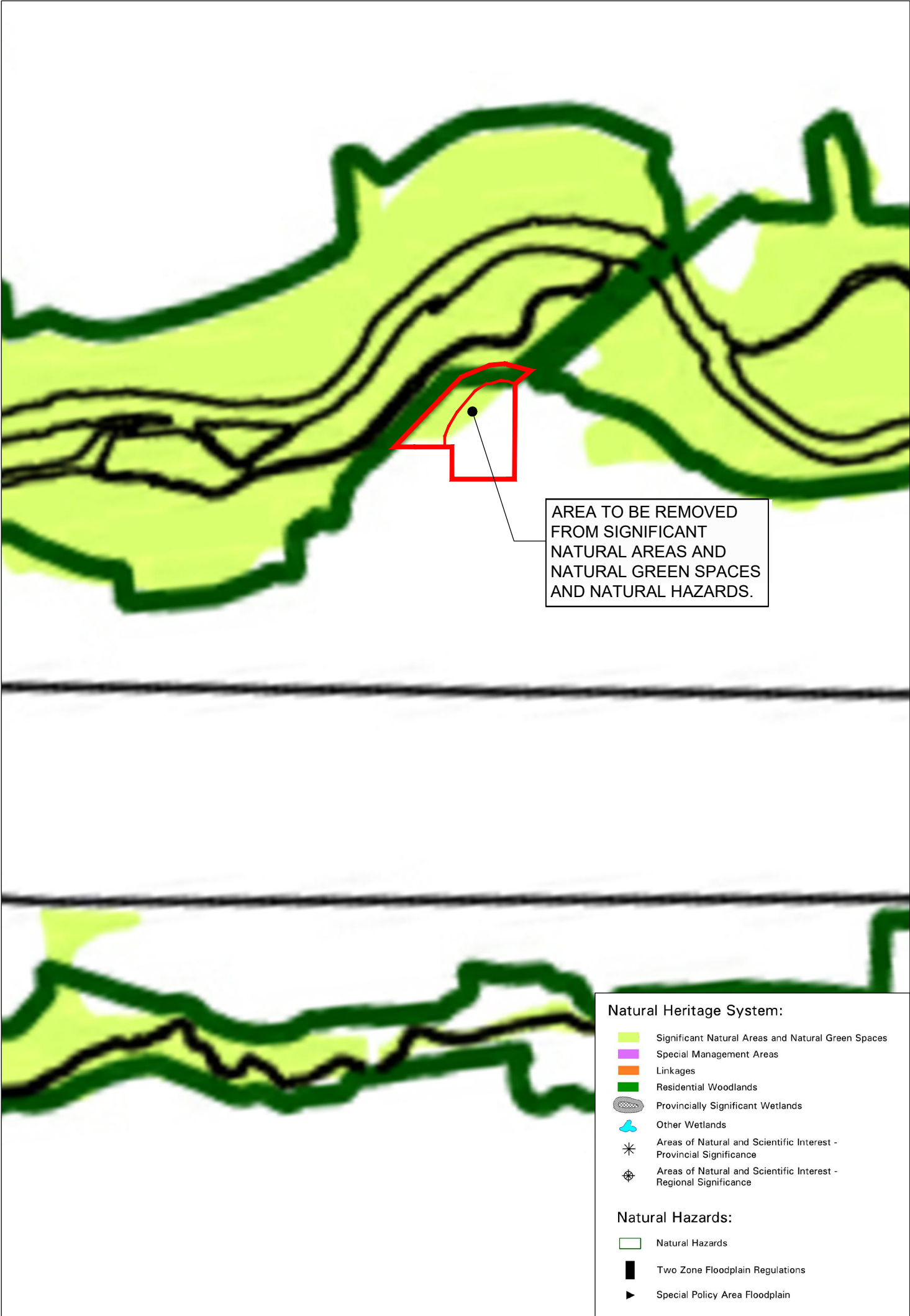
— Subject Property



Scale: N.T.S.  
September 30, 2019



SCHEDULE 'D'



\*Schedule based on  
City of Mississauga  
Schedule 3 - Natural System

— Subject Property



Scale: N.T.S.  
September 30, 2019

SCHEDULE E

Table 8-4: Road Classification – Local Roads

The road right-of-way (R-O-W) for local roads will be 17 m – 20 m, with the following exceptions:

[...]

	Character Area	Street	Jurisdiction	R-O-W Range
23	Streetsville Neighbourhood	Wyndham Street cul-de-sac	Mississauga	10.5 m

**APPENDIX D: ZONING BY-LAW AMENDMENT**

A By-law to amend By-law 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the Council may amend a Zoning By-law;

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

1. By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.11.2.XX	Exception: RM5-XX	Map # 38W	By-law:
In a RM5-XX zone the permitted uses and applicable regulations shall be as specified for a RM5 Zone except that the following <b>uses</b> /regulations shall apply:			
<b>Regulations</b>			
4.11.2.XX.1.	The regulations of Subsection 2.1.14 and Line 11.0 contained in Table 4.11.1 of this By-law shall not apply		
4.11.2.XX.2	Minimum <b>lot area</b> a) <b>interior lot</b> 129 m <sup>2</sup> b) <b>corner lot</b> 256 m <sup>2</sup>		
4.11.2.XX.3	Minimum <b>lot frontage - interior lot</b>		5.4 m
4.11.2.XX.4	Minimum setback to a <b>sight triangle</b>		1.7 m
4.11.2.XX.5	Maximum encroachment of a <b>balcony</b> into a required <b>rear yard</b>		1.5 m
4.11.2.XX.6	Maximum encroachment of a <b>porch</b> or a <b>deck</b> located at and accessible from the first storey or below the first storey of the dwelling, inclusive of stairs, into a required <b>front</b> and/or <b>exterior side yard</b>		1.8 m
4.11.2.XX.7	Minimum <b>rear yard</b>		6.0 m

2. By-law 0225-2007, as amended, is further amended by adding the following Exception Table:

4.12.2.XX	Exception: RM6-XX	Map # 38W	By-law:
In a RM6-XX zone the permitted uses and applicable regulations shall be as specified for a RM6 Zone except that the following <b>uses</b> /regulations shall apply:			
<b>Regulations</b>			
4.12.2.XX.1	The regulations of Subsection 2.1.14, Table 4.1.8.1 and Lines 7.1 and 8.3 contained in Table 4.12.1 of this By-law shall not apply		
4.12.2.XX.2	Minimum <b>lot frontage – interior lot</b>		4.7 m
4.12.2.XX.3	Minimum <b>dwelling unit width</b>		4.6 m
4.12.2.XX.4	Minimum <b>rear yard</b>		4.5 m
4.12.2.XX.5	Minimum <b>rear yard</b> to a lot line abutting a G1 zone		5.0 m
4.12.2.XX.6	Maximum encroachment of a <b>balcony</b> into a required <b>rear yard</b> abutting a G1 zone		1.5 m
4.12.2.XX.7	Minimum setback of a <b>townhouse</b> to a CEC – visitor <b>parking space</b>		2.0 m

4.12.2.XX	Exception: RM6-XX	Map # 38W	By-law:
In a RM6-XX zone the permitted uses and applicable regulations shall be as specified for a RM6 Zone except that the following <b>uses</b> /regulations shall apply:			
4.12.2.XX.7	Maximum encroachment of a <b>porch</b> or a <b>deck</b> located at and accessible from the first storey or below the first storey of the dwelling, inclusive of stairs, into a required <b>front yard</b> and/or a <b>rear yard</b> not abutting a G1 zone		1.8 m
4.12.2.XX.8	Maximum encroachment of a <b>porch</b> or a <b>deck</b> located at and accessible from the first storey or below the first storey of the dwelling, inclusive of stairs, into a required <b>exterior side yard</b>		2.0 m
4.12.2.XX.8	Minimum <b>landscape area</b>		20% of the <b>lot area</b>

3. Map Number 38W of Schedule “B” to By-law 0225-2007, as amended, being the City of Mississauga Zoning By-law, is amended by changing thereon from “R3” and ‘G1” to “RM5XX”, “RM6-XX”, “R3” and “G1” PROVIDED HOWEVER THAT the “RM5-XX”, “RM6-XX”, “R3” and “G1” zoning shall only apply to the lands which are shown on the attached Schedule “A” outlined in the heaviest broken line with the “RM5-XX”, “RM6-XX”, “R3” and “G1” zoning indicated thereon.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2019.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk



APPENDIX “A” TO BY-LAW NO. \_\_\_\_\_

Explanation of the Purpose and Effect of the By-law

This By-law amends the zoning of the property outlined on the attached Schedule “A” from “R3” and “G1” to “RM5-XX”, “RM6-XX”, and “G1”

“R3” permits detached dwellings on 15 m (49 foot) wide lots

“G1” permits uses and activities specific to the protection of people and property from flooding and erosion hazards, and the protection of natural features

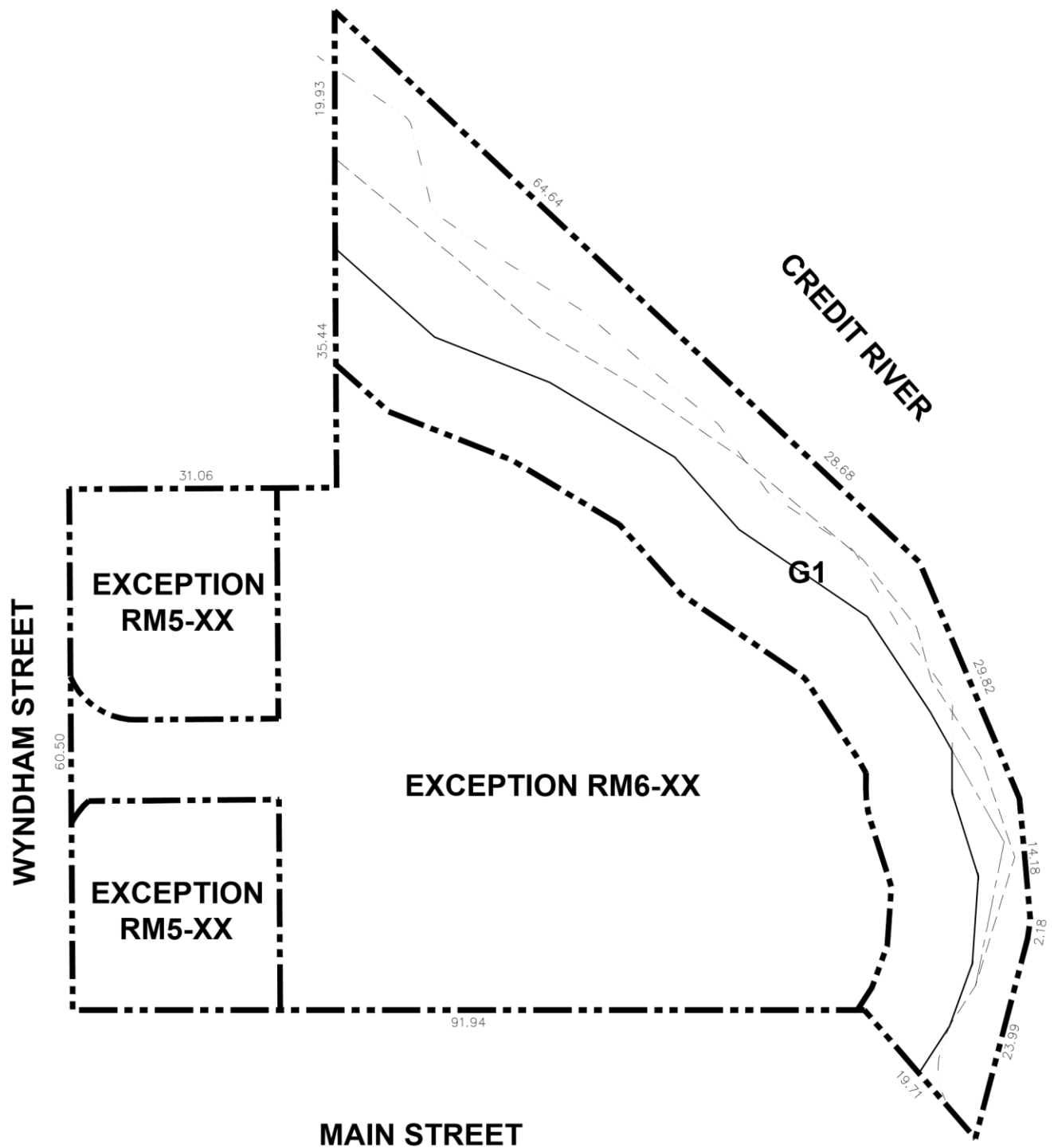
“RM5-XX” permits townhouses on 5.4 m (17.7 foot) wide lots, fronting on a public street

“RM6-XX” permits townhouses on a Common Element Condominium private road

Location of Lands Affected

Northeast corner of Main Street and Wyndham 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.



PART OF LOTS 2 & 7, REGISTERED PLAN A-92,  
PART OF LOTS 1 & 2, SOUTH OF WATER STREET,  
NORTH OF MAIN STREET,  
EAST OF WYNDHAM STREET, PLAN STR-4  
PART OF LOT 4, CONCESSION 4, W.H.S.  
(GEOGRAPHIC TOWNSHIP OF TORONTO)  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

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