

WESTON CONSULTING

planning + urban design

City of Mississauga
Planning and Building Department
300 City Centre Drive
Mississauga, ON, L5B 3C1

June 28, 2019
File 8059

Attn: Robert Ruggiero

**RE: Site Design Response Letter
51 and 57 Tannery Street, 208 Emby Drive (OZ/OPA 18 12)
City of Mississauga**

Weston Consulting is the planning consultant on behalf of NYX Tannery Ltd., the owner of the above noted properties in the City of Mississauga (the 'subject lands'). This letter has been prepared in response to comments received from the various commenting departments and agencies from the initial submission of the Official Plan Amendment and Zoning By-law Amendment applications on June 15, 2018. Additionally, this letter provides a summary of the relevant design modifications that were incorporated into the revised development proposal as well as a land use planning opinion related to the proposed modifications and applicable policies and regulations.

The proposed development site plan has been revised since the previous submission and is enclosed for review. Various comments, design guidelines, building standards and regulations have informed the preparation of the revised concept. The following provides an overview of the incorporated changes and a rationale for each modification.

Design Considerations

1. Emby Drive Road Alignment

The subject lands are included as Special Site 2, Area A in the Streetsville Community Node Character Area. Section 14.11.6.2.3 of the Mississauga Official Plan requires the provision of a public road connecting Thomas Street and Tannery Street west of the CP Railway right-of-way. In order to adhere to this policy, Emby Drive is proposed to be extended through the subject lands. The proposed alignment has considered the setback from the abutting railway and the interface of the proposed extension with adjacent roadways in determining the optimal alignment.

The Emby Drive extension has been incorporated within the required railway setback given that these lands are not suitable for development or inhabitable structures. The proposed extension begins at the southern end of the subject lands and abuts the eastern property line as it enters into the site area. The proposed extension then extends westward (away from the railway) in order to allow for greater separation between the railway track crossing and the future municipal intersection. As such, the intersection with Tannery Street is proposed to be setback

approximately 30.25 metres from the most western rail track located to the east of the subject lands. The design specifications for grade related rail crossings are regulated by Transport Canada through the “*Grade Crossing Regulations*” (SOR/2014-275 - April 8, 2019 modifications). The following policies apply to municipal roadway distances from the rail right-of-way and are considered in the proposed road alignment:

101 (1) Construction of Intersection or Access Road

A person may construct a road intersection or an access road on a road approach to a public grade crossing if:

- a) the railway design speed is 25 km/h or less; or*
- b) the location of the grade crossing meets the standards set out in article 11 of the Grade Crossings Standards.*

Further to subsection b) of the above, the following excerpts from the “*Grade Crossing Standards*” are applicable:

11 Location of Grade Crossings

11.1 A public grade crossing where the railway design speed is more than 25 km/h (15 mph) must be constructed so that no part of the travelled way of an intersecting road or entranceway (other than a railway service road), is closer than 30 m (D) to the nearest rail of the grade crossing (see Figure 11-1).

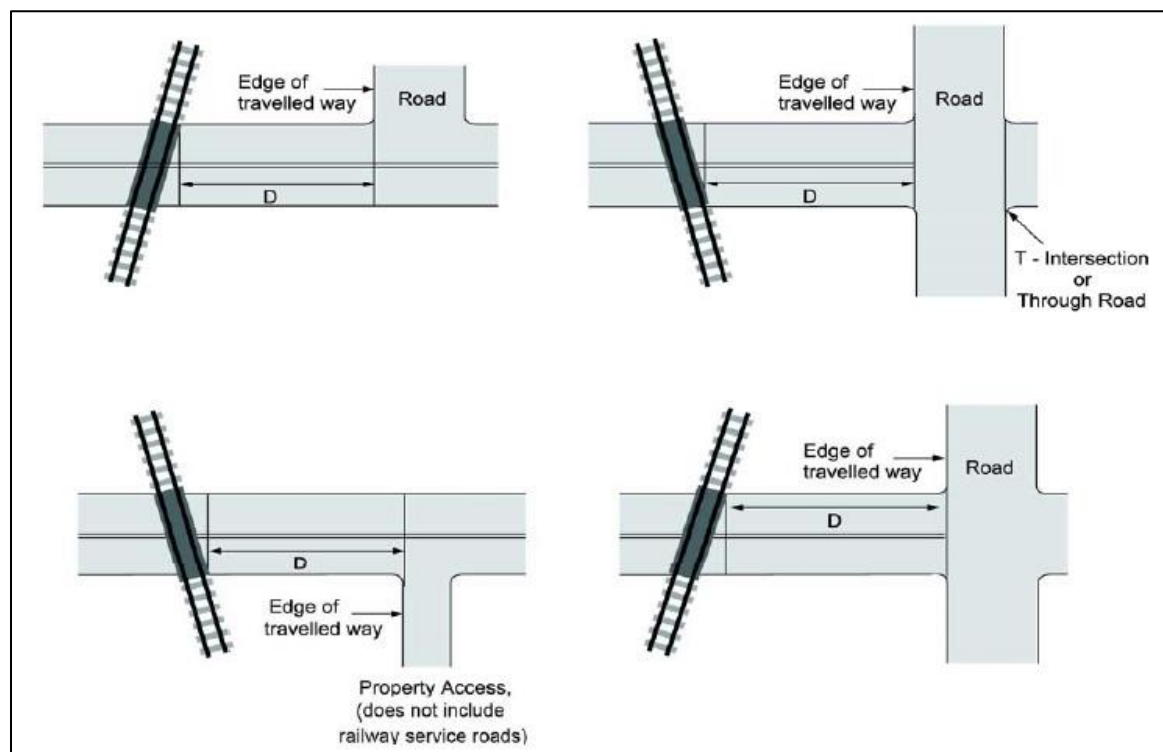


Figure 1: Figure 11-1 – Restrictions on the Proximity of Intersections and Entranceways to Public

The future intersection with Tannery Street is proposed to be located approximately 35 metres east of Rutledge Road. Staff had previously requested that the proposed extension align with

Rutledge Road to create a single intersection to service developments on both sides of Tannery Street. The Traffic Impact Study prepared by LEA Consulting has confirmed that the proposed alignment is sufficient as it provides a 30 metre setback from nearest railway track, in accordance with the Transport Canada Grade Crossing standards. Additionally, the TIS, prepared by LEA Consulting notes that there is sufficient separating distance between the proposed alignment of Emby Drive and the existing Rutledge Road and Tannery Street intersection to provide appropriate sightlines for outbound left turn movements and to ensure that the inbound left turning movements do not overlap.

An alignment of the roadway that meets Rutledge Road would represent an inefficient use of the subject lands by further reducing the net developable acreage of the site that is already constrained by the Mullet Creek and railway corridor, which would undermine the City's objectives for the Streetsville Community Node Character Area as established in Section 14.10 of the Official Plan. Specifically, the subject lands have been identified for intensification with a minimum density target of 1.0 times the area of the lot, which may not be feasible to achieve on the fragmented parcels, if Emby Drive is required to align with Rutledge Road as suggested by staff. In addition to frustrating the intent of the Official Plan, the requirement for density and intensification also provides a community benefit as a critical mass of residents will be needed to attract a grocery store to Streetsville, as mentioned by Councillor Carlson during the Public Meeting on February 20, 2019. Requiring the extension of Emby Drive to align with Rutledge Road will undermine both of the aforementioned objectives.

Furthermore, the current proposed alignment of Emby Drive allows for a block of townhouses to front on Tannery Street. This configuration of the proposed townhouse block helps to frame the street, create a sense of place and provides a visual connection to the street. The alignment preferred by staff would reduce the frontage of a townhouse block on Tannery Street to approximately 10 metres due to the required rail setback to the north and width of the right-of-way. This would mean that the townhouse block fronting Tannery Street would need to be rotated 90 degrees, which would result in a side wall condition, designed to look like a front façade, facing the right-of-way rather than a number of units and front entrances as proposed.

Additionally, the City's requested alignment would result in a road configuration that requires a greater percentage of land to accommodate the roadway extension. This greater pavement area would increase the development's ratio of hard/paved surfaces across the site, which would ultimately reduce the potential for robust landscaping and centralized amenity areas, while further reducing the potential for natural water infiltration through the increase in hardscaped surfaces.

In addition to increasing the percentage of paved surfaces, this alignment would also separate the site area into two parcels separated by a public roadway. Separated development parcels would negatively affect the development potential, efficiency, and optimal use of the subject lands in achieving greater densities and accommodating a functional design for the lands. The development of two separated parcels reduces the capacity for development efficiencies with respect to garbage and loading, parking areas and amenity space provisions.

It is our opinion based on the applicable Transport Canada regulations and the Traffic Impact Study that the proposed road alignment is sufficient from a traffic circulation and road safety perspective. Further, the proposed alignment allows for the optimal development of the lands by providing one larger development parcel that can utilize greater development efficiencies, contribute to achieving the City's intensification policies, create a welcoming street frontage, provide additional landscaping and centralized amenity space in accordance with applicable design guidelines and development principles and achieve the densities envisioned by the Official Plan.

2. Design Standards

The proposed development site plan has been modified to best conform to the applicable zoning regulations and building standards, while also recognizing the effect of various development constraints on the proposed development design. The revised site plan is included in this submission and illustrates all required setbacks. Based on the modifications, the proposed development generally achieves the required regulations.

Front Yard Setback

With respect to building setbacks, the minimum front yard and exterior side yard setbacks are proposed to be 4.5 metres and are appropriate for the proposed development in order to site the buildings closer to the street line, creating a uniform and consistent streetscape. The minimum front yard setback increases to 5.7 metres along Tannery Street and 9.2 metres along the extension of Emby Drive, which increases landscaping opportunities along the streetscapes. In our opinion, this setback is adequate for a front landscaped condition consisting of a porched entrance and landscaped garden. In addition to property line setbacks, the minimum distance of 4.5 metre between the front wall and the sidewalk is maintained, and building projections over the lower level patios are less than 50% of the patio depth. The proposed development also considers appropriate building separation, and maintains a minimum separation of 2.9 metres between buildings with a side to side condition. The minimum distance between a porch or condo road to the sidewalk exceeds the minimum requirement of 2.5 metres. Based on the above, it is our opinion that the minimum front yard setback of 4.5 metres, to Tannery Street and the extension of Emby Drive is appropriate as it will provide an opportunity for providing landscape areas and the creation of a consistent streetscape.

Transition to Existing Industrial Use to the East

Providing an appropriate setback to the existing industrial use to the east of the subject lands was considered during the design of the proposed development. This is achieved by providing a 13.8 metre setback between the extent of Building A and the property line to the east, while Building C is further setback from the east property line. Both building setbacks are significantly greater than the 7.5 metre setback required by the Zoning By-law. The proposed driveway, underground garage ramp entrance, loading area and visitor parking spaces were purposefully located along the east lot line to utilize the space and provide a transition from the townhouse blocks to the industrial use. While it is acknowledged that these lands will eventually develop, the proposed development has

been configured to provide an appropriate separating distance to the industrial use is still operational.

61 Tannery Street

The minimum interior side yard setback is 1.46 metres between Building D and 61 Tannery Street abutting the subject lands to the west. The proposed setback is adequate for a side yard to side yard condition as it includes a blank wall with no windows; therefore, not creating any privacy impacts on 61 Tannery Street in its existing condition or through future redevelopment scenarios. Additionally, the landscaped strip between the buildings can be utilized for additional screening with the planting of trees and additional vegetation. Should 61 Tannery Street be redeveloped with a similar townhouse product, a 1.5 metre setback can be provided along this property line, which will create a separation distance of approximately 3.0 metres between the townhouse blocks which is an appropriate standard and will be consistent with the separating distances that are proposed on the subject lands.

The interior side yard setback on the west side of Building E measures 4 to 4.5 m. Building E is situated with a side-to-back condition with the property on 61 Tannery Street. Again, this side yard condition is adequate for ensuring privacy between the two properties as the west side of Building E will have no windows and the side yard provides enough space for landscaping and tree planting (if required). Lastly, 61 Tannery Street is designated for greater use and is likely to redevelop in the future as discussed further in the Conceptual Tertiary Plan section of this report.

Mullet Creek

The setback of Buildings E, F and G range from approximately 3.9 to 9.3 metres to the developable limit of the lands abutting Mullet Creek. This yard is proposed to be landscaped and maintained by the condominium corporation as part of the common element. No exclusive use is provided to the units backing onto this area, but the upper townhouse units will feature balconies look over the creek.

Height

The buildings are designed to appear as 3.5 storey structures and consist of a flat roof with private terraces for upper units. The terraced area is screened by a parapet, while the upper floor of the building is contained within the mansard roof design that consists of dormered windows and modest slopes to provide the appearance of a sloped roof. The height of the buildings have been calculated based on the “*Established Grade*” as defined in the Zoning By-law 0225-2007, while the maximum permissible height is proposed to be measured to the top of the roof terrace. The measurement of height excludes the access stairwell as this is not habitable space, nor is it considered to be part of the buildings perceived height when viewing the building at grade. Refer to the Elevation plans prepared by Kirkor Architects for greater detail of the building height.

3. Building Character

The subject lands are located within the jurisdiction of the Streetsville Design Guidelines (SDG). It is located west of Broadway Street behind the 'Areas close to the Commercial Core' identified in green in the character area map of the SDG. The site is separated from the commercial core by the railway. In general, the proposed development maintains a small residential scale of development with building heights of only 3.5 storeys. This is compatible with the general low-rise buildings in the area. The westside of Tannery Street across the site includes a 7 storey retirement residence and a four (4) storey condominium apartment currently under construction. The proposed stacked townhouses are compatible with these developments in terms of scale of development, building height and residential use. The buildings are sited and designed to minimize shading and overlook conditions on neighbouring properties.

Despite being separated from the main historic core of Queen Street and surrounded by industrial/service buildings, the design of the buildings takes inspiration from historical influences as illustrated through the preliminary elevations. Windows, dormers and roof forms are designed in an orderly manner, while entry doors have been designed to face the street and central courtyard in an effort to achieve crime prevention by design principles. The preliminary elevations indicate the buildings will predominantly consist of stone, brick and glass railings. These details are subject to change and refinement in future stages of the design and the detailed site plan review process.

4. Amenity Areas + Landscaping

The City's Urban Design Guidelines for Back to Back and Stacked Townhomes requires that outdoor amenity space be provided for the enjoyment of the future residents of the proposed development. Section 2.12 of the Guidelines require that either a minimum of 2.8 square metres per dwelling unit or 5% of the site area (whichever is greater) be reserved for common outdoor amenity areas. The Guidelines recommend that the amenity area be contiguous and located in a central area with high visibility. Based on a net site area (excluding the Emby Drive road extension, required road widenings and natural heritage areas) of 10,834 square metres, a total common amenity area of 542.7 square metres is required.

The proposed development includes approximately 820 square metres of contiguous common outdoor amenity space in the form of a central courtyard and exceeds the amenity space requirement. The amenity area will include landscaped areas, a tot lot and play area. The proposed amenity satisfies the requirement of the Guidelines and provides an excess of 277.3 square metres of common amenity space. In addition to the common space, additional private amenity areas are available in the form of rooftop terraces and lower level courtyards, as well as additional landscaped areas located throughout the site area.

The design strives to maximize soft landscaped areas and minimize hardscaping where possible. It should be noted that the overall hardscaped area measures 658 square metres and represents only 6.1% of the site area. Although limited paved surfaces have been provided, it is the intent of the applicant to explore the use of permeable pavers in these locations depending on soil conditions as part of the site plan review process. It is our opinion that the design limits hardscaping

in only required areas and the future possibility of using permeable pavers in these areas will improve further storm water infiltration.



Figure 2: Landscape Concept Plan



Figure 3: Proposed Central Amenity Area

5. Noise Attenuation

Due to the proximity of the aforementioned rail line to the subject lands, a noise attenuation/crash wall is required along the eastern boundary of the lands. The City of Mississauga has Design Reference Notes for “*Noise Attenuation Walls Along Rail Lines*” which are applicable in the context of the proposed development. The purpose of the guidelines is to minimize opportunities for graffiti that will damage the walls and create unsightly views abutting new residential developments. The following elements have been incorporated into the proposed noise attenuation wall as indicated in the Design Reference Notes:

- The crash wall portion of the structure abuts the proposed Emby Drive right-of-way extension at the southern portion of the subject lands and must be constructed of high-grade materials that will fulfil the intended safety purposes of the wall. The applicant has proposed to minimize blank/flat surfaces by incorporating ribbed and pre-cast concrete panels within the wall surface. The detailed design of the articulated crash wall will be finalized during the Site Plan Approval phase of the project.
- The portions of the wall that do not abut the Emby Drive right-of-way are proposed to include plantings abutting the crash wall in order to deter the potential for vandalism. The incorporation of additional plantings will also assist in screening the wall and enhancing the public realm.
- The acoustical portion of the wall that is not required to meet the crash wall specifications is located towards the northern end of the property closer to Tannery Street. This acoustical wall is proposed to be a “*Green Terramesh Wall*” as indicated on the submitted site plan. The terramesh wall consists of soil and grass plantings contained within a mesh wiring that affixes the vegetation to the wall. This type of feature enhances the aesthetic of the development and provides a more enhanced lanscape screening feature. The terramesh wall removes the potential for graffiti as is the purpose of the Design Reference Notes.

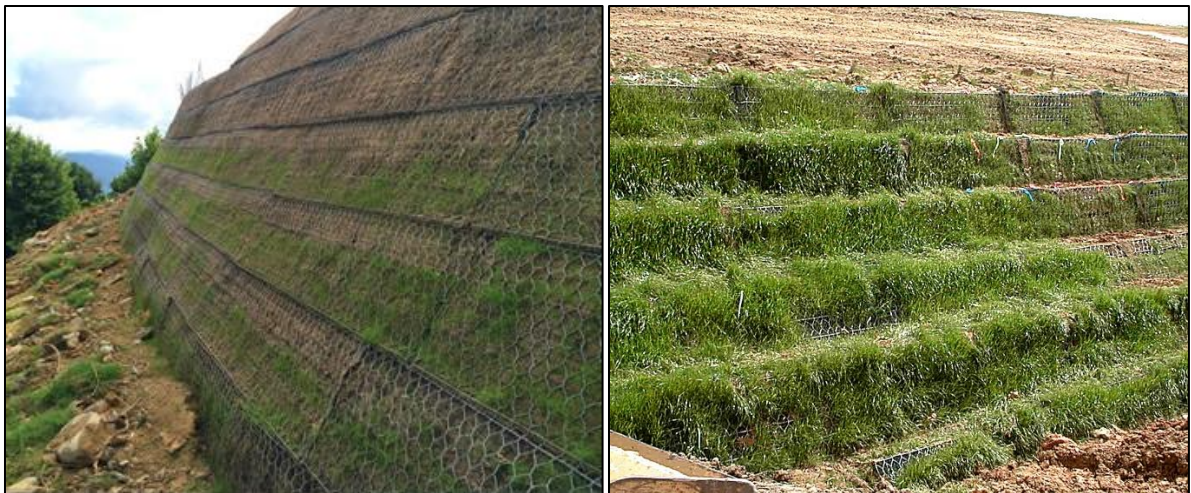


Figure 4: Examples of Terramesh Wall

6. Fire Route/Loading Access

The proposed fire route access has been shown on the revised site plan, prepared by Kirkor Architects. Kirkor has confirmed the compliance of the proposed fire route with the applicable Ontario Building Code requirements. Two 6-metre-wide access points are provided on both the southern and northern portions of the proposed development, extending off of the Emby Drive extension. The northern access is a fire route only and will be secured by a security gate, which will restrict access from private vehicles. A second security gate is proposed between Buildings A and G, and will only allow emergency vehicles to access the fire route.

Loading and garbage collection is concentrated within the southern portion of the site area, abutting the underground access ramp, and will utilize the southern access. As shown on the Fire Route Access plan, both garbage and delivery trucks are also able to adequately maneuver the site to access the loading area.

Refer to Figure 5, which includes the Fire Route Access and Truck Turning Movements



Figure 5: Fire Route Access

Circulation Plan

In response to staff comments, the following Circulation Plan has been prepared to demonstrate vehicular and pedestrian movements in and around the subject lands. The circulation strategy builds on the principle of creating a pedestrian oriented environment and prioritizing walkability over the use of auto vehicles. The vehicular access point provided from the extension of Emby Drive are localized with the intention of creating a pedestrian zone at the heart of the development. The access location at the southern end of the development will provide vehicular access for residents, visitors and servicing vehicles.

The loading area and waste collection area is conveniently located at the rear of the site behind proposed buildings, screened from the public realm. The loading area is designed to allow waste collection vehicles and other service vehicles maneuver and turn within the site. A 6m wide fire route extends from this area to allow fire trucks enter the premise when required. Appropriate curb radii and road widths are indicated in the Site Plan that are based on minimum standard requirements. An additional fire route access is provided towards the northern end of the development, also off of the Emby Drive extension. This access is for the fire route only and will be secured to prevent unauthorized access.

Pedestrian circulation routes have been considered given that the parking is located underground and direct access to each unit from the parking level is not provided. The (3) proposed exit stairs are indicated on the site plan and are located along pedestrian access routes, while being evenly distributed throughout the site providing ease of access to all residents. The development's central courtyard provides opportunities for pedestrian circulation around the development. The site can be accessed by pedestrians at either of the vehicular access points to provide connections with the surrounding neighbourhood and transit services to the south. Each building block is accessed with 1.8 m wide walkways, which is above AODA standards. The Circulation Plan is shown in Figure 6, while also attached to this letter.

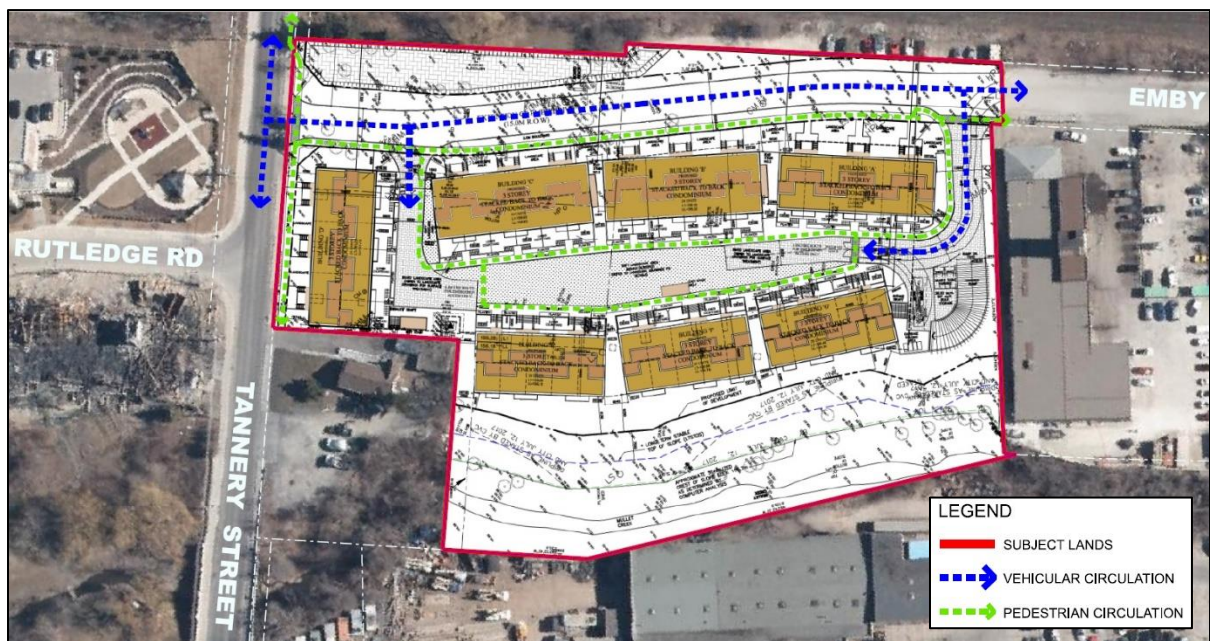


Figure 6: Site Circulation Plan

Tertiary Plan

In response to staff comments, a conceptual tertiary plan has been prepared to illustrate the potential development options for adjacent properties. The plan considers current parcels located within the area bound by Tannery Street, the Mullet Creek, CP Rail right-of-way and Thomas Street. It provides details as to how 61 Tannery Street and 44, 56 and 100 Emby Drive may be

developed in the future, but does not preclude other development scenarios which may also be appropriate. It is noted that the plan is conceptual and provides options for vehicular access points which may be appropriate. The ultimate developable area of each of the sites will need to be determined through further investigation and consultation with the City of Mississauga and Credit Valley Conservation Authority.

61 Tannery Street is located at the northwest corner of the site area. It has prominent frontage along Tannery Street and may be developed to include future residential uses. As shown on the tertiary plan, the property can obtain access from Tannery Street and develop as an independent parcel with transition to the Mullet Creek to the west.

The properties to the south of the subject lands are currently utilized as industrial operations and are designated for “*Residential High-Density*” uses in the Mississauga Official Plan, having an FSI range of 1.0 – 1.8. As shown on the tertiary plan, the consolidation or independent development of these lands can be accommodated based on the developable site area, frontages and access to public roadways. The site is suitable for higher density development given its location directly adjacent to the Streetsville GO Station. The Conceptual Tertiary Plan is shown in Figure 7, while also attached to this letter.

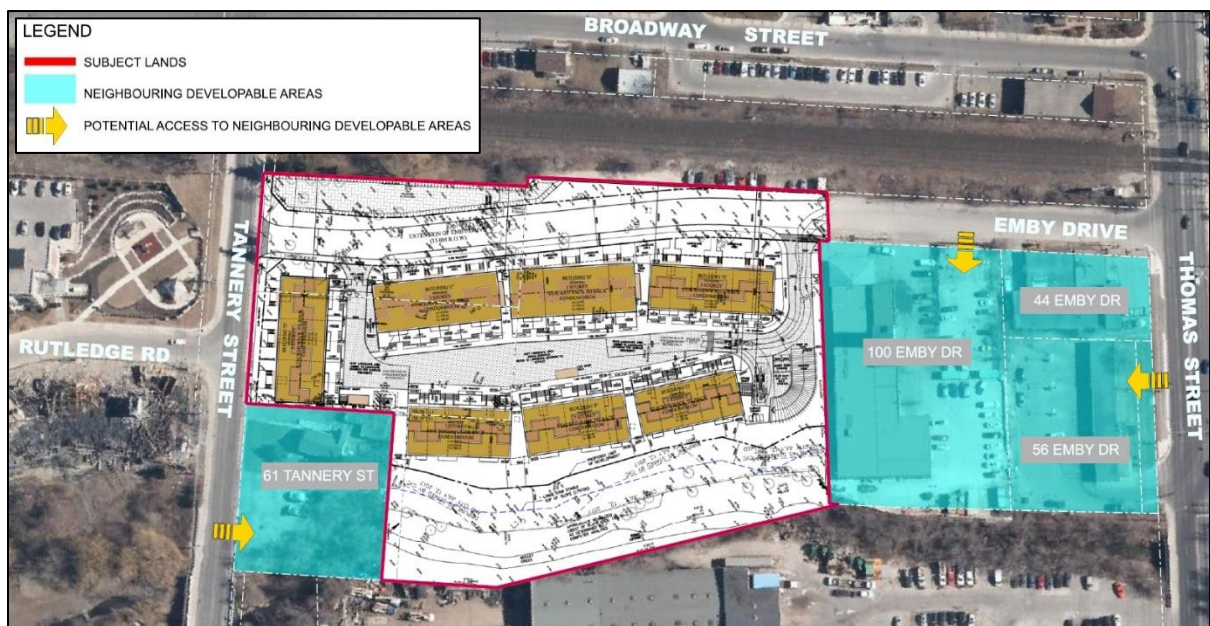


Figure 7: Conceptual Tertiary Plan

Rental Housing Policy

There are three tenants renting units at 51 Tannery Street and no residential tenants at 57 Tannery Street or 208 Embury Drive. Section 5.8.4.2 of Region of Peel Official Plan encourages local area municipalities to develop policies with criteria to prohibit the demolition of existing rental units with replacement of the same or higher number of residential rental units. Further, Section 7.2.12 of the Mississauga OP states the following:

“Conversion of residential rental properties to a purpose other than the purpose of a residential rental property, or the demolition of residential rental properties exceeding six dwelling units will not be permitted if it adversely affects the supply of affordable rental housing as determined by affordable housing targets and rental vacancy rates.”

Further to the policies outlined above, Mississauga Council approved a Rental Housing Protection By-law 0121-2018 on June 20th, 2018, that came into force on June 1, 2019 per paragraph 58 of the by-law. Paragraph 59 provides transition clauses for planning applications made on or after January 1, 2019 (Paragraph 59). As the proposed Official Plan Amendment and Zoning By-law Amendment was submitted on June 15th, 2018 and deemed complete on July 3, 2018, the Rental Housing Protection By-law is not applicable to these applications.

Conclusion

It is our opinion that the revised proposed development concept accurately and appropriately responds to City and agency comments. We have demonstrated that the proposed Emby Drive extension satisfies all applicable regulations and safety concerns and represents an appropriate and functional location. In addition, we have confirmed requirements of the crash wall design and location to optimize the use of the lands while maintaining the appropriate safety regulations. We have also undertake a review of the proposed amenity space, setbacks, and site circulation to conclude that the proposed design mitigates issues of privacy and overlook between units, as well as to the adjacent lands, while maximizing programable amenity space, in excess of the minimum requirements.

We trust that the above information is in order and provides sufficient justification regarding the proposed development's site design and ensures that the applicable policies and regulations have been considered in determining an optimal development configuration for the subject lands. We request that you review this information in the context of the updated site plan and other materials submitted in conjunction with this letter, and in support of the applications.

Should you require any additional information please contact the undersigned at extension 243 or Michael Vani at extension 252.

Yours truly,

Weston Consulting

Per:



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c. NYX Capital Corp.