

PLANNING JUSTIFICATION REPORT

64 – 65 Thomas Street & 65 Tannery Street

Official Plan Amendment
Zoning By-law Amendment

City of Mississauga

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Table of Contents

- 1.0 Introduction
- 2.0 Purpose of the Report
- 3.0 Site Description and Context
- 4.0 Proposed Development
- 5.0 Policy Framework
 - 5.1 Provincial Policy Statement 2014
 - 5.2 Growth Plan for the Greater Golden Horseshoe
 - 5.3 Region of Peel Official Plan
 - 5.4 City of Mississauga Official Plan
 - 5.5 Streetsville Community Node Character Area
 - 5.6 Discussion
- 6.0 Official Plan Amendment
- 7.0 City of Mississauga Zoning By-law
- 8.0 Urban Design Guidelines Back to Back
- 9.0 Supporting Studies and Reports
- 10.0 Planning Opinion

Appendix

- Figure 1 Survey
- Figure 2 Concept Plan
- Figure 3 Conceptual Site Plan
- Figure 4 Typical Architectural Elevations
- Figure 5 Schedule D (Partial) Region of Peel OP
- Figure 6 Schedule D4 (Partial) Region of Peel OP
- Figure 7 Schedule 10 (Partial) Mississauga OP
- Figure 8 Schedule 1a Urban System – Green System
- Figure 9 Schedule 2 Intensification Areas
- Figure 10 Schedule 3 Natural System
- Figure 11 Map 14-10

Draft Official Plan Amendment
Draft Zoning By-law Amendment

1.0 Introduction

James Lethbridge Planning Inc. has been retained by De Zen Realty to prepare a Planning Justification Report in support of an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to allow redevelopment of the subject property located east of Joymar Drive between Tannery Street and Thomas Street. The development proposal includes back to back and stacked townhouses with vehicular access to Joymar Drive and Tannery Street.

De Zen Realty Ltd. has retained the assistance of additional consultants in support of the proposed OPA/ZBA application. The Planning Justification Report has been prepared with consideration for the following consultant reports and plans:

- Context Plan
- Concept/Site Plan
- Grading/Site Servicing
- Survey Plan
- CVC Conceptual Restoration/Enhancement Plan
- Underground Parking Plan
- Integrated Concept Plan
- Urban Design Study
- Acoustical Feasibility Study
- Arborist Report/Plan
- Tree Preservation Plan
- Easements/Restrictions on Title
- Traffic Impact Assessment
- Transportation Demand Management Report
- Storm Water Management Report
- Functional Servicing Report
- Environmental Impact Statement
- Slope Stability Study
- Geotechnical Report
- Phase 1 Environmental Site Assessment
- Archeological Assessment

2.0 Purpose of the Report

The purpose of this Planning Justification Report is to outline the features of the proposed Official Plan Amendment and Zoning By-Law Amendment and to assess in the context of the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe,

3.0 Site Description and Context

The subject property is located east of Joymar Drive between Tannery Street and Thomas Street. Mullet Creek is adjacent to and within the site to the east. The subject property is legally described as Part 4 Concession 5 WHS Miss. and has an area of 2.77 ha with approximately 106.5m frontage along Thomas Street, 293.33m frontage along Joymar Drive and 68.23m frontage along Tannery Street. Thomas Street is identified as a major collector road with a 26m ultimate right-of-way.

The subject property is currently occupied by one and two storey commercial/industrial buildings containing a range of non-residential uses including outdoor storage. The existing site condition has gravel or paved areas with numerous vehicular accesses along Thomas Street and Joymar Drive. The subject site has very limited landscape areas with the majority of existing vegetation located within the west bank of Mullet Creek (Figure 1 – Topographical Survey).

Surrounding uses to the subject property include: to the south of Thomas Street there are single family detached dwellings; to the south east is Streetsville GO Station; to the east is Mullet Creek and further to the east are commercial buildings fronting onto to Thomas Street and Emby Drive; immediately south of Tannery Street an application has been submitted to permit back to back stacked townhouses; to the north is a single family detached dwelling; to the northwest is the Streetsville Secondary School and to the west are two storey condominium townhouses. South of the existing townhouses and on the west side of Joymar Drive is a vacant parcel of lands approved for semi-detached homes, townhomes and back to back townhomes on a private condominium road (Figure 2 – Concept Plan)

The subject site is well served by public transit. Three (3) transit stops are located in the vicinity of the site. One (1) bus stop is located on the nearside of the intersection of Joymar Drive and Tannery Street in the northbound direction. Two (2) bus stops are located at the intersection of Joymar Drive and Thomas Street, one in each direction.

Mississauga Transit (MiWay) Route 9 “Rathburn-Thomas”, Route 49A “McDowell Streetsville GO” Route 67 “Streetsville GO” operate on daily schedules. Additionally, Route 306 “Streetsville Secondary-Terry Fox”, Route 305 “Streetsville-Falconer”, Route 313 “Streetsville Secondary-Meadowvale TC” operate during school hours from Monday to-Friday. Moreover, Streetsville GO Station is located less than 500 metres or within walking distance to the development. The available transit routes provide direct connections to the Islington and Kipling subway stations, Kipling GO Station, City Centre Transit Terminal, Living Arts Centre, City Hall and many other employment and service nodes within Mississauga. In the future, connections to the Mississauga Light Rail Transit and the 407 Bus transitway will be available in the Downtown Core.

The site location makes public transit a feasible option for both local and regional commuters.

The site has access to existing commercial and recreational uses with existing retail, personal service and office uses located along Queen Street South in Downtown Streetsville which is approximately 300m to the east side of Thomas Street.

4.0 Proposed Development

As illustrated by the Conceptual Site Plan (Figure 3 – Conceptual Site Plan)), the development proposal is to redevelop the subject site for residential medium density uses and Greenlands uses. The development area is defined by the regulatory storm floodplain and erosion hazards associated with Mullet Creek and required land dedications and has an area of 1.67 ha.

The residential development will consist of 239 three storey back to back stacked townhouse dwellings in eight separate building blocks. The total proposed residential gross floor area (GFA) is 24,470 square metres resulting in a floor space index of 1.47.

Vehicular access to the subject site is proposed from Joymar Drive and Tannery Street connected by a private condominium road leading to at-grade accessible parking, a limited number of short-term visitor parking spaces, service areas and a ramp to underground parking. The majority of visitor parking and resident parking is proposed to be located in an underground garage. The garage will also provide bicycle storage. All parking and storage will meet City standards.

The conceptual Architectural elevations of the residential blocks are articulated to reduce the visual massing of the buildings. Exterior materials include traditional materials of brick, stone, and glass (Figure 4 – Typical Architectural Elevations).

Approximately 1.07ha of the site will be dedicated to the City of Mississauga as Greenlands and will be vegetated with indigenous plants and trees as an expansion and enhancement to Mullet Creek Ravine. The expanded open space will provide a visual amenity to the proposed development and existing and planned community.

The maximum permitted Floor Space Index on the subject site is 1.0 and the exact limits of development have not been determined. As such, an Official Plan Amendment is required to increase the maximum Floor Space Index to 1.47 and to define the Greenbelt area. The subject site is currently zoned 'D' Development and 'G1' Greenbelt. The 'D' zone only permits the existing uses to be maintained on the property therefore, a zoning By-law Amendment is required to permit the proposed residential development and to address the regulations proposed by the site and building design.

5.0 Policy Framework

5.1 Provincial Policy Statement 2014

The Provincial Policy Statement (2014) (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The Provincial Policy Statement sets the policy foundation for regulating the development and use of land and supports the provincial goal to enhance the quality of life for all Ontarians. The Provincial Policy Statement provides for appropriate development while protecting resources of provincial interest, public health and safety, and the quality of the natural and built environment. The Provincial Policy Statement supports improved land use planning and management, which contributes to a more effective and efficient land use planning system.

Section 1.1.1 state:

1.1.1 Healthy, liveable and safe communities are sustained by:

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

Policies in the “Settlement Areas” Section state:

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

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

a) densities and a mix of land uses which:

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

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

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.

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

Policies in the “Housing” section state:

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:

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.

Policies in the “Public Spaces, Recreation, Parks, Trails and Open Space” section state:

1.5.1 Healthy, active communities should be promoted by:

d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.

Policies in the “Transportation Systems” section states:

1.6.7.2 Efficient use shall be made of existing and planned *infrastructure*, including through the use of *transportation demand management* strategies, where feasible.

1.6.7.4 A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.

Policies in the “Long-Term Economic Prosperity” section state:

1.7.1 Long-term economic prosperity should be supported by:

b) optimizing the long-term availability and use of land, resources, *infrastructure*, electricity generation facilities and transmission and distribution systems, and *public service facilities*;

c) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;

e) promoting the redevelopment of *brownfield sites*;

Policies in the “Natural Heritage” section state:

2.1.1 Natural features and areas shall be protected for the long term.

2.1.2 The diversity and connectivity of natural features in an area, and the long-term *ecological function* and biodiversity of *natural heritage systems*, should be maintained, restored or, where possible, improved, recognizing linkages between and among *natural heritage features and areas*, *surface water features* and *ground water features*.

The proposed development conforms and implements the Provincial mandate as set out in the Provincial Policy Statement as follows:

- The proposed development is compact, cost effective, minimizes land consumption and efficiently utilizes existing infrastructure.
- The proposed developments add to the range of housing options for the community.
- The proposal provides development and growth in a settlement area and on a designated site.
- The proposal is at a density that is transit supportive and is located within walking distance of existing local bus routes and the Streetsville Go Station providing convenient access to intra and inter-city transit.
- The proposal is designed to promote active transportation providing pedestrian and bicycle connections to downtown Streetsville and the Streetsville Go Station.
- The development proposes standards that minimizes land consumption and allowing redevelopment of a brownfield site.
- The proposed development recognizes and enhances the natural features and functions associated with Mullet Creek by dedication of Greenlands lands to the City of Mississauga.

5.2 Growth Plan for the Greater Golden Horseshoe (2017)

The Growth Plan for the Greater Golden Horseshoe (2017) provides a framework for implementing Ontario's vision for building stronger, prosperous communities by better managing growth in the Growth Plan area for the land use planning horizon of 2041. The Growth Plan for the Greater Golden Horseshoe establishes the long-term framework for where and how the region will grow to achieve *complete communities* that are compact, *transit-supportive*, and make effective use of investments in *infrastructure* and *public service facilities* and to ensure protection of natural areas. The Growth Plan's vision is to achieve thriving, livable, vibrant, and productive urban and rural areas including an integrated transportation network offering a variety of effective and well-used choices for transportation.

Within the Growth Plan there are a number of Provincial Policies that apply to the proposed development:

Guiding Principles

- 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.
- Improve the integration of land use planning with planning and investment in *infrastructure* and *public service facilities*, including integrated service delivery through community hubs, by all levels of government.
- Protect and enhance natural heritage, hydrologic, and landform systems, features, and functions.

2.2.1 Managing Growth

2. Forecasted growth to the horizon of this Plan will be allocated based on the following:

- a) the vast majority of growth will be directed to *settlement areas* that:
 - ii. have existing or planned *municipal water and wastewater systems*; and iii. can support the achievement of *complete communities*;
- c) within *settlement areas*, growth will be focused in:
 - ii. *strategic growth areas*;
 - iii. locations with existing or planned transit, with a priority on *higher order transit* where it exists or is planned; and
 - iv. areas with existing or planned *public service facilities*.

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*;
- 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*

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;

2.2.4 Transit Corridors and Station Areas

Planning will be prioritized for *major transit station areas* on *priority transit corridors*, including zoning in a manner that implements the policies of this Plan.

2.2.6 Housing

3. To support the achievement of *complete communities*, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.

The proposed development conforms to the noted policies of the Growth Plan for the Greater Golden Horseshoe based on following rationale:

- The subject property is located within a settlement area;
- The proposal will support the achievement of complete communities;
- The subject site is within walking distance of local public transit facilities and the Streetsville Go Station a higher order transit facility;
- The site location and layout offer the option of comfortable and convenient active transportation;
- The proposal will make use of existing infrastructure and public services without causing financial burden to the Region or the City;
- The subject site is within walking distance of local stores, services and public service facilities in downtown Streetsville;
- The proposal adds to the range of available housing options;
- The proposal expands, restores and protects the natural area of the Mullet Creek.

5.3 Region of Peel Official Plan

The Region of Peel Official Plan provides a long-term policy framework for decisions to protect the environment, managing resources, directing growth and setting the basis for providing Regional services in an efficient and effective manner. The Plan provides direction for future planning activities and for public and private initiatives aimed at improving the existing physical

environment and provides guidance to the area municipalities in the preparation and implementation of their local Official Plans.

The Region of Peel Official Plan policies relevant to the proposed development include the following:

The Natural Environment

The Region's heritage resources consist of its natural and cultural heritage. The Region of Peel is responsible to preserve, protect and encourage through the support of, and where appropriate, participation in the restoration and rehabilitation of natural areas in Peel and to establish a set of environmental policies to be supported and supplemented by environmental policies in the municipal official plan. There are general goals and policies of the "The Natural Environment" that are relevant to the proposed development that include the following:

2.1.2 Goal

To create and maintain a system of viable, well-functioning environmental features to ensure a healthy, resilient and self-sustaining natural environment within Peel Region.

2.1.3.3 Identify and regulate development on lands exposed to natural hazards jointly with area municipalities, provincial agencies and conservation authorities.

2.1.3.4 Adopt policies and establish programs for the restoration of the natural environment in Peel jointly with the area municipalities, conservation authorities and provincial agencies

Restoration of the Natural Environment

The Region of Peel Official Plan recognizes that in parts of Peel Past development for various land uses have diminished and, in some areas, degraded the natural environment. The Plan also notes that the quality and integrity of these ecosystems may be re-established through the restoration and enhancing of the natural components of sites subject to redevelopment. While the subject site is not included in the Schedule D3, Greenbelt Plan Area Land Use Designations of the Region of Peel, the site does include the Greenlands associated with Mullet Creek. On that basis, the following policies are relevant:

2.5.2.1 Promote a wide range of environmental enhancement and restoration opportunities.

2.5.2.6 Support and encourage all efforts, including those of the area municipalities and conservation authorities in restoring and enhancing components of the Greenlands System.

Region of Peel Regional Structure

The subject site is within the “Urban System” designation on Schedule D of the Region of Peel Official Plan (Figure 5 – Schedule D (partial)). There are general objectives and policies of the “Urban System” that are relevant to the proposed development that include the following:

- 5.3.1.1 To conserve the environment 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 improve the quality of life.

Growth Management

The Region of Peel Official Plan states: “To ensure that growth management objectives are achieved while achieving the sustainability objectives, this Plan identifies specific growth management policy areas such as urban growth centres, built-up areas and designated greenfield areas.” The subject site is within the “Built-up Area” designation on Schedule D4 of the Region of Peel Official Plan. (Figure 6 – Schedule D4 (partial)). There are general objectives and policies relevant to the proposed development that include:

- 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

Housing

The Region of Peel is committed to providing for an appropriate range of housing types, sizes, densities and tenures; and to achieve a supply of affordable, accessible, adequate and appropriate housing to meet the existing and projected requirements of current and future residents.

The Transportation System in Peel

The transportation system in Peel serves both residents and employers in the region and those who travel through the region. There are general objectives and policies relevant to the proposed development that include the following:

5.9.1.1 To develop and promote a sustainable, safe, efficient, effective and integrated multi-modal transportation system.

5.9.1.4 To promote and encourage the increased use of public transit and other sustainable modes of transportation.

5.9.1.7 To minimize adverse environmental and human health impacts caused by transportation and support transportation alternatives that foster improved health and well-being in the Region.

5.9.1.10 To support the integration of transportation planning, transportation investment and land use planning.

5.9.2.5 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.

Comment

The proposed development conforms to the noted policies of the Region of Peel Official Plan for the following reasons:

- The proposed development is within the Urban System area where urban services exist to accommodate future development;
- The development proposes a compact built form at densities in an appropriate location that makes efficient use of land, services and infrastructure;

- The proposed development respects the characteristics of the surrounding community by the limited presentation to the low density residential development to the north and south and by a compatible built form presentation to planned residential and existing medium density residential and institutional development to the west and planned medium density residential to the east;
- The proposed development is supportive of local public transit facilities and is within walking distance of the Streetsville Go Station providing intraregional transit connections;
- The proposed development is supportive of alternative transportation with pedestrian connections to sidewalks adjacent to the subject site and provision of on-site resident and visitor bicycle facilities;
- The proposed development is within walking distance of the Streetsville Downtown which includes commercial and personal service uses and offers the potential for employment;
- The proposed development is supportive of Crime prevention through Environmental Design (CPTED) principles by locating the entrances and windows of residential dwellings in close proximity to the surrounding streets to monitor street activity;
- The proposed development adds to the range of housing types and sizes at an appropriate density to respond to the requirements of future residents;
- The proposed development protects and enhances the natural features and functions associated with Mullet Creek through expansion and revegetation of the channel slopes;
- The proposed expansion and revegetation of the channel slopes of Mullet Creek will offer a visually attractive open space to the surrounding community;
- The proposed development addresses potential natural hazards by identification and incorporation of the stable top of bank and Regional floodplain in land dedications to the City;
- The proposed development promotes human health by the redevelopment of a contaminated site requiring the site to meet standards for residential land uses

5.4 City of Mississauga Official Plan (Office Consolidation August 1, 2018)

Mississauga Official Plan (MOP) was adopted by City Council on September 29, 2010 and partially approved by the Region of Peel on September 22, 2011. The Official Plan is now in partial effect except for specific policies that are still under appeal.

Mississauga Official Plan provides direction for the city's growth and policies to manage and direct the physical change of the city and the effects of such change on the social, economic, cultural and natural environment. It also forms the basis for detailed land use designations and urban design policies. The Plan encourages compact, development in appropriate locations that will provide greater opportunities to live and work in Mississauga and reduce the need for extensive travel to fulfill the needs of day-to-day living. The Plan directs growth to locations with existing or planned higher order or express transit service and enhances opportunities for walking and cycling that allows for competitive alternatives to vehicular travel, to minimize impacts on our environment and promote public health.

4.4 Guiding Principles

The following key guiding principles for land use are relevant to the proposed development:

1. Mississauga will promote development decisions that support the sustainability of our Natural Heritage System and enhance the quality of life for our present and future generations;
2. Mississauga will protect, enhance and where possible restore distinct natural features, areas and linkages, including their ecological functions, particularly those associated with the city's river and valley corridor system;
3. Mississauga will preserve the character, cultural heritage and livability of our communities;
5. Mississauga will provide a range of mobility options (e.g., walking, cycling, transit, vehicular) for people of all ages and abilities by connecting people with places through coordinated land use, urban design and transportation planning efforts;
6. Mississauga will plan for a wide range of housing, jobs and community infrastructure resources so that they are available to meet the daily needs of the community through all stages of life;
7. Mississauga will support the creation of distinct, vibrant and complete communities by building beautifully designed and inspiring environments that contribute to a sense of community identity, cultural expression and inclusiveness;

Comment

The proposed development will implement the Guiding Principles by:

- Restoring and protecting the ravine slope adjacent to Mullet Creek.
- The proposed back to back and stacked townhouses will enhance the livability of the community by removing non-compatible, non-residential land uses and by adding to the range of housing available to address various socioeconomic needs and housing preferences.
- As illustrated by the conceptual site plan, the proposed development provides a full range of mobility options by direct connects to adjacent public sidewalks and streets leading to downtown Streetsville, community services and to the Streetsville Go Station.
- The proposed development is compatible with the existing and planned development and reinforces and compliments the planned urban streetscape along Joymar Drive.

Mississauga Official Plan Schedules

The following Schedules are relevant to the subject site in terms identifying permitted land uses and development permissions and restrictions:

Land Use Designations

MOP Schedule 10 Land Use Designations (Figure 7) designates the subject lands as “Residential Medium Density”, “Greenlands” and “Natural Hazard”

MOP Schedule 1a (Figure 8) identifies the subject site as being within the Urban System – Green System.

MOP Schedule 2 (Figure 9) identifies the subject site as being within an intensification area and a Community Node

MOP Schedule 3 (Figure 10) Natural System conceptually identifies the subject lands as being partially within the Natural and Natural Hazard Areas:

Permitted Uses by Designation

Residential Medium Density

Section 11.2.5.5 of Chapter 11 General Land Use Designations of the Mississauga Official Plan indicates that lands designated Residential Medium Density permitted uses include all forms of townhouse dwellings.

Greenlands

Section 11.2.3.1 states “Lands designated Greenbelt are generally associated with natural hazards and/or natural areas where development is restricted to protect people and property from damage and to provide for the protection, enhancement and restoration of the Natural Heritage System.”

Section 11.2.3.2 indicates that the permitted uses for lands designated Greenlands include:

- a. conservation;
- e. passive recreational activity

The permitted Greenlands uses are subject to policies that include the following:

11.2.3.4 Permitted uses will be subject to fulfilling the requirements of the appropriate conservation authority, the City and other appropriate approval agencies.

11.2.3.5 Passive recreational activities will be permitted where they are compatible with the viability of the natural area, while respecting appropriate buffers from watercourses and valley slopes.

11.2.3.6 Active recreational facilities will not be permitted.

Natural Hazard

Section 6.3 Green System provides policies on Natural Hazard lands that include the following relevant policies:

6.3.6 The City will seek to enhance the connectivity of lands in the Green System by linking features in the Natural Heritage System through management initiatives on public lands and encouragement of stewardship on private lands.

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 storm water 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.

Comment

The proposed development conforms to the general land use designations on the noted schedules:

- The development proposes back to back and stacked townhouses; proposes a Greenlands area based on the stable top of bank, Regional Floodplain limit and dedicated buffer.
- The Greenlands/Natural Hazard Area will be enhanced through revegetation of the ravine slope with native species planting.
- The potential for passive recreational activities within the Greenlands/Natural Hazard Area will be determined by the Conservation Authority and the City.
- The Greenlands area will be fenced to reduce the potential for human intrusion

Brownfield Sites

The subject site is currently occupied by non-residential uses. Based on a Phase One Environmental Site Assessment, remediation is required to meet residential standards for development. As noted in Chapter 6 -Value the Environment, the rehabilitation of brownfield sites supports the economic prosperity of the city, reduces the environmental risk posed by these properties and enhances the community in which they are located.

The following policies are relevant to the subject site:

6.7.1 To ensure that contaminated sites are identified and appropriately addressed by the proponent of development, the following will be required:

- a. the owners of lands proposed for development will submit information as required by the City to identify the potential for contamination;
- b. landowners will consider all potential sources of contamination such as disposal of waste materials, raw material storage, residue left in containers, maintenance activities and spills and may also include contamination from adjacent commercial properties, such as, gas bars, motor vehicle service stations, motor vehicle repair garages and dry-cleaning facilities;
- c. the development approval or approval of amendments to this Plan for known or potentially contaminated sites will be deferred until the proponent of development

undertakes a study assessing the potential for contamination in accordance with the Provincial Government regulations and standards and City policies; and

- d. if the study indicates potential for soil or ground water contamination, an assessment of the soil and groundwater conditions will be required. If contamination is confirmed, a remedial action plan in accordance with Provincial Government regulations and standards appropriately addressing contaminated sites will be required. Recommendations contained within the plan will be implemented by way of conditions of development approval.

Comment

The application conforms to the policies for Brownfield Sites:

- The site has been identified as having the potential for contamination.
- A Phase One Environmental Site Assessment is part of the information submitted in support of this application.
- A qualified consultant has been retained to prepare a Phase Two Environmental Site Assessment following demolition of the existing site buildings.
- A remediation plan will be prepared and submitted for approval to the appropriate authorities including the City and the recommendations of the plan will be implemented.

Housing

Chapter 7 “Complete Communities of the Mississauga Official Plan” in part states that: The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive. It is expected that most future additions to the housing stock will be higher density forms. The Plan encourages the creation of new housing in the Downtown, Major Nodes and Community Nodes that meets the needs of a diverse population. The housing policies that are relevant to the proposed development are as follows:

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.

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.

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

Comment

- The proposed development conforms to the noted Housing policies:
- The development proposes new housing stock in a higher density form in a Community Node.
- The proposed development maximizes the use of community infrastructure within the context of the permitted uses.
- The proposal adds to the affordable housing types to meet the housing needs and preferences of future residents.
- The Provincial and Regional housing policies are met by the proposed development by providing housing at densities that makes efficient use of land, resources, infrastructure and public service facilities and supports the use of active transportation and transit and appropriate housing to meet the needs of current and future residents.
- The proposed standards support affordable housing and provide the framework for aesthetic quality to be achieved.

Create a Multi-Modal City

The intension of the City of Mississauga is to create a multi-modal transportation network for the movement of people and goods that supports more sustainable communities. The multimodal transportation system includes transit, vehicular, active transportation, rail and air travel. The City recognizes that Mississauga is evolving from a City that is suburban, vehicle oriented built form to a more urban municipality and that transportation planning will compliment environmental planning and urban design.

The following policies are relevant to the proposed development for implementation of the City's objective to create a multi-modal City:

- 8.1.1 Through the creation of a multi-modal transportation system, Mississauga will provide transportation choices that encourage a shift in lifestyle toward more sustainable transportation modes, such as transit and active transportation.
- 8.1.6 Mississauga will ensure that the transportation system will provide connectivity among transportation modes for the efficient movement of people and goods.
- 8.2.3.8 Decisions on transit planning and investment will be made according to the following criteria:

- a. using transit infrastructure to shape growth, and planning for high residential and employment densities that ensure the efficiency and viability of existing and planned transit service levels;
- 8.2.3.9 Access to transit will be provided within walking distance of the places where people live and work.

Comment

- The proposed development provides direct private pedestrian walkway connections from the entrances of the dwelling units to the public sidewalks adjacent to the site.
- The proposed development provides underground visitor and resident bicycle storage as part of the parking garage.
- The proposal is for residential development at an appropriate density and built form within walking distance of local transit, the Streetsville Go Station and downtown Streetsville.
- The proposed residential density will enhance the efficiency and viability of existing transit service levels.

Build a Desirable Urban Form

The Mississauga Official Plan describes urban form as “physical layout and design of the city” and urban design as “the art of shaping the interaction between people and places through the arrangement, appearance and functions of cities.” Further, the Plan notes “Mississauga envisions that growth will be directed to Intensification Areas comprised of the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas.” The Plan recognizes that the physical layout and design of the city has a direct impact on the safety of the residents and visitors in Mississauga. Under the title “Crime Prevention Through Environmental Design (CPTED)” concepts and principles have developed with the objective of promoting safe living and working environment. The following CPTED policies are relevant to the proposed development:

The subject site is within a Community Node and the following urban form and intensification policies are relevant:

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.

9.1.6 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.

9.2.1.28 Built form will relate to and be integrated with the street line, with minimal building setbacks where spatial enclosure and street related activity is desired.

9.2.1.31 Buildings should be positioned along the edge of the public streets and public open spaces, to define their edges and create a relationship with the public sidewalk.

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

9.2.1.35 Buildings and streetscapes will be situated and designed so as to encourage pedestrian circulation.

9.2.1.37 (partial) Developments should minimize the use of surface parking in favour of underground parking.

Relevant CPTED Policies:

9.5.6.1 Site layout, buildings and landscaping will be designed to promote natural surveillance and personal safety.

9.5.6.2 Active building frontages should be designed to face public spaces including entries and windows to ensure natural surveillance opportunities.

9.5.6.3 Development should clearly define areas of access and egress to avoid the creation of entrapment areas.

9.5.6.4 Development should incorporate lighting to ensure all designated areas of circulation, entrance, and connections are appropriately illuminated.

Comment

The proposed development conforms to the relevant Urban Form policies as follows:

- The proposed residential density supports transit and the site design and promotes active transportation modes.
- The proposed development acts on the opportunity offered by the location of the subject site in proximity to the Streetsville Go station by maximizing the number of proposed residential units

- The Green System associated with Mullet Creek is expanded, enhanced and protected by land dedication to the City.
- The conceptual site plan places buildings along the edge of the public streets with minimal building setbacks and with primary entrances leading directly to public sidewalks.
- The majority of required parking is located in underground parking with limited surface parking internal to the subject site.
- The conceptual site plan is designed to encourage pedestrian circulation.
- The proposed buildings have active building frontages facing the public streets and the condominium street providing natural surveillance to both the public and private spaces.
- The conceptual site plan has well defined points of access and egress for both pedestrians and vehicles through the proposed development.
- The proposed development will incorporate lighting into the site design as part of a future site plan application.

Community Nodes – Intensification Areas

Section 5.3.3.3 of Chapter 5 Direct Growth identifies Community Nodes as Intensification Areas. The following policies are relevant to the proposed 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.

Intensification Areas

Section 5.5 Intensification Areas states that “Future growth will primarily be directed to Intensification Areas.”

Intensification policies relevant to the proposed development are as follows:

5.5.5 Development will promote the qualities of complete communities.

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.

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

Comment

The proposed development conforms to the relevant policies for Community Node Character Areas and Intensification Areas:

- The subject site is within walking distance of a higher order transit facility, The Streetsville GO Station and local public transit and is designed to support and encourage active transportation as an alternative mode of transportation.
- The proposed development promotes Streetsville as a complete community by adding to the range of housing available to existing and future residents
- The proposed density of development contributes to the potential residential use of public transit.
- The conceptual site plan provides for pedestrian movement and access to major transit routes by direct private to public sidewalk connection.
- The proposed density of development maximizes the use of land and of existing and planned infrastructure.

5.5 Streetsville Community Node Character Area

The subject site is identified as Special Site 2 within the Streetsville Community Node Character Area on Map 14-10 (Figure 11)

14.10.1 Urban Design Policies

The urban design policies that are relevant to the proposed development are as follows:

Community Identity and Focus

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

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

Historic Character

14.10.1.6 Designs for new buildings and additions will enhance the historic character and heritage context of the Streetsville Community Node through appropriate height, massing, architectural pattern, proportions, set back and general appearance.

Public Realm

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

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

Special Site Policies

14.11.6.2 Special Site 2

Map 14-10: Streetsville Community Node Character Area identifies the location of Special site 2 and the applicable Floor Space Index (FSI) range of 0.3 to 1.0

The applicable Special Site 2 policies are as follows:

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

Comment

The proposed development conforms to the Urban Design Policies for the Streetsville Community Node Character Area as illustrated by the conceptual site plan and building design submitted in support of the application.

- The built form proposes a ground related three storey height that is compatible with surrounding existing and planned residential development.
- The built form is articulated to add visual interest to the architectural elevations and proposes the use of traditional exterior materials of stone and brick and glass.
- The proposal is for a compact built form located adjacent to the public walkways to define the street edge and frame the public realm with buildings and urban planting consistent with planned and approved surrounding medium density development.
- The majority of vehicular parking is under ground and the limited surface parking is located internal to the site.
- The visual impact of the proposed medium density development on the existing low-density homes is minimized by the limited presentation of buildings to Tannery and Thomas Streets.

The proposed development conforms to the Streetsville Community Node Character Area and the Special Site 2 policies.

- The proposed development is based on the area suitable for redevelopment by determining the regulatory storm floodplain and the long term stable top of bank.
- The development proposes back to back and stacked townhouses at a height of three storeys with a compact built form consistent with planned and approved future development to the west.
- The development proposes the expansion, restoration and revegetation of the Greenlands ravine adjacent to Mullet Creek to the benefit of the Streetsville community.
- The development proposes an urban streetscape with buildings defining the street edge with buildings and urban landscaping enhancing the public realm and pedestrian amenity.
- The proposed development **does not conform** to the Floor Space Index range of 0.3 to 1.0 as indicated on Map 14-10 Streetsville Community Node Character Area and proposes a Floor Space Index of 1.47

5.6 Discussion

The developable area of the subject site is proposed to be developed for 3 storey back to back and stacked townhouses as permitted by the Residential Medium Density designation. The Special Site 2 policies of the Streetsville Community Character Area west of Mullet Creek permit a building height of 3 storeys and a maximum density west of Mullet Creek of 1.0 F.S.I. Although the proposed uses and height conform to the Special Site 2 Streetsville Community Character Area policies, the proposed density exceeds the maximum and requires an amendment to the Special Site 2 policies and Map 14-10.

The request for additional density maintains the intent of the policies of the Mississauga Official Plan and the Special Site 2 policies including the vision for the City, the urban form, mobility, intensification, natural features and the limits for development.

The proposed development addresses the natural hazards associated with Mullet expanding Creek while expanding, restoring and protecting the natural feature of the ravine. The natural feature provides a visual amenity contiguous to the subject site that reduces the apparent density of the proposed development. The proposed increase in density is appropriate as the site is well positioned to support transit and to offer a range of alternative mobility options with access to community facilities and downtown Streetsville the increase in density adds to the number of housing units and housing types available to meet the needs of the existing and future community through all stages of life. The subject site is separated from existing low density residential development by the Tannery Street and Thomas Street right-of-way widths providing a transition in scale and reducing visual impact. The proposed density of development provides an appropriate transition from the approved residential density to the west of Joymar Drive to that permitted east of Mullet Creek. The proposed siting of the majority of the residential building blocks creates a strong street edge consistent with the existing planned new development west of Joymar Drive and screening views to interior residential buildings. The proposed development will result decontamination of a brownfield site to the benefit of the Streetsville community.

A more detailed illustration and discussion of the merits of the urban design solution is provided in the Urban Design Study prepared by 4ARCHITECTURE Inc.

The proposed development conforms to the intent of the Mississauga Official Plan and the Special Site 2 policies of the Streetsville Community Character Area and can be supported for the followings reasons:

- The proposed density of development is supportive of transit.
- The proposed development implements the intensification policies for Community Nodes.
- The proposed development is within 500 metres walking distance of the Streetsville Go station and downtown Streetsville to the benefit of future residents.
- The proposed development adds to the number and range of housing available to the Streetsville community.
- The design of the proposed development provides for and encourages the use of alternative mobility options.
- The proposed design creates a street edge with direct pedestrian connections to public sidewalks from building entrances facing the streets or internal walkways.
- The proposed placement of residential building blocks implements CPTED recommendations for natural surveillance of the public streets and private roads.
- The proposed development addresses the natural hazards of Mullet Creek and expands and protects the associated natural features by dedication of lands to the City.
- The subject site will meet the environmental standards for residential land uses.

6.0 Official Plan Amendment

Section 19.5 Of the Official Plan sets out criteria for site specific Official Plan Amendments that include:

- a. that the proposed re-designation would not adversely impact or destabilize the following:
 - the achievement of the overall intent, goals, objectives, and policies of this Plan; and
 - the development or functioning of the remaining lands that have the same designation, or neighbouring lands; and
- b. that a municipal comprehensive review of land use designations or a five-year review is not required;
- c. that the lands are suitable for the proposed use, and a planning rationale with reference to the policies of this Plan, other applicable policies, and sound planning principles is provided, setting out the merits of the proposed amendment in comparison with the existing designation;
- d. land use compatibility with the existing and future uses of surrounding lands; and
- e. the adequacy of engineering services, community infrastructure and multi-modal transportation systems to support the proposed application.

As illustrated by the above discussion and review of relevant Mississauga Official Plan policies, the application for an Official Plan Amendment complies with policies of Section 19.5 of the Official Plan.

In my opinion, it is appropriate to amend the Special Site 2 Streetsville Community Character Area policies and the Floor Space Index on Map 14-10 for lands west of Mullet Creek to a maximum of 1.47.

A Draft Official Plan Amendment for the Mississauga Official Plan and Map 14-10 is included at the end of this report as an appendix.

7.0 City of Mississauga Zoning By-Law 0225-2007

The subject property is currently zoned 'D' Development and 'G1' (Greenlands) in the City of Mississauga Zoning By-Law 0225-2007. The 'D' Development zone permits a building or structure legally existing on the date of passing of this By-law and the existing legal use of such building or structure. The 'G1' (Greenlands) 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 redevelopment of the subject property. A draft of the Zoning By-law Amendment is appended to this report as an appendix.

To allow for the proposed development, it is proposed that the subject property be rezoned from 'D' and 'G1' to RM9-XXX to permit stacked and back to back townhouses and 'G1' Greenbelt

8.0 Urban Design Guidelines

Back to Back and Stacked Townhouses

Mississauga Council adopted the recommendation of the Planning and Development Committee to approve the proposed zoning by-law amendments and Urban Design Guidelines for back to back and stacked townhouses.

As the proposed development is for back to back stacked townhouses, the intent of the approved Urban Design Guidelines is relevant. The Guidelines acknowledge that development patterns are becoming more compact, using land and resources more efficiently, while maximizing existing infrastructure and community facilities, and promoting alternative modes of transportation.

The stated Urban Design Objective are:

- ensure compatibility with the existing and planned context
- design to meet the needs of people of all ages, abilities and incomes
- balance functional design and aesthetics with long-term sustainability
- protect and enhance natural features
- connect streets and provide pedestrian linkages
- provide high quality private and common amenity areas

The following Guidelines are noted as relevant to the proposed development:

2.2 Building Height

- New developments will be required to demonstrate an appropriate transition in building heights

2.3 Building Setbacks

- Where applicable, the planned context should be considered in determining the front yard setback

2.6 Natural Features

- New developments should preserve and enhance natural heritage features; including, trees, woodlands, valleys and wetlands

- Appropriate setbacks and buffers should be provided to existing and proposed natural features to ensure their health and continued growth

2.7 Grading and Retaining Walls

- Match existing grades along all property lines and provide a minimum 3 m wide landscaped buffer around the property
- The landscaped buffer should be unencumbered by below grade parking structures, easements, retaining walls, utilities, severe grade changes and hard surface areas

2.8 Below Grade 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 or be a double wide back to back unit (min. 9 m wide)
- Below grade units require a minimum of 6 m² of private outdoor space located at the unit's floor level with unobstructed views and access to daylight

2.9 Building Elevations

- Ensure new developments have a variety of facade articulation, building materials and colours for visual interest
- Blank facades on the visible end unit elevation are unacceptable. End units that are visible should have entrances, windows and architectural interest to animate the elevation.
- 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

2.11 Landscaped Soft Areas

- 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

2.12 Common Outdoor Amenity Area

- The total space required is 2.8 m² per dwelling unit or 5% of the site area whichever is greater.
- Common outdoor amenity areas should be located in one central area, highly visible and accessible by all residents.

2.13 Private Outdoor Space

- Each unit requires a private outdoor space with a minimum contiguous area of 6 m². When located on an upper storey balcony the private outdoor space should be a minimum of 4.5 m²
- The private outdoor space may be located at-grade, on a balcony, deck, porch or on a rooftop

1.14 Pedestrian Connectivity

- Provide a sidewalk between every second block to allow connectivity.
- Sidewalks will be located on one side of a condominium road. Sidewalks on both sides of the condominium road may be required for large developments
- The following sidewalk widths will be required:
 - sidewalks abutting a road, where traversed by a driveway, minimum 2 m
 - sidewalk in all other areas, minimum 1.5 m

2.15 Waste Collection and Storage

- The waste storage rooms and the waste collection points (pick-up areas) should be located internal to the site and should not be visible from a public street or impact residential units or adjacent properties
- 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
- Waste drop-off areas should not be greater than 100 m from a dwelling unit and be easily accessible via a sidewalk
- Waste collection points should be made of durable concrete and be at the same level as the road

Comment

The conceptual site plan, submitted in support of the proposed Official Plan Amendment and Zoning Amendment will implement the stated urban design objectives for back to back and stacked townhouses.

- The proposed development is compatible with the existing and planned context in terms of transition in height, massing and scale based on spatial separation, urban form and orientation of building blocks.
- The subject site is separated from existing and planned residential development by the 20 metre ROW of Tannery Street, the 20 metre ROW of Joymar Drive, the 26 metre ROW of Thomas Street and Mullet Creek. The separation enhances the transition in height and scale from the proposed development to existing residential land uses.
- The conceptual site plan has a single building block facing the existing detached dwellings south of Thomas Street and side building block elevations facing the existing detached dwelling north of Tannery Street which reduces the visual impact of massing on the detached dwellings.

- The conceptual site plan proposes three storey residential building blocks along the Joymar Drive frontage facing the existing Streetsville Secondary School, the existing two storey condominium townhouses and the planned and approved four storey townhouses and back to back townhouses.
- The proposed three storey heights are compatible with both the existing and planned and approved buildings west of Joymar Drive.
- The approved future residential development along the west frontage of Joymar Drive forms approximately two thirds of the Joymar Drive frontage between Tannery Street and Thomas Street and provides the context for determining the front yard setback for the proposed development. The front yard setback for the approved future residential development on the west side of Joymar Drive is approximately 4.5 metre.
- The proposed development expands, revegetates and protects the natural feature of the Mullet Creek ravine and provides a 10-metre buffer adjacent to the natural feature; 5 metres within the Greenlands area and 5 metres within the development. The 5-metre buffer within the proposed development area will be under the stewardship of the condominium corporation to be planted and maintained with indigenous trees and used for passive recreation.
- The proposed development includes planting along all property lines with all structures set back a minimum of 3 metres. Grades are proposed to be matched along all public road rights-of-way.
- Below grade units are proposed that are through-units with private outdoor space at floor level.
- The proposed architectural building elevations are articulated, present architectural detailing and windows on visible side elevations and propose exterior materials that include brick, stone and glass.
- The conceptual site plan proposes soft landscaping throughout the site with visual access to the restored Mullet Creek ravine.
- The conceptual site plan proposes a centrally located, highly visible and accessible amenity space.
- Private outdoor space is proposed for all units made up of lower patios, balconies and rooftop terraces.
- The conceptual site plan proposes sidewalk connections to the adjacent public sidewalks and throughout the site at appropriate widths and locations.

- The conceptual site plan proposes a centrally located waste storage facility that presents blank walls with screen landscaping to Joymar Drive. The one active side of the waste structure faces the internal condominium road.

9.0 Supporting Studies and Report

The Development Application Review Committee meeting on October 3, 2018 provided a list of required reports and studies to support the proposed Official Plan Amendment and Zoning Amendment. These reports and studies have been prepared and are submitted in conjunction with the Official Plan Amendment and Zoning Amendment application under separate cover. A summary of the findings of each report is as follows:

Environmental Noise Report

An Environmental Noise Report prepared by Jade Acoustics Inc. dated June 14, 2019 has been prepared to investigate the potential noise impact on the proposed residential development to the satisfaction of the City of Mississauga and Regional Municipality of Peel. Sound levels due to the nearby roads, rail and the existing commercial sources were determined.

The report recommends several mitigating measures due to transportation noise sources including air conditioning, appropriate architectural elements for external wall, roof window and exterior door construction and provides options for the use of physical exterior mitigation measures in the form of acoustic barriers.

The proposed development was evaluated using the MOE noise criteria for stationary sources applicable to both a Class 1 area and a Class 4 area.

The report acknowledges that the subject site is currently considered to be a Class 1 area and that, if the Class 4 option is chosen, the land use planning authority would need to approve the new classification based on the noise analysis and incorporate planning a Class 4 designation in the appropriate planning document.

As well, the report notes that, when detailed architectural and mechanical information is available, additional noise analysis will need to be conducted.

Arborist Report

An Arborist Report prepared by Matthew Gehres of Strybos, Barron King Ltd. dated June 5, 2019 has been prepared for the subject property in accordance with City of Mississauga Tree By-Law requirements.

The report summarizes the trees inventoried and provides recommendations for retention or removal in context with the proposed site plan. The report includes a Preservation Plan and Restoration Plan for reference with the report. Tree removal is required in order to facilitate construction of the new development and floodplain restoration and re-naturalization, however, the report notes that planning for the site includes a robust restoration and re-naturalization plan which will provide compensation for the minor loss of trees associated with the development works.

Traffic Impact Study and Transportation Demand Management Strategy

The supporting Traffic Impact Study prepared by C.F. Crozier and Associates Inc. dated May, 2019 has been prepared to assess existing and future traffic conditions and capacity constraints of the boundary road network and intersection operations associated with proposed development.

The study provides an analysis of the development proposal in terms of site access and on-site circulation for garbage and fire trucks.

In addition, the study identifies Transportation Demand Opportunities and Recommendations for implementation and monitoring.

The study concludes that the Official Plan Amendment and Zoning Amendment can be supported from a traffic operations perspective as the boundary road system can accommodate the increase in traffic volumes attributable to the proposed development.

Functional Servicing and Preliminary Stormwater Management Report

A Functional Servicing and Preliminary Stormwater Management Report dated May, 2019 has been prepared by C.F. Crozier and Associates Inc. to demonstrate that the proposed site plan can be developed in accordance with the City of Mississauga, Region of Peel, and the Credit Valley Conservation (CVC) guidelines from a functional servicing perspective.

The report assesses existing water and sanitary servicing and existing drainage conditions and, based on the servicing demands of the proposed development and proposed site modifications proposes water, sanitary and drainage solutions to meet all applicable guidelines.

The report proposes a stormwater management drainage scheme to comply with requirements, criteria and/or guidelines set by:

- City of Mississauga – Transportation and Works Development Requirements – Section 2 (September, 2016)
- Credit Valley Conservation Authority – Stormwater Management Criteria (August 2012)
- Greater Golden Horseshoe Area Conservation Authorities – Erosion & Sediment Control Guideline for Urban Construction (December 2006)

As part of the Stormwater Management Recommendations, the report proposes stormwater quantity and quality controls, water balance and sustainable stormwater management, floodproofing and erosion and sediment controls.

Based on the assessment and conclusions of the report C.F. Crozier and Associates Inc. recommend approval of the Proposed Official Plan and Zoning Amendment from the perspective of functional servicing and stormwater management.

Environmental Impact Study

An Environmental Impact Study (E.I.S.) prepared by Beacon Environmental Limited dated June 2019 has been prepared to demonstrate, to the satisfaction of the City of Mississauga and the Credit Valley Conservation Authority that the proposed residential development and site alterations will not have a negative impact on the natural heritage features or their ecological functions associated with Mullet Creek. In addition, the purpose of the study is to identify opportunities for protection, restoration and enhancement of the Natural Heritage System. The report notes that the Natural Heritage policies and regulations were reviewed and considered in preparation of the E.I.S. including but not limited to the following:

- Provincial Policy Statement
- Ontario Endangered Species Act
- Region of Peel Official Plan
- City of Mississauga Official Plan
- CVC regulations and guidelines
- The Endangered Species Act

The E.I.S. identifies potential indirect impacts to the Natural Heritage System that could occur during and following construction. The report recommends mitigation measures to address the potential impacts including:

- Sediment and Erosion control
- Feature buffers
- Tree inventory and protection plan
- Fencing installation
- Timing of vegetation removal

The report notes that site specific effects will be mitigated by the design of the development with no permanent development within the identified natural features and the “robust” restoration and re-naturalization plan will result in an increase in size and quality of the natural heritage system.

Beacon Environmental concludes with the opinion that the proposed development limit which incorporates the re-engineered floodline and associated buffer, will provide sufficient protection to natural heritage features identified on and adjacent to the subject property and offers ecological improvements from the existing intensively developed condition.

In our professional opinion the proposed development can occur as planned in conformity with the natural heritage policies of the Region of Peel Official Plan, the City of Mississauga Official Plan, and CVC policies.

Hydraulic Assessment Memorandum

A Hydraulic Assessment Memorandum dated May 27, 2019 has been prepared by C.F. Crozier and Associates Inc. for the subject site to summarize current floodplain and natural hazard conditions, correspondence with CVC and potential opportunities to regularize and re-naturalize the floodplain for Mullet Creek.

The memorandum is based on an assessment of Natural hazards, existing hydraulic conditions, proposed hydraulic conditions and evaluation with the geotechnical engineer of the proposed cut and fill scenario for the subject site. The assessment concludes that the scenario meets the required CVC Technical Guidelines for flood proofing and policies were relevant to the nature of the subject property.

C.F. Crozier and Associates Inc. recommends that the proposed approach be accepted for use in establishing the development limits for the subject property.

Geotechnical and Slope Stability Investigations

A geotechnical and slope stability investigation has been prepared by Sirati and Partners Consultants Limited, dated November 23, 2018 for the subject property. A separate erosion assessment of Mullet Creek was undertaken by Water's Edge Environmental Solutions, the findings of which were included in the slope stability analysis. The assessment is presented as an appendix of the Sirati and Partners Consultants Limited report. The purpose of the geotechnical investigation was to determine the subsurface conditions based on the findings from twenty-two boreholes in order to make engineering recommendations for the following:

- Foundations
- Floor slab and permanent drainage
- Excavations and backfill
- Earthquake considerations
- Earth pressures
- Pavements
- Underground Services
- Slope Stability

Based on field and laboratory work on subsurface conditions, the report provides recommendations on the construction of roads, services, site grading, fill foundations; floor slab and shoring.

The slope stability assessment is based on:

- Subsurface conditions in the boreholes

- Observations during site visits by a senior geotechnical engineer of Sirati and Partners
- Slope profiles derived from a topographical survey prepared by David B. Searles Surveying Ltd.
- The erosion assessment report prepared by Water's Edge Environmental Solutions

Based on observations during the site visit, there is evidence of active erosion at the existing toe of slope on the west side of Millet Creek.

To address the issue of slope stability it is proposed to:

- Maintain as many trees as possible within the Creek Valley Corridor
- Implement a restoration plan/re-vegetation plan for the slope
- Direct all surface water flow from the development area away from the slope
- Identify snow storage areas away from the top of the slope

It is noted that the low slope with the restoration area towards the creek will have extremely minor flows given the pervious nature of the re-vegetated area.

Phase One Environmental Site Assessment

A Phase One Environmental Site Assessment (ESA) prepared by Sirati and Partners Consultants Limited dated July 17, 2018 has been completed for the subject site.

The objectives of the Phase One ESA are:

- To assess the environmental condition of the Phase One Property to develop a preliminary determination of the likelihood that one or more contaminants have affected any land or water on, in, or under the Phase One Property.
- To identify potentially contaminating activities within the Study Area (i.e. Areas within 250 m of the property's boundary)
- To determine the need for a Phase Two ESA
- To provide a basis for carrying out any Phase Two ESA
- To identify issues of obvious or potential environmental concern of the Property from the current and historical activities at the Phase One Property and Study Area

The report summarizes the Potentially Contaminating Activities causing Areas of Potential Environmental Concern both on the subject site and within 250 metres of the subject site.

The report concludes that, based upon the review and evaluation of the information gathered from the Phase One ESSA, a Record of Site Condition (RSC) cannot be filed based upon a Phase One ESA alone. Further, a RSC would be required during the future re-development of the Property to residential uses. Prior to the preparation and submission of an RSC, a Phase Two

Environmental Site Assessment is required to investigate issues of potential environmental concern that have been identified on the Property and which may have resulted in adverse impact to the environmental condition of the Property.

When the existing buildings are demolished, a Phase Two ESA will be conducted and a RSC will be filed.

Stage 1 Archeological Background Study

A Stage 1 Archeological Background Study was prepared by AMICK Consultants Limited dated 2019 to determine if the subject site exhibited potential to yield archeological deposits of Cultural Heritage Value or Interest. (CHVI)

A Stage 1 Property Inspection of the study area was not conducted due to winter conditions at the time that the background study was undertaken. Therefore, no part of the study area may be excluded from a Stage 2 Property assessment.

Background research indicates the vicinity of the study area has potential for archeological resources of Native origins based on proximity to a source of potable water. Background research also suggests potential for archeological resources of Post-contact based on proximity to previously registered archeological sites of Post-contact origin, proximity to a roadway, and proximity to areas of documented historic settlement.

Based on current satellite imagery, the AMICK study concludes that the entirety of the study area does exhibit archeological potential and therefore a Stage 2 Property Assessment is required across the entire study area and that a Stage 1 Property Inspection will have to be undertaken concurrently with a Stage 2 Property assessment.

The Study states that archeological potential does not indicate that there are necessarily sites present, but that environmental and historical factors suggest that there may be as yet undocumented archeological sites within lands that have not been subject to systematic archeological research in the past.

The property inspection and assessment will be undertaken following demolition of the existing development.

Urban Design Study

An Urban Design Study has been prepared by 4Architecture Inc. to explain the rationale for the design of the proposed residential development. The study provides a contextual analysis of the neighbourhood character and sets goals and objectives to create a project that is:

- Sensitive to the scale and character of the surrounding area
- Is pedestrian friendly

- Encourages the use of public transit
- Provides housing to meet the current market demands
- Provides a safe, functional and high quality living environment
- Contributes to a strong community
- Provides a built form that enhances the community's identity
- Complies with the City of Mississauga planning and design objectives and policies

The study addresses the issue of the creation and reinforcement of a residential streetscape with highly articulated building massing and living spaces in close proximity to the street rights-of-way to encourage a positive relationship between the private and public spaces.

The conclusions of the study are:

The analysis of the neighbourhood context has yielded an understanding of the local built and natural environment which can assist in developing the proposed site design.

The proposed development realizes the policy goals and principles set out in the Design Guidelines for Historic Streetsville, the Official Plan for Mississauga and its Strategic Plan. It balances respect for the Streetsville local neighbourhood character and implementation of the City's Council Planning for Mississauga. It introduces a type a housing needed in the area allowing residents to age and stay in the community.

This proposal offers an appropriate design approach for the development of this site in terms of urban fit, scale and architectural execution. It will be in keeping with the local neighbourhood and the City's vision of its future.

Shadow Study Analysis Report

A Shadow Study Analysis Report prepared by 4 Architectural Inc. dated June 28, 2019 complies with the City of Mississauga, Urban Design Terms of Reference – Standards for Shadow Studies dated June 2014.

The purpose of the analysis was to direct the site plan design to maximize the sun light exposure on the private and public sidewalks on the proposed amenity areas.

The shadow diagrams demonstrate that the proposed development allows full sunlight on Joymar Drive, Thomas Street and Tannery Street including the full width of the sidewalk in September for a minimum of 4 hours.

The criteria for communal outdoor amenity areas, as proposed, is not met. The issue of increasing the sun coverage in these areas will be addressed through detailed design.

10.0 Planning Opinion

The proposed Official Plan Amendment and Zoning Amendment are justified and represent good planning for the following reasons:

- The proposal conforms to the policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan and is consistent with the policies and objectives of the Mississauga Official Plan;
- The proposed development Conforms to the Mississauga Official Plan on intensification as it represents a compact and efficient form of development at a density that can maximize the use of existing and planned infrastructure of the surrounding community;
- The proposed development will meet the City of Mississauga vehicle and bicycle parking standards reducing the potential for on-street parking;
- The proposed development contributes to implementing the Mississauga Official Plan policies on housing by adding to the available housing types that can respond to the needs of different life cycles and income levels;
- The proposed development is pedestrian friendly and transit supportive as the subject property is within walking distance of local transit on Thomas Street and Tannery Street, the Streetsville GO Station and downtown Streetsville and provides for the use of bicycles as an alternative mode of travel;
- The proposed development is at a density that enhances the potential residential use of transit and the viability of commercial uses in the community;
- The proposed development conforms to the Mississauga Official Plan policies on natural features by the expansion, restoration and protection of the Ravine of the Mullet Creek providing a visual amenity to the subject site and the surrounding community and by dedication of the natural feature area to the City of Mississauga;
- The proposed development addresses the Mississauga Official Plan policies for Brownfield site through a planned remediation of the subject site to residential standards;
- The proposed site development conforms to the Crime Prevention Through Environmental Design principles by locating buildings close to the public and private

streets and by proposing active building frontages to ensure natural surveillance and by proposing clearly define areas of access and egress;

- The proposed site development is compatible with the existing and planned residential development by proposing an urban form and development standards similar to future medium density residential to the west and east, creating an urban street edge, and by the limitation of built form directly opposite existing lower density development separated by public streets;
- The requested increase in density will not adversely impact any existing or planned development in the area and will provide a transition in residential density from west to east.

Respectfully submitted

J.D. Lethbridge,
B.Arch., MRAIC, MCIP, R.P.P.
President
James Lethbridge Planning Inc.

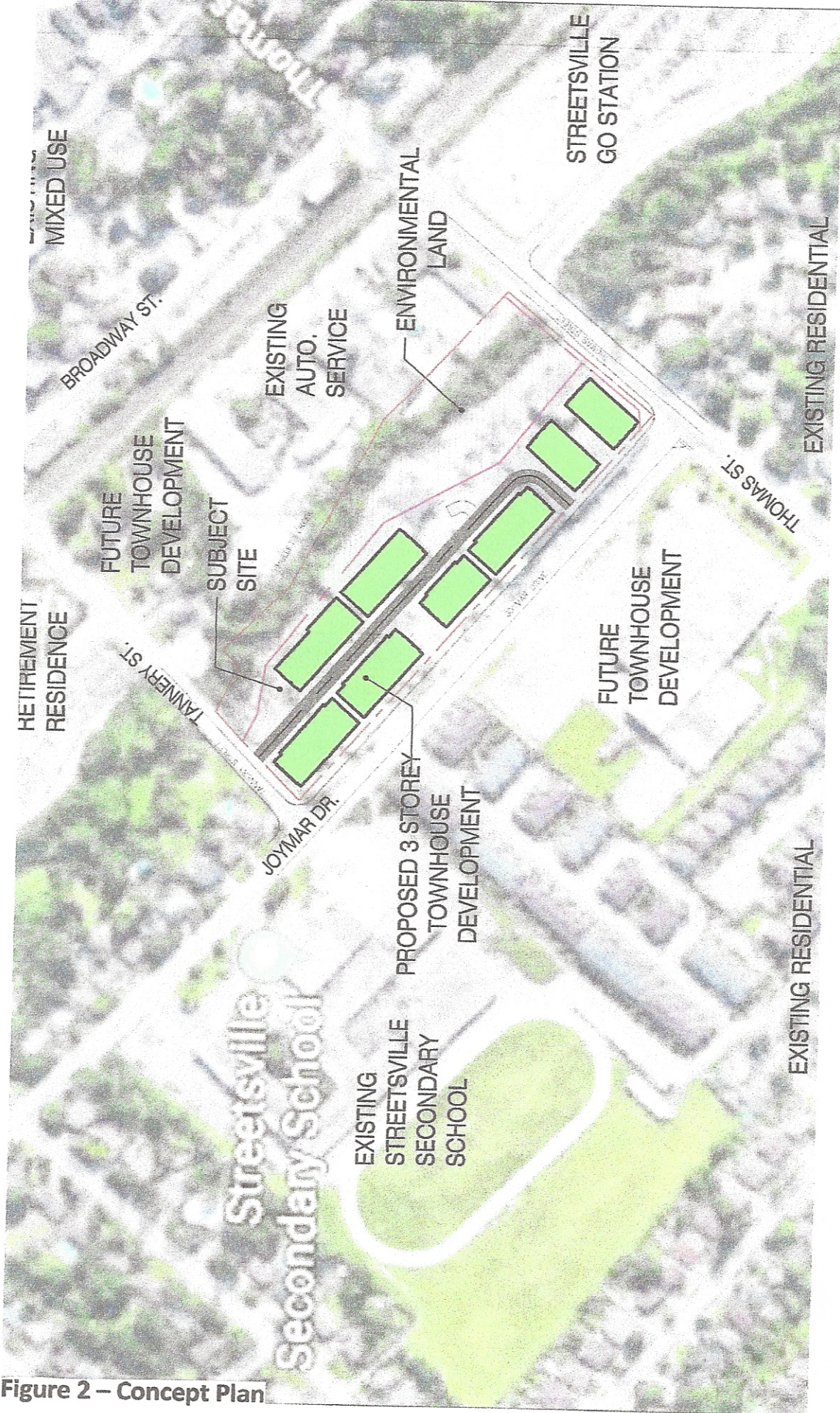


Figure 2 – Concept Plan



Figure 4 – Typical Architectural Elevation

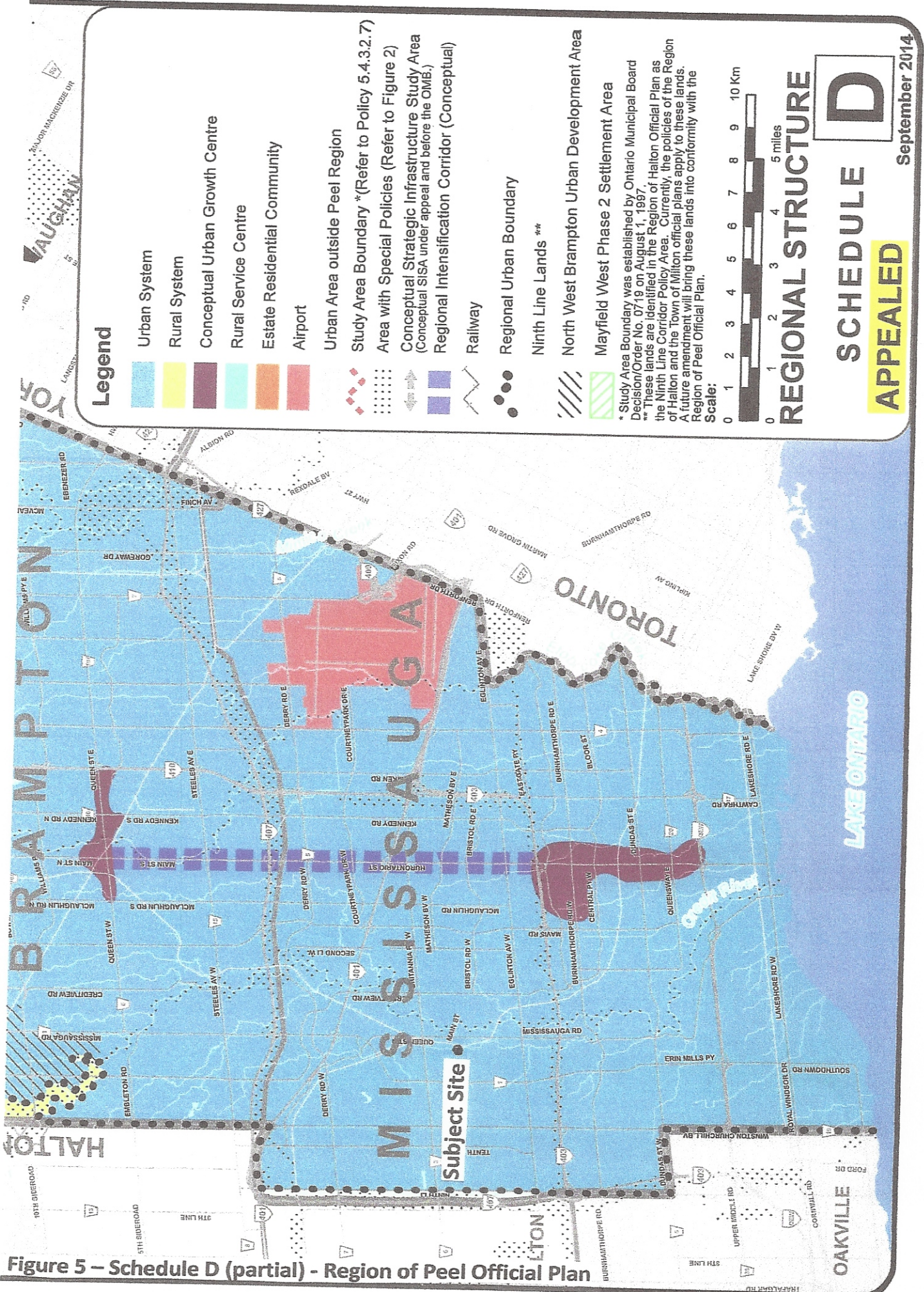
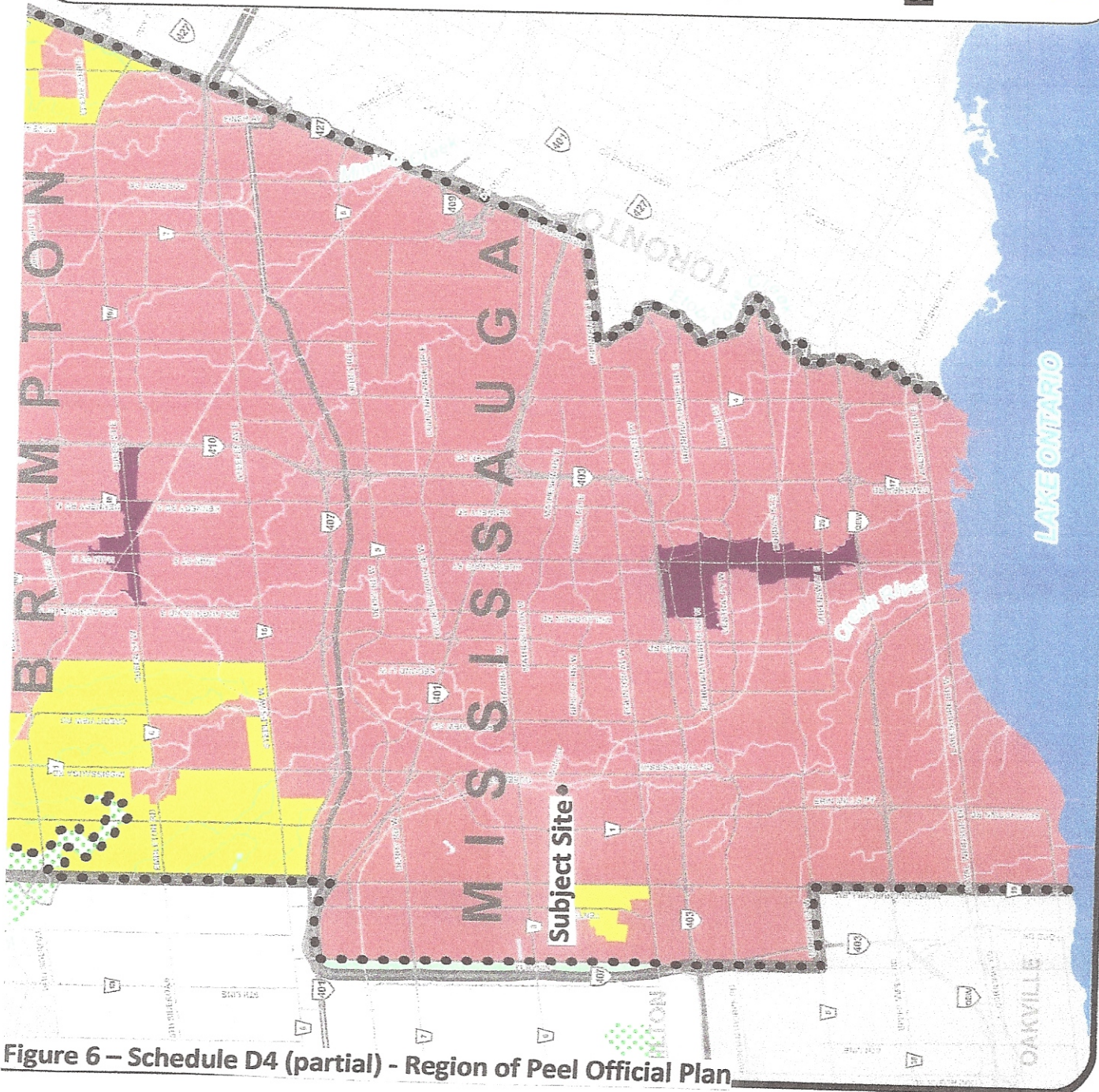


Figure 5 – Schedule D (partial) - Region of Peel Official Plan

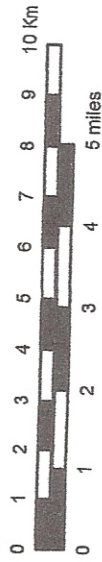


Legend

- Urban Growth Centre (As defined by Mississauga and Brampton)
- Built-up Area
- Settlement with Undelineated Built Boundary
- Designated Greenfield Area
- Palgrave Estate Residential Community
- Agricultural and Rural Area
- Urban Area outside Peel Region
- Greenbelt
- Ninth Line Lands *
- Municipal Boundary
- Regional Boundary
- Regional Urban Boundary

* These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.

Scale:



**THE GROWTH PLAN
POLICY AREAS IN PEEL**

SCHEDULE D4

APPEALED

September 2014

Figure 6 – Schedule D4 (partial) - Region of Peel Official Plan

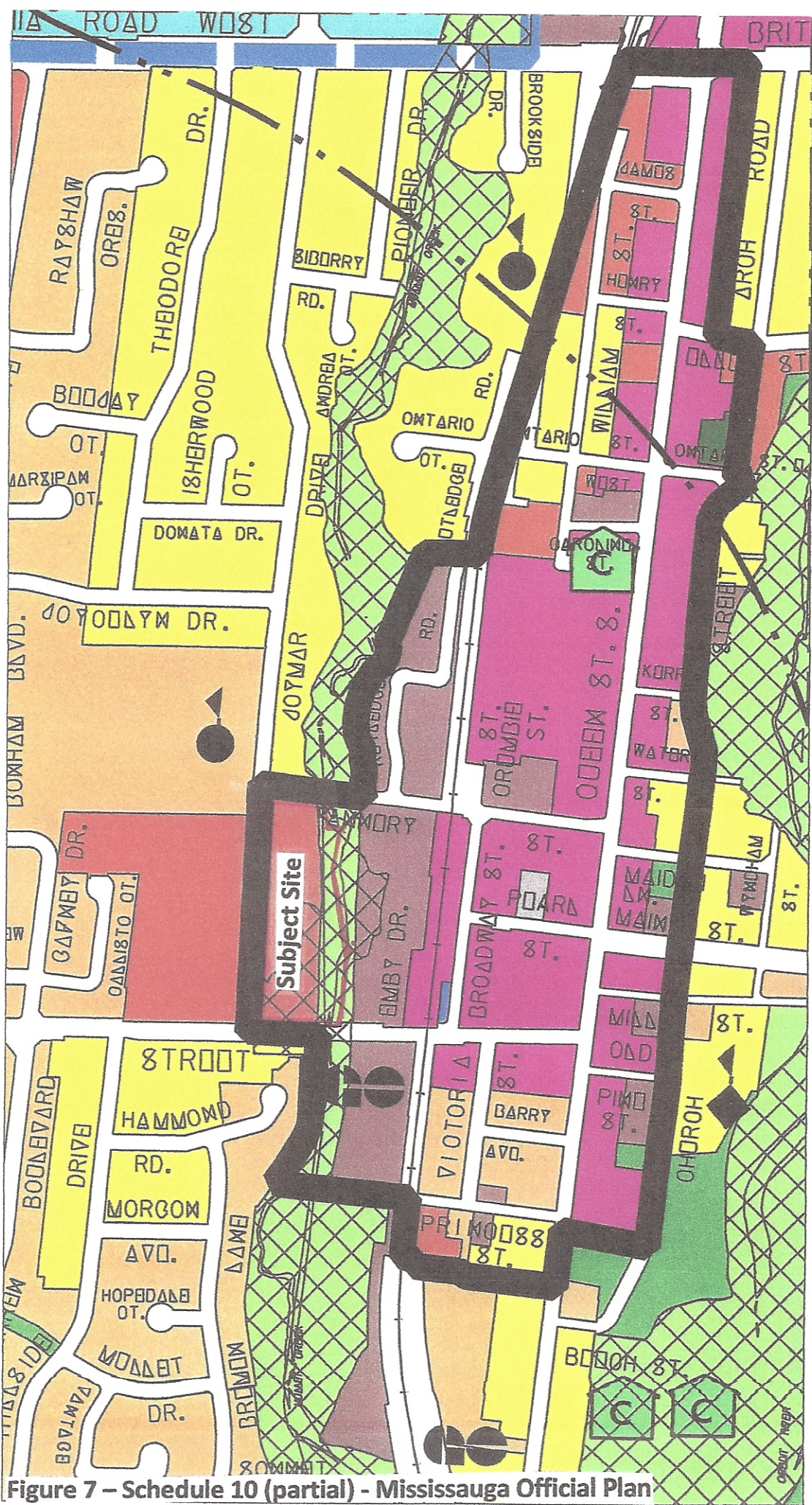


Figure 7 – Schedule 10 (partial) - Mississauga Official Plan



LAND USE DESIGNATIONS

- Residential Low Density I
- Residential Low Density II
- Residential Medium Density
- Residential High Density
- Mixed Use
- Convenience Commercial
- Motor Vehicle Commercial
- Office
- Business Employment
- Industrial
- Airport
- Institutional
- Public Open Space
- Private Open Space
- Greenlands
- Parkway Belt West
- Utility
- Special Waterfront
- Partial Approval Area

BASE MAP INFORMATION

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

City Structure

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

- Notes:**
- The limits of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.
 - Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
 - Roads shown on this schedule are existing or under construction and are shown for information purposes only. For future roads refer to Schedule 5, Long Term Road Network.

Appeal Tribunal
PAT 3 - City Plan

rough
ve Review

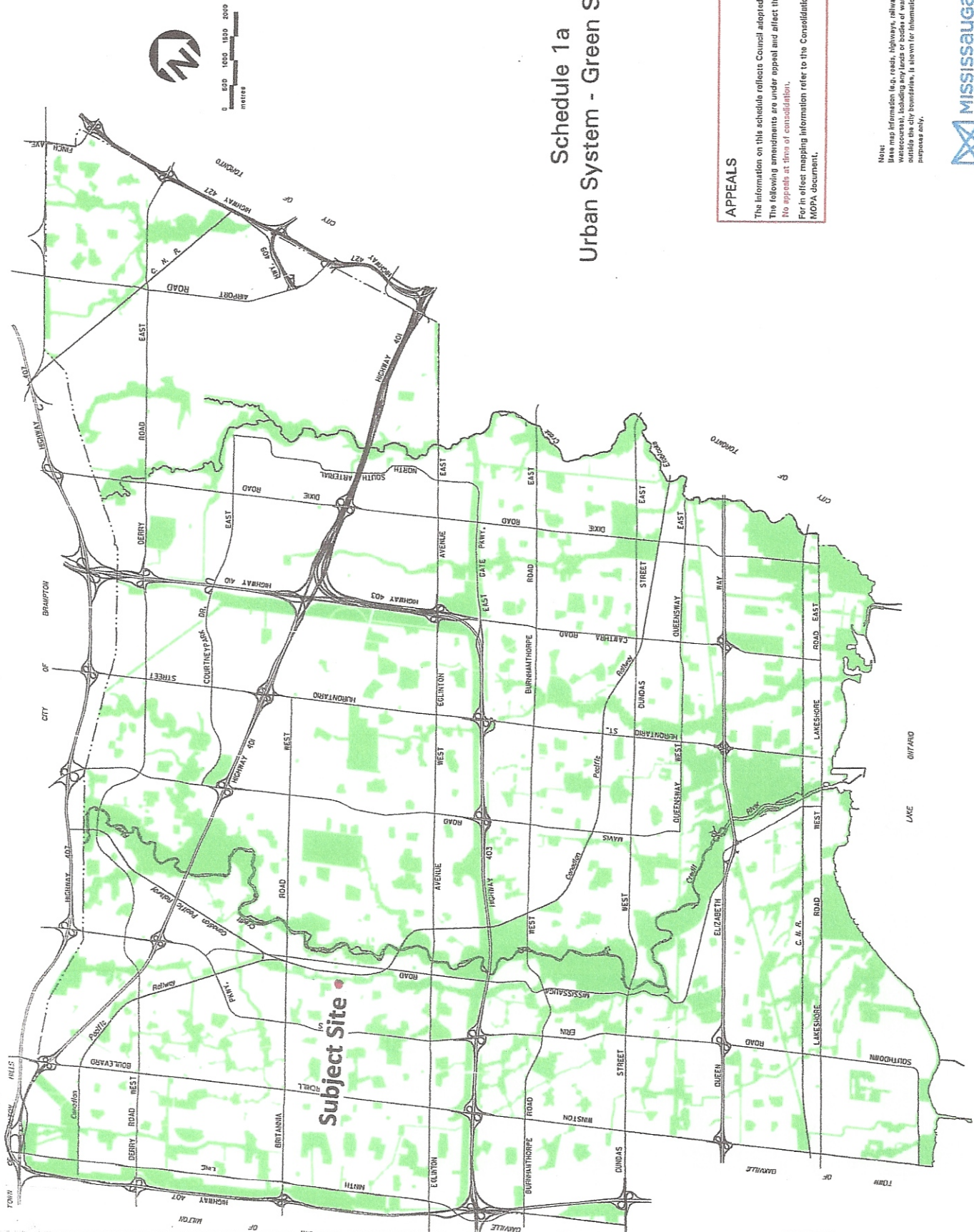
MOPAs Appealed to the
Local Planning Appeal Tribunal

Original Appeal

The information on this schedule reflects Council adopted amendments.
Areas of this schedule are under appeal.
For in effect mapping information refer to the Consolidation Tables and MOPA document.

**Schedule 10
Land Use Designations**





Schedule 1a Urban System - Green System

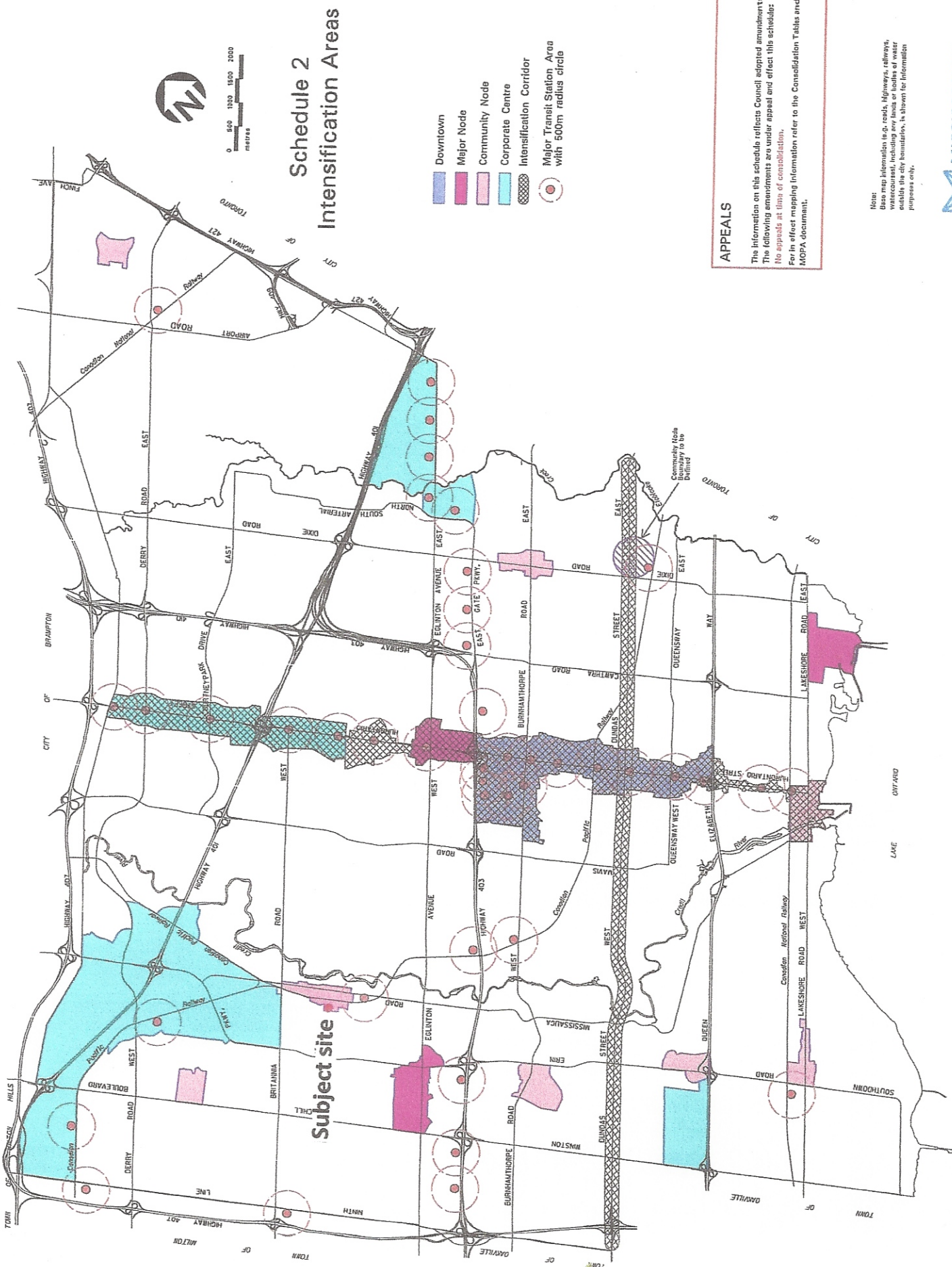
APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:
 No appeals at time of consultation.
 For in effect mapping information refer to the Consolidation Tables and MOPA document.

Note:
 Line map information (eg. roads, highways, railways, etc.) is shown for context only and does not represent the city boundaries. It is shown for information purposes only.



Figure 8 – Schedule 1a Urban System – Green System - Mississauga Official Plan



Schedule 2 Intensification Areas

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle

APPEALS

The information on this schedule reflects Council adopted amendments to the following amendments are under appeal and effect this schedule. No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

Note:
Base map information (e.g. roads, highways, railways, watercourse), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



Figure 9 – Schedule 2 – Intensification Areas – Mississauga Official Plan

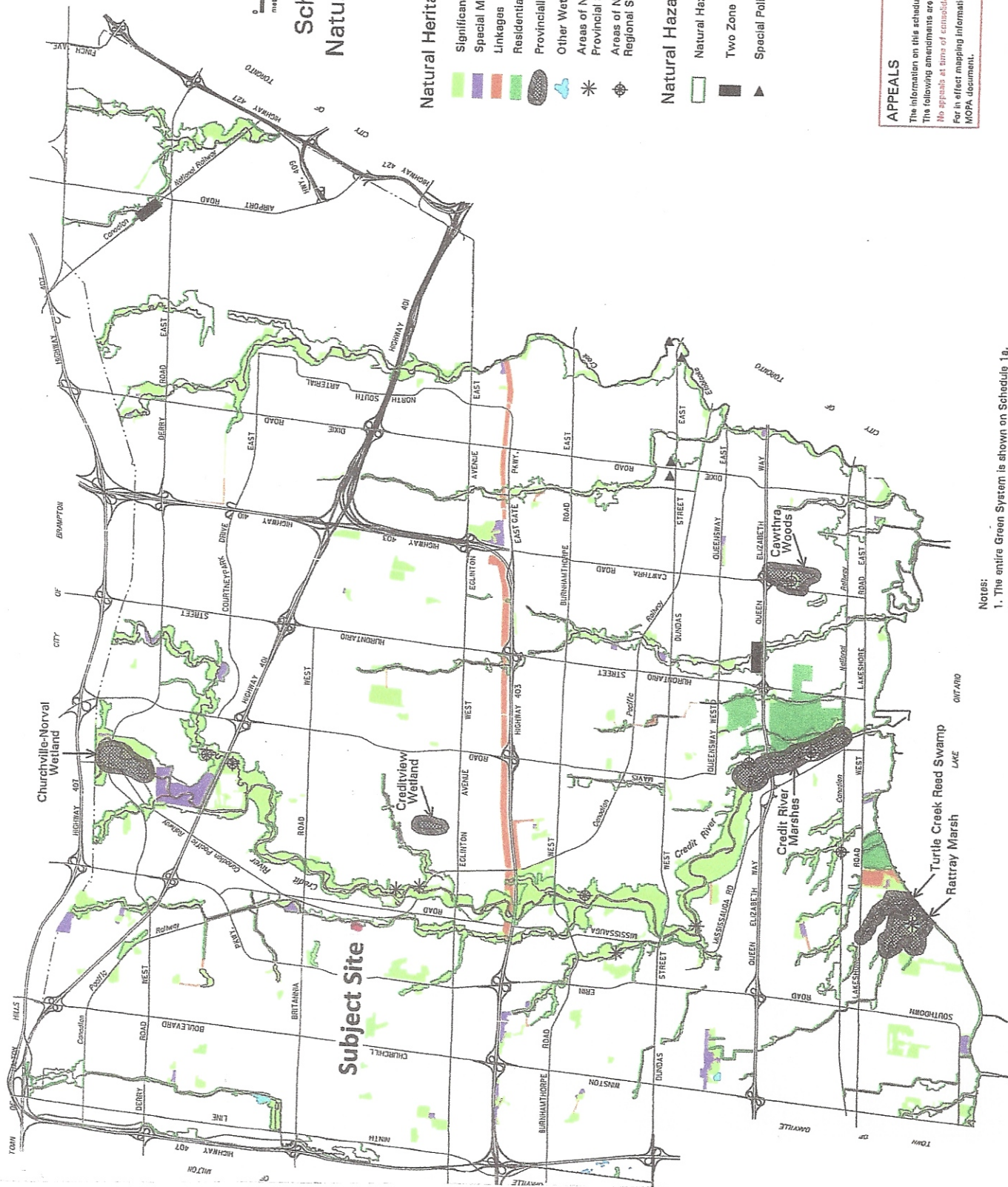


Figure 10 – Schedule 3 Natural System – Mississauga Official Plan

Schedule 3 Natural System

Natural Heritage System:

- Significant Natural Areas and Natural Green Spaces
- Special Management Areas
- Linkages
- Residential Woodlands
- Provincially Significant Wetlands
- Other Wetlands
- Areas of Natural and Scientific Interest - Provincial Significance
- Areas of Natural and Scientific Interest - Regional Significance

Natural Hazards:

- Natural Hazards
- Two Zone Floodplain Regulations
- Special Policy Area Floodplain

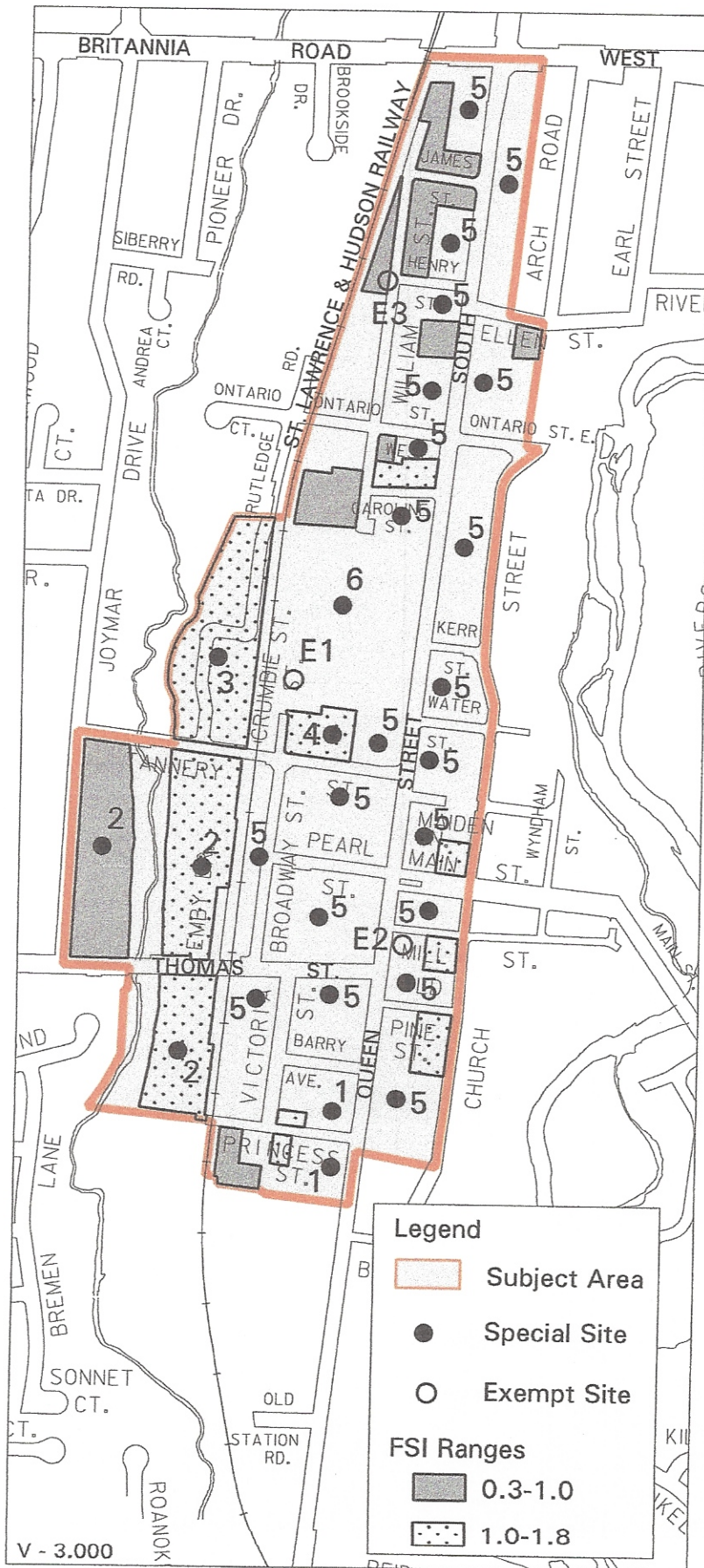
APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and affect this schedule:
 No appeals at time of Consolidation.
 For in effect mapping information refer to the Consolidation Tables and MOPA document.

- Notes:
1. The entire Green System is shown on Schedule 1a.
 2. Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
 3. The limits of the Natural Hazards shown on this Schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.



14.10 Streetsville



Map 14-10: Streetsville Community Node Character Area

Figure 11 – Map 14 – 10 - Streetsville

Amendment No. XX

to

Mississauga Official Plan

For the City of Mississauga Planning Area

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

Also attached hereto but not constituting part of the Amendment are Appendix I and II

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

Appendix II is a copy of the Planning and Building Department report dated XX, XX, 20XX, pertaining to this Amendment

PURPOSE

The purpose of submitting this Official Plan Amendment is to increase the maximum permitted Floor Space Index from 1.0 to 1.47 and to determine the development limits of the subject site.

LOCATION

The lands affected by this Amendment are located east of Joymar Drive, south of tannery Street, north of Thomas Street and west of Mullet Creek. The subject property is located in Special Site 2 of the Streetsville Community Character Area in Mississauga Official Plan.

BASIS

The subject lands are designated Residential Medium Density and Greenlands and are located with Special Site 2 of the Streetsville Community Character Area of the Mississauga Official Plan.

The proposal is to increase the maximum permitted Floor Space Index on the subject from 1.0 to 1.47 and to redefine the area of the Residential Medium Density and Greenlands designations on all applicable Schedules and maps of the Mississauga Official Plan.

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

1. The proposed development is consistent with and promotes the growth management, housing, transportation and natural environment policies of the Provincial Policy Statement, the Growth Plan for the Greater Golden Horseshoe and the Region of Peel Official Plan.
2. The policies and objectives of the Mississauga Official Plan are supported by the proposal as it contributes to a range of housing types; it efficiently and effectively utilizes existing community infrastructure and facilities; it is supportive of transit and promotes the use of other modes of travel, proposes a desirable urban form, expands and protects the natural features of Mullet Creek and meets the environmental standards for residential land uses.

Details regarding this Amendment to the Mississauga Official Plan are contained in the Planning and Building Report dated XXXX XX, 20XX, attached to this Amendment as Appendix II.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

The Mississauga Official Plan is hereby amended by the following:

1. Schedule 10: Land Use Designations of the Mississauga Official Plan, is hereby amended by revising the area of the Residential Medium Density and the Greenlands designation as shown on Schedule 'A' of this amendment.
2. Map 14-10 Streetsville Community Node Character Area, is hereby amended by revising the maximum Floor Space Index for the subject site to 1.47 as shown on Schedule 'B' of this Amendment.

IMPLEMENTATION

Upon the approval of this Amendment by Council of the Corporation of the City of Mississauga, the Mississauga Official Plan will be amended in accordance with this Amendment, and thereafter forms part of the Mississauga Official Plan. The lands will be rezoned concurrently to implement this Amendment.

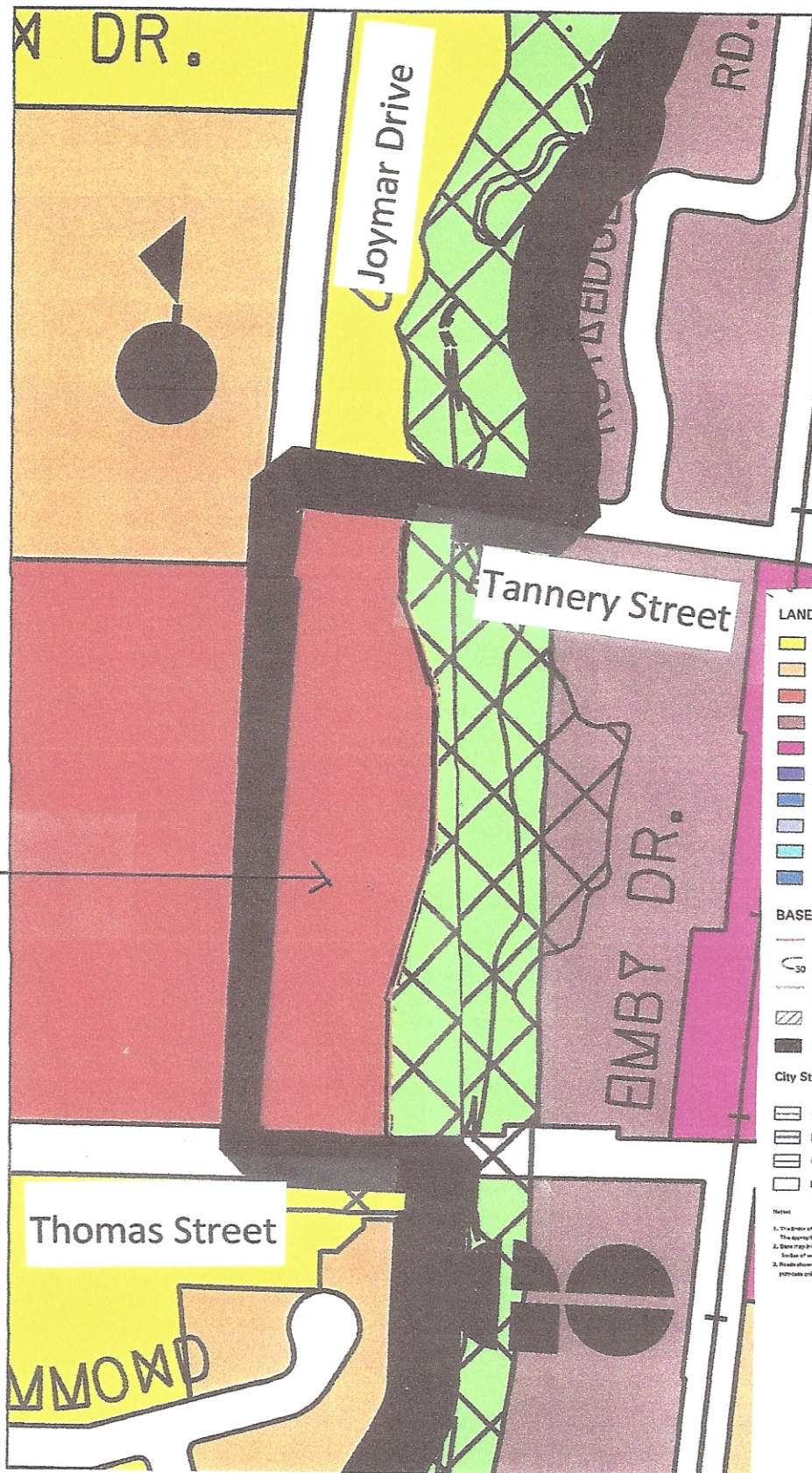
Provisions will be made through the Zoning By-law Amendment for lands, subject to this Official Plan Amendment, for development to occur subject to approved site development, architectural and landscape plans, to ensure that site access, buildings, parking and landscaping are satisfactorily located and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

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

INTERPRETATION

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

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



Subject Site

LAND USE DESIGNATIONS

- | | |
|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenslands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

- | | |
|---|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1998 NEP/2000 NEP
Composited Noise Contours | City Centre Transit Terminus |
| LBPA Operating Area Boundary
See Aircraft Noise Policies | GO Rail Transit Station |
| Area Exempt from
LBPA Operating Area | Public School |
| Natural Hazards | Catholic School |
| | Hospital |
| | Community Facilities |

City Structure

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

Notes

- The location of the Natural Hazards shown on this schedule are for illustrative purposes only. The appropriate Commission Authority will be contacted to determine their actual location.
- See City Information Page 10-10 for noise contours, boundaries, and other information.
- Resolution on this schedule sets zoning or other regulations and the schedule for information purposes only. For future reference refer to Schedule 10, Long Term Road Network.

MOPAs Appealed to the
Ontario Municipal Board

Original Appeal

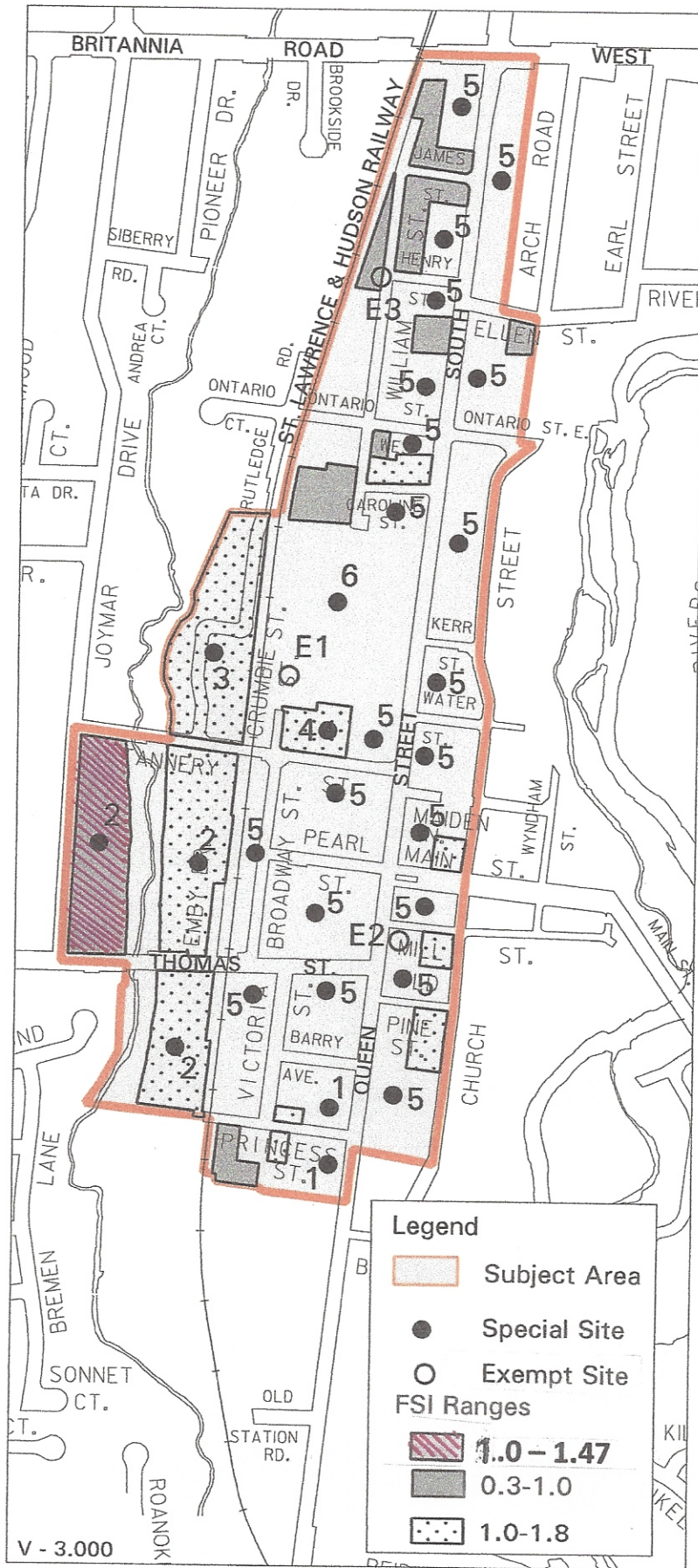
The information on this schedule reflects Council adopted amendments.
Areas of this schedule are under appeal.
For further mapping information refer to the Commission
Tables and MOPAs document.

**Schedule 10
Land Use Designations**

SCHEDULE 'A'



14.10 Streetsville



Map 14-10: Streetsville Community Node Character Area

Schedule 'B'

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

WHEREAS pursuant to Section 34 of the Planning Act, R.S.O. 1990, c. P. 13, as amended,

The Council may amend a Zoning By-law;

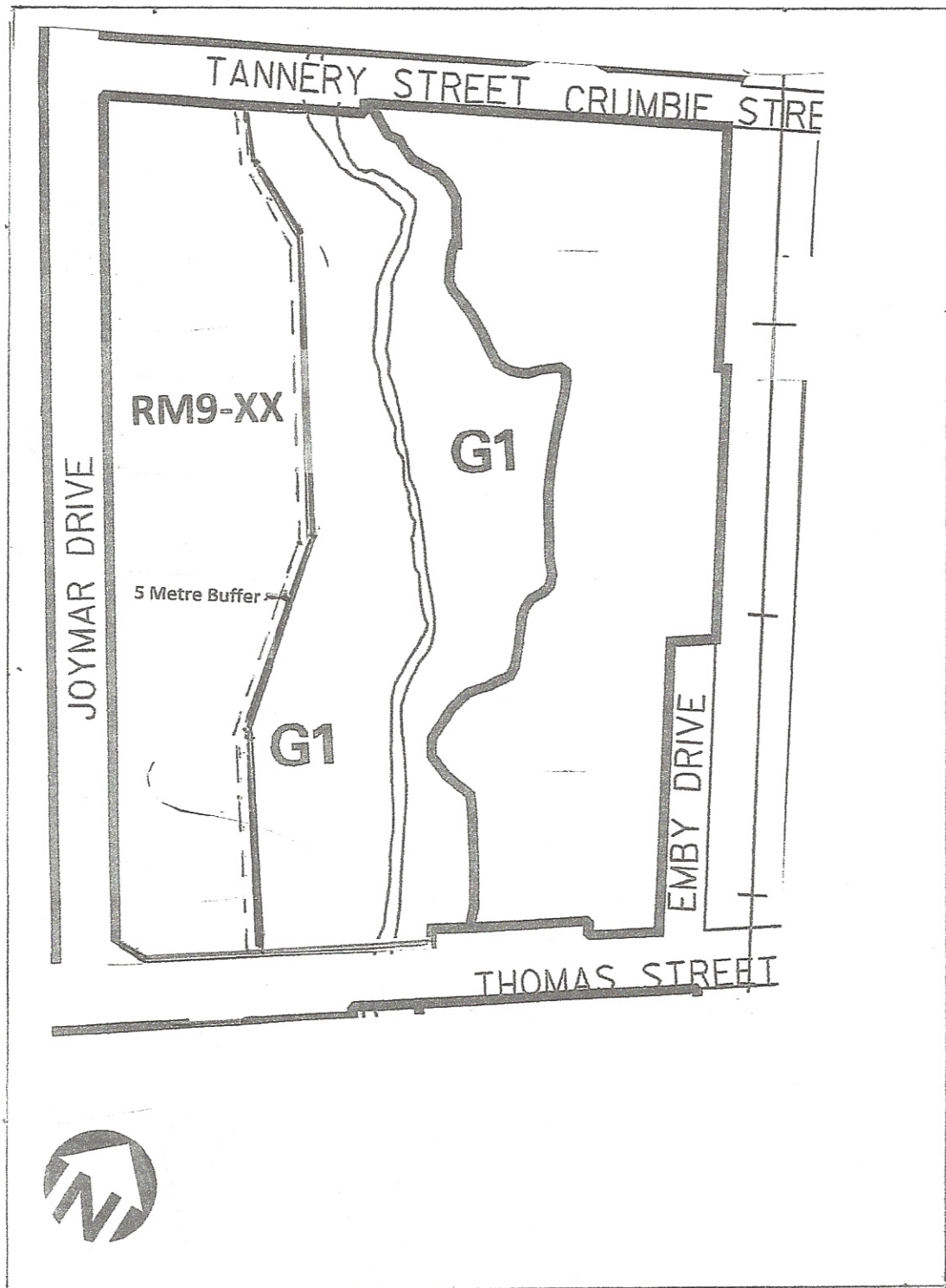
NOW THEREFORE the Council of the Corporation of the City of Mississauga

ENACTS as follows:

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

4.14.2.XX	Exception: RM9-XX	Map # 39E	By-law:
In a RM9-XX zone the permitted uses and applicable regulations shall be as specified for a RM9 zone except that the following uses/regulations shall apply:			
ADDITIONAL PERMITTED USES			
Back to back townhouses on a condominium road			
REGULATIONS			
4.14.2.XX.1	Maximum dwelling height flat roof		15.0 m
4.14.2.XX.2	Minimum FRONT YARD		3.0 m
4.14.2.XX.3	Minimum EXTERIOR SIDE YARD		3.0 m
4.14.2.XX.4	Minimum REAR YARD		5.0 m
4.14.2.XX.5	Minimum setback to a sight triangle		1.0 m
MINIMUM INTERTNAL SETBACKS			
4.14.2.XX.6	From the front wall of a building to a condominium road, sidewalk, walkway or parking space not located on a driveway.		4.2 m
4.14.2.XX.7	From a porch, exclusive of stairs, located at and accessible from the first storey or below the first storey, to a condominium road, sidewalk, walkway or parking space.		2.0 m

4.14.2.XX.8	From a rear wall of a building to a rear wall of another building On the same lot.	14.0 m
4.14.2.XX.9	From a side wall of a building to condominium road, sidewalk, or parking space.	1.8 m
MINIMUM AMENITY AREA AND LANDSCAPE AREA		
4.14.2.XX.10	Minimum landscape area	5800 m ²
4.14.2.XX.11	Minimum required landscaped soft area	50% of Landscaped area
4.14.2.XX.12	Minimum landscaped buffer abutting a sight triangle	1.0 m
4.14.2.XX.13	Minimum contiguous amenity area	2.8 m ² per dwelling unit
4.14.2.XX.14	Minimum setback from an amenity area to a building to any Type of road.	0.0 m
4.14.2.XX.15	Minimum contiguous private outdoor space per unit when Located on a balcony.	2.0 m ²
4.14.2.XX.16	Minimum setback of a stair from an underground parking area to any structure or sidewalk to which it is not attached	1.0 m



Schedule RM9-XX

Map 39E