

NYX TANNERY LTD.  
51 & 57 TANNERY STREET + 208 EMBY DRIVE  
CITY OF MISSISSAUGA

# PLANNING JUSTIFICATION REPORT



Tannery Townhomes - Mississauga, Ontario









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## **1. Introduction**

Weston Consulting is the planning consultant for NYX Tannery Ltd., the owner of the lands municipally known as 51 & 57 Tannery Street and 208 Emby Drive in the City of Mississauga, within the Region of Peel. This assembly of parcels will be herein referred to as the “subject lands”.

In conjunction with the submission of this report, applications for an Official Plan Amendment and Zoning By-law Amendment have been submitted to the City of Mississauga in order to permit the development of the subject lands. This report, along with the materials identified during the Pre-Application Meeting held on February 1, 2017 with the City of Mississauga, Region of Peel and Credit Valley Conservation Authority staff is intended to satisfy the requirements for Complete Applications under Sections 22(4) and 34(10) of the *Planning Act*.

It is recognized that following the approval of the aforementioned applications Draft Plan of Condominium and Site Plan Approval will be required to fully implement the proposed development and will be submitted at the appropriate time in the planning process.

## **2. Purpose of Report**

The purpose of this report is to provide the context for the proposed development in relation to Provincial, Regional and Municipal land use planning policies. It will evaluate the proposed development against the applicable policies of the Provincial Policy Statement (PPS), the Growth Plan for the Greater Golden Horseshoe, the Region of Peel Official Plan (RPOP), the City of Mississauga Official Plan and the City of Mississauga Zoning By-law 0225-2007, in addition to other applicable Plans and Initiatives of the Region and Municipality. It provides planning analysis and justification as to why the proposed development application should be approved.



### **3. Site Description and Context**

#### **3.1 Legal Description**

The parcels that comprise the subject lands are legally described as:

- 208 Emby Drive: PT LT 4, CON 5 WEST OF HURONTARIO ST TORONTO TWP, AS IN R0423322 ; PT LT 26, PL STR1, AS IN R0423322; S/T ST6612 CITY OF MISSISSAUGA
- 51 Tannery Street: PT LT 27, PL STR1, AS IN R01078655 CITY OF MISSISSAUGA
- 57 Tannery Street: PT LT 27, PL STR1, AS IN ST2792; MISSISSAUGA

#### **3.2 Description of the Subject Lands**

The subject lands are municipally addressed as 51 Tannery Street, 57 Tannery Street and 208 Emby Drive, and are located in the western portion of the City of Mississauga within the Region of Peel. The subject lands is an assembly of (3) separate parcels that have a combined total lot area of approximately 1.86 hectares (4.6 acres) and a frontage of approximately 73 metres along Tannery Street and a frontage of 15.26 metres along Emby Drive.

The subject lands are irregular in shape and consist of a mix of existing uses. 51 and 57 Tannery Street consist of two storey single detached dwellings and associated garages and structures. The lots include varying amounts of vegetation, generally in close proximity to the parcel boundaries and are relatively flat throughout the site area. 208 Emby Drive currently consists of a manufacturing facility that is interior to the site behind the existing homes. The subject lands consist of two existing vehicular accesses on Tannery Street and one vehicular access on Emby Drive.

#### **3.3 Region and Neighbourhood Context**

The subject lands are located within the Streetsville Neighbourhood in the northwest section of the City of Mississauga. The core of Streetsville is located to the east of the subject lands, which is characterized by various heritage properties located throughout the community. The community is focused along the Queen Street (Mississauga Road) corridor, which contains a variety of local commercial and retail uses.

The area immediately surrounding the subject lands generally consists of employment related uses to the south and west, with low density residential uses beyond and higher density land uses to the north and east. The western portion of the site is associated with the Mullet Creek located to the west of the subject lands.



Figure 1: Aerial Photo of Subject Lands

### 3.4 Surrounding Land Uses

The land uses in the vicinity of the subject lands are as follows:

**North:** Tannery Street abuts the subject lands to the north. Beyond Tannery Street is the Credit River Retirement Residence, which is a 7-storey apartment dwelling. The residence is located on Rutledge Road, which extends north from Tannery Street. On the west side of Rutledge Road was 4 storey residential building, which was destroyed by fire on March 2, 2018 during construction. To the west of the development are the Mullet Creek and single detached dwellings beyond on large lots with frontage along Joymar Drive.

**East:** The eastern property line is bound by the Canadian Pacific Railway right-of-way that extends northward towards Brampton, westward towards Milton and south towards Union Station in downtown Toronto. The Streetsville GO Station is located to the south of





the subject lands and is serviced by this rail corridor. Beyond the rail corridor is the Streetsville community core, which consists of a range of commercial, retail and residential uses.

**South:** The properties to the south of the subject lands consist of multiple one and two storey buildings. The buildings are utilized for employment purposes and include a variety of commercial and industrial businesses. The access to the subject lands from the south is provided from Emby Street, which extends south from the subject property to Thomas Street. Beyond is the Streetsville GO Station and associated surface parking.

**West:** Abutting the subject lands to the west is the Mullet Creek watercourse that flows southerly towards the Credit River. Beyond the creek is employment uses bound by the block of Thomas Street, Joymar Drive and Tannery Street. Beyond at the northwest corner of Joymar and Thomas is a development application that is to include 203 units, including a mixture of townhomes, semi-detached and back-to-back townhomes.

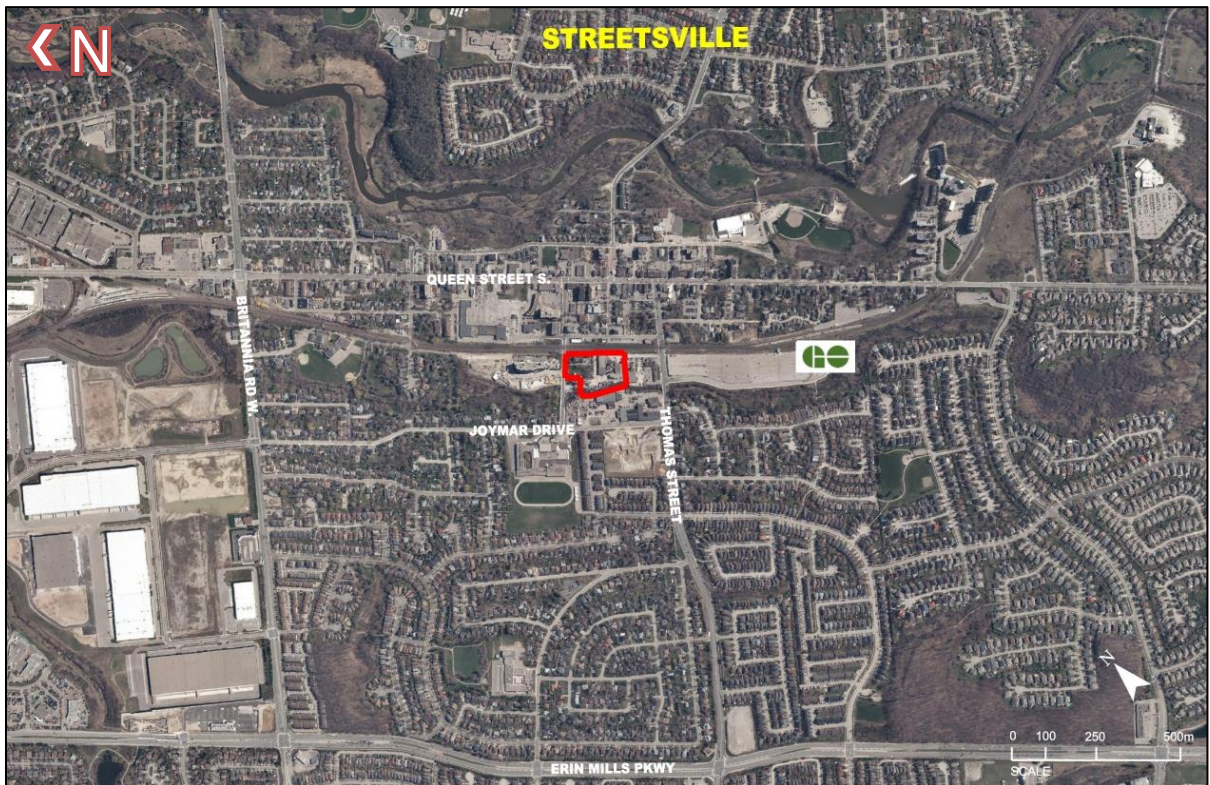


Figure 2: Contextual Aerial Photo of Streetsville





### ***3.5 Transit and Transportation***

The subject lands predominantly front onto Tannery Street, with a portion of the site containing frontage onto the end of Emby Drive, just north of Thomas Street. The proposed development is well served by pedestrian, vehicle, transit and cycling infrastructure to provide sufficient access to the subject lands.

#### Roads

Tannery Street is defined as a Minor Collector that runs between Joymar Drive and Queen Street South. In accordance with Table 8 – 3 in the Official Plan, right-of-way's for minor collectors are between 20m and 26m. Thomas Street and Main Street are both defined as Major Collectors. Thomas Street requires a 20 – 26 metre right-of-way between McFarren Boulevard / Gafney Drive and Queen Street South, and Main Street requires a 20 metre right of way between Queen Street South and approximately 90m east of Wyndham Street. Queen Street South has been designated as a Major Collector (Scenic Route) which requires a 20 metre right-of-way in accordance with table 8 – 2. Emby Drive is an existing road that terminates at the south end of the property and has an existing right-of-way width of 15 metres.

#### Transit

At present, six Mississauga Transit bus lines serve the surrounding area of the subject properties: the 9, 49, 67, 305, 306 and the 313, which run along Joymar Drive and Thomas Street, respectively. These lines are serviced through four bus stops located at Joymar Drive and Tannery Street, Joymar Drive and Thomas Street and two stops located on Thomas Street near the Streetsville GO Parking Lot. The Streetsville GO Station is located approximately 700 metres southeast of the subject lands located immediately east of Thomas Street.

#### Active Transportation

Trails are an important component of the active transportation network in the Region of Peel. The Region of Peel has established their trail network called, "Walk + Roll", to denote their system containing trails for walking and cycling. Joymar Drive has been designated as a Signed Bike Route. In addition to these, Hammond Road has a paved multi-use trail, which provides pedestrian access to Thomas Street. There is another paved multi-use trail along the road connecting Thomas Street to the Streetsville GO Station.





## **4. Proposed Development**

### **4.1 Description of Proposed Development**

The proposed development is comprised of a 155 stacked back to back townhouses, contained within 7 development blocks oriented around a centralized amenity area. The majority of the blocks will contain 24 units, while Blocks E and G will contain 16 units and 19 units respectively. The proposed development blocks are 3 storeys in height with rooftop amenity areas for upper level units. The amenity areas are screened by half sloped parapets. The total residential gross floor area of all blocks is approximately 23,756.88 sq. m (255,717 sq. ft.) and achieves a density of 1.46 FSI.

The proposed development includes an extension of Emby Drive from its current terminus at the south end of the subject lands northward to provide a connection to Tannery Street. The proposed extension will feature a 15 metre right of way and intersect with Tannery Street approximately 30 metres from the CPR track, in accordance with Transport Canada Guidelines. The proposed access will be provided from the south side of the Emby Drive extension adjacent to the southern property line. The access leads to a fire emergency access route, garbage storage area and underground parking ramp. The proposed development includes 236 underground parking spaces, 205 spaces for residents and 31 visitor parking spaces contained within one levels of underground parking. The proposed development will also include a total of 78 bicycle parking spaces, 62 residential spaces on the P1 parking level and 16 surface spaces for visitors.

The centralized amenity area will be approximately 1,484 sq. m (15,974 sq. ft.) in size and include 147.21 sq. m (1,585 sq. ft.) space for hard surfaced treatments, 90.03 sq. m (969 sq. ft.) space as a play area and 169.28 sq. m (1,822 sq. ft.) for the tot lot. The remaining space will be un-programmed amenity areas. Internal pedestrian circulation will be achieved through access pathways that are approximately 1.5 metres wide and located on both ends of the centralized amenity area.

The proposed development includes the conveyance of approximately 3,800 sq. m of environmental lands on the western portion of the subject lands, which are associated with the Mullet Creek. The proposed development provides the required buffer lands as indicated in the Environmental Impact Study completed by Beacon Environmental and the accepted top of bank through consultation with the CVCA.

### **4.2 Planning Applications**

This report has been prepared in support of applications to amend the City of Mississauga Official Plan and Zoning By-law 0225-2007.

The subject lands are designated *Residential High Density and Greenlands* under the City of Mississauga Official Plan which requires densities to be deployed in a traditional apartment dwelling form. An Official Plan Amendment is being submitted to permit horizontal multiple (stacked back-to-back) townhouses units as a permitted built form on the subject lands.





The City of Mississauga Zoning By-law zones the subject lands as *D – Development* and *G1 – Greenbelt*. An amendment to the Zoning By-law is required to rezone a portion of the subject lands to *RM9- Horizontal Multiple Dwellings with More Than 6 Dwelling Units* in order to permit the proposed development and define the applicable development standards. Additionally, the Zoning By-law Amendment Application will refine the limits of the *G1 – Greenbelt* zone in accordance with the studies undertaken.

Future applications for Site Plan Approval and Draft Plan of Condominium will be submitted in order to facilitate the proposed development.

#### **4.3 Public Consultation Strategy**

A public consultation strategy, consistent with the *Planning Act* requirements under Bill 73 shall include the following:

- A Notice of Complete Application will be circulated to all property owners within 120 metres of the subject property by the municipality detailing the nature of the application and the requested amendments to the Official Plan and Zoning By-law.
- An Application Notice Sign will be posted on the subject property by the proponent identifying the request for amendments to the Official Plan and Zoning By-law and the intent of the proposed development.
- A Statutory Public Meeting will be scheduled by the municipality with notice circulated a minimum of 14 days prior to the meeting date to all property owners within 120 metres of the subject property.
- Comments from the public and Council will be documented and responded to, where possible, through a formal resubmission to the City.
- Based on the comments received, an informal public meeting may be held, as required with various stakeholders in the community.

It is our understanding that the above public consultation strategy is consistent with the requirements under the *Planning Act* and meets the intent of the changes under Bill 73.





## 5. Supporting Materials

A Pre-Application Consultation (PAC) meeting with the Development Application Review Committee was held on February 1, 2017 with Peel Region and City of Mississauga staff to discuss the proposed development and determine the studies, plans and other supporting materials required in support of the proposed development applications. In accordance with the Application for Rezoning and Official Plan Amendment, the following provides a brief summary of the submitted supporting studies and reports.

Report	Author/Consultant
Acoustical Feasibility Study	HGC Engineering
Arborist Report (Contained within EIS)	Beacon Environmental
Archaeological Assessment	AMICK Consultants
Environmental Impact Study	Beacon Environmental
Functional Servicing and Stormwater Management Report	LEA Consulting Ltd.
Geotechnical Report	Patriot Engineering Ltd.
Phase 1-2 Environmental Site Assessment	OHE Consultants
Slope Stability Analysis	OHE Consultants
Transportation Impact Study/Parking Study	LEA Consulting Ltd.

### Acoustical Feasibility Study

The Noise and Vibration Feasibility Study was prepared by HGC Engineering in support of the proposed development. The purpose of the study was to determine the noise and vibration affects from the railway line, located east of the subject property on the proposed residential development. The conclusions of the study indicate that the proposed residential development is feasible and recommends ways to mitigate the noise from the railway. The following are recommendations to mitigate the noise; a 4.0 m high crash wall between the proposed development and railway, the location of central air conditioning devices should comply with NPC-300, brick exterior walls are required for the townhouse blocks closest to the railway, upgraded glazing constructions are required for the proposed development, and a noise warning clauses should be included in the Development Agreements. These recommendations have been incorporated into the design of the proposed development.

### Arborist Report

The Arborist Report and Tree Inventory and Preservation Plan (TIPP) was prepared by Beacon Environmental in support of the proposed development. The purpose of the report is to summarize the findings of a tree inventory and assessment of all trees  $\geq 10$  cm in diameter located on or within 6 metres of the subject property. The report has recommended the removal of 76 trees of which 27 are in poor condition, 10 are in fair-poor condition and 10 are dead. The report also identifies a total of 34 trees that are to be preserved. The conclusions of the report indicate that tree planting is proposed to compensate for the loss of the trees from the development of the subject lands.



#### Archaeological Assessment

An Archaeological Assessment was prepared by AMICK Consulting Limited in support of the proposed development. The purpose of the assessment was to determine if the lands have any areas of archaeological significance. Stage 1 of the assessment identified the need for further study. Stage 2 of the assessment identified no archaeological sites or resources on the proposed development site.

#### Environmental Impact Assessment

The Environmental Impact Assessment (EIS) was prepared by Beacon Environmental Limited (Beacon) in support of the proposed development. The purpose of the EIS was to determine the proposed development activity impact on the existing natural features and ecological functions. Based on the EIS the proposed redevelopment does not present any negative impacts to the ecological features or functions associated with the natural heritage system provided the recommended mitigation measures are implemented. The implementation of the stormwater management controls, native landscaping, and buffer restoration plan will have a positive impact on Natural Heritage System.

#### Functional Servicing & Stormwater Management Report

The Functional Servicing and Stormwater Management Report in support of the proposed development was prepared by LEA Consulting Ltd. The purpose of the report is to examine the potential water quality and quantity impacts of the proposed development, and to review the existing water supply, storm and sanitary services, and propose a site servicing strategy which meets the municipal and regional requirements. The conclusions of the report indicate that the proposed development can be serviced by municipal water and wastewater and maintain the required maximum flow rates permitted by the City and Region.

#### Geotechnical Report – Slope Stability Study

The Geotechnical Report was prepared by Patriot Engineering Ltd. in support of the proposed development. The purpose of the Geotechnical Report was to perform slope stability analysis in order to provide geotechnical comments on the long term stability of the existing slope for the construction of the proposed development. Based on the soil and groundwater conditions encountered in the boreholes and analysis, the report indicates that the existing slope is stable with respect to long term stability and do not expect a deep seated failure to occur. The proposed development is at a low risk of slope failure.

#### Phase 1 Environmental Site Assessment

The Phase 1 Environmental Site Assessment (ESA) was prepared by OHE Consultants in support of the proposed development. The purpose of the Phase One ESA was to identify potential areas of contamination and environmental concerns. Based on the identified potential environmental onsite and offsite concerns a Phase Two ESA is recommended to investigate the current soil and water conditions at the property. A Phase Two ESA will be completed and submitted for review at a future date.





#### Traffic Impact Study

The Traffic Impact Study was prepared by LEA Consulting Limited (LEA) in support of the proposed development. The purpose of this report is to analyze traffic operations and to ensure the capacity to support future traffic volume growth. With the future total traffic conditions, all intersections operate at an overall acceptable level of service. Based on the proximity of the site to Streetsville GO Station and a proxy study completed at 2929 Aquitaine Avenue, a supply of 236 total parking spots (205 residential, 31 visitor) is reasonable for the subject site. The proposed development will have minimal impacts to the current local road network configurations. Furthermore, the study concludes that the proposed Emby Drive extension will assist in alleviating traffic concerns in the area.



## 6. Planning Policy Framework

The following sections outline the applicable planning policy regime and evaluate the proposed development in the context of the planning framework. The following documents have been considered: Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2017), the Region of Peel Official Plan (2014), the City of Mississauga Official Plan (2017) and the City of Mississauga Zoning By-law 0225-2007.

### 6.1 Planning Act, R.S.O. 1990, c.P.13

In consideration of the proposed land use planning applications, Section 2 of the *Planning Act* must be considered as it provides the general direction to all land use planning decisions made in the Province of Ontario.

#### Section 2: Provincial Interest

*The Minister, the council of a municipality, a local board, a planning board and the Municipal Board, in carrying out their responsibilities under this Act, shall have regard to, among other matters, matters of provincial interest such as,*

- (a) the protection of ecological systems, including natural areas, features and functions;*
- (b) the protection of the agricultural resources of the Province;*
- (c) the conservation and management of natural resources and the mineral resource base;*
- (d) the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;*
- (e) the supply, efficient use and conservation of energy and water;*
- (f) the adequate provision and efficient use of communication, transportation, sewage and water services and waste management systems;*
- (g) the minimization of waste;*
- (h) 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;*
- (i) the adequate provision and distribution of educational, health, social, cultural and recreational facilities;*
- (j) the adequate provision of a full range of housing, including affordable housing;*
- (k) the adequate provision of employment opportunities;*
- (l) the protection of the financial and economic well-being of the Province and its municipalities;*
- (m) the co-ordination of planning activities of public bodies;*
- (n) the resolution of planning conflicts involving public and private interests;*
- (o) the protection of public health and safety;*
- (p) the appropriate location of growth and development;*
- (q) the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians. 1994, c. 23, s. 5; 1996, c. 4, s. 2; 2001, c. 32, s. 31 (1); 2006, c. 23, s. 3; 2011, c. 6, Sched. 2, s. 1.*





## **6.2 Provincial Policy Statement, 2014**

The Provincial Policy Statement (PPS) came into effect on April 30, 2014. It was approved under the authority of Section 3 of the *Planning Act*, which requires that decisions affecting land use planning matters “*shall be consistent with*” the PPS, which includes policy direction on all matters of provincial interest.

The PPS provides for and encourages appropriate development while protecting resources of provincial interest, such as public health and safety, and the quality of the natural and built environment. The PPS supports intensification and redevelopment where appropriate in order to promote the efficient use of land where infrastructure and public services are available. The following is an evaluation of the policies of the PPS that are applicable to the proposed development and a discussion on how the identified policies have been satisfied as part of this development application and are consistent with the PPS.

Section 1.0 includes policy direction related to “*Building Strong Communities*” and is applicable to the development of the subject lands. It encourages a variety of land uses within communities and encourages initiatives that make efficient use of infrastructure. The proposed development makes efficient use of currently underdeveloped lands and existing infrastructure through intensification.

Section 1.1.1 includes general requirements for development in Ontario:

### *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, employment (including industrial, commercial and institutional uses), recreational and open space 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 standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and the elderly by removing and/or preventing land use barriers which restrict their full participation in society; and*
- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs*
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

The proposed development supports a more intensified and efficient use of an underutilized parcel of land through the provision of additional residential units to the area. It will create a built form that supports an increased density and allows for additional housing types that are not prominent in the area, while being generally consistent with the low rise and medium density



character of the area. The proposed development respects the natural environment and incorporates the necessary setbacks and buffers to ensure the protection of the natural system, while mitigating public health and safety concerns. The increased residential density of the subject lands can be supported by existing and proposed services as outlined in the Functional Servicing and Stormwater Management Report prepared by LEA Consulting, further discussed in Section 5 of this report.

The subject lands are located within an existing *Settlement Area* and are subject to the following policies of Section 1.1.3 with respect to *Settlement Areas*:

- 1.1.3.1 *Settlement areas shall be the focus of growth 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; and*
    - 3. *minimize negative impacts to air quality and climate change, and promote energy efficiency in accordance with policy 1.8;*
    - 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.*
- 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*
- 1.1.3.5 *Planning authorities shall establish and implement minimum targets for intensification and redevelopment within built-up areas, based on local conditions. However, where provincial targets are established through provincial plans, the provincial target shall represent the minimum target for affected areas.*
- 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.*
- 1.1.3.7 *Planning authorities shall establish and implement phasing policies to ensure:*
  - a) *that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and*
  - b) *the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*





The PPS directs that the majority of the Province's growth and long-term investment is to occur within *Settlement Areas* in order to ensure their vitality and regeneration. The proposed development will efficiently use land, resources and existing community facilities in fostering the development of a complete community. The subject lands are located approximately 600 metres from a rapid transit station and 450 metres from a platform entrance, ensuring that the development is both transit and pedestrian supportive. The intensification of the subject lands is promoted in providing a compact urban form that exceeds the minimum density targets within a community core. The proposed development incorporates measures to ensure public health and safety by providing the appropriate setbacks from the adjacent rail corridor, floodplain and natural heritage features.

Section 1.4 of the PPS emphasizes the importance of providing an appropriate mix of housing and densities to meet the current and projected growth of the community. The following policies are applicable to the development of the subject lands:

- 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.*

The proposed development provides an opportunity for increased intensification on underutilized lands to contribute to the long term intensification goals within the City. Section 1.4.3 of the PPS provides further direction towards the promotion of an appropriate range and mix of housing types and densities:

- 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.*

The PPS encourages a range and mix of housing types and densities be provided in order to meet the current and projected needs of future residents. The proposed development provides a built form that is not common for the area, while being compatible with the low rise context of the community and adjacent built heritage landscapes. It achieves a higher density rate through a compact urban form of development that efficiently uses land, infrastructure and community resources. This compact urban built form minimizes the construction cost of housing and allows for the development of low rise housing forms to therefore be more affordable. The location of the subject lands in close proximity to higher order transit and the community core allows for the promotion of public and active transportation.

The extension of Emby Drive through the subject lands achieves the policy direction outlined in Section 1.5 of the PPS in providing public streets, spaces and facilities that are safe and meeting the needs of pedestrians. The proposed amenity areas, located in the centre of the site will promote social interaction within the development and provide community connectivity. The proposed amenity spaces and pedestrian pathways encourage active transportation and community linkages.

The proposed development will efficiently utilize existing services, and has access to existing infrastructure, including servicing capacity as demonstrated through the Functional Servicing Report prepared by LEA Consulting. Section 1.6.6 includes policies for Sewage, Water and Stormwater, in which the PPS encourages the efficient use of existing infrastructure and public service facilities through the promotion of intensification. Policy 1.6.6.2 states “*Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.*”

The subject lands abut a CPR rail corridor to the east and must have regard for the policies outlined in Section 1.6.9 of the PPS, which speaks to development in the vicinity of rail corridors. In particular, the proposed development provides a building setback of 21.7m from the railway right-of-way, and the appropriate buffers, crash walls and building conditions to ensure the protection of the long term operation of the rail line while achieving the requirements of Policy





1.2.6.1 with respect to sensitive land uses adjacent to major facilities and the mitigation of adverse effects of noise and risk to public health and safety.

### **Summary**

The subject lands are located within a designated *Settlement Area* and situated within the built-up area of Mississauga. The PPS promotes development within these boundaries that encourage intensification through a compact urban form and the utilization of existing infrastructure and public services. The proposed development supports the efficient use of land and provides additional development density through a unique built form that is compatible with the changing neighbourhood context. The development proposal promotes the utilization of active transportation sources through the provision of pedestrian connections and linkages to major transit stations in the area. It provides appropriate buffers and setbacks to ensure the protection of the natural environment and adjacent rail corridor while ensuring public health and safety is maintained. It is our opinion that the proposed development is consistent with the Provincial Policy Statement.



### 6.3 Growth Plan for the Greater Golden Horseshoe, 2017

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides direction on the development and growth of communities within the Greater Golden Horseshoe. The Growth Plan was prepared under the *Places to Grow Act*, 2005 and provides a framework for implementing the Provincial Government's vision for building stronger and more prosperous communities by better managing growth in the Greater Golden Horseshoe (GGH). The Growth Plan (2017) came into effect on July 1, 2017 and applies to the development of the subject lands.

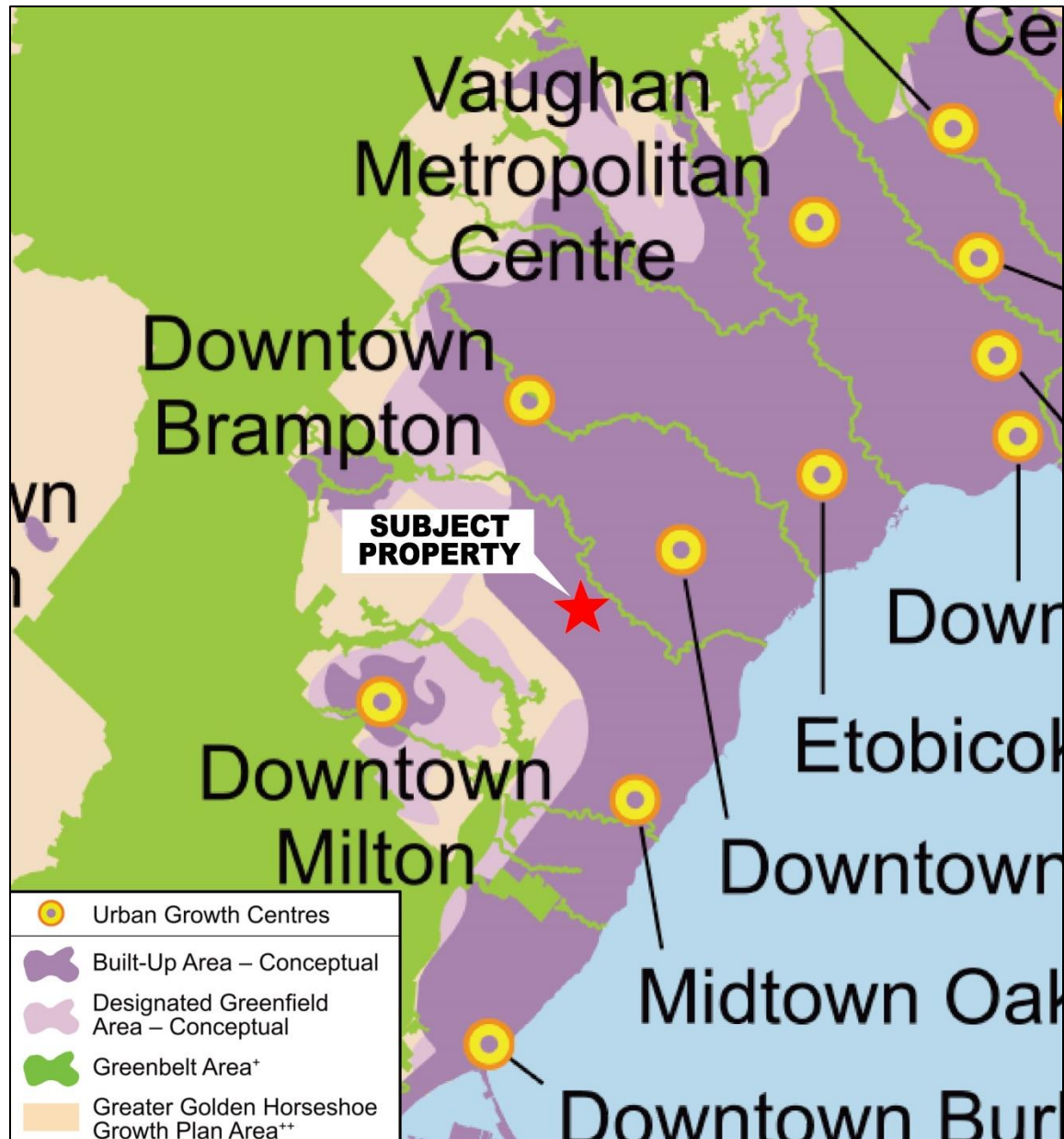


Figure 3: Growth Plan for the Greater Golden Horseshoe (2017)





The Growth Plan establishes a vision to plan and accommodate for population growth up to the year 2041. Section 1.2.1 provides a number of guiding principles that are intended to guide decisions regarding land development, resource management and public investment to achieve the growth targets established in the Growth Plan. The following guiding principles are applicable to the development of the subject lands:

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people's needs for daily living throughout an entire lifetime.*
- *Prioritize intensification and higher densities to make efficient use of land and infrastructure and support transit viability.*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all sizes, incomes, and ages of households.*
- *Provide for different approaches to manage growth that recognize the diversity of communities in the GGH.*
- *Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.*
- *Integrate climate change considerations into planning and managing growth such as planning for more resilient communities and infrastructure – that are adaptive to the impacts of a changing climate – and moving towards low-carbon communities, with the long-term goal of net-zero communities, by incorporating approaches to reduce greenhouse gas emissions.*

Section 2.2.1 provides policy direction on how to appropriately manage growth with the GGH. As the subject lands are located within a *Settlement Area*, growth will be focused within delineated built-up areas, strategic growth areas, locations with a priority on higher order transit system where it exists or is planned and areas with existing or planned public service facilities in accordance with Policy 2.2.1.2.c.

The Growth Plan promotes the establishment of *complete communities* through intensification and development. Section 2.2.1.4 provides the applicable policies required to achieve *complete communities*, which are applicable to the proposed development.

4. *Applying the policies of this Plan will support the achievement of complete communities that:*
  - a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
  - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*
  - c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
  - d) *expand convenient access to:*
    - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
    - ii. *public service facilities, co-located and integrated in community hubs;*



- iii. an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities; and*
- iv. healthy, local, and affordable food options, including through urban agriculture;*
- e) ensure the development of high quality compact built form, an attractive and vibrant public realm, including public open spaces, through site design and urban design standards;*
- f) mitigate and adapt to climate change impacts, build resilience, reduce greenhouse gas emissions, and contribute towards the achievement of low-carbon communities; and*
- g) integrate green infrastructure and low impact development.*

The proposed development manages growth by providing a range of housing opportunities that are not presently common within the existing community. The proposed high quality built form is compact and efficient in allowing for increased density on the site while maintaining the low rise character of the area. The inclusion of a vibrant and attractive amenity area in the centre of the development provides a valuable place and community gathering area for all people in the community. The subject lands are located in close proximity to public transit and the commercial core, promoting active transportation and a reduction in greenhouse gas emissions.

The subject lands are located within a delineated built boundary and are subject to the policies outlined in Section 2.2.2, which includes:

- 1. By the year 2031, and for each year thereafter, a minimum of 60 per cent of all residential development occurring annually within each upper- or single-tier municipality will be within the delineated built-up area.*
- 2. By the time the next municipal comprehensive review is approved and in effect, and each year until 2031, a minimum of 50 per cent of all residential development occurring annually within each upper- or single tier municipality will be within the delineated built-up area.*
- 3. Until the next municipal comprehensive review is approved and in effect, the annual minimum intensification target contained in the applicable upper- or single-tier official plan that is approved and in effect as of July 1, 2017 will continue to apply.*
- 4. All municipalities will develop a strategy to achieve the minimum intensification target and intensification throughout delineated built-up areas, which will:*
  - a) encourage intensification generally to achieve the desired urban structure;*
  - b) identify the appropriate type and scale of development and transition of built form to adjacent areas;*
  - c) identify strategic growth areas to support achievement of the intensification target and recognize them as a key focus for development;*
  - d) ensure lands are zoned and development is designed in a manner that supports the achievement of complete communities;*
  - e) prioritize planning and investment in infrastructure and public service facilities that will support intensification; and*





- f) *be implemented through official plan policies and designations, updated zoning and other supporting documents.*

The proposed development will assist the City of Mississauga in achieving its mandated growth obligations by providing intensification and compact development within the delineated built boundary. It provides for appropriate intensification in accordance with the approved municipal structure outlined in Section 6.4 of this report, and is appropriate in scale and transition to the neighbourhood context while achieving the prescribed density targets applicable to the subject lands. Furthermore, it is located within a designated growth area adjacent to higher order transit and will allow for the achievement of a complete community.

Section 3.2 of the Growth Plan outlines a variety of policies applicable to infrastructure needed to support growth. The proposed development has regard for Policy 3.2.1, which states that *“Infrastructure planning, land use planning, and infrastructure investment will be coordinated to implement this Plan. Infrastructure includes but is not limited to transit, transportation corridors, water and wastewater systems, waste management systems, and community infrastructure”*. The proposed development can be appropriately serviced and allows for the efficient use of existing infrastructure and transportation services in the vicinity of the subject lands.

### **Summary**

The subject lands are located within the *Delineated Built-Up Area* and represent a significant opportunity for increased growth and development with a *Settlement Area*. The proposed development will contribute to Mississauga meeting its mandated growth targets. Through intensification and increased density, the subject lands will achieve the requirements for a complete community based on the proposed built form, access to transit, walkability and proposed amenities. The Growth Plan mandates that intensification be promoted throughout the GGH in an effort to ensure the efficient use of land, resources and community infrastructure. The proposed development includes a compact and efficient urban form that will achieve the required density rates applicable to the site, while being sympathetic and consistent with the established neighbourhood character. Furthermore, the proposed built form is not common in the community and will contribute to the area achieving a greater mix and range of housing opportunities. It has been demonstrated that by LEA Consulting that the subject lands can be appropriately serviced using existing infrastructure and servicing capacity, thus providing for an efficient and cost effective development. Lastly, the proposed development respects the adjacent natural heritage system. It is our opinion that the proposed development conforms to the Growth Plan for the Greater Golden Horseshoe.



#### **6.4 Region of Peel Official Plan (October 2014 Consolidation)**

The Region of Peel Official Plan (ROP) was adopted by Regional Council on July 11, 1996 and was approved with modifications by the Minister of Municipal Affairs and Housing on October 22, 1996. On May 23, 2013 the Official Plan Review officially commenced and is expected to be finalized in the latter half of 2018 with growth planned until the year 2041. The subject lands are located within the *Urban System*, which is an area identified to accommodate additional growth and intensification in accordance with the policies of the Growth Plan. In achieving this additional growth and intensification, Section 5.3.1.4 states that “*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*”. The following provides a summary of the ROP policies applicable to the proposed development of the subject lands.

Section 5.3 of the ROP provides the overarching policy direction for development within the *Urban System* and existing communities of Peel Region. In particular, the *Urban System* is expected to establish healthy and sustainable urban communities that achieve intensified and compact urban built forms that efficiently utilize existing community infrastructure and services. In doing so, it is expected that new development takes into account the integrity and characteristics of existing communities as well as to protect key corridors and natural heritage features. The proposed development achieves the following development policies:

- 5.3.1.1 *To conserve the environmental and resource attributes of the region.*
- 5.3.1.2 *To achieve sustainable development within the Urban System.*
- 5.3.1.3 *To establish healthy complete 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.*
- 5.3.1.6 *To promote crime prevention and improvement in the quality of life.*
- 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.*
- 5.3.1.9 *Preserve and protect lands adjacent to highways, rail corridors, rail yards and major truck terminals for employment lands and infrastructure uses, where appropriate.*

Growth within the *Urban System* will be promoted and achieved through various opportunities for intensification and redevelopment throughout the Region, and shall be focused to transit supportive areas that will support growth and intensification. The proposed development is sustainable and will conserve the integrity of the natural system by providing appropriate setbacks and buffering. It will consist of a compact urban form that will efficiently use the developable lands, while taking into account the adjacent natural heritage features and long term



economic importance of the rail corridor. The proposed built form is unique to the community, offering a more compact and efficient form of development that achieves the density targets applicable to the urban higher density, while being compatible and consistent with the low-rise characteristics of the community. The proposed development supports public and active transportation sources in creating a complete community. The proposed development conforms to the following policies in providing new growth that is efficient and compact in accordance with Section 5.5.

- 5.5.1.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the built-up areas through intensification, particularly the urban growth centres, intensification corridors and major transit service areas.*
- 5.5.1.2 To establish intensification and greenfield density targets.*
- 5.5.1.3 To manage growth based on the growth forecasts and intensification targets and greenfield density targets of this Plan.*
- 5.5.1.4 To achieve the intensification targets while providing for sufficient greenfield growth to satisfy the land need to accommodate the population and employment forecasts in this Plan.*
- 5.5.1.5 To optimize the use of the existing and planned infrastructure and services.*
- 5.5.1.6 To support planning for complete communities in Peel that are compact, well-designed, transit-oriented, offer transportation choices, include a diverse mix of land uses, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services to meet daily needs.*
- 5.5.1.7 To protect and promote human health.*

The proposed development will optimize the use of existing underutilized lands through intensification and growth that will achieve the applicable density targets for the community and is located in close proximity to a major transit station area. Intensification of existing built-up areas is paramount to the Region or Peel achieving its growth obligations and its ability to accommodate the continued growth it is expected to experience into the future. In order to effectively plan for the coming growth, intensification must be compact and efficient, utilizing a range of appropriate built forms that will increase density while being sympathetic to the character of existing and established communities. The proposed development provides a built form that is compact and efficient, that while increasing the density of the area is sympathetic to the existing established character in the community. Intensification will allow for the optimization of existing infrastructure, services and community facilities through increased density and renewal in transit supportive areas. The proposed development of the subject property will assist the City of Mississauga in achieving its anticipated growth rate of 52,000 new residential units.

- 5.5.3.1.1 To achieve compact and efficient urban forms.*
- 5.5.3.1.2 To optimize the use of existing infrastructure and services.*
- 5.5.3.1.3 To revitalize and/or enhance developed areas.*
- 5.5.3.1.4 To intensify development on underutilized lands.*
- 5.5.3.1.5 To reduce dependence on the automobile through the development of mixed-use, transit-supportive, pedestrian- friendly urban environments.*





- 5.5.3.1.6 *To optimize all intensification opportunities across the Region.*
- 5.5.3.1.7 *To intensify employment areas to optimize lands for future growth.*
- 5.5.3.1.8 *To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.*

The proposed development provides a built form that is not common in the area; however, allows for increased density while respecting the existing neighbourhood character of low-rise housing. The proposed built form will further introduce a variation and new mix of housing and densities to the community that is compact, efficient and environmentally sensitive to the adjacent natural heritage features in accordance with the policies of Section 5.8.

- 5.8.1.1 *To provide for an appropriate range and mix of housing types, densities, sizes and tenure to meet the projected requirements and housing needs of current and future residents of Peel.*
- 5.8.1.2 *To foster the availability of housing for all income groups, including those with special needs.*
- 5.8.1.3 *To foster efficient and environmentally sensitive use of land and buildings in the provision of housing.*
- 5.8.1.4 *To achieve annual minimum new housing unit targets for the Region by tenure, including affordable housing.*

The subject lands are located adjacent to a *Major Transit Station* area, which includes the Streetsville GO Station. It is the direction of Provincial and regional policy to encourage intensification and appropriate densities around station areas in order to foster their continued use and residents' greatest access to existing transit infrastructure. As indicated in Policy 5.9.5.1.4, new development should be made "*To support and encourage transit-supportive development densities and patterns, particularly along rapid transit corridors and at designated nodes such as transit terminals, urban growth centres, GO stations and mobility hubs*". The proposed development allows for the intensification of an underutilized site adjacent to an existing transit service, which will increase the density of the site and "*Optimize the use of existing and new Regional transportation infrastructure to support growth in an efficient, compact form, and encourage the area municipalities to do the same for infrastructure under their jurisdiction (5.9.2.5).*"

The proposed development will utilize public infrastructure for water and wastewater services. It will also meet the applicable Peel Waste Collection Design Standards to ensure safe and efficient waste collection is incorporated into the design. In order to achieve these objectives, the proponent will enter into a Servicing Agreement, with the Region, as required, at the appropriate time in the planning process in order to facilitate development in accordance with the following policies:

- 6.3.2.2 *Ensure that no development requiring additional or new water supply and/or sanitary sewer services proceeds prior to the finalization of a Servicing Agreement with the Region, confirming the responsibility for, and ability to provide, appropriate facilities for water supply and sewage disposal. In the case of plans of subdivision,*



*confirmation will be required prior to draft approval, that servicing is or will be available.*

*6.4.2.5 Require new development to comply with the Peel Waste Collection Design Standards Manual to ensure safe and efficient waste collection and diversion through consultation with the area municipalities and applicants.*

### Summary

The proposed development is located within the *Urban System*, which is an area of the Region that is expected to and anticipated to accommodate additional growth and intensification in accordance with the Growth Plan and PPS. The proposed development will optimize the use of existing underutilized lands through intensification and growth that will achieve the applicable density targets for the area. The proposed development provides a built form that is compact and efficient, that while increasing the density of the area is sympathetic to the existing established character in the community. Intensification will allow for the optimization of existing infrastructure, services and community facilities through increased density and renewal in transit supportive areas. The compact form of development is efficient and can be appropriately serviced. It is our opinion that the proposed development conforms to the Region of Peel Official Plan.



### 6.5 City of Mississauga Official Plan (August 2017 Consolidation)

Since the adoption of the Mississauga Official Plan (MOP) by City Council on September 29, 2010 and the Region of Peel's approval on September 22, 2011, the Municipality has undergone significant changes based on the growth it has experienced. The subject property is located within the *Streetsville Community Node*, which is identified as a *Character Area* and *Intensification Area* (Figure 4). The City of Mississauga is intended to accommodate significant growth to 2031 including a population of 805,000 residents within this planning horizon, most of which are to be accommodated within the identified *Intensification Areas*, including the Streetsville area.

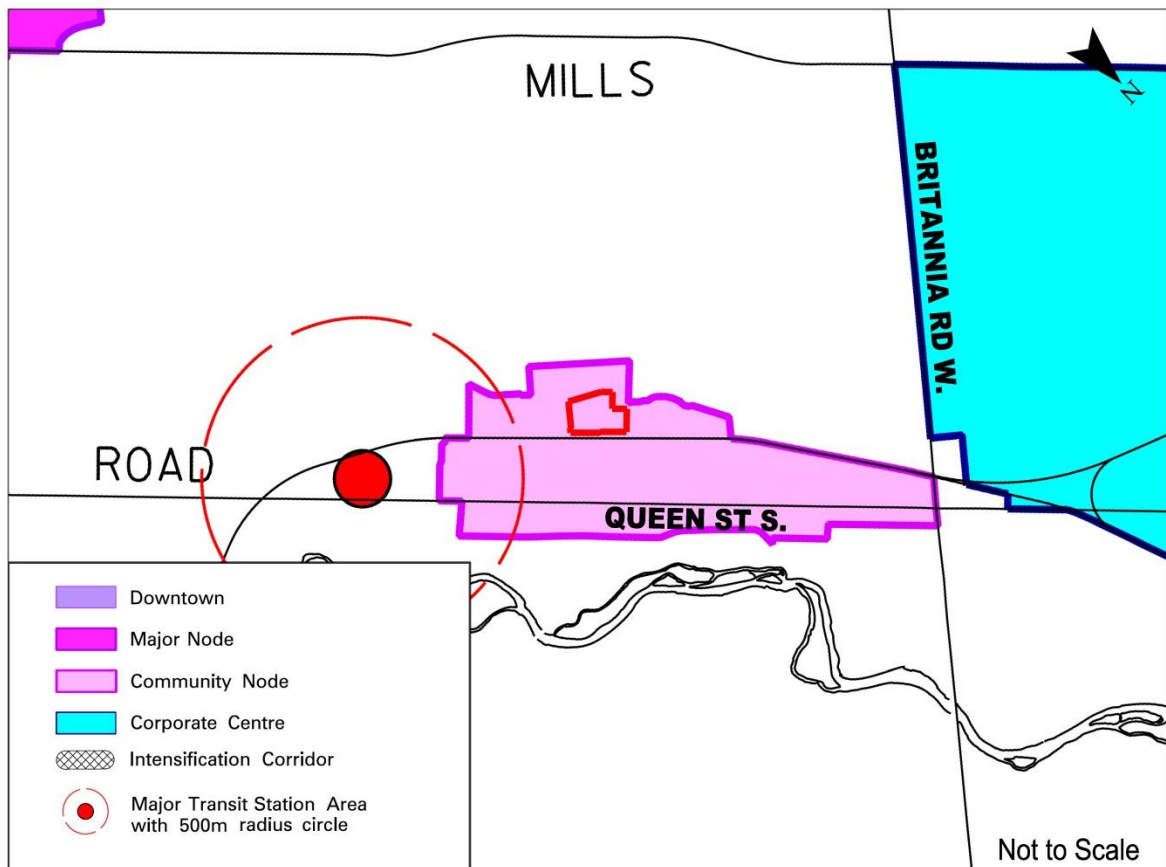


Figure 4: Schedule 2, Intensification Areas

#### Intensification

Section 5 of the MOP provides policy direction as it relates to growth management and how intensification is to be focused throughout the City. The proposed development is considered a form of infill intensification and should be directed towards intensification areas as indicated in Section 5.1.4. The proposed development provides an appropriate level of density in a compact urban form that is transit supportive due to its location in the vicinity of a *Major Transit Station Area* (Section 5.1.6). As the subject lands are also located within a *Community Node*, it is further encouraged to accommodate additional growth and intensification as part of the hierarchy of





intensification areas throughout the City. These intensification areas are expected to accommodate growth in a compact and efficient urban form that is consistent with the following policies:

- 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.*
- 5.3.3.6 *Community Nodes will achieve an average population to employment ratio between 2:1 to 1:2, measured as an average across the entire area of each node.*
- 5.3.3.8 *Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development.*
- 5.3.3.11 *Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.*
- 5.3.3.12 *Community Nodes will be served by frequent transit services that provide city wide connections. Some Community Nodes will also be served by higher order transit facilities, which provide connections to neighbouring municipalities.*
- 5.3.3.13 *Community Nodes will be developed to support and encourage active transportation as a mode of transportation.*

The proposed development respects and achieves the policies for *Community Nodes* in providing a built form and density that will achieve the required density and population targets outlined in Policies 5.3.3.4 and 5.3.3.6 while being in a form that complements the existing low rise and historical character of the area. The compact and efficient urban form will contribute to the community character and an extension of the community core. The transit availability in the area and proximity to the historic centre will ensure the proposed development encourages active transportation.

The proposed development includes a total of 155 residential units, assuming a minimum population of 2 persons per unit; the proposed development achieves a population rate of 310 residents for the proposed development, which equates to 166 persons per hectare. This population achieves and exceeds the minimum density requirements for *Community Nodes*, which requires a population of 100 – 200 persons per hectare and is in keeping with the appropriate density for a site is located within close proximity to a *Major Transit Station Area*.

In providing the population target identified above, the proposed development conforms to and achieves the following intensification policies in Section 5.5.

- 5.5.2 *Local area reviews for the Downtown, Major Nodes, Community Nodes and Corporate Centres will determine appropriate locations for intensification within these areas.*
- 5.5.5 *Development will promote the qualities of complete communities.*
- 5.5.7 *A mix of medium and high density housing, community infrastructure, employment, and commercial uses, including mixed use residential/commercial buildings and*



*offices will be encouraged. However, not all of these uses will be permitted in all areas.*

*5.5.8 Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.*

*5.5.9 Intensification Areas will be planned to maximize the use of existing and planned infrastructure.*

*5.5.11 Where there is a conflict between the Intensification Area policies and policies regarding the Natural Heritage System and heritage resources, the policies of the Natural Heritage System and heritage resources will take precedence.*

The proposed development achieves the required density to support the existing transit services in the area. The proposed development design promotes active transportation and walkability to the adjacent GO Station. The extension of Emby Drive will further provide additional vehicular and pedestrian access connectivity for the community and will link the proposed development to the transit station.

*5.5.14 Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.*

*5.5.15 Intensification Areas will be served by transportation Corridors containing transit and active transportation and may contain higher order transit facilities.*

#### The Natural System

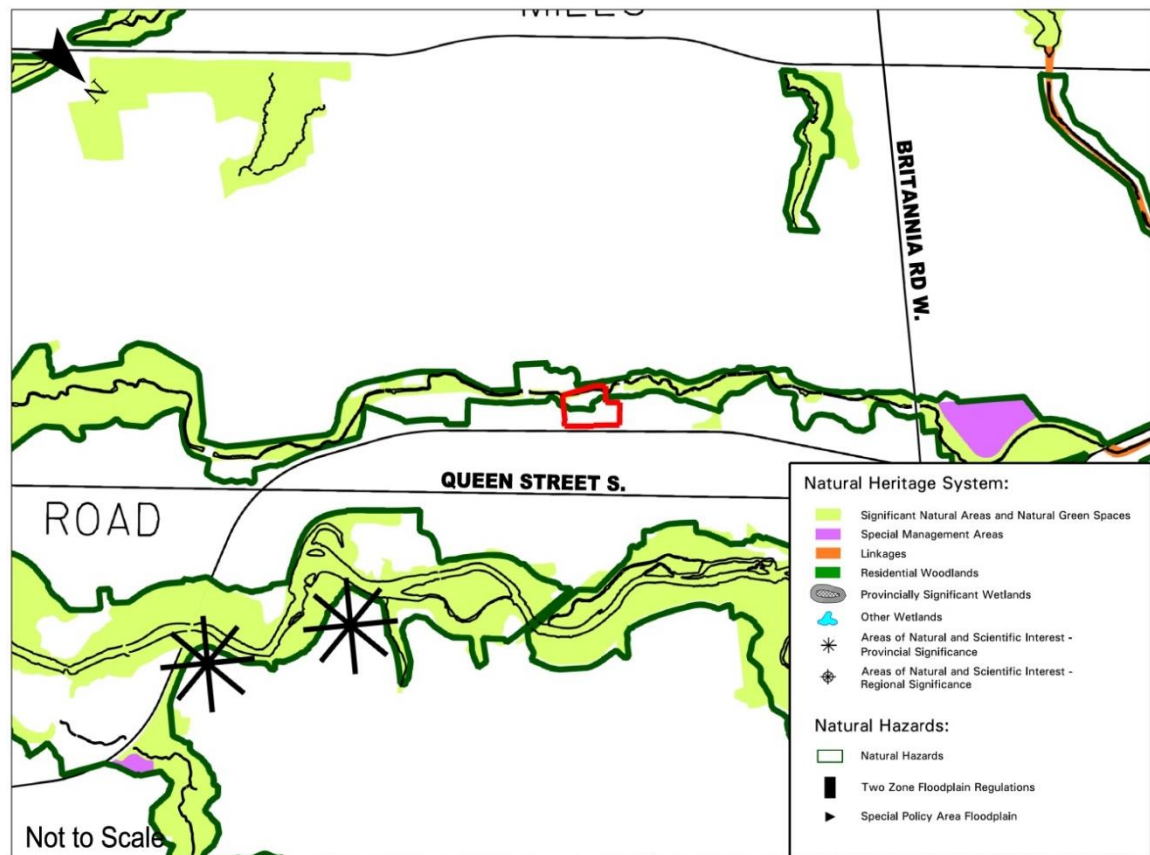
The western portion of the subject lands includes the Mullet Creek, and its associated natural heritage features which flows in a north-south direction towards the Credit River. This portion of the property is considered to also be within the *Natural System* as indicated on Schedule 3, Natural System (Figure 5) and is subject to various environmental policies outlined in the MOP.

The proposed development will respect and be appropriately integrated into the *Natural System* and *Green System* as it has been designed to prevent risk associated with natural and human made hazards in accordance with the following policies:

*6.1.3 Mississauga will protect the quality and integrity of its water, air, land and biota for current and future generations.*

*6.1.4 Mississauga will promote pollution prevention in order to help protect the quality of water, air, and land.*

*6.1.12 Mississauga will consider the potential impacts of climate change that may increase the risk associated with natural hazard lands.*



**Figure 5: Schedule 3, Natural System**

The conservation and protection of the natural heritage system is of vital importance to the City of Mississauga in ensuring that development applications appropriately integrate into the natural environment so that they develop as complete communities. The proposed development will include the naturalization and protection of the natural heritage features associated with the Mullet Creek by conveying the western portion of the property that includes the creek and its associated features to the Credit Valley Conservation Authority (CVCA).

6.3.4 *The City will work with the conservation authorities to encourage restoration, enhancement, stewardship and management of lands identified by conservation authorities as part of their natural heritage systems.*

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.*

The limit of the natural heritage system has been determined, both through environmental studies such as the EIS and by site staking exercises undertaken with the CVCA as indicated in Policy 6.3.10. The natural heritage system will be protected and enhanced by placing the environmentally sensitive lands into public ownership, and by naturalizing the associated buffers and adjacent lands through the planting of native species that will improve the ecological function of the natural system. The proposed development includes the conveyance of 3,800 sq. m. of natural heritage lands to the Credit Valley Conservation Authority (CVCA) and re-establishes the property line 10 metres from the stable top of bank as concluded in the Slope Stability Analysis prepared by Patriot Engineering. Furthermore, the proposed development has been designed to ensure the long term protection of the system by being appropriately setback from the feature.

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.*

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.*

A major component of the natural heritage system includes the stream and valley corridor associated with the Mullet Creek. It is the mandate of the CVCA and the policies contained below to ensure that development adjacent to any natural slope must be determined to be stable. The Slope Stability Study completed by Patriot Engineering identifies the stable top of bank and associated 10 metre buffer and has demonstrated that the adjacent natural slope is stable and does not represent an erosion hazard in accordance with the following policies:

- 6.3.47 *Development and site alteration will not be permitted within erosion hazards associated with valleyland and watercourse features. In addition, development and site alteration must provide appropriate buffer to erosion hazards, as established to the satisfaction of the City and appropriate conservation authority.*
- 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.*
- 6.3.49 *Development on lands containing a watercourse system will be subject to the recommendations of the applicable erosion rehabilitation study where one has been established for that watershed. Where no such recommendations or study are in place, it shall be demonstrated by the proponents of development that the watercourse is stable, either with or without the installation of erosion protection works, to the satisfaction of the City and the appropriate conservation authority.*

#### Servicing

The MOP contains a variety of policies that speak to stormwater management and best practices for water conservation. The proposed development conforms to the following policies in relation to these principles:

- 6.4.1.2 *Water conservation measures will be implemented in development.*
- 6.4.2.1 *Mississauga will use a water balance approach in the management of stormwater by encouraging and supporting measures and activities that reduce stormwater runoff, improve water quality, promote evapotranspiration and infiltration, and reduce erosion using stormwater best management practices.*
- 6.4.2.2 *Mississauga will require that development applications be supported by stormwater best management practices in accordance with relevant plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity,*



*pollution prevention, flood risk and erosion, and protection of the city's Natural Heritage System, including its ecological function. Stormwater best management practices must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.*

- 6.4.2.3 *The location and design of surface drainage and stormwater management facilities will respect the Natural Heritage System and will include naturalization to the satisfaction of the City and the appropriate conservation authority.*
- 6.4.2.6 *The design of stormwater management facilities and surface drainage facilities must conform to City standards, policies and guidelines. A buffer may be required as determined by the City.*
- 6.4.2.7 *At-source controls should be provided to reduce the need for new stormwater infrastructure. All efforts to this effect should be guided by the appropriate environmental agencies, according to all Provincial Government, Regional Government and municipal policies, guidelines and regulations.*

The proposed development has incorporated the appropriate engineering considerations and best practices into the site design as described in the Functional Servicing and Stormwater Management Report discussed in Section 5 of this report. As indicated in the Functional Servicing and Stormwater Management Report, the proposed development can be appropriately and efficiently serviced.

The stormwater management design considers the risks related to flooding and erosion by evaluating the existing natural heritage feature located to the west and was prepared in accordance with the City's standards, policies and guidelines.

- 6.5.1 *To improve air quality, Mississauga will:*
  - a. *promote the use of alternative modes of transportation such as transit, cycling and walking;*
  - b. *give preference to compact, mixed use and transit oriented development that reduces car dependency;*
  - c. *direct growth to Intensification Areas;*
  - d. *encourage a balance of housing and jobs that provide opportunities for shorter commutes and active transportation modes; and*
  - e. *protect, enhance, restore and expand the Natural Heritage System.*
- 6.5.4 *Appropriate techniques to mitigate odour and dust will be encouraged to be incorporated in development.*

Located in close proximity to Streetsville core area and the Streetsville GO Station, the proposed development constitutes a form of compact infill development that supports non-automotive modes of transportation and has incorporated the appropriate environmental and engineering designs in order to mitigate any impact on the adjacent natural heritage system and air quality of the area.





- 6.6.2 *Proposals for development and site alteration will incorporate appropriate buffers adjacent to watercourses, Natural areas and parks to protect against soil erosion and sediment impacts.*
- 6.6.3 *Topsoil will be protected by regulating and controlling construction, design and maintenance activities or any activity resulting in site alteration.*

A Construction Management Plan will be prepared as part of the site plan review process to ensure that the adjacent natural heritage feature will not be impacted by the construction of the proposed development. Appropriate setbacks and buffers have been considered and are reflected in the proposed development limits. The Construction Management Plan will also address the following waste management policies. As discussed in Section 5 of this report, a garbage collection area is proposed internal to the site, along the western limits of the site area.

- 6.9.3 *Mississauga will establish site design standards that allow adequate flexibility in waste handling for development proposals. Standards will address a range of waste management options including on-site material separation, multiple waste streams and composting.*
- 6.9.4 *Mississauga will promote the reduction of waste generated through construction.*

The proposed development is located beside the CPR corridor to the east and must consider the potential noise impacts of freight and commuter rail traffic on the future residents of the proposed development both within the proposed units and within the proposed outdoor amenity areas. The Noise Impact Study prepared by HGC Engineering and discussed in Section 5 of this report has been prepared to identify the worst case scenario noise impacts and achieves the relevant provincial guidelines as outlined in the following policy:

- 6.10.1.3 *The sound levels anticipated on the site of a proposed development will be established on the basis of the predictable worst case noise impact from the stationary source(s) in accordance with the applicable Provincial Government environmental noise guideline.*
- 6.10.1.5 *Development with a residential component such as dwellings, or any development that includes bedrooms, sleeping quarters or reading rooms and other noise sensitive uses that will be subject to high levels of noise from a stationary noise source, will only be permitted if noise mitigation measures are implemented at the source of the noise or if the development contains mitigative measures which will result in noise levels that comply with the limits specified by the applicable Provincial Government environmental noise guideline.*
- 6.10.3.3 *Development with a residential component such as dwellings, or any development which includes bedrooms, sleeping quarters, living rooms or reading rooms which will be subject to high levels of traffic noise, will only be permitted if it includes structural features which result in interior noise levels that comply with the indoor standards specified by the applicable Provincial Government environmental noise guideline.*
- 6.10.3.4 *Where residential and other land uses sensitive to noise are proposed within 500 m of a freeway, 250 m of a provincial highway or 100 m from other roads,*



*development proponents will be required to submit detailed noise studies delineating mitigative noise measures required to meet Provincial Government and Region of Peel noise guidelines. The recommendations of the approved reports are to be implemented as conditions of development.*

- 6.10.3.5 *Where the acoustical analysis indicates that anticipated sound levels in the outdoor living area would exceed the outdoor sound level limits stipulated by the applicable Provincial Government environmental noise guideline by up to five dBA, Mississauga will require tenants and purchasers to be notified of such. Notice will also be required when road noise necessitates central air conditioning or the provision for central air conditioning to achieve the indoor noise levels limits stipulated by the Provincial Government environmental noise guideline.*

Based on the results of the noise study, the proposed development will incorporate the recommended mitigation measures identified, including the recommended noise wall and landscaped berm, as well as additional architectural design measures. The proposed development appropriately reflects best practices to mitigate noise impacts and would be implemented as necessary through the site plan approval process and building permit process.

#### Complete Communities

The proposed development contributes to Streetsville vibrancy as a *Complete Community*, creating an important opportunity for intensification within a community node, adjacent to public transit. The proposed development will support the continued growth of the area and contribute to the existing services and facilities. The proposed development includes a compact and efficient urban form that is not commonly found in the area. It is located close to a *Major Transit Station Area* and within short walking distance to the community core. As previously indicated it respects and enhances the natural environment and provides additional amenity opportunities to the future residents of the development, thus contributing to the complete community.

- 7.1.1 *Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.*
- 7.1.2 *The creation of complete communities and the implications for public health will be considered by Mississauga when making planning decisions.*
- 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.*



- 7.1.7 *In cooperation with the appropriate public and private agencies and other levels of government, Mississauga will provide community infrastructure, supportive of complete communities, to meet the civic, cultural, educational, recreational, religious, social and emergency service needs of residents, employees and visitors.*
- 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 housing provided through the proposed development allows existing and future residents the choice of alternative housing forms that respect and complement the existing community character. The economically efficient and smaller units allow for low-rise living in a compact urban form for residents at various stages in life, promoting new residents to move to the area and/or allowing older residents to downsize while remaining in their community. Additionally, the proposed development provides a housing type that is more affordable to traditional low-rise housing forms, while still maintaining the desired housing choice and low rise form for young families.

- 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.*
- 7.2.4 *Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.*
- 7.2.5 *The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.*
- 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.*
- 7.2.10 *Mississauga will encourage the Region to provide social housing in appropriate locations to meet the needs of the local population.*

### Road Network

The proposed development includes the extension of Emby Drive through the subject property in order to create a linkage between Thomas Street and Tannery Street. The proposed road will allow for the creation of a finer grain road pattern within an *Intensification Area* and allow for





appropriate access to the proposed development. The proposed 15 metre right-of-way is an extension of the existing right-of-way condition and is appropriate for the area. It will allow for vehicular and pedestrian connectivity within the *Community Node*. The location of the road is based on the appropriate setback from the rail line from both the berm, and the rail crossing at Tannery Street. It is proposed that the roadway will be conveyed to the City as a public road in accordance with the following policies.

- 8.2.2.2 *Mississauga will create a multi-modal road network through:*
  - a. *a transportation system that provides mobility and accessibility to all users;*
  - b. *opportunities for transit priorities;*
  - c. *pedestrian and cycling access and routes; and*
  - d. *priority truck routes for the efficient movement of goods.*
- 8.2.2.3 *Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city.*
- 8.2.2.4 *The creation of a finer grain road pattern will be a priority in Intensification Areas.*
- 8.2.2.5 *Additional roads may be identified during the review of development applications and through the local area review process. The City may require the completion of road connections and where appropriate, the creation of a denser road pattern through the construction of new roads.*
- 8.2.2.6 *The subdivision of lands will not be permitted if the City requires public ownership of the lands for pedestrian, cycling or vehicular access to create local road connections to existing developed or undeveloped lands.*
- 8.2.2.7 *Future additions to the road network should be public roads. Public easements may be required where private roads are permitted.*
- 8.2.2.8 *Permanent below or at grade encroachments into the road system will not be permitted, however above grade amenities such as canopies/awnings may be considered.*

### Urban Design

The proposed development provides an appropriate built form that increases the density of the subject lands in accordance with Provincial and *Community Node* policies while respecting the existing community character. The subject lands are located within the Streetsville Community Node and are subject to its policies.

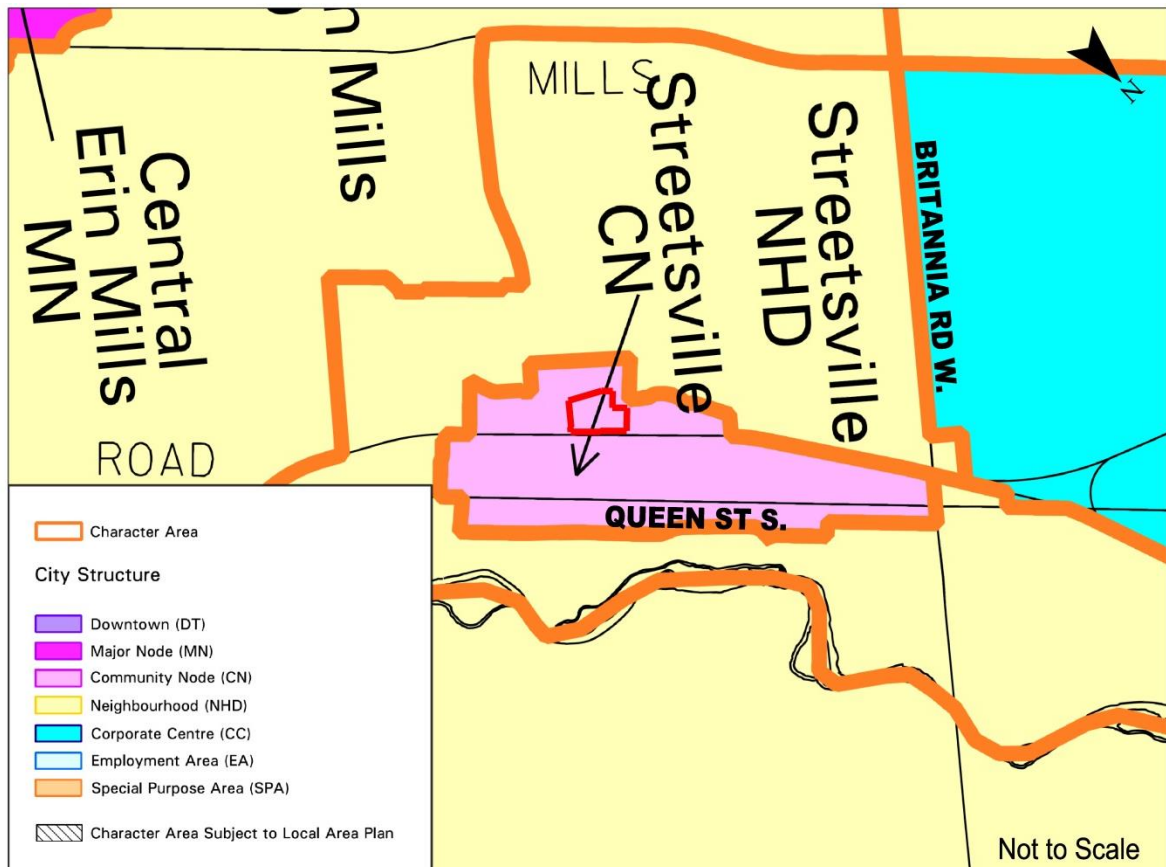


Figure 6: Schedule 9, Character Areas

The proposed development includes a compact built form that respects the low-rise housing types in the area while offering a new form of housing that isn't prominent in the area. This mix and diverse range of housing contributes to the community character and vibrancy of the area. The urban form ensures the protection and enhancement of the *Green System* and encourages active transportation through the Emby Drive road extension, proposed amenities and proximity to the community core. Furthermore, the subject lands' location in close proximity to the Streetsville GO Station encourages walkability and multimodal transportation options in accordance with the following policies:

- 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.*
- 9.1.6 *The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.*
- 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.*
- 9.1.10 *The city vision will be supported by site development that:*
  - a. *respects the urban hierarchy;*



- b. utilizes best sustainable practices;*
- c. demonstrates context sensitivity, including the public realm;*
- d. promotes universal accessibility and public safety; and*
- e. employs design excellence.*

The proposed development creates a sense of place and appropriate density on the fringe of the community core. The proposed architectural features, amenity space and adjacent natural heritage elements enhance the proposed development and presently underdeveloped site area by creating an appropriate transition between the core area and the stable residential areas to the west. Parking areas, garbage collection and associated functional services required for the proposed development have been appropriately screened and integrated into the site plan in an efficient manner.

- 9.2.1.1 Development will create distinctive places and locales.*
- 9.2.1.3 Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.*
- 9.2.1.4 Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.*
- 9.2.1.6 Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.*
- 9.2.1.7 Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.*
- 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.*

The proposed development will provide an appropriate and appealing streetscape along Tannery Street and the future Emby Drive frontages in addition to adding a community amenity space at the centre to the development. Minimal setbacks and defined street edges will contribute to the character of the area in increasing street activity and promoting vibrant pedestrian gateways that will provide a direct linkage to the Streetsville GO Station. The proposed massing and development configuration achieves the urban design policies of the Streetsville Community Node as indicated below:

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





- 9.2.1.28 *Built form will relate to and be integrated with the streetline, with minimal building setbacks where spatial enclosure and street related activity is desired.*
- 9.2.1.29 *Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.*
- 9.2.1.30 *Development will provide open space, 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.*
- 9.2.1.32 *Buildings should be oriented to, and positioned along the street edge, with clearly defined primary entry points that directly access the public sidewalk, pedestrian connections and transit facilities.*

### Land Use

The subject lands are designated as “Residential High Density” and “Greenlands” in accordance with Schedule 10, Land Use (Figure 7) of the MOP. The intent of the *Residential High Density* policies is to promote built forms that achieve higher densities in a traditional apartment dwelling form. It is noted that although the MOP calls for high density developments on the subject lands, the policies within the Streetsville Community Node require a maximum density of 1.8 FSI, which is not conducive to the development of higher density building forms. The proposed development includes a built form that achieves a higher density for the subject lands while respecting the area character and neighbouring low rise built forms. It is noted that the proposed built form of stacked back-to-back dwelling units have become a more pronounced and desired built form across the City of Mississauga and Greater Toronto Area that were not widely considered when the MOP was originally drafted. The proposed development built form achieves the intent of the *Residential High Density* policies by greatly increasing the density on the subject lands. The location of the subject lands on the edge of the *Community Node* will allow for an appropriate transition to stable low rise built forms located to the west.

- 11.2.5.2 *In addition to the Uses Permitted in all Designations, residential designations will also permit the following uses:*
  - a. *residential dwelling;*
  - b. *accessory office for physicians, dentists, health professionals and drugless practitioners;*
  - c. *home occupation;*
  - d. *special needs housing; and*
  - e. *urban gardening.*
- 11.2.5.6 *Lands designated Residential High Density will permit the following use:*
  - a. *apartment dwelling.*
- 11.2.5.10 *A horizontal multiple dwelling will not include an apartment dwelling.*
- 11.2.5.11 *In addition to the uses permitted in the High Density Residential designation, a convenience commercial facility will be permitted provided that:*
  - a. *it forms an integral part of the ground floor of the building; and*
  - b. *is oriented to pedestrian use.*



11.2.5.12 Lands subject to minimum and maximum FSI requirements are shown on the Character Area Maps in Chapters 12, 13, 14, and 16.

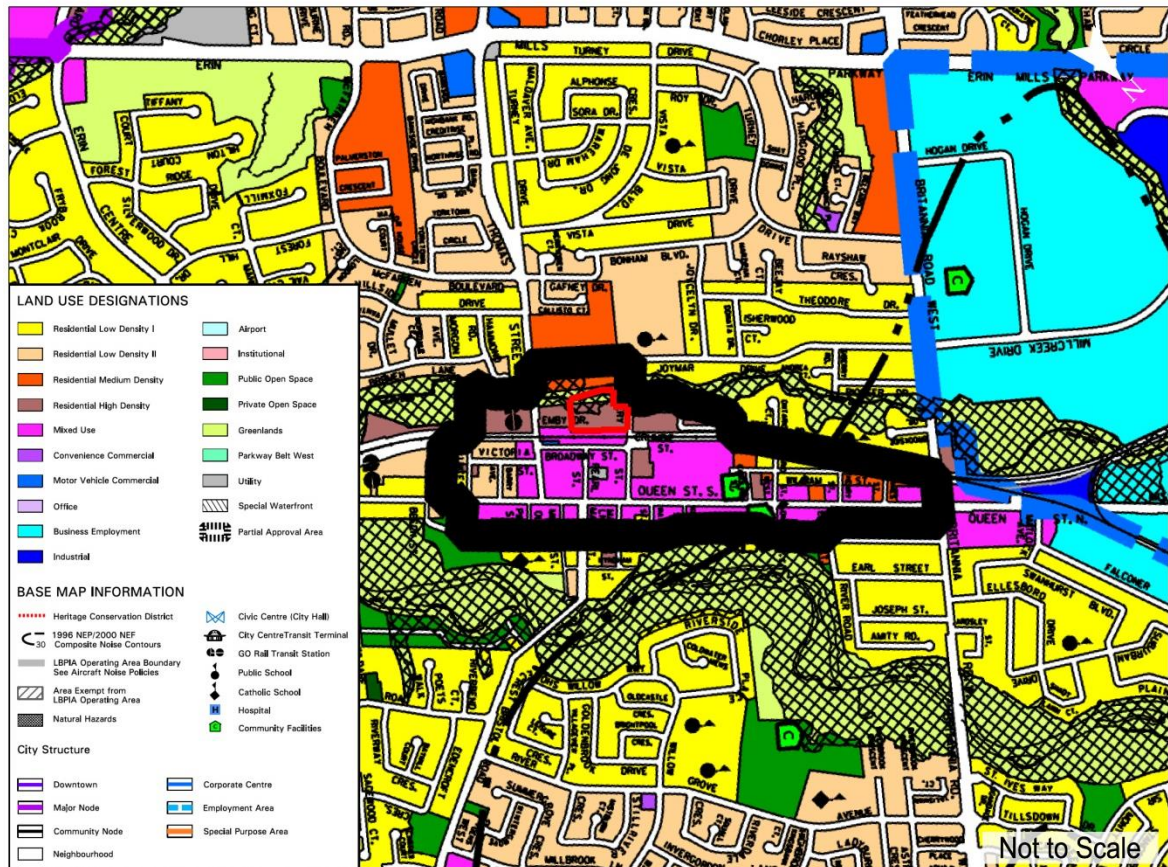


Figure 7; Schedule 10, Land Use

### Density

The development of the subject lands is expected to achieve a density rate of 1.0 – 1.8 FSI in accordance with Map 14-11, Streetsville Community Node Character Area (Figure 8). The proposed development achieves a density of 1.46 (15,869.88 GFA/10,834 sq. m of developable area). The proposed development density conforms to the density applicable to the subject lands when excluding the Emby Drive road extension, natural heritage features, required road widenings and residual land associated with the required berm and setbacks for the neighbouring rail corridor from the density calculation. These lands are excluded as they cannot contribute to the realization of the mandated density for this area. Furthermore, the MOP states that when calculating “*Net Residential Hectare*” that public roadways and public open space are to be excluded from the calculation. This calculation is both consistent with the MOP policy direction on calculating density and appropriate given the inability of these portions of the lands to contribute increased development and residential yield to the area. It is evident based on the proposed density rate of 1.46 FSI that the subject lands can achieve the mandated density ratio without the development of apartment style dwellings as required by the *Residential High Density* land use designation. The proposed density and built form will be compatible with the



village character through a compact and efficient urban built form and high level of urban design in accordance with the following policies:

- 14.11.1.1 *Development will be compatible with and enhance the village character of Streetsville as a distinct established community by integrating with the surrounding area.*
- 14.11.1.2 *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.*
- 14.11.1.6 *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.*
- 14.11.2.2 *For lands designated Residential High Density a maximum building height of seven storeys is permitted.*

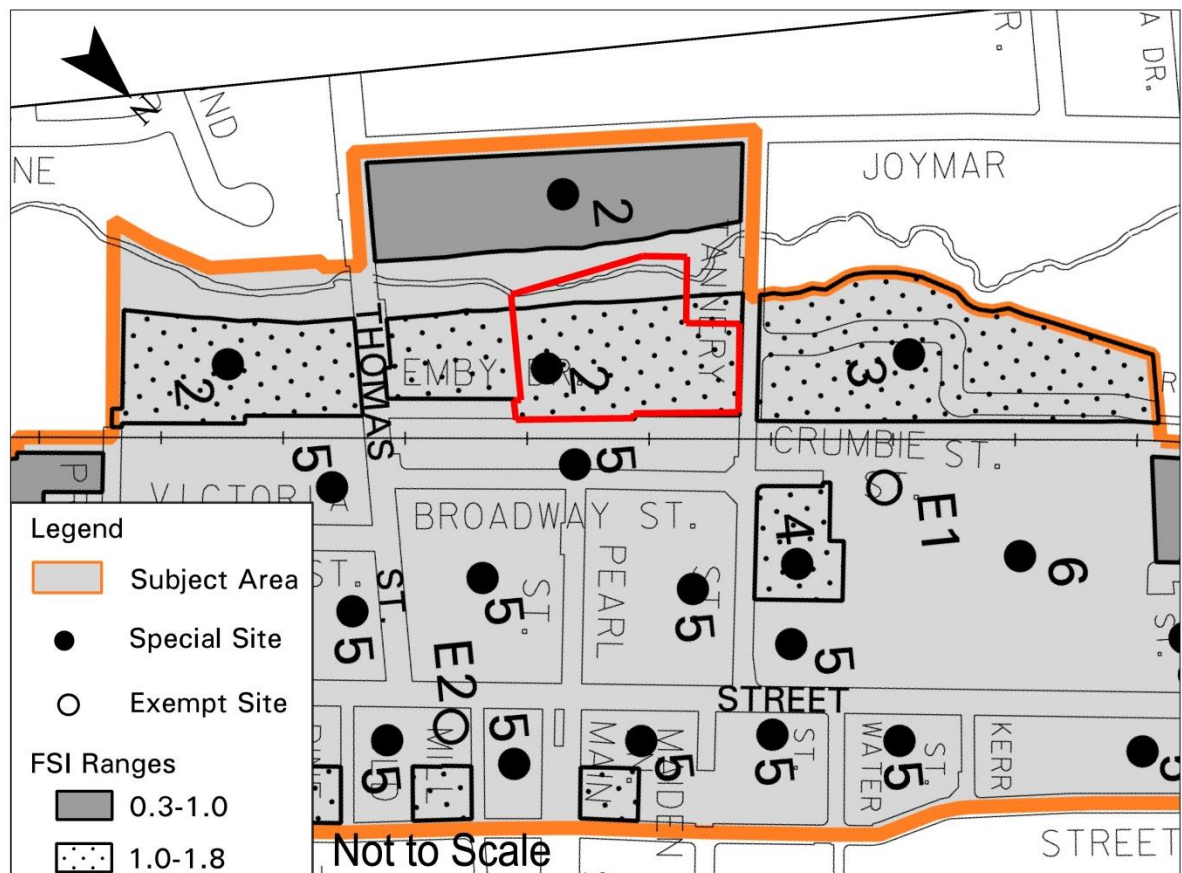


Figure 8: Map 14-11, Streetsville Community Node Character Area





The subject lands are further designated as Special Site 2, as indicated on Map 14-11, Streetsville Community Node Character Area (Figure 8) and consist of site specific policies, which are featured below:

- 14.11.6.2.1 *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.*
- 14.11.6.2.2 *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.*
- 14.11.6.2.3 *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.*

The proposed development respects and achieves the site specific policies applicable to the subject lands. The development proposes building forms that consist of a low profile that are compatible with the neighbourhood character and falls within the height range of the community. The redevelopment of the subject lands provides an extension of Emby Drive through the site area thus creating the appropriate linkages between Thomas Street and Tannery Street. It has been verified that the appropriate setbacks and protections to the natural heritage features associated with the Mullet Creek have been provided, as per the Environmental Impact Study completed by Beacon Environmental.

### Summary

The subject lands are located within the *Streetsville Community Node*, which is identified as an *Intensification Area* within the hierarchy of development areas within the MOP. The proposed development provides the necessary and mandated intensification of the subject lands as is expected within a *Community Node* and in close proximity to an identified *Major Transit Station Area*. The proposed development will achieve a density of 1.46 FSI, which meets the requirements of the site specific density targets applicable to the subject lands. The compact urban built form is efficient and will provide an appropriate transition from the community core to low-rise built forms to the west. The proposed built form will greatly increase and achieve the density requirements on the underutilized parcels, while being compatible and sympathetic to the community character. The proposed development will respect the natural heritage system and incorporate the appropriate buffers to ensure its long term ecological health and protection. Furthermore, the proposed development conforms to the applicable MOP policies with respect to





servicing, road and noise. It is our opinion that the proposed development conforms to the applicable policies in the Mississauga Official Plan except with respect to built form, therefore an Official Plan Amendment has been provided to add the built form to the site specific policies.

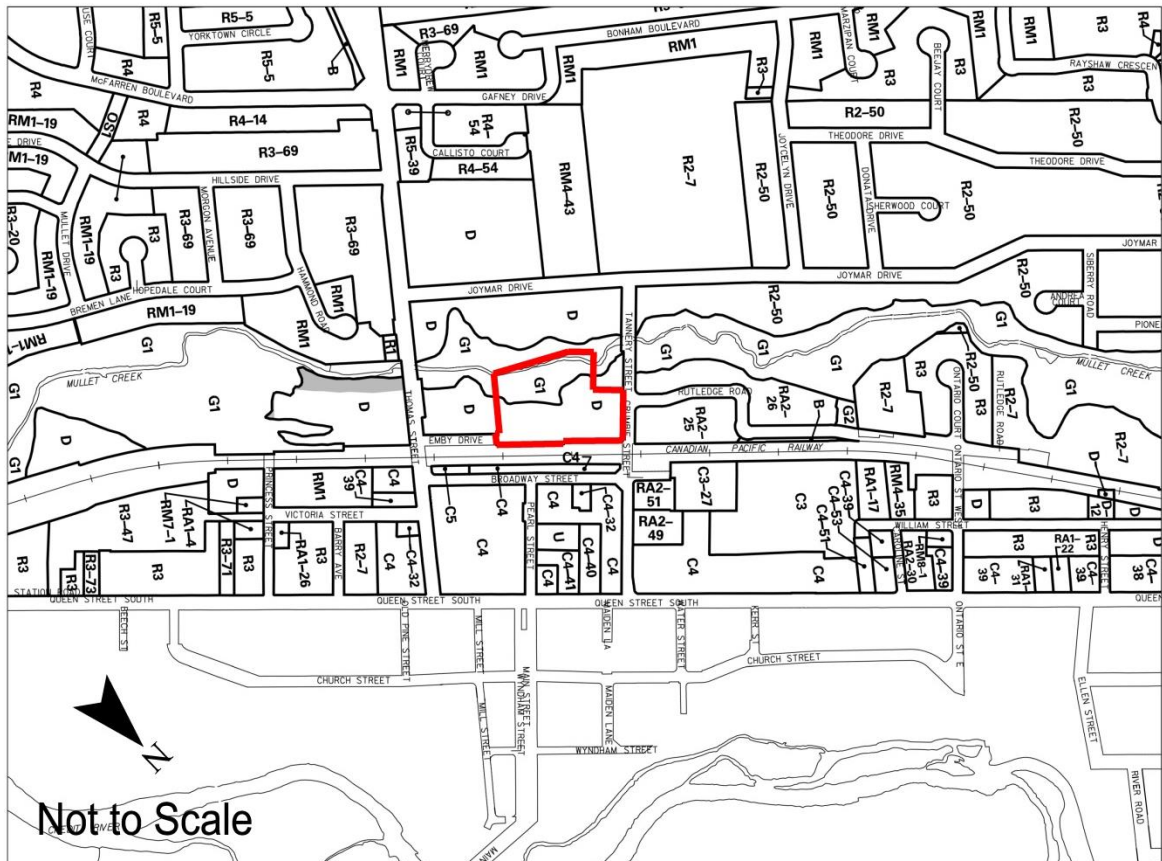


### **6.6 Credit Valley Conservation Authority (CVCA)**

The subject lands are contained within a watershed that is controlled and regulated by the Credit Valley Conservation Authority (CVCA). The regulation limit is generally associated with Mullet Creek and its associated watershed area. The proponent has conducted discussions with CVCA staff. The proposed development limits, shown on the Site Plan are generally consistent with the limit of the natural features based on the analysis undertaken by Beacon Environmental and Patriot Engineering to determine the appropriate setbacks related to the ecological functions and erosion hazard limits of the Mullet Creek. It is noted that the final limits of development will be determined through the review process by the CVCA. The appropriate buffering and natural heritage features will be conveyed into public ownership at the appropriate time in the planning process as determined with the City and CVCA.

## 6.7 City of Mississauga Zoning By-law 0225-2007

The City of Mississauga Zoning By-law 0225-2007 zones the subject lands *Development (D)* and *Greenbelt (G1)*. The 'D' zone permits a building or structure legally existing on the date of passing of the by-law and the existing legal use of such building or structure. The intent of this zone is to maintain the existing land use permissions applicable to the subject lands without compromising its future redevelopment potential. The 'G1' zone permits flood control, stormwater management, erosion management and natural heritage features and areas conservation. Therefore, a Zoning By-law Amendment is required to permit the proposed development and refine the extent and configuration of the *Greenbelt* zone.



**Figure 9: Map 39E, Zoning By-law 0225-2007**



## 7. Non-Statutory Documents

### 7.1 Draft Urban Design Guidelines for Back to Back and Stacked Townhouses

The City of Mississauga is engaged in a public process to prepare and implement urban design guidelines to inform the development of stacked and back-to-back townhouses. The guidelines are intended to complement a city-wide zoning by-law amendment that would further regulate such residential uses.

On September 25<sup>th</sup>, 2017, the City of Mississauga received a staff report discussing the proposed urban design guidelines and zoning by-law amendment. The report references comments received to date and modifications made to the proposed documents.

**Table 1: Draft Urban Design Guidelines Conformity**

<b>Draft Urban Design Guideline – Back to Back &amp; Stacked Townhouses (Draft Sept. 2017)</b>		
<b>Draft Principles – Checklist of Principles</b>		
2.1	Refer to the Zoning By-law regulations that apply to the proposed built form. Generally, BBT's and ST's are zoned RM9, RM10, RM11 and RM12 or in combination with other zones	Acknowledged, site specific zoning standards are proposed in the Draft Zoning By-law Amendment.
2.2	New developments will be required to demonstrate an appropriate transition in building heights	The site is buffered by the CPR rail line, Mullet Creek and adjacent employment lands and will appropriately transition from the apartment buildings to the north.
	Buildings heights shall be contained within a 45° angular plane, measured from the property line (See Figure 2.1)	The proposed buildings are contained within the angular plane as the proposed blocks meet the required zoning setbacks.
	Maximum building heights of 3 storeys for BBTs and 4 storeys for STs	The residential blocks are 3 storeys in height.
2.3	When existing adjacent front yard setbacks vary, new buildings should align with the average setback between the two adjacent properties or the minimum zoning requirement, whichever is greater	The front yard setbacks meet the minimum zoning requirement.
2.4	Separation distance between buildings should be the minimum setbacks as outlined in the Zoning By-law	Acknowledged. The minimum setbacks have been incorporated as per the requirements of the RM9 Zone. Any provisions that cannot be met have been addressed in the proposed Zoning By-law Amendment.
	In the case of a front wall to front wall condition, the separation distance should be the greater of	Acknowledged. The minimum setbacks have been incorporated





	the 45° angular plane or the minimum setbacks as outlined in the Zoning By-law (See Figure 2.2)	as per the requirements of the RM9 Zone. Any provisions that cannot be met have been addressed in the proposed Zoning By-law Amendment.
	Where a basement unit forms part of a 3-storey development the minimum separation distance will be 15 m	
2.5	Excessively long blocks should be avoided	The length of the proposed blocks is minimized and includes a maximum of 6 modules per block.
	The maximum length of a block should generally not exceed the greater of 41 m or 8 linear modules to promote pedestrian connections, allow for landscaping and provide a break in the massing (See Figure 2.3)	The maximum length of a block is 38.7 metres and contains only 6 modules.
2.6	New developments should preserve and enhance natural heritage features; including, trees, woodlands, valleys and wetlands	The proposed development includes the conveyance of the required buffers to protect the adjacent Mullet Creek.
	Appropriate setbacks and buffers should be provided to existing and proposed natural features to ensure their health and continued growth	The appropriate buffers have been provided as indicated in the Environmental Impact Study.
2.7	Manipulation of site grades should be avoided	Minor manipulation of the existing grades is required to facilitate the proposed development due to grade changes and existing retaining walls between the 3 existing properties.
	Match existing grades and provide a minimum 3 m wide landscape buffer around the property	Landscaping is provided throughout the site area and the proposed blocks are oriented to address the street and provide sufficient landscaping to the property line.
	The landscape buffer should be unencumbered by below grade parking structures, easements, retaining walls, utilities, severe grade changes and hard surface areas	The proposed landscaped buffers are unencumbered.
	Each individual building will establish a grade elevation based on 'Context Grade'. Context Grade means the average of 12 points, 8 of which are taken around the perimeter of the site and 4 of which are taken around each individual building	This is to be determined and finalized through the Site Plan Approval process.



	(See Figure 2.4)	
	The first storey means a storey of a building that has its floor closest to the context grade and its ceiling more than 1.8 m above the context grade (See Figure 2.5)	The first floor is closest to context grade as indicated on the enclosed building elevations.
	The use of retaining walls should be avoided. Where retaining walls are required, their height should be limited to a maximum of 0.6 m to eliminate the need for railings and to reduce long-term maintenance costs (See Figure 2.6)	No retaining walls are proposed.
2.8	Below grade units should be avoided	Lower level units meet applicable zoning standards.
	Manipulation of site grades requiring retaining walls to accommodate below grade units is discouraged	Small retaining walls are provided to facilitate access to lower level units.
	If a below grade unit is proposed, it must be a through-unit that has windows on both the front and rear of the building (See Figure 2.7) or a double wide (i.e. 10 m wide) back to back unit	Some of the proposed lower level units are through units.
	Below grade units require a minimum of 6 m <sup>2</sup> of private outdoor space located at the unit's floor level with unobstructed views and access to daylight (See Figure 2.7)	This guideline is considered as part of the development design.
	All building projections, including balconies and porches located over private outdoor spaces or windows of below grade units should not obstruct access to daylight. See the Zoning By-law for the overhang regulations (See Figure 2.7)	The proposed design will minimize obstruction of daylight to below grade units.
2.9	New development should be compatible with the existing context in terms of height, scale, massing and materials	The proposed development is consistent with the development of similar built forms within the immediate community and throughout the City. The closest residential comparable is located to the north and includes a 7 storey retirement building.
	Where appropriate, incorporate sloped roofs and half-storeys with dormer windows on upper levels to reduce perceived heights, scale and massing	Sloped roofs and dormered windows have been included in the elevation designs.
	Ensure new developments have a variety of facade articulation, building materials and colours for visual interest	The proposed building elevations include a variety of materials to articulate the façade.
	Blank facades on the visible end unit elevation are unacceptable. End units that are visible should have entrances, windows and architectural	End units include windows, dormered windows and a variety of façade treatments to enhance the



	interest to animate the elevation	visibility of the end units.
	Buildings should be designed with high quality and durable materials to avoid long term maintenance costs. Stone and brick is preferred. Stucco and wood are discouraged	The proposed building materials include high quality materials, including brick.
	Step back roof top mechanical rooms 3 m from the exterior edges of the building to reduce their visual impact	Rooftop mechanical units have been screened by architectural parapets.
	The mechanical floor area located on a unit roof top should not be greater than 20 m <sup>2</sup> , inclusive of stair	The mechanical floor area will be determined through the Site Plan Approval process and will be kept to a minimum in order to allow for additional amenity space on the roofs.
2.10	Exposed parking structures should be avoided. Where portions of the underground parking structure are exposed, they should match the building materials	Parking is proposed to be underground. Access to the parking area is screened to avoid impact on the development design.
	Consolidate the entrances to underground parking structures within the same development to minimize the number of overhead doors	Only (1) vehicular access is provided to the underground parking lot. (3) Pedestrian stairwells are included to allow for appropriate site circulation.
	Maintain the minimum soil volume over the parking structure to support the growth of the vegetation. Minimum soil volume varies based on the type of vegetation	The required soil volume is provided above the underground parking structure to facilitate landscaped features throughout the site.
2.11	Landscaped soft areas are required adjacent to paved areas and around the perimeter of the site. To provide relief between buildings landscaped soft areas should be distributed throughout the development	Landscaped soft areas are provided throughout the site area and around the perimeter of the site.
	Landscaped soft areas should be provided between entrances to individual units and sidewalks, walkways, public streets and condominium roads	Landscaped areas are provided between unit entrances, walkways and public areas.
	Pair individual landscaped soft areas to increase soil volume for tree growth particularly where there is a driveway (See Figure 2.8)	Acknowledged, details of such will be finalized through the Site Plan Approval process.
	Limit the number of stairs to a unit entrance to 3 to 7 risers to maximize landscaped soft area, mitigate safety issues in the winter and reduce maintenance costs	The required number of stairs and risers is dependent on established grades. This guideline is considered in finalizing the elevation design.



	All stairs should be poured-in-place concrete. Precast stairs are not permitted	Acknowledged, this is to be confirmed through the Site Plan Approval process.
2.12	A common outdoor amenity area is required for all new multi-unit residential developments	A common outdoor amenity area is provided in the centre of the development.
	The total space required is the greater of 5.6 m <sup>2</sup> per dwelling unit or 10% of the site area	The proposed amenity area exceeds the total space requirement. The amenity area is approximately 1,484 square metres in area, where as 1,083 square metres is required.
	Common outdoor amenity areas should be centrally located, highly visible and accessible by all residents (See Figure 2.9)	The amenity area is central to the site area and is fully accessible to all residents.
	A minimum of 50% of the required common outdoor amenity area shall be provided in one contiguous area	The amenity space is provided in a contiguous area, within the centre of the development.
	A mews will not be considered a common outdoor amenity area	Acknowledged, a mews' and walkways are not included in the amenity area calculation.
	Refer to the Outdoor Amenity Area Design Reference Note for additional detail	Acknowledged.
2.13	Each unit requires a private outdoor space with a minimum contiguous area of 6 m <sup>2</sup>	Each unit consists of private outdoor space that exceeds the minimum requirement of 6 square metres.
	The private outdoor space may be located at grade, on a balcony, deck, porch or on a roof top	The amenity space is located at grade for ground units and on the roof deck for upper level units.
	Recessed or partially recessed balconies are preferred. Projecting balcony shall be avoided (See Figure 2.10). If a projecting balcony is proposed, it may project a maximum of 2 m beyond any building façade and should be designed with solid or opaque materials or tinted glass	The proposed development includes projecting balconies that do not project more than 2 metres and have been designed to complement the building design.
	Mechanical equipment, including air conditioning units and the storage of personal items are discouraged in private outdoor spaces	The proposed private outdoor spaces have not been designed to discourage storage.
2.14	Provide a walkway between every second block to allow connectivity (See Figure 2.11)	Pedestrians can effectively connect throughout the site area. The proposed development only includes (3) blocks in a single row, thus allowing efficient connectivity





		without additional walkways between blocks.
	Sidewalks will be located on one side of a road. Sidewalks on both sides of the street maybe required for large developments	Sidewalks have been included on one side of each road and/or vehicular connection.
	The following sidewalk widths will be required: -Sidewalks abutting a road minimum 1.8 m -Sidewalks abutting a road, where traversed by a driveway minimum 2 m -Walkways in all other areas minimum 1.5 m	All proposed sidewalks and pedestrian connections have a minimum width of 1.8 metres.
	There should be at least one barrier-free path of travel that meets AODA (Accessibility for Ontarians with Disability Act) standards throughout the site	The site has been designed to maximize barrier free connectivity and complies with AODA requirements.
2.15	Waste storage rooms, drop-off locations (i.e. garbage chutes) and waste collection points (temporary pick-up) should be considered early in the site design stage to ensure appropriate placement and functionality	This guideline has been considered. Garbage staging and pick up will be facilitated at the southwest corner of the site area, adjacent to the underground parking ramp.
	The waste storage rooms and the waste collection point should be located internal to the site and should not be visible from a public street or impact residential units or adjacent properties (See Figure 2.12)	Waste collection functionality has been considered. The waste storage rooms are located underground as to not impact the residential units. The waste staging area is screened by the underground ramp and location of Building A.
	Above grade waste storage rooms/enclosures should be well screened and appropriately setback from existing uses and proposed dwelling units to minimize undesirable noise, odour and visual impacts	The waste staging area is appropriately screened and not located near amenity areas or unit entrances.
	The waste collection facility should consider the space requirements for the waste, recycling and green bins, along with bulky items	Waste collection space requirements have been considered.
	Waste drop-off areas should be easily accessible by the residents via a sidewalk or walkway and distributed throughout the site	Drop off areas are distributed throughout the site and are easily accessible to residents.
	Waste collection points (pick-up areas) should not encumber parking stalls or access to other elements of the development (e.g. fire route, entry to the underground parking garage, mailboxes, etc.)	The garbage staging area does not encumber parking stalls, fire access routes or access areas.
	Waste collection points should have made of	The details of the garbage staging



	durable concrete and be at the same level as the road	area will be determined through the Site Plan Approval process.
	Refer to the Region of Peel's Waste Collection Design Standards Manual for more information	Acknowledged, the Region or Peel design standards have been consulted.
2.16	Surface parking should be centrally located within the site and accessed by a sidewalk or walkway	Surface parking is not proposed.
	Parking lots should be setback a minimum of 3 m from a lot line and not located between the front face of a building and the street	Parking is entirely located below grade.
	A minimum 3 m setback should be provided between the side wall of a building and a surface parking space	Surface parking is not proposed.
2.17	The location of above and below grade utilities and services should be considered early in the site design stage to ensure they meet utility requirements and that any visual impacts from the public street are mitigated	Above and below grade utilities have been considered and are indicated on the site plan. They have been designed to be functional and to reduce visual impact to residents.
	Through the development process provide the locations of above and below grade utilities, easements, etc. to ensure sufficient unencumbered space is provided for public and private trees, and landscaped soft areas	Acknowledged. This is to be determined through the Site Plan Approval process.
	Transformer vaults are typically located on a street line and generally on a serviceable pad (i.e. minimum 3 m x 3 m pad for smaller developments). Contact Alectra Utilities for further requirements	The electrical transformer has been provided adjacent to Building E.
	Community mailboxes should be centrally located and accessed by a sidewalk or walkway (See Figure 2.13)	Community mailboxes will be centrally located for easy access by all residents.
	Conceal or recess hydro and gas meters into the building's exterior walls (See Figure 2.14)	Screening of hydro and gas metres has been considered in preparing the proposed blocks. The location of these utilities will be determined through the Site Plan Approval process.
2.18	Long term maintenance and property management should be considered early in the development process to avoid costly maintenance issues	The maintenance of the property over the long term has been considered and will be required by the Condominium Corporation once created.
	Use durable and high-quality building and site materials. Stucco is discouraged on the first 2	Acknowledged. High quality materials have been incorporated



	storeys of a building	into the site and building designs.
2.19	Review Mississauga's Fire Route By-law 1036-81 early in the site design stage for the fire route design, building access requirements, etc.	The developer previously met with Greg Phelps (Mississauga Fire) regarding the proposed fire access route, which was deemed acceptable.
	Review the Ontario Building Code to ensure that site and building designs comply with the relevant requirements	Acknowledged, the development will conform to the OBC.

## **7.2 City of Mississauga Transportation Master Plan**

The City of Mississauga released the interim Transportation Strategy in July 2011 as a first step towards the development of a Transportation Master Plan (TMP). The creation of the TMP was in response to the rapid growth and large demand for transportation services in the City. The interim strategy provides an outline of the challenges and issues facing the City and provides a context of the current initiatives the city is undertaking to advance their transportation network and sets out 46 actions to be pursued over the next 5 years.

From this interim Plan, the City of Mississauga is developing a Plan called '*Mississauga Moves*', which will shape the transportation system into 2041. The initiative is still in a consultation period and will be moving forward throughout the rest of the year up until the fall of 2018.



## 8. Official Plan Conformity Review

The Provincial Policy Statement (PPS) provides direction on matters of provincial interest while the Growth Plan for the Greater Golden Horseshoe (Growth Plan) provides direction on growth and intensification within the province. It is the mandate of municipalities to conform and be consistent with provincial policy in order to appropriately contribute to the Province's overall objectives.

Particular aspects of the current Mississauga Official Plan (MOP) do not conform to the Provincial policy direction. In particular, the *Residential High Density* designation applicable to the subject lands does not provide the policy framework needed to encourage an appropriate range and mix of housing opportunities as required by the PPS and Growth Plan.

The *Residential High Density* policies provide direction that only "Apartment Dwellings" are permitted within the designation and does not provide an appropriate range and mix of built form housing opportunities. The MOP does not provide language or policy to encourage a range of housing opportunities that can achieve a similar density and can contribute towards the establishment of a complete community. The *Residential High Density* policies solely encourage one development form and do not recognize that density targets may be achieved through the utilization of various housing forms to achieve an appropriate mix of housing options for future residents, while achieving appropriate targets for intensification.

The *Residential High Density* policies of the MOP contradict Section 1.4.3 of the PPS, which states that "*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*". The MOP does not provide sufficient opportunities for the development of an appropriate range and mix of housing types within *Residential High Density* designated areas that can achieve similar densities. Although the MOP has directed growth to areas with optimal infrastructure and transit availability, it has not provided for a range of housing that can achieve the density requirements and mandated growth targets while being contextually compatible with the existing community context. Section 1.4.3 e) of the PPS requires that the MOP "*establishes 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*". It is evident that the MOP provides varying housing and built form opportunities for other land use designations; however, it has not recognized that the policies of the *Residential High Density* designation and the intensification of *Community Nodes* can be achieved through various forms of housing types which must be explored within the *Residential High Density* policies.

Housing affordability continues to be an issue throughout the Greater Toronto Area, and the PPS directly speaks to the minimization of housing costs through Section 1.4.3 e). If the subject lands were to be developed to the maximum permissible FSI in an apartment building form as required by the in force policies, the development would yield a building efficiency of 80%, whereas the proposed built form yields a building efficiency of 95% as indicated in Table 2. An apartment style building would only increase the actual living space by approximately 3.4% as apartment buildings are less efficient, given the need for common element stairwells, elevators, hallways





lobbies, garbage, loading etc. Apartment buildings are also more expensive to construct when compared to low rise housing forms that can be constructed using wood frame construction practices. Therefore, restricting the development of the property to only include apartment style buildings will indirectly increase the cost of housing while providing little additional living area.

**Table 2: Living Space Comparison Chart**

	GFA m <sup>2</sup>	Developable Area	FSI	Efficiency Factor	Actual Living Space
<b>Proposed Development</b>	15,869.88	10,834.00	1.46	95%	15,076.39
<b>Apartments with Max. FSI</b>	19,501.00	10,834.00	1.80	80%	15,600.80
* This is the percentage of the GFA that is actually devoted to living space. Apartments are less efficient as there is more floor area devoted to exit stairs, elevators, hallways, garbage chutes, etc...)					

The Growth Plan further reiterates the need for municipal official plans to plan for and accommodate a range and mix of housing options and densities that contribute to establishing a complete community. The MOP does not provide the policy framework to encourage a mix of housing options within the *Residential High Density* designation and contradicts Section 2.2.6 of the Growth Plan, which directs that each municipality shall develop a housing strategy to support the achievement of complete communities.

As indicated in Policy 2.2.6.2, the PPS mandates that in preparing a housing strategy that supports the achievement of complete communities, in doing so the MOP must “*consider the range and mix of housing options and densities of the existing housing stock; and planning to diversify their overall housing stock across the municipality*”. The MOP does not provide sufficient direction in the *Residential High Density* policies to adequately fulfill the above.

The Region of Peel Official Plan also provides direction to municipalities to provide opportunities for diverse living, works and cultural opportunities within communities. The General objectives of the Regional Intensification Areas is identified in Section 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.*” The MOP policies do not recognize the opportunities for transition in development, or take into account the characteristics of existing communities and where a range of uses and densities are more appropriate to provide a transition.

Based on both Section 1.4.3 of the PPS and Section 2.2.1 and 2.2.6 of the Growth Plan respecting housing and complete communities and the need to provide a range and mix of housing opportunities within a community, it is our opinion that portions of the Mississauga Official Plan are not consistent with the PPS and do not conform to the Growth Plan. In particular, the applicable *Residential High Density* land use designation policies do not provide a sufficient policy framework that will support the development of an appropriate range and mix of housing types, while meeting mandated growth requirements.



## **9. Proposed Official Plan Amendment**

An Official Plan Amendment application has been submitted at the direction of Planning Staff in order to permit horizontal multiple (stacked back-to-back) townhouse units as a permitted built form on the subject lands, whereas the Official Plan currently only permits *Apartment Dwellings* as a permitted built form.

The proposed amendment seeks a site-specific exception to permit the proposed built form and refine the limit of the *Greenlands* designation based on the environmental studies undertaken.



## 10. Zoning By-law Conformity Review

The subject lands are currently split zoned, with the eastern portion zoned as *D – Development* and the western portion zoned *G1 – Greenbelt* in the Mississauga Zoning By-law 0225-2007. The present zoning of the *D – Development* zone does not provide development permissions for the subject lands. Although it is the intent of this zone to allow for future development on the subject lands, at the present time no development permissions are applicable. The current zoning only provides rights to the current and existing uses on the property. Existing parcels without development permissions that are appropriately suited for redevelopment and intensification should have development permissions in order to achieve the principles of the Growth Plan and PPS in providing increased intensification and density, including the ability to achieve the most efficient use of existing lands and resources. Sites that are located within the *Built-up Areas* of existing *Settlement Areas* should have development permissions to achieve the objectives of the Growth Plan for the Greater Golden Horseshoe and applicable Municipal policies.



## 11. Proposed Zoning By-law Amendment

The proposed Zoning By-law Amendment proposes to rezone the portion of the subject lands zoned as *D – Development* to *Horizontal Multiple Dwellings with More Than 6 Dwelling Units (RM9)* and refine the limits of the *G1- Greenbelt* zone to accurately reflect the development limits of the subject lands based on studies and analysis undertaken as part of the review process.

The *RM9* zone permits residential uses consisting of horizontal multiple dwellings with more than 6 dwelling units.

The permitted and proposed zoning standards for the *RM9* zone are indicated in Table 3.

**Table 3: Zoning By-law Amendment**

	Permitted in By-law 0225-2007	Proposed
<b>Minimum Lot Frontage</b>	30.0 m	44.6 metres (To Future Emby Drive ROW)
<b>Minimum Floor Space Index</b>	0.4	N/A
<b>Maximum Floor Space Index</b>	0.9	1.46
<b>Maximum Dwelling Height (Flat Roof)</b>	13.0 m	12.4 m (Top of Access Stairwell)
<b>Maximum Dwelling Height (Sloped Roof)</b>	15.0 m	N/A
<b>Minimum Front and Exterior Side Yard</b>	7.5 m	4.05 m
<b>Minimum Interior Side Yard</b>	4.5 m	4.9 m
Where a horizontal multiple dwelling has a height between 0.0 m and 10.0 m and any portion of the interior lot line abuts a zone permitting detached and/or semi-detached dwellings	7.5 m	N/A
Where a horizontal multiple dwelling has a height greater than 10.0 m and any portion of the interior lot line abuts a zone permitting detached and/or semi-detached dwellings	10.0 m	N/A
<b>Minimum Rear Yard</b>	7.5 m	14.5 m
Where a rear lot line, or any portion thereof, abuts a zone permitting an apartment, townhouse, street townhouse, townhouse on a CEC – private road, and/or horizontal multiple dwelling, and/or an Institutional, Office, Commercial, Employment, or Utility Zone	4.5 m	N/A
Where a horizontal multiple dwelling has a	10.0 m	N/A





height greater than 10.0 m and less than 15.0 m and any portion of the rear lot line abuts a zone permitting detached and/or semi-detached dwellings		
<b>Maximum Encroachments Into Required Yards</b>		
A porch, inclusive of stairs, located at and accessible from the first storey or below the first storey of the horizontal multiple dwelling (0325-2008)	1.8 m	3 m
An awning, window, chimney, pilaster or corbel (0325-2008)	0.6 m	N/A
A deck, inclusive of stairs, balcony or awning, attached to a rear wall	2.5 m	N/A
A wing wall attached to a horizontal multiple dwelling	3.0 m	N/A
<b>Minimum Internal Setbacks</b>		
From a front garage face to an internal road or sidewalk	6.0 m	N/A
From a horizontal multiple dwelling to an internal road, sidewalk or visitor parking space	4.5 m	1.5 m
From a porch or deck, inclusive of stairs, to an internal road or sidewalk	2.9 m	3 m
From an awning, window, chimney, pilaster or corbel to an internal road or sidewalk (0325-2008)	3.9 m	N/A
From a rear wall of a horizontal multiple dwelling to a side wall of another dwelling	10.0 m	13 m
From a rear wall of a horizontal multiple dwelling to a rear wall of another dwelling	15.0 m	20 m
From a rear wall of a horizontal multiple dwelling to an internal walkway	7.5 m	5.8 m
From a side wall of a horizontal multiple dwelling to a side wall of another dwelling	3.0 m	2.8 m
From a side wall of a horizontal multiple dwelling to an internal walkway	1.5 m	2.8 m
From a side wall of a horizontal multiple dwelling to an internal road	4.5 m	4.6 m
From a side wall of a horizontal multiple dwelling to an abutting visitor parking space	4.5 m	N/A



## 12. Planning Analysis and Justification

### 12.1 Policy Context

The subject lands are located within a *Settlement Area* and further within a *Delineated Built-up Area* as identified in the PPS and Growth Plan. Provincial policy dictates that these areas are anticipated and encouraged to accommodate the majority of the Province's growth and development. In particular, these policies advocate for intensification and the achievement of appropriate density targets as a means to achieve the provincial objectives in planning for sustainable and complete communities. *Delineated Built-Up Areas* represent a significant opportunity for increased growth and development within *Settlement Areas*. The proposed development achieves and exceeds the minimum density requirements applicable to the subject lands and maintains the hierarchy of growth areas as determined by the relevant Provincial and municipal policies.

The proposed development achieves a density of 1.46 FSI, which exceeds the minimum requirement and conforms to the site specific policies applicable to the subject lands. The density of the proposed development proves that higher density targets can be achieved through various built forms and development conditions. The PPS and the Growth Plan promote the development of a range and mix of housing to achieve the intensification and density policies. The proposed development provides a new and unique built form that isn't prominent in the community or surrounding area. Its compact and efficient urban form achieves the prescribed density requirements while being sympathetic and consistent with the established neighbourhood character. The proposed built form is consistent with the low-rise character of the community as it provides an appropriate transition between the established neighbourhoods to the east and the Streetsville community core.

While the proposed development does not include traditional "apartment dwellings" as required in the *Residential High Density* designation of the Mississauga Official Plan, the mandated density for the subject lands is achieved within the height range specified. It is our opinion that the proposed built form is a more appropriate form of development for the subject lands. It contributes to providing a range and mix of housing options and also maintains the intent of the Mississauga Official Plan with respect to the site specific policies contained in Section 14.11.6.2.

The housing provided through the proposed development allows existing and future residents the choice of alternative housing forms that respect and complement the existing community character. The economically efficient and smaller units allow for low-rise living in a compact urban form for residents at various stages in life, promoting new residents to move to the area and/or allowing older residents to downsize while remaining in their community. Additionally, the proposed development provides a housing type that is more affordable to traditional low-rise housing forms, while still maintaining the desired housing choice and low rise form for young families.

The proposed development will contribute to Mississauga meeting its mandated growth targets through the intensification and increased density of the subject lands. The proposed development will achieve the requirements for a complete community based on the proposed



built form, access to transit, walkability and proposed amenities. Based on the items indicated above and discussed within this report, it is our opinion that the proposed development is consistent with the Provincial Policy Statement, conforms to the Growth Plan for the Greater Golden Horseshoe, and the Region of Peel Official Plan and generally conforms to the Mississauga Official Plan.

### **12.2 Urban Design and Compatibility**

The proposed development built form is compatible with the established neighbourhood character in the area based on its low-rise form. The proposed built form achieves the required density applicable to the subject lands while being compatible and complimentary to adjacent low-density housing forms and provides an appropriate transition between the established communities and the commercial core.

The proposed development massing and orientation on Tannery Street and the future Emby Drive road extension create a vibrant and dynamic streetscape in accordance with Mississauga's Urban Design Guidelines. The proposed development will provide an appropriate and appealing streetscape along Tannery Street and the future Emby Drive frontages in addition to adding a community amenity space at the centre to the development. Minimal setbacks and defined street edges will contribute to the character of the area in increasing street activity and promoting vibrant pedestrian gateways that will provide a direct linkage to the Streetsville GO Station. The proposed massing and development configuration achieves the urban design policies of the Streetsville Community Node. The proposed development meets the guidelines of the current Draft Urban Design Guidelines for Back to Back and Stacked Townhouses. The proposed massing includes a variation of high quality building materials, sloped roofs, dormered windows and architectural detailing on the windows, doors and balconies.

### **12.3 Infrastructure and Servicing**

The subject lands are located within an area identified for intensification, and as such existing municipal services are adequate and accessible in the area. LEA Consulting has analyzed the servicing requirements for the proposed development and has demonstrated its conclusions in the Functional Servicing and Stormwater Management Report. The report concludes that the preliminary site servicing design is appropriate for the proposed development can be supported. The detailed design of the stormwater management and servicing of the lands will be established through site plan review at the appropriate time in the planning process.

The proposed development is appropriate with respect to existing servicing infrastructure, and would not negatively impact existing and planned servicing improvements for the Streetsville Community Node.

### **12.4 Sustainability and Natural Heritage**

The subject lands include a portion of the Mullet Creek and its associated natural heritage and valleyland features. In order to satisfy provincial, regional and municipal environmental policies, an Environmental Impact Study was prepared by Beacon Environmental in addition to a Slope Stability Study prepared by Patriot Engineering in support of the proposed development. The



proposed development respects the integrity and long-term protection of the Natural System and incorporates the appropriate design features and setbacks to ensure its health and vibrancy.

Through site staking exercises undertaken with the CVCA, the limits of the natural system have been identified. The Environmental Impact Study has been determined that the proposed development will not negatively impact the integrity of the natural heritage will not have any negative impacts on the ecological features or functions associated with the natural heritage system provided the recommended mitigation measures are implemented. The implementation of the stormwater management controls, native landscaping, and buffer restoration plan will have a positive impact on Natural Heritage System. Through the proposed development, approximately 3,800 sq. m of environmental sensitive lands will be conveyed to the conservation authority for their long term protection and stewardship. The lands to be conveyed include the necessary and appropriate buffers as concluded in the applicable studies and in conformity with CVCA policies.

The Slope Stability Study identifies the stable top of bank and associated 10 metre buffer that has been incorporated into the development design. The report has demonstrated that the adjacent natural slope is stable and does not represent an erosion or safety hazard.

### **12.5 Transportation**

The proposed extension of Emby Drive through the subject lands is consistent with the site specific official plan policies applicable to the development of the site. The proposed roadway will create a valuable north-south linkage and allow for the creation of a finer grade road pattern within the community area. The roadway will provide additional access and linkage opportunities to the Streetsville GO Station located to the south of the subject property.

The Streetsville GO Station is a valuable resource for the community, allowing the future residents of the proposed development the ability to travel throughout the Greater Toronto Area. This proximity of the subject lands to a *Major Transit Station Area* presents a significant opportunity for increased density and intensification. The proposed development is transit supportive and will promote the continued investment into the regions public transportation infrastructure.

The proposed development supports active transportation and walkability through its design and proximity to the GO Station and community core. The proposed development will include direct linkages to the Streetsville GO Station through the construction of the Emby Road extension. The proposed roadway will be constructed to municipal standards and will include the appropriate sidewalks and pedestrian pathways. The proposed site design further includes pedestrian connections and encourages walkability through the central community amenity area. The property owner has consulted with the City of Mississauga and Canadian Pacific Railway staff to ensure the appropriate building setbacks from the rail corridor have been provided in accordance with applicable policies and guidelines. Appropriate berms, crash walls and noise attenuation measures have been incorporated into the site design to mitigate any potential impact of the adjacent rail line to the future residents of the proposed development.





### **13. Conclusion**

The proposed development constitutes a form of infill and intensification that is desirable and appropriate for the subject lands. The proposed residential redevelopment is consistent with the objectives and intent of the Provincial Policy Statement, conforms to the Provincial Growth Plan, and conforms to the Peel Region Official Plan. With the exception of proposing an additional built form than what is currently permitted, the proposed development conforms with and implements the intent of the City's Official Plan and achieves the mandated density target assigned to the subject lands. The proposed development includes a compact and efficient urban built form that is in keeping with and respects the existing community character and low-rise built form. It increases the density of the subject lands and makes better use of underutilized parcels located within an intensification area and in close proximity to a transit station. The proposed built form assists the City in achieving its growth obligations and meets the required density while being sympathetic and compatible with the existing land use context and low rise, low density established neighbourhoods to the west of the subject lands. Furthermore, the proposed development will result in a net benefit to the adjacent natural heritage feature through the conveyance and naturalization of buffer lands.

By restricting the range and mix of housing applicable to the subject lands through the site specific policies 14.11.6.1 through 14.11.6.3 of the Official Plan, and by not providing applicable development permissions in the Zoning By-law, the Official Plan and Zoning By-law are not consistent with the objectives and intent of the Provincial Policy Statement, and do not conform with the Provincial Growth Plan. The proposed Amendments, on a site specific basis, will bring the applicable land use policy into conformity with the Provincial policy direction.

In order to advance the development proposal, applications to amend the Official Plan and the Zoning By-law are required and have been provided with this submission. The amendment to the City of Mississauga Official Plan is appropriate and would not negatively impact the capacity of the subject lands achieving its mandated density requirement and respects the intent of the official plan policies.

It is our opinion that the proposed development is appropriate and desirable for the subject property, representing good land use planning and urban design principles and should therefore progress through the planning process as prescribed by the Planning Act.