



MISSISSAUGA

NOTICE OF THE PASSING OF AN OFFICIAL PLAN AMENDMENT AND A ZONING BY-LAW

DATE OF NOTICE	December 16, 2021	
OPA NUMBER	OPA 133 (By-law 0258-2021)	
ZONING BY-LAW NUMBER	0259-2021	
DATE PASSED BY COUNCIL	December 08, 2021	
LAST DATE TO FILE APPEAL	January 05, 2022	
FILE NUMBER	OZ 18/012	Ward 11
APPLICANT	NYX Tannery Ltd.	
PROPERTY LOCATION	South side of Tannery Street, west of Broadway Street and north of Emby Drive, in the City of Mississauga. The subject lands are located in the Streetsville Community Node Character Area, as identified in Mississauga Official Plan.	

TAKE NOTICE that on December 08, 2021 the Council of the Corporation of the City of Mississauga passed the above noted Official Plan Amendment OPA # and Zoning By-law, under Section 17 or 21 of the Planning Act, R.S.O., 1990, c.P.13, as amended.

THE PURPOSE AND EFFECT of the Official Plan Amendment is to amend Special Site 2 within the Streetsville Community Node Character Area to permit townhouse dwellings not accessory to an apartment dwelling.

The purpose of the Zoning By-law is to permit five street townhouses and 142 condominium stacked townhouses. This By-law amends the zoning of the property outlined on the attached Schedule "A" from "G1" (Greenlands - Natural Hazards) and "D" (Development) to "H-RM5-59" (Street Townhouses - Exception with a Holding Provision), "H-RM9-4" (Back to Back and Stacked Townhouses - Exception with a Holding Provision) and "G1" (Greenlands - Natural Hazards).

The Zoning By-law shall not come into force until Mississauga Official Plan Amendment Number 133 is in full force and effect.

The decision of Council is final if a notice of appeal is not received on or before the last day for filing a notice of appeal.

IF YOU WISH TO APPEAL to the Ontario Land Tribunal a copy of an appeal form is available from the OLT website at olt.gov.on.ca. An appeal must be filed by mail or courier addressed to the Clerk of the City of Mississauga, Attention: Diana Rusnov, 300 City Centre Drive, Mississauga, Ontario L5B 3C1 no later than **January 05, 2022**.

Only individuals, corporations and public bodies may appeal a by-law to the Ontario Land Tribunal. A notice of appeal may not be filed by an unincorporated association or group. However, a notice of appeal may be filed in the name of an individual who is a member of the association or the group on its behalf.

No person or public body shall be added as a party to the hearing of the appeal unless, before the official plan amendment and/or by-law was passed, the person or public body made oral submissions at a public meeting or written submissions to the City of Mississauga Council or, in the opinion of the Ontario Land Tribunal, there are reasonable grounds to add the person or public body as a party.

The Notice of Appeal must:

- 1) set out reasons for the appeal;
- 2) be accompanied by the fee prescribed under the *Ontario Land Tribunal Act* in the amount of \$1,100.00 per application, payable by certified cheque or money order to the Minister of Finance. A copy of the Ontario Land Tribunal Fee Schedule may be found at <https://olt.gov.on.ca/appeals-process/fee-chart/>
- 3) be accompanied by a fee in the amount of \$300.00, payable to the City of Mississauga.
- 4) Four (4) copies of the appeal package.

MORE INFORMATION: A copy of the Official Plan Amendment and Zoning By-law in their entirety can be found at www.mississauga.ca/portal/cityhall/publicnotices or from Lorie Sterritt of the City of Mississauga, Planning and Building Department at (905) 615-3200 X 5403.

Sacha Smith, Manager & Deputy Clerk
Legislative Services,
Corporate Services Department
905-615-3200 X 4516

Amendment No. 133

to

Mississauga Official Plan

By-law No. 0258-2021

A by-law to Adopt Mississauga Official Plan Amendment No. 133

WHEREAS in accordance with the provisions of sections 17 or 21 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, ("*Planning Act*") Council may adopt an Official Plan or an amendment thereto;

AND WHEREAS, pursuant to subsection 17(10) of the *Planning Act*, the Ministry of Municipal Affairs and Housing authorized the Regional Municipality of Peel ("Region" or "Regional"), an approval authority, to exempt from its approval any or all proposed Local Municipal Official Plan Amendments;

AND WHEREAS, Regional Council passed By-law Number 1-2000 which exempted all Local Municipal Official Plan Amendments adopted by local councils in the Region after March 1, 2000, provided that they conform with the Regional Official Plan and comply with conditions of exemption;

AND WHEREAS, the Commissioner of Public Works for the Region has advised that, with regard to Amendment No. 133, in his or her opinion the amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desires to adopt certain amendments to Mississauga Official Plan by amending Special Site 2 within the Streetsville Community Node Character Area to permit townhouse dwellings not accessory to an apartment dwelling;

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

1. The document attached hereto, constituting Amendment No. 133 to Mississauga Official Plan, is hereby adopted.

ENACTED and PASSED this 8th day of December, 2021.

Signed ORIGINAL SIGNED BY
BONNIE CROMBIE
MAYOR

Signed ORIGINAL SIGNED BY
DIANA RUSNOV
CLERK

Amendment No. 133
to
Mississauga Official Plan

The following text constitutes Amendment No. 133.

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

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

Appendix II is a copy of the Planning and Building Department report dated October 1, 2021, pertaining to this Amendment.

PURPOSE

The purpose of this Amendment is to amend Special Site 2 within the Streetsville Community Node Character Area to permit townhouse dwellings not accessory to an apartment dwelling.

LOCATION

The lands affected by this Amendment are located on the south side of Tannery Street, west of Broadway Street and north of Emby Drive. The subject lands are located in the Streetsville Community Node Character Area, as identified in Mississauga Official Plan.

BASIS

Mississauga Official Plan came into effect on November 14, 2012, save and except for the outstanding site specific appeals to the Ontario Land Tribunal.

The subject lands are designated Residential High Density and Greenlands. The Residential High Density designation permits apartment dwellings and townhouse dwellings accessory to apartment dwellings on the same property. The Greenlands designation permits various conservation and infrastructure uses.

The Official Plan Amendment is required to amend the Special Site policy to permit townhouse dwellings not accessory to an apartment dwelling.

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

1. The proposal provides for a transition of the lands from their existing industrial use to intended residential use.
2. The proposal contributes to a variety of housing forms at a density appropriate to the area.
3. There is adequate infrastructure to accommodate the development including transit, parks, recreation facilities and schools within close proximity.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 14.10.6, Special Site Policies, Streetsville Community Node Character Area, of Mississauga Official Plan, is hereby amended by adding the following to Special Site 2:

14.10.6.2.4 Notwithstanding the policies of this Plan, the lands identified as Area A will also permit townhouse dwellings not accessory to an apartment dwelling.

IMPLEMENTATION

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, Mississauga Official Plan will be amended in accordance with this Amendment.

The lands will be rezoned to implement this Amendment.

This Amendment has been prepared based on the Office Consolidation of Mississauga Official Plan April 8, 2021.

INTERPRETATION

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

This Amendment supplements the intent and policies of Mississauga Official Plan.

APPENDIX I

PUBLIC MEETING

All property owners within a radius of 120 m of the subject lands were invited to attend a Public Meeting of the Planning and Development Committee held on March 18, 2019 in connection with this proposed Amendment.

Issues raised through four oral submissions were generally related to traffic, density and parking.

These issues have been addressed in the Planning and Building Department Report dated October 1, 2021 attached to this amendment as Appendix II.

City of Mississauga

Corporate Report



<p>Date: October 1, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ 18/012 W11 and T-M20004 W11</p>
	<p>Meeting date: October 25, 2021</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 11)

Official Plan Amendment, Rezoning and Draft Plan of Subdivision applications to permit 142 back to back townhomes, five street townhomes and extend Emby Drive

51 and 57 Tannery Street and 208 Emby Drive

North of Thomas Street, south of Tannery Street, extension of Emby Drive

Owner: NYX Tannery Ltd.

Files: OZ 18/012 W11 and T-M20004 W11

Recommendation

1. That the applications under File OZ 18/012 W11 and T-M20004 W11, NYX Tannery Ltd., 51 and 57 Tannery Street and 208 Emby Drive to amend Mississauga Official Plan to add an additional use to the Special Site policy; to change the zoning to **H-RM5-59** (Street Townhouses), **H-RM9-4** (Back to Back and Stacked Townhouses) and **G1** (Greenlands) to permit 142 back to back townhomes, five street townhomes, amend the limits of the adjoining Greenlands, extend Emby Drive to Tannery Street, create a railway buffer block and that the draft plan of subdivision under File T-M20004 W11 be approved subject to the conditions referenced in the staff report dated October 1, 2021 from the Commissioner of Planning and Building.
2. That the applicant agree to satisfy all the requirements of the City and any other external agency concerned with the development.
3. That the decision of Council for approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.

4. That the "H" holding symbol is to be removed from the **H-RM5-59** (Street Townhouses) and **H-RM9-4** (Back to Back and Stacked Townhouses) zoning applicable to the subject lands, by further amendment upon confirmation from applicable agencies and City Departments that matters as outlined in the report dated October 1, 2021, from the Commissioner of Planning and Building have been satisfactorily addressed.
5. That notwithstanding subsection 45.1.3 of the *Planning Act*, subsequent to Council approval of the development application, the applicant can apply for a minor variance application, provided that the height and FSI shall not increase.
6. That notwithstanding planning protocol, that the report dated October 1, 2021 from the Commissioner of Planning and Building regarding the draft plan of subdivision under file T-M20004 W11, NYX Tannery Inc., be considered both the public meeting and combined information and recommendation report.

Executive Summary

- The applications are to amend the policies of the official plan, change the zoning by-law to permit a142 back to back townhomes, five street townhomes, amend the limits of the Greenlands and to permit a plan of subdivision for six blocks including blocks for the extension of Emby Drive to Tannery Street, townhomes, greenlands and a railway buffer block
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including traffic, stormwater, and Emby Drive configuration
- It has been concluded that the proposed development is supportable from a planning perspective
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint and recommend that the applications be approved.

Background

A public meeting was held by the Planning and Development Committee on March 18, 2019, at which time an Information Report (Item 4.1

https://www7.mississauga.ca/documents/committees/pdc/2019/2019_03_18_PDC_Agenda.pdf) was received for information. Recommendation PDC-0021-2019 was then adopted by Council on March 18, 2019.

That the report dated February 22, 2019, from the Commissioner of Planning and Building regarding the applications by NYX Capital Corp. to permit 155 back to back stacked condominium townhomes in seven blocks on public and private roads, to extend Emby Drive, and to amend the limits of the Greenlands, under File OZ 18/012 W11, 51 and 57 Tannery Street and 208 Emby Drive, be received for information.

That four oral submissions be received.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting, full notification was provided.



Aerial Image of 51 and 57 Tannery Street and 208 Embury Drive

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made some minor modifications to the proposed concept plan including:

- Reduce the number of back to back stacked condominium townhomes from 155 units to 142 units
- Realign the proposed Embury Drive extension between Thomas Street and Tannery Street
- Propose five street townhomes fronting onto the new extension of Embury Drive
- Create a railway buffer block for a berm and noise wall

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed official plan and zoning change. All property owners within 120 m (393 ft.) were notified of the applications on February 12, 2019. A community meeting was held by Ward 11 Councillor George Carlson on February 20, 2018. Five people attended the meeting. Four written submissions were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on March 18, 2019. Four members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to amend the Residential High Density Special Site policy to permit townhomes as an additional use. A zoning by-law amendment is required to change the zoning from **D** to **RM5-59**, **RM9-4** and **G1**.

The proposed official plan amendment, rezoning and draft plan of subdivision applications to permit 142 back to back stacked townhomes, five street townhomes, amend the limits of the Greenlands, extend Emby Street and create a railway buffer block have been found acceptable, based upon the following:

- The proposal represents intensification of underutilized properties
- The proposal is compatible with adjacent uses and includes the conversion of an industrial property within the Streetsville Community Node Character Area

- The proposal contributes to the range of housing types in the Node
- The proposal includes the completion of the area road network through the extension of Emby Drive between Tannery Street and Thomas Street
- The existing municipal infrastructure is adequate to support the proposed development

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

In summary, the proposed development has been designed to be compatible with the existing and planned character of the neighbourhood, provides an appropriate form of intensification and increases the housing choices for residents. The proposed official plan amendment, rezoning and draft plan of subdivision are acceptable from a planning standpoint and should be approved.

Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: City Conditions of Approval



Andrew Whitemore, M.U.R.P., Commissioner of Planning & Building

Prepared by: Lorie Sterritt, Development Planner

City of Mississauga

Corporate Report



Date: 2019/02/22

To: Chair and Members of Planning and Development Committee

From: Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Originator's file:
OZ 18/012 W11

Meeting date:
2019/03/18

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 11)

Official Plan Amendment and Rezoning applications to permit 155 back to back stacked condominium townhomes on public and private roads, to extend Emby Drive, and to amend the limits of the Greenlands

51 and 57 Tannery Street and 208 Emby Drive, northwest of the intersection of Queen Street South and Thomas Street

Owner: NYX Capital Corp.

File: OZ 18/012 W11

Bill 139

Recommendation

That the report dated February 22, 2019, from the Commissioner of Planning and Building regarding the applications by NYX Capital Corp. to permit 155 back to back stacked condominium townhomes in seven blocks on public and private road, to extend Emby Drive, and to amend the limits of the Greenlands, under File OZ 18/012 W11, 51 and 57 Tannery Street and 208 Emby Drive, be received for information.

Background

The applications have been deemed complete and circulated for technical comments. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community. The report consists of two parts, a high level overview of the applications and a detailed information and preliminary planning analysis (Appendix 1).

PROPOSAL

The official plan amendment and rezoning applications are required to permit 155 back to back stacked condominium townhomes. The applicant is proposing to amend the official plan to amend the **Residential High Density – Special Site 2** policy of the Streetsville Community Node Character Area to allow back to back stacked townhomes. The zoning by-law will also need to be amended from **D** (Development) and **G1** (Greenlands) to **RM9-Exception**

(Horizontal Multiple Dwellings with more than 6 Dwelling Units) and **G1** (Greenlands) to implement this development proposal.

During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

The applicant will be submitting a draft plan of subdivision application to facilitate the various dedications and required municipal works, once the ultimate alignment of the proposed Emby street extension and the extent and configuration of the Mullet Creek Valley and floodplains has been determined.

Applicant's concept plan of the proposed back to back stacked townhomes



Applicant's elevations of the proposed back to back stacked townhomes



Comments

The property is located northwest of the intersection of Queen Street South and Thomas Street within the Streetsville Community Node Character Area. The site is currently occupied by detached homes and industrial buildings. A portion of Mullet Creek is located on the west side of the site while the CP rail line abuts the east property line.

The surrounding uses contain a mix of industrial, residential, and commercial uses. To the north there is a retirement home and the remains of a condominium apartment building that was destroyed by fire while during construction. Industrial lands are located to the west and south. Queen Street South mainstreet commercial area is located to the east.

Aerial image of 51 and 57 Tannery Street and 208 Emby Drive.



LAND USE POLICIES AND REGULATIONS

The relevant policies of Mississauga Official Plan are consistent with the *Provincial Policy Statement* (PPS), *Growth Plan for the Golden Horseshoe* (Growth Plan) and Region of Peel Official Plan (ROP). The *Greenbelt Plan* and *Parkway Belt Plan* policies do not apply. The conformity of this proposal with the policies of Mississauga Official Plan is under review.

Due to proximity of industrial uses, this application will be subject to consideration of D-6 Guidelines, which are to prevent or minimize land use conflicts.

Additional information and details are found in Appendix 1, Section 4.

AGENCY AND CITY DEPARTMENT COMMENTS

Agency and department comments are summarized in Appendix 1, Section 8.

Financial Impact

All fees paid by developers are strictly governed by legislation, regulation and City by-laws. Fees are required to be paid prior to application approval, except where otherwise may be prescribed. These include those due to the City of Mississauga as well as any other external agency.

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the environmental and design issues have been resolved.

Significant issues to be addressed include:

- Confirmation of the adequacy of the existing sewer and waste service
- Confirmation of the Emby Drive extension alignment
- Provision of a mix of housing including affordable housing
- On-site contamination
- Built form and setbacks
- A concept plan that demonstrates how the adjoining residential parcel can be incorporated
- Delineation of the floodplain and erosion hazards
- Compliance with the Fire Route by-law

Attachments

Appendix I: Detailed Information and Preliminary Planning Analysis



Andrew Whittemore, M.U.R.P., Commissioner of Planning and Building

Prepared by: Robert Ruggiero, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: NYX Capital Corp.

Appendix 1 - 4.4
Appendix 1, Page 1
File: OZ 18/012 W11

Table of Contents

1. Site History	2
2. Site and Neighbourhood Context	3
3. Project Details.....	7
4. Land Use Policies, Regulations & Amendments.....	11
5. Summary of Applicable Policies	14
6. School Accommodation	34
7. Community Comments.....	35
8. Development Issues	35
9. Section 37 Community Benefits (Bonus Zoning)	38

1. Site History

- There are two detached homes with accessory buildings and industrial buildings on the subject property. The homes predate the City of Mississauga's building permit records, but are visible on 1954 aerial imagery. The industrial buildings were constructed between 1968 and 1974. There have been several changes to the residential and industrial buildings over time, some of which may not comply with the existing zoning or have been constructed without the benefit of a building permit.
- June 20, 2007 □ Zoning By-law 0225-2007 came into force except for those sites which were appealed. The subject lands are zoned **D** (Development), which permits only legally existing uses and **G1** (Greenlands) which permits conservation and parkland.
- November 14, 2012 □ Mississauga Official Plan (MOP) came into force except for those site/policies which have been appealed. The subject lands are designated **Residential High Density** □ **Special Site 2** and **Greenlands** in the Streetsville Community Node Character Area.

2. Site and Neighbourhood Context

Site Information

The property is located on the south side Tannery Street, east of Joymar Drive, and west of Queen Street South within the Streetsville Community Node. The area includes residential, industrial, and commercial uses. A seven storey retirement home is located on the north side of Tannery Street. The remains of a condominium apartment building that was destroyed by fire while it was under construction is also located on the north side of Tannery Street. The subject property includes a portion of Mullet Creek along the west side while the CP rail line abuts the east property line. Emby Drive starts at Thomas Street and terminates at the south property line. The site is currently occupied by residential detached homes with accessory buildings and industrial buildings that contain automotive repair and manufacturing businesses.

The property is regulated by Credit Valley Conservation (CVC) due to the location of Mullet Creek and its associated valley system. A portion of the property is classified as Natural Hazard as it contains floodplain and erosion hazards. The City's Natural Area Survey (NAS) identifies a portion of the property as Natural Green Space (SV10) which is part of Mississauga's Natural Heritage System. 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 CVC and the City. The

proposed rezoning will be reviewed against MOP policies which are discussed further in Section 6.

Property Size and Use	
Frontages: Tannery Street Emby Drive	71.40 m (234.3 ft.) 15.20 m (49.9 ft.)
Depth (irregular):	174.30 m (571.9 ft.)
Gross Lot Area:	1.79 ha (4.4 ac.)
Existing Uses:	Two detached homes with accessory buildings, two large industrial buildings and two smaller industrial buildings



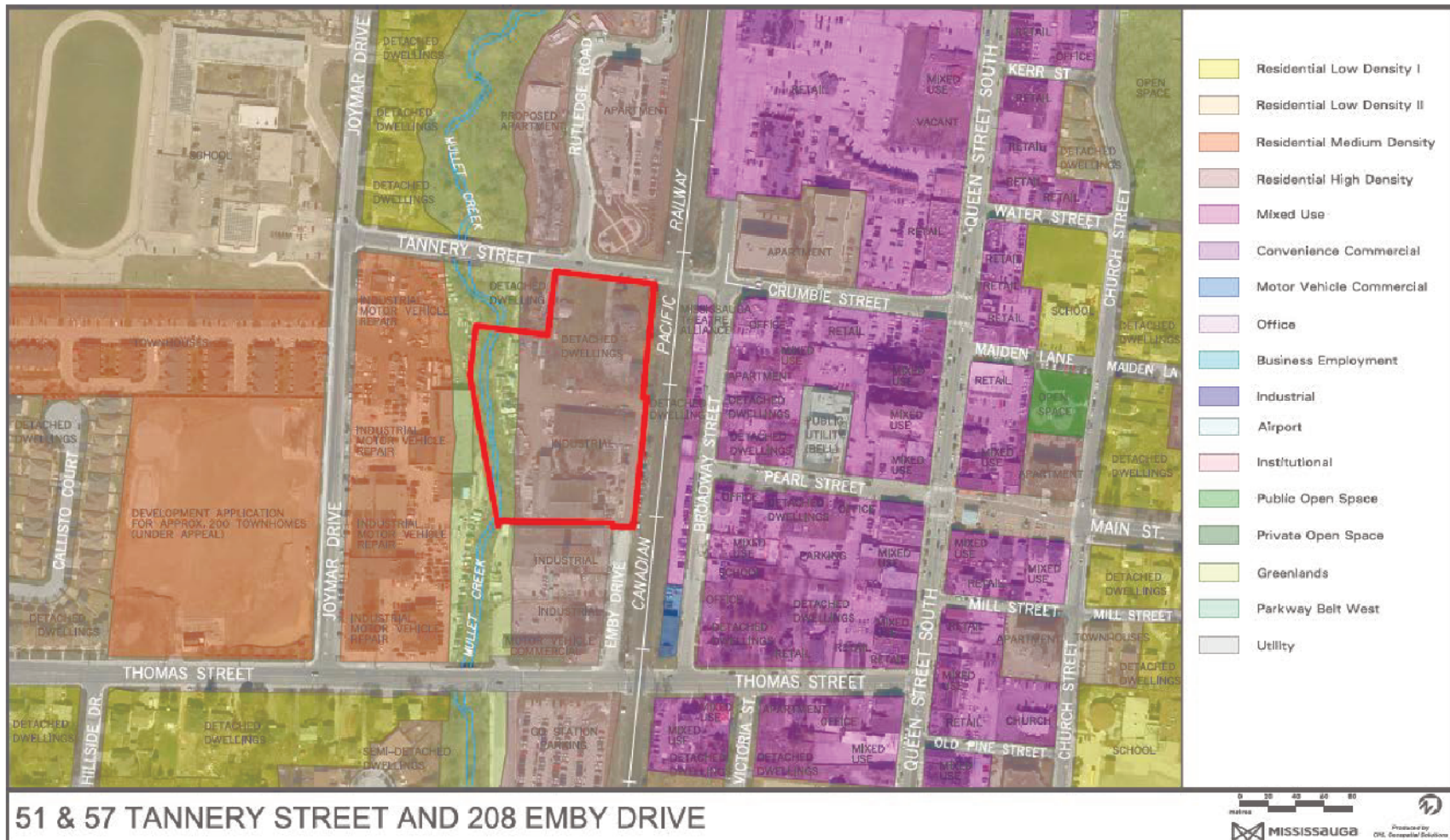
Image of existing conditions facing southeast from Tannery Road

Image of existing conditions facing north from Emby Drive

Surrounding Land Uses

The surrounding land uses are:

- North: Seven storey retirement home (Credit River Retirement Residence), and the remains of a condominium apartment building damaged by fire
- East: CP Rail Line, apartment buildings with heights ranging between two and seven storeys, office and retail commercial uses, and the Queen Street South mainstreet commercial area
- South: Industrial buildings, vehicle pound facility, Streetsville GO Station, detached homes
- West: Mullet Creek, industrial buildings containing automotive repair uses, and townhomes



Aerial image of 51 and 57 Tannery Street and 208 Emby Drive with land use designations and existing uses

The Neighbourhood Context

The subject property is located within the Streetsville Community Node Character Area. The Streetsville Community Node is a historic area, incorporated in 1858 as a village. The immediate and broader area is undergoing transition and growth. The immediate area has a mix of former industrial uses, and more recent medium and high density residential developments. The node contains a variety of housing forms, stores, restaurants, personal services, and places of religious assembly along the Queen Street South mainstreet

Demographics

Based on the 2011 census, the existing population for Streetsville Community Node is 1,265 with a median age of 45 (compared to the City's median age of 39). Sixty-six percent of the neighbourhood population are of working age (15 to 64 years of age), with 11% children (0 to 14 years) and 22% seniors (65 years and over). By 2031 and 2041, the population for this character area is forecasted to be 2,100 and 2,800 respectively. The average household size is 2 persons with 52% of people living in apartments that are either five storeys or higher (double the City's average of 25%). The mix of housing tenure for the node is 160 units (23%) owned and 555 units (78%) rented with a vacancy rate of approximately 0.7%. In addition, the number of jobs within this community node is 2,090. Total employment combined with the population results in a population and jobs (PPJ) for Streetsville Community Node of 61.92 persons plus job per ha.

Other Development Applications

There is one active development application in the vicinity of the subject property for a development application for approximately 200 townhomes at 80 Thomas Street (Dunpar), located southwest of the site. The application has been appealed to the Local Planning Appeal Tribunal (LPAT).

Community and Transportation Services

Streetsville Library is approximately 400 m (1,312.3 ft.) northeast of the site. Streetsville Village Square and Jon Clipperton Park are approximately 250 m (820.1 ft.) east of the site. Vic Johnston Arena, Streetsville Memorial Park and the Credit River are located approximately 700 m (2,296.6 ft.) to the east from the subject property. This application is anticipated to have minimal impact on existing services in the community. Additional comments from Community Services can be reviewed within Section 9 of this Appendix.

There is GO train service approximately 400 m (1312.3 ft.) to the south on the Milton Line to Union Station and MiWay bus routes 9, 49, 67, 305, 306, and 313 serve the subject site.

3. Project Details

The applications are to permit 155, four storey, back to back stacked condominium townhomes in seven buildings; extend Emby Drive through the site to Tannery Street; and to amend the limits of the Greenlands in order to protect the Mullet Creek Valley and associated floodplains. One building will face Tannery Street, three will face the Emby Drive extension, and three will back directly onto Mullet Creek. The majority of units will be served by an internal condominium road, while a portion of units will be accessed from Tannery Street and Emby Drive. All resident and visitor parking is proposed to be located underground.

Development Proposal	
Applications submitted:	Received: June 15, 2018 Deemed complete: July 3, 2018
Developer/ Owner:	NYX Capital Corp.
Applicant:	Tim Jessop, NYX Capital Corp.
Number of units:	155 back to back stacked condominium townhomes
Proposed Gross Floor Area:	15 869.88 m2 (170,822 ft2)
Height:	4 storeys
Lot Coverage:	34.8%
Floor Space Index:	1.46
Landscaped Area:	59.1% (including walkways and hard surface)
Net Density:	86.59 units/ha (35.07 units/acre)
Road Type:	Public and private condominium roads
Anticipated Population:	470* *Average household sizes for all units (by type) based on the 2016 Census
Parking:	Required Proposed
resident spaces	202 202
visitor spaces	31 31
Total	233 233
Green Initiatives:	Stormwater Retention, Permeable Pavement, Native Vegetation, Storm Water Quality Control, Water Balance Control

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications:

- ☐ Planning Justification Report
- ☐ Draft official plan amendment bylaw
- ☐ Draft zoning bylaw
- ☐ Context Plan
- ☐ Site Plan
- ☐ Parking Plan
- ☐ Floor Plans
- ☐ Elevations
- ☐ List of Low Impact Design Features
- ☐ Functional Servicing and Stormwater Management Report
- ☐ Site Grading Plan
- ☐ Site Servicing Plan
- ☐ Traffic Study
- ☐ Noise and Vibration Study
- ☐ Environmental Impact Statement
- ☐ Arborist Report
- ☐ Tree Inventory and Preservation Panel
- ☐ Stage 1 and 2 Archaeological Study
- ☐ Phase I Environmental Site Assessment
- ☐ Phase II Environmental Site Assessment
- ☐ Geotechnical Report
- ☐ Slope Stability Analysis

Concept Plan



Elevations



Applicant's Rendering

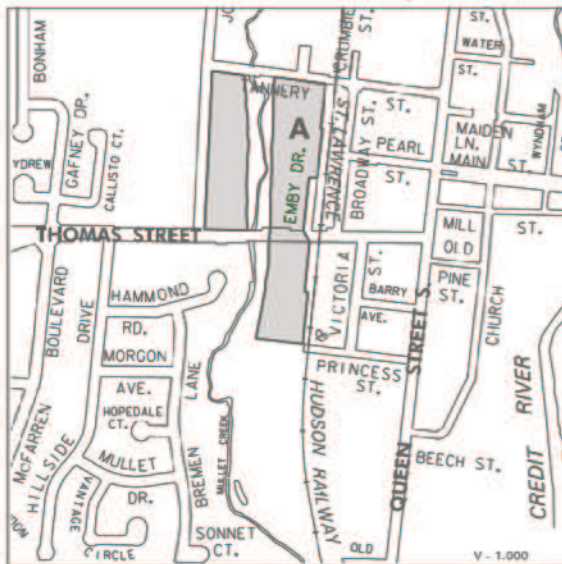


4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

Existing Designation

The site is designated **Residential High Density Special Site 2** which permits apartment dwellings with a maximum FSI of 1.8 and requires a public road connection from Thomas Street to Tannery Street; and **Greenlands** which permits conservation use and parkland.



Special Site 2, Streetsville Community Node Character Area Land Use

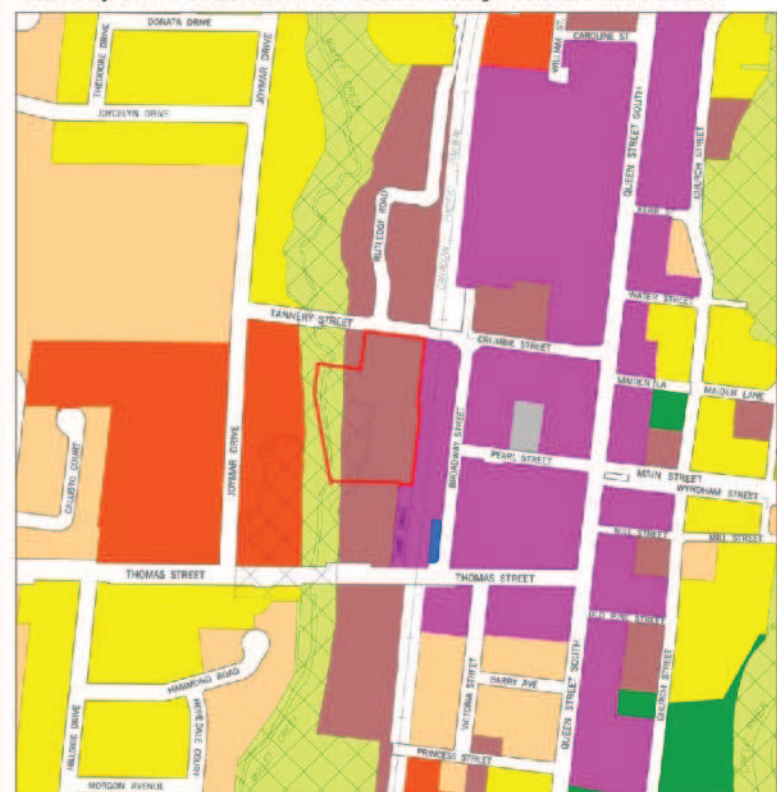
Proposed Designation

Residential High Density Special Site 2 to permit apartment dwellings with a maximum FSI of 1.8, however the following additional policy will apply:

back to back stacked townhomes will be permitted;

Greenlands which permits conservation and parkland to recognize the lands subject to flood hazards and protect the Mullet Creek valleylands and floodplains

Excerpt of Streetsville Community Node Land Use



PART OF SCHEDULE 10 LAND USE DESIGNATIONS OF MISSISSAUGA OFFICIAL PLAN

LAND USE DESIGNATIONS

Residential Low Density I	Airport
Residential Low Density II	Institutional
Residential Medium Density	Park/Open Space
Residential High Density	Private Open Space
Mixed Use	Greenlands
Convenience Commercial	Parkway/Belt West
Major Retail Commercial	Utility
Office	Special Waterfront
Business Employment	Partial Approval Area
Industrial	

BASE MAP INFORMATION

Heritage Conservation District
1996 VER/000 NEP Composite Noise Contours
LBPA Cooperating Area Boundary See Section 10.10.1.1.1.1
Area Exempt from LBPA Cooperating Area
Natural Hazards
Civic Centre (City Hall)
City Centre Transit Terminal
GO Rail Transit Station
Public School
Catholic School
Hospital
Community Facilities

CITY STRUCTURE

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

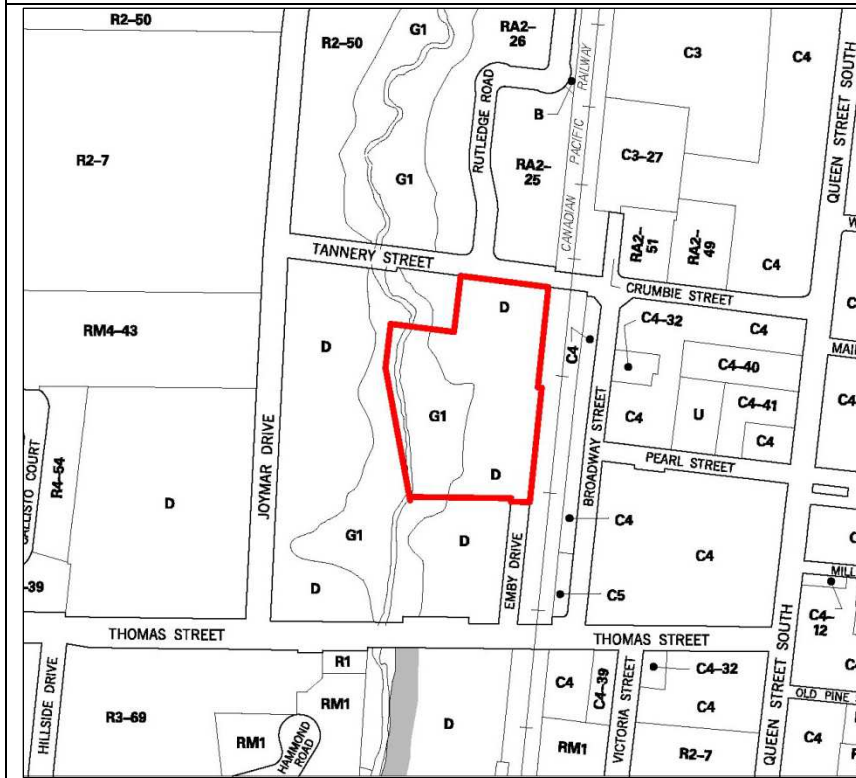
SUBJECT LANDS



Mississauga Zoning By-law

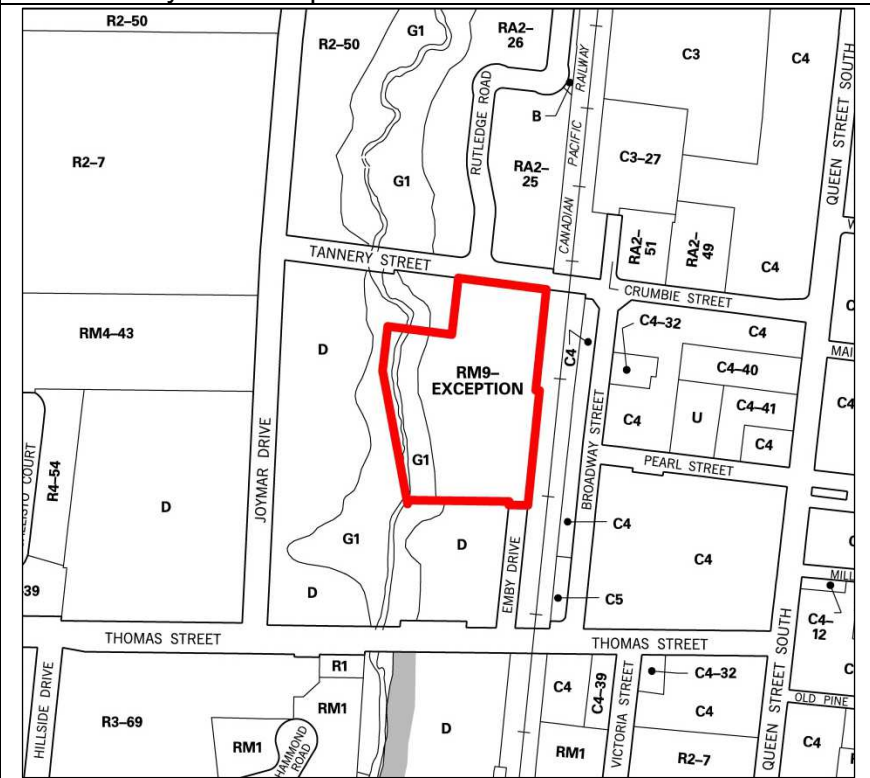
Existing Zoning

The site is currently zoned **D** (Development), which permits legally existing uses and **G1** (Greenlands) which permits conservation and parkland.



Proposed Zoning

The applicant is proposing to rezone the property to Proposed Zones **RM9-Exception** (Horizontal Multiple Dwellings with more than 6 dwelling units), in order to permit back to back stacked townhomes and **G1** (Greenlands) to recognize the Mullet Creek Valley and floodplains.



Proposed Zoning Regulations

Zone Regulations	RM9 Base Zone Regulations	Proposed RM9-Exception Zone Regulations
Maximum Floor Space Index (FSI)	0.9	1.46
Minimum front and exterior side yard	7.5 m (24.6 ft.)	4.05 m (13.3 ft.)
Maximum encroachments into required yards of a porch located on the first storey	1.8 m (5.9 ft.)	3 m (9.8 ft.)
Minimum internal setback from a horizontal multiple dwelling to an internal road, sidewalk or visitor parking space	4.5 m (14.8 ft.)	1.5 m (4.9 ft.)
Minimum internal setback from a rear wall of a horizontal multiple dwelling to an internal walkway	7.5 m (24.6 ft.)	5.8 m (19 ft.)
Minimum internal setback from a side wall of a horizontal multiple dwelling to a side wall of another dwelling	3 m (9.8 ft.)	2.8 m (9.2 ft.)
Minimum width of a sidewalk	2 m (6.6 ft.)	1.8 m (5.9 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

5. Summary of Applicable Policies

The requested official plan and zoning changes will be evaluated against Provincial Plans and policies as well as the Regional Official Plan and those contained in the Mississauga Official Plan. The following table summarizes the applicable policy and regulatory documents that affect these applications.

Following the table, is preliminary assessment of both the City of Mississauga Official Plan policies against provincial and regional planning tools and that the proposal. The last table identifies the Mississauga Plan policies which will be used to evaluate the proposal.

Policy	Mississauga Official Plan (MOP) Policies	Proposal
Provincial Policy Statement (PPS)	The existing policies of MOP are consistent with the PPS	The proposed development is generally consistent with the PPS
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	The existing policies of MOP conform with the <i>Growth Plan</i>	The proposed development is generally in conformity with the <i>Growth Plan</i>
Greenbelt Plan	n/a	n/a
Parkway Belt Plan	n/a	n/a
Region of Peel Official Plan	The existing policies of MOP are consistent with the ROP	The proposed application is exempt from Regional approval
Mississauga Official Plan	The lands are located within the Streetsville Community Node Character Area and are designated Residential High Density □ Special Site 2 and Greenlands which permits apartment dwellings with a maximum Floor Space Index (FSI) of 1.8. Community Nodes are intended to provide access to uses required for daily living including local shops and restaurants, community facilities, and a range of housing types that meet the needs of residents in the area as they move through their lifecycle.	The applicant is proposing to amend the Residential High Density □ Special Site 2 designation to allow for back to back stacked townhomes, whereas only apartments are permitted.
Zoning By-law 225-2007	The lands are currently zoned D (Development) and G1 (Greenlands)	The applicant is proposing to change the existing zoning to RM9-Exception (Horizontal Multiple Dwellings with more than 6 units) to permit the proposal with several exceptions to address reduced setbacks and to amend the limits of the lands currently zoned G1 (Greenlands) in order to recognize the lands subject to flood hazards and protect the Mullet Creek valley lands and floodplain.

Consistency with *Provincial Policy Statement 2014*

The *Provincial Policy Statement 2014* (PPS) is issued under Section 3 of the *Planning Act* and all decisions affecting land use planning matters "shall be consistent" with the *Provincial Policy Statement*.

The following table has been prepared to demonstrate how MOP policies are consistent with the relevant PPS policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the

proposed development is consistent with PPS and MOP policies (i.e. "OZ 18/012 W11 Consistency" column). Only key policies relevant to the application have been included, and the table should be considered a general summary of the intent of the policies.

Official Plan Amendment No. 47 to MOP added and amended policies in the Official Plan so that it is consistent with the PPS. This amendment came into force on May 18, 2016.

Consistency with the *PPS Analysis*

<i>Provincial Policy Statement (PPS)</i>	<i>Mississauga Official Plan Policies (MOP)</i>	<i>OZ File 18/012 W11 Consistency</i>
1.0 Building Strong Healthy Communities		
General Statement of Intent: Promoting efficient land use and development patterns are important to sustainable, liveable, healthy, resilient communities, protecting the environment, public health and safety and facilitating economic growth.	The development of Community Nodes (as defined in MOP) by infilling with a mix of uses and diverse housing stock that supports the general intent of the PPS with respect to building strong healthy communities and the efficient use of land.	Residential intensification promotes the efficient use of lands and the additional population facilitates economic growth. As part of the recommendation report, the applications will be assessed with regard to whether the proposal represents appropriate infill development.
1.1.3.2 Land use patterns within settlement areas shall be based on: <ol style="list-style-type: none"> Densities and a mix of land uses which: <ol style="list-style-type: none"> efficiently use land and resources are appropriate for and efficiently use infrastructure and public service facilities minimize negative impacts to air quality and climate change and promote energy efficiency support active transportation are transit supportive A range of uses and opportunities for 	The Streetsville Community Node is identified as a Community Node which is an element in the City's urban structure that is intended for intensification and provides a range of uses (as identified on Schedule 10 Land Uses of MOP) and allows for appropriate redevelopment of the area). As described in policy 5.3.3, Community Nodes among other things are intended to: <ul style="list-style-type: none"> <input type="checkbox"/> Be an area of intensification with a mix of uses; <input type="checkbox"/> Provide access to a mix of uses required for daily living such as retail stores, restaurants, community facilities, schools, parks and a diverse housing stock that meets housing needs of residents as they move 	The Streetsville Community Node contains a mix of housing types and tenures. A new back to back stacked townhouse development would contribute to the range of housing types available to residents. The applications are under review for consistency with MOP policies.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ File 18/012 W11 Consistency
intensification and redevelopment in accordance with criteria in 1.1.3.3	through their lifecycle. □Achieve a targeted growth density of between 100 and 200 residents plus jobs per hectare.	
1.1.3.3 Planning authorities shall identify appropriate locations for intensification and redevelopment where it can be accommodated taking into account building stock, brownfields, availability of infrastructure and public service facilities required to accommodate projected needs.	The Streetsville Community Node an area intended for intensification (MOP policy 5.3.3.3). The proposed development can utilize surrounding community infrastructure (library, schools and places of religious assembly) and has access to adequate servicing (water, sanitary and storm facilities). Policies in MOP ensure intensification is in accordance with the wise management of resources and protecting health and safety.	The applications are located in a Community Node, which is an area designated for intensification. Community Nodes provide access to a multitude of uses that are required for daily living. The applications will have to demonstrate consistency with MOP policies with respect to land use compatibility and transition to the surrounding neighbourhood.
1.1.3.4 Appropriate development standards should facilitate intensification, redevelopment and compact form, while mitigating risks to public health and safety.	The Built Form policies of MOP (MOP policies contained in section 9) provide direction on appropriate standards to facilitate intensification with respect to transition, sun/shadow impacts, compact urban form and public realm. The proposed development provides intensification within the Community Node and is being evaluated if it provides an appropriate transition to the surrounding land uses. MOP includes policies that require development applications to provide appropriate height and built form transitions between sites and their surrounding area (9.2.1.10).	The proposed development is being reviewed for consistency with the MOP built form transitional and compatibility policies.
1.4 Housing 1.4.1 Planning Authorities shall provide for an appropriate range and mix of housing that is affordable	Community Nodes are intended to provide a diverse range of housing options for residents at different stages of life (5.3.3).	The applications are only proposing back to back stacked townhomes. An evaluation to determine if this meets the intent of this policy is being undertaken.
3.0 Protecting Public Health and Safety		
3.1 Natural Hazards 3.1.1 Development shall generally be directed to areas outside of: a. hazardous lands adjacent to the shorelines of the Great Lakes - St. Lawrence River System and large inland lakes which are impacted by flooding hazards, erosion hazards and/or	Mississauga Official Plan requires new development to be located outside of floodplain areas. It also requires property owners to submit the necessary studies to ensure that the appropriate limits of development can be identified. (MOP Policy 6.3.47, 6.3.48)	The applicant has submitted an environmental impact study to delineate the floodplain boundaries and the exact limits of development.

Provincial Policy Statement (PPS)	Mississauga Official Plan Policies (MOP)	OZ File 18/012 W11 Consistency
dynamic beach hazards; b. hazardous lands adjacent to river, stream and small inland lake systems which are impacted by flooding hazards and/or erosion hazards; and c. hazardous sites.		
3.2.2 Sites with contaminants in land or water shall be assessed and remediated as necessary prior to any activity on the site associated with the proposed use such that there will be no adverse effects.	Mississauga Official Plan requires applicants to address remediation issues on site and to submit the necessary information to determine the extent of contamination and suggested remediation actions. (MOP Policy 6.7.1.)	The applicant has submitted the required environmental reports which is currently under review and will be addressed.
4.0 Implementation and Interpretation		
General Statement of Intent: Provides direction on how the <i>Provincial Policy Statement</i> is to be implemented and interpreted. 4.2 Decisions of the council of a municipality shall be consistent with the <i>Provincial Policy Statement</i> 4.7 The Official Plan is the most important vehicle for implementation of the <i>Provincial Policy Statement</i>	As outlined in this table, the policies of Mississauga Official Plan are generally consistent with relevant policies of the Provincial Policy Statement.	The applications are generally consistent with the Provincial Policy Statement.

Conformity with Growth Plan 2017

The Growth Plan for the Greater Golden Horseshoe (Growth Plan) (2017) was issued under Section 7 of the Places to Grow Act and all decisions affecting lands within this area will conform with this Plan.

The following table has been prepared to demonstrate how MOP policies conform with the relevant Growth Plan policies (i.e. "Mississauga Official Plan Policies" column). In addition, the table provides a preliminary assessment as to how the proposed development conforms with Growth Plan and MOP

policies (i.e. "OZ 18/012 W11 Conformity" column). Only key policies relevant to the application(s) have been included, and that table should be considered a general summary of the intent of the policies.

MOP was prepared and approved in accordance with the Growth Plan 2006. Mississauga is in the process of reviewing MOP policies to ensure conformity with the new Growth Plan 2017. The development application has been reviewed against Growth Plan 2017 policy direction to ensure conformity.

Conformity with the Growth Plan Analysis

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/012 W11 Conformity
1.1 The Greater Golden Horseshoe		
General Statement of Intent: The Greater Golden Horseshoe plays an important role in accommodating growth, however, the magnitude of anticipated growth will present challenges to infrastructure, congestion, sprawl, healthy communities, climate change and healthy environment	MOP directs growth to Intensification Areas. The Streetsville Community Node is an Intensification Area intended to provide a mix of uses required for daily living, including local shops, restaurants, community facilities cultural, heritage and entertainment uses, schools, parks and a range of housing types to serve residents throughout their lifecycle. Section 4 of MOP outlines the City's Vision, and Guiding Principles which will help shape change that the Growth plan anticipates.	The proposed development would contribute to the neighbourhood fabric by intensifying an underutilized site within a designated intensification area. The applications will have to demonstrate compatibility with the policies of MOP with respect to the intended character of the Community Node. Any potential issues associated with accommodating additional growth on the subject site will be further evaluated based on relevant policies and guidelines.
1.2 The Growth Plan for the Greater Golden Horseshoe		
General Statement of Intent: The Vision for the Greater Golden Horseshoe is that it will be a great place to live, supported by a strong economy, a clean and healthy environment, and social equity, with an extraordinary waterfront.	The Vision for Mississauga is that it will be a beautiful sustainable city that protects its natural and cultural heritage resources and its established stable neighbourhoods (MOP section 4). The City is planning for a strong economy supported by a range of mobility options and a variety housing and community infrastructure to create distinct, complete communities. MOP	The applications will provide housing within a location meant to accommodate growth. The appropriateness of the built form as it relates to implementing the vision is being further evaluated.

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/012 W11 Conformity
	<p>directs growth to areas that support existing and planned transit facilities and other infrastructure improvements (MOP section 4.5).</p> <p>Further the intent is to further develop complete communities in intensification areas such as Community Nodes by promoting an urban form and development that supports public health and active transportation.</p>	
1.2.1 Guiding Principles		
<p>General Statement of Intent for this Section: The policies of this Plan are based on the following principles:</p> <ul style="list-style-type: none"> a. Complete communities b. Prioritize intensification c. Provide flexibility to capitalize on new employment opportunities d. Support a range and mix of housing options e. Integrate land use planning and investment in infrastructure f. Provide different approaches to manage growth that recognize diversity of communities g. Protect natural heritage, hydrologic, landforms h. Conserve and promote cultural heritage i. Integrate climate change considerations 	<p>MOP policies include but are not limited to:</p> <ul style="list-style-type: none"> a. Providing for a mix of land uses in a vibrant pedestrian oriented environment (MOP section 5.3.3); b. Identifying the area as a Community Node which is intended to accommodate intensification with a gross density of between 100 and 200 residents plus jobs (MOP section 5.3.3); c. Providing for a range of housing types to meet the needs of the adjacent population as they move through their lifecycle. <p>Ensuring that development in Community Nodes will be in a form and density that complements the existing character and achieves a high quality urban environment.</p>	<p>The proposed development seeks to provide for intensification which adds to the range and mix of housing options. The compatibility with MOP character and design policies is being reviewed.</p>
1.2.2 Legislative Authority		
<p>General Statement of Intent: All decisions made on or after July 1, 2017 will conform with this Plan</p>	<p>As illustrated through this table, MOP generally conforms to the Growth Plan as it pertains to the proposed development.</p>	<p>As the decision on the application will occur after July 1, 2017, it must conform to the Growth Plan 2017.</p>
1.2.3 How to Read this Plan		
<p>General Statement of Intent for this Section: Outlines the relationship between the <i>Growth Plan</i> and other planning documents, and how to read the plan</p>	<p>MOP has been reviewed in respect to the <i>Growth Plan</i> and other applicable Provincial planning documents.</p>	<p>MOP has been reviewed in respect to the Growth Plan and other applicable Provincial planning document.</p>
2. Where and How to Grow		
2.1 Context		
<p>General Statement of Intent: This Plan is about building compact and complete communities. Better use of land and infrastructure can be made by prioritizing intensification, building compact</p>	<p>The Streetsville Community Node is planned as a complete community and identified as a Community Node which is an area for intensification that provides for a mix of housing</p>	<p>The proposal seeks to make better use of land and infrastructure and increase transit usage in a Community Node, well served by public transit and community uses.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/012 W11 Conformity
and complete communities, and increasing the modal share for transit and active transportation.	and employment uses. This node is situated on existing transit routes and is in proximity to existing community infrastructure (GO station, schools, parks, libraries, community centres, emergency services and places of religious assembly.	
2.2 Policies For Where and How To Grow		
2.2.1 Managing Growth		
General Statement of Intent for this Section: Growth will be primarily directed to appropriate locations that support complete communities and infrastructure, as directed by the upper tier municipality.	The Streetsville Community Node is designated as an area for intensification to provide a range of housing, employment and community infrastructure for the surrounding neighbourhoods.	The applications generally seek to intensify in an appropriate location.
<p>Relevant Policies:</p> <ul style="list-style-type: none"> a. Growth should be primarily directed to settlement areas that: <ul style="list-style-type: none"> i. Are within the built boundary and have planned municipal water and wastewater systems and support complete communities (2.2.1.2 a i, ii, iii) ii. that are in delineated built-up areas, strategic growth areas, locations with existing or planned transit and public service facilities (2.2.1.2. c i, ii, iii, iv), iii. that is generally away from hazardous lands (2.2.1.2. e) b. Integrated planning to manage forecasted growth will: <ul style="list-style-type: none"> i. Be supported by planning for infrastructure and public service facilities that consider the full life cycle cost and payment (2.2.1.3.b) ii. Provide direction for an urban form that will optimize infrastructure (2.2.1.3.c) iii. Support the environment (2.2.1.3.d) iv. Be implemented through a municipal comprehensive review (2.2.1.3.e) c. The <i>Growth Plan</i> will support the achievement of complete communities that <ul style="list-style-type: none"> i. Features a diverse mix of land uses ii. Improves social equity 	<ul style="list-style-type: none"> a. The Streetsville Community Node is an established area with sufficient infrastructure to accommodate growth. b. The Node is an appropriate location for growth as it is within the delineated boundary of a settlement area, with access to municipal water and wastewater, and is planned to provide a range of land uses to support a complete community. c. MOP ensures forecasted growth is properly managed as development may be phased if satisfactory arrangements for infrastructure are not made. <p>The Nodes are to include a mix of land uses and housing types. MOP includes policies to ensure high quality compact built form, attractive public realm, including open spaces, through site design and urban design (MOP section 9.1).</p> <p>Appropriate infill in Intensification Areas will help revitalize existing communities by replacing aged buildings, developing vacant or underutilized lots and by adding to the variety of building forms and tenures.</p>	<p>The applications generally support the intent of these policies by providing a denser built form within an intensification area, that has convenient access to public transportation.</p> <p>The proposed development will be evaluated against the applicable MOP policies.</p>

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/012 W11 Conformity
<ul style="list-style-type: none"> iii. Provides mix of housing options iv. Expands convenient access to transportation, public service facilities, open space, healthy food options v. Ensures high quality compact built form, attractive public realm, including open spaces, through site design and urban design vi. Mitigates climate change vii. Integrates green infrastructure 		
2.2.2 Delineated Built-up Areas		
Statement of Intent: The majority of growth is directed to lands within the delineated built-up area (i.e. limits of the developed urban area identified by the Minister of Municipal Affairs and Housing).	The Streetsville Community Node is located within the delineated built-up area and will assist in achieving intensification targets.	The development applications are supportive of the Growth Plan intent to direct development within the built-up area. However, the manner in which growth is accommodated on site is subject to further review.
2.2.4 Transit Corridors and Station Areas		
General Statement of Intent for this Section: Given the Provincial Investment in higher order transit, municipalities are to plan for "major transit station areas on priority transit corridors: as identified on Scheduled 5 of the Growth Plan (2.2.4.1)	The Streetsville Community Node is located on an existing Higher Order Transit line. MOP identifies Streetsville Community Node as an intensification area. The subject site is 385 m from the platform of the Streetsville GO Station. MOP policies support intensification that is appropriate for the location. Intensification Areas (community nodes and station areas) will be planned to reflect their role in the City Structure Hierarchy (5.5.4)	The development applications are supportive of the Growth Plan intent to direct development within major transit station areas. However, the manner in which growth is accommodated on site is subject to further review.
2.2.5 Employment		
General Statement of Intent for this Section: It is important to ensure an adequate supply of employment land.	The Community Node policies encourage a mix of uses.	The subject lands are designated Residential High Density.
2.2.6 Housing		
General Statement of Intent: A range and mix of housing is to be provided, including affordable housing. A housing strategy prepared by the Region is an important tool that can be used.	Mississauga Council has recently approved a citywide affordable housing strategy that is currently being implemented. The strategy can be accessed at:	The proposal provides for additional housing options.

Growth Plan for the Greater Golden Horseshoe	Mississauga Official Plan Policies (MOP)	OZ 18/012 W11 Conformity
	http://www7.mississauga.ca/documents/pb/planreports/2017/Affordable_Housing_Strategy_Appendix1&2-Web.pdf	
<p>Relevant Policies:</p> <ul style="list-style-type: none"> a. The Region is responsible for preparing a housing strategy (2.2.6.1) b. Municipalities will support complete communities by accommodating growth forecasts, achieve minimum intensification targets, consider a range of housing options, and planning to diversify the housing stock. (2.2.6.2) 	<p>A diverse range of housing options is encouraged by MOP. (MOP Policy 7.2.2)</p>	<p>The Region of Peel and the City of Mississauga are working together to address affordable housing issues.</p> <p>The applications would generally help in meeting intensification targets and diversify the housing stock available in the area.</p>
4 Protecting What is Valuable		
<p>The Province will map a Natural Heritage System for the GGH to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The Natural Heritage System mapping will exclude lands within settlement area boundaries that were approved and in effect as of July 1, 2017.</p> <p>4.2.2.3 Within the Natural Heritage System: new development or site alteration will demonstrate that:</p> <ul style="list-style-type: none"> 1. there are no negative impacts on key natural heritage features or key hydrologic features or their functions; 	<p>A portion of the lands at the northwest corner of the site is identified as a Natural Green System (SV10) forms part of the Mullet Creek. MOP contains policies that require the protection, conservation and enhancement of the City's Natural Heritage System. (MOP Policies 6.3.24 □ 6.3.38)</p>	<p>The applicant has submitted an Environmental Impact Study in support of the application. A portion of the subject property is located within the Natural Heritage System. The applicant is currently working with the Credit Valley Conservation to determine the limits of development.</p>
5.0 Implementation		
<p>Statement of Intent: Comprehensive municipal implementation is required to implement the <i>Growth Plan</i>. Where a municipality must decide on planning matters before its official plan has been updated it must still consider impact of decision as it relates to the policy of the plan.</p> <p>The policies of this section address implementation matters such as: how to interpret the plan, supplementary direction on how the Province will implement, co-ordination of the implementation, use of growth forecasts and targets, performance indicators and monitoring, interpretation of schedules and appendices.</p>	<p>MOP must confirm with a hierarchy of policy and legislation at the federal, provincial, regional, and municipal level. In particular, provincial policy initiatives provide strong direction for the growth management and development strategies found in MOP.</p>	<p>Not directly applicable, as these policies speak to interpretation and how to read the plan and are contained in Section 1.0 of the Mississauga Official Plan.</p>

D-6 Compatibility between Industrial Facilities (Ministry of the Environment, Conservation and Parks)

The D-6 guideline is intended to be applied in the land use planning process to prevent or minimize future land use conflicts due to the encroachment of sensitive land uses and industrial land uses on one another. The applications will be reviewed against the D-6 guidelines.

Region of Peel Official Plan

The Region of Peel approved MOP on September 22, 2011. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the Provincial Policy Statement and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the Planning Act and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 9 of this Appendix.

Relevant Mississauga Official Plan Policies

There are other policies in Mississauga Official Plan (MOP) that are also applicable in the review of this/these applications, some of which are found below.

	Specific Policies	General Intent
Section 4 Vision	Section 4.4.5 Section 4.4.5 Section 4.5	Mississauga will provide the guiding principles that are to assist in implementing the long-term land use, growth and development plan for Mississauga and sets out how the City will achieve these guiding principles.
Section 5 Direct Growth	Section 5.1.4 Section 5.1.6 Section 5.1.9	<p>Most of Mississauga's future growth will be directed to Intensification Areas. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of live/work opportunities.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p>
Section 5.3.3 Community Nodes	Section 5.3.3.3 Section 5.3.3.4 Section 5.3.3.8 Section 5.3.3.11 Section 5.3.3.12 Section 5.3.3.13	<p>Community Nodes will be focus of a mix of uses including commercial, residential, educational and open spaces.</p> <p>Community Nodes are Intensification Areas.</p> <p>Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare.</p> <p>Community Nodes will develop as centres for surrounding Neighbourhoods and be a location for mixed use development.</p> <p>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.</p> <p>Community Nodes will be served by frequent transit services that provide city wide connections.</p> <p>Community Nodes will be developed to support and encourage active transportation as a mode of transportation.</p>
Section 5 Direct Growth- Intensification Areas	Section 5.5.1 Section 5.5.3 Section 5.5.5 Section 5.5.8 Section 5.5.9 Section 5.5.13 Section 5.5.14 Section 5.5.16	<p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas, as shown on Schedule 2: Intensification Areas.</p> <p>Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights.</p> <p>Development will promote the qualities of complete communities.</p> <p>Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.</p>

	Specific Policies	General Intent
		<p>Intensification Areas will be planned to maximize the use of existing and planned infrastructure.</p> <p>Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.</p> <p>Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.</p> <p>Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.</p>
Section 6 Value the Environment	<p>Section 6.3 Section 6.3.9 Section 6.3.14 Section 6.3.24 Section 6.3.25 Section 6.3.26 Section 6.3.32 Section 6.3.33 Section 6.7 Section 6.7.1</p>	<p>Mullet Creek is identified as a Natural Hazard as per Schedule 3 Natural Systems in MOP.</p> <p>MOP requires protection, restoration, and expansion of the natural heritage system through a number of measures.</p> <p>Mississauga's Natural Heritage System is composed of the following: Significant Natural Areas; Natural Green Spaces; Special Management Areas; Residential Woodlands; and Linkages.</p> <p>Natural Green Spaces are wetlands and watercourses that do not fulfill the requirements of a significant wetland or significant valleyland, even if they are predominantly engineered; and</p> <p>The Natural Heritage System will be protected, enhanced, restored and expanded through the following measures:</p> <ul style="list-style-type: none"> a. ensuring that the development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions through such means as tree preservation, appropriate location of building envelopes, grading, landscaping, and parking and amenity locations. <p>New lots created by land division that will have the effect of fragmenting the ownership of Natural Green Spaces, and buffers will generally be discouraged and will be supported by an Environmental Impact Study.</p> <p>Lands that meet the criteria of a Natural Hazard Lands will be designated Greenlands and zoned to ensure their long term protection, life, and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.</p> <p>Development and site alteration will not be permitted within or adjacent to Natural Green Spaces, Linkages and Special Management Areas unless it has been demonstrated that there will be no negative impact to the natural heritage features.</p> <p>Environmental Impact Studies will delineate the area to be analysed, describe existing physical conditions, identify environmental opportunities and constraints, and evaluate the ecological sensitivity of the area in relation to a proposal.</p> <p>Natural hazards are generally unsafe for development due to naturally occurring processes such as flooding and erosion.</p> <p>Mississauga will consider the potential impacts of climate change that may increase the risk associated with natural hazard</p>

	Specific Policies	General Intent
		<p>lands.</p> <p>Vegetated protection areas buffers that provide a physical separation of development from the limits of Natural Hazard Lands will be determined on a site specific basis.</p> <p>To ensure that contaminated sites are identified and appropriately addressed by proponents:</p> <ul style="list-style-type: none"> a) owners of the lands proposed for development will submit information as required by the City to identify the potential for contamination b) all potential sources of contamination must be considered. c) the development or approval of amendments to the Official Plan for known or potentially contaminated sites will be deferred until the proponent of the development undertakes a study assessing the potential for contamination in accordance with Provincial regulations and standards as well as City policies <p>If contaminated lands cannot be remediated to the land use designation sought, the land use designation will be reviewed based on the remediation plan and an alternative appropriate land use designation may be considered.</p> <p>Railways in urban areas require particular consideration not only because of the high levels of noise they generate, but also because of ground borne vibration. Safety is also a concern as intensification occurs in the vicinity of railway tracks. In addition, the encouragement of active modes of transportation will require consideration of cyclist and pedestrian safety in conjunction with railway operations.</p>
Section 7 Complete Communities	<p>Section 7.1.1 Section 7.1.3 Section 7.1.6</p> <p>Section 7.2 Housing</p> <p>Section 7.2.1 Section 7.2.2 Section 7.2.8 Section 7.2.9</p>	<p>The official plan supports the creation of complete communities and that meet the day-to-day needs of people through all stages of their life offering a wide assortment of housing options and employment opportunities as well as numerous commercial and social venues. The provision of suitable housing is important to ensure that youth, older adults and immigrants thrive.</p> <p>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.</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> a. The development of a range of housing choices in terms of type, tenure and price: b. The production of a variety of affordable dwelling types for both the ownership and rental markets; and, c. The production of housing for those with special needs, such as housing for the elderly and shelters. <p>Design solutions that support housing affordability while maintaining appropriate functional and aesthetic quality will be encouraged.</p> <p>The provision of housing that meets the needs of young adults, older adults and families will be encouraged in the Downtown, Major Nodes and Community Nodes.</p> <p>Housing is to be provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. A range of housing types, tenure and price is to be provided.</p>

	Specific Policies	General Intent
Section 9 Building a Desirable Urban Form	<p>Section 9.1.2 Section 9.1.6 Section 9.1.7 Section 9.1.8 Section 9.1.9 Section 9.1.13 Section 9.2.1.1 Section 9.2.1.3 Section 9.2.1.4 Section 9.2.1.5 Section 9.2.1.7 Section 9.2.1.21 Section 9.2.1.30 Section 9.2.3.2 Section 9.3.1.4 Section 9.3.5.6 Section 9.4.3.1 Section 9.5.1.2 Section 9.5.1.12</p>	<p>Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.</p> <p>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.</p> <p>Mississauga will promote a built environment that protects and conserves heritage resources.</p> <p>Mississauga will transform the public realm to create a strong sense of place and civic pride.</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.</p> <p>Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.</p> <p>Development will create distinctive places and locales.</p> <p>Built form should provide for the creation of a sense of place through, among other matters, distinctive architecture, streetscaping, public art and cultural heritage recognition.</p> <p>Mississauga will encourage a high quality, compact and urban built form to reduce the impact of extensive parking areas, enhance pedestrian circulation, complement adjacent uses, and distinguish the significance of the Intensification Areas from surrounding areas.</p> <p>Small land parcels should be assembled to create efficient development parcels.</p> <p>Development proponents may be required to provide concept plans that show how a site will be developed with surrounding lands.</p> <p>Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.</p> <p>Development will provide open space, including squares and plazas appropriate to the size, location and type of the development.</p> <p>All development will utilize sustainable design practices.</p> <p>Development will be designed to:</p> <ul style="list-style-type: none"> a. respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks; d. achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible; e. meet universal design principles;

	Specific Policies	General Intent
		<p>Residential developments of a significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.</p> <p>Mississauga is committed to the creation of an accessible city. The design of the physical and built environment will have regard for universal design principles.</p> <p>Developments should be compatible and provide appropriate transition to existing and planned development by having regard for the following elements:</p> <ul style="list-style-type: none"> a. natural Heritage System; b. natural hazards (flooding and erosion); c. natural and cultural heritage features; <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p>
Section 11 General Land Use Designation	Section 11.2.5	<p>Lands designated Residential High Density will permit the following use:</p> <ul style="list-style-type: none"> a. apartment dwelling. <p>11.2.5.10 A horizontal multiple dwelling will not include an apartment dwelling.</p>
Section 14 Community Nodes	Section 14.1.1.2 Section 14.1.1.3	<p>For lands within a Community Node a minimum building height of two storeys to a maximum building height of four storeys will apply, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.</p> <p>Proposal for heights less than two storeys, more than four storeys or different than established in the Character Area policies will only be considered where it can be demonstrated to the City's satisfaction, that:</p> <ul style="list-style-type: none"> a. An appropriate transition in heights that respects the surrounding context will be achieved; b. The development proposal enhances the existing or planned development; c. The City Structure hierarchy is maintained; and d. The development proposal is consistent with the policies of this Plan.
Section 14.10 Streetsville	Section 14.10.6.2	<p>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.</p> <p>Notwithstanding the provisions of the Residential High Density, Residential Medium Density and Greenlands designations, the following additional policies will apply:</p> <ul style="list-style-type: none"> 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.

	Specific Policies	General Intent
		Redevelopment of Area A (refer to page Existing and Proposed Mississauga Official Plan Designation for the Subject Site page 12-13) should include provision for a public road connecting Thomas Street and Tannery Street west of the St. Lawrence and Hudson Railway right-of-way.
Section 19 Implementation	Section 19.5.1	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; adequate engineering services in order to support the proposed applications are under review a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<p>Student Yield:</p> <p>24 Kindergarten to Grade 5 10 Grade 6 to Grade 8 12 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>Ray Underhill Public School</p> <p>Enrolment: 283 Capacity: 350 Portables: 1</p> <p>Dolphin Senior Public School</p> <p>Enrolment: 580 Capacity: 555 Portables: 0</p> <p>Streetsville Secondary School</p> <p>Enrolment: 866 Capacity: 1008 Portables: 0</p>	<p>Student Yield:</p> <p>11 Junior Kindergarten to Grade 8 9 Grade 9 to Grade 12</p> <p>School Accommodation:</p> <p>St Joseph Elementary School (Streetsville)</p> <p>Enrolment: 329 Capacity: 478 Portables: 0</p> <p>St. Aloysius Gonzaga Secondary School</p> <p>Enrolment: 1708 Capacity: 1656 Portables: 0</p>

* Note: Capacity reflects the Ministry of Education rated capacity, not the Board rated capacity, resulting in the requirement of portables.

7. Community Comments

A community meeting was held by Ward 11 Councillor, George Carlson on February 20, 2019. Five people were in attendance. There have been four emails and phone calls received regarding traffic, density and drainage.

The following comments made by the community as well as any others raised at the public meeting will be addressed in the Recommendation Report, which will come at a later date.

- Traffic ☐ how will the additional density create traffic impacts?
- Character ☐ how large are the units, and what is the proposed tenure?
- Access ☐ is there enough vehicle access to the site?
- Parking ☐ how much parking is provided, where is it located, will each unit have a parking space?

8. Development Issues

The following is a summary of comments from agencies and departments regarding the applications:

Agency / Comment Date	Comment
Region of Peel (July 23, 2018)	<p>Regional services consist of an existing 300 mm diameter watermain and an existing 200 mm diameter sanitary sewer located on Emby Drive. There is an existing 300 mmm diameter watermain and an existing 250 mm diameter sanitary sewer located on Tannery Street.</p> <p>A satisfactory Functional Servicing Report (FSR) and single-use demand table will be required to determine the adequacy of the existing services for the proposed development prior to the approval of the zoning and official plan amendments.</p> <p>There is a Regional sanitary sewer easement on the subject property. Please be advised that unauthorized encroachments on Regional easements will not be permitted.</p> <p>The applicant is proposing an extension of the right of way (Emby Drive), along with an extension to the existing watermain. Modelling will be required to determine if an upgrade to the existing sanitary sewer will be required as well.</p> <p>A satisfactory waste management plan is required prior to site plan approval.</p> <p>At the Draft Plan of Condominium stage, the Region will require the applicant to enter into a Condominium Water Servicing Agreement. The Region requires review of the Condominium Declaration and Description prior to the registration of the Condominium.</p>

	An executed Subdivision Agreement may be required prior to registration of the Plan of Subdivision.
Credit Valley Conservation Authority (October 24, 2018)	CVC provides planning and technical clearance services to the City of Mississauga and Region of Peel as it relates to natural heritage protection, and water and natural hazard management. In this case, determination of the development limits is in progress as concerns regarding the determination of existing onsite conditions (slope hazard) are to be addressed. In addition, clarification regarding the stormwater management strategy, including the functionality of the proposed stormwater facility are anticipated. Detailed technical comments have been provided through the Application Status Report □ clarification is anticipated regarding the technical details associated with the slope hazard, stormwater management, natural features, etc.
Dufferin-Peel Catholic District School Board (July 25, 2017) and the Peel District School Board (July 17, 2018)	Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications. Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools. In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department □ Parks and Forestry Division/Park Planning Section (September 20, 2018)	Future residents of the proposed development will be served by Jon Clipperton Park (P-512), zoned OS1, which contains a playground that is located less than 430 m (1410.8 ft.) from the subject lands. Streetsville Rotary Park (P-375), zoned C4-51, contains a playground and parking lot that is located 650 m (2132.6 ft.) from the subject lands. It is recommended that the identified Greenlands are deeded gratuitously to the City and shall be appropriately zoned for protection and conservation purposes. Should this application be approved, with lands being dedicated, hoarding and fencing will be required along the boundary of the Greenlands. Additionally, securities will be required for greenbelt clean-up, restoration, parkland protection, hoarding, and fencing. Prior to the issuance of building permits, for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with City Policies and By-laws.
Community Services - Arborist (July 24, 2018)	The applicant is advised that Tree Removal Permission is required to injure or remove trees on private property depending on the size and number of trees and the location of the property. The Tree Removal application will be reviewed in conjunction with the site plan application prior to the issuance of a demolition or sediment control permit.
City Community Services Department □ Fire and Emergency Services Division (July 20, 2018)	Fire has reviewed the OPA/Rezoning applications from an emergency response perspective and has no concerns; emergency response to the site and water supply available are acceptable. Based on the site plan circulated through this rezoning, it would appear as if two blocks do not comply with By-law 1036-81, and consequently, will not be approved at the site plan review stage or at the time of building permit review.
City Community Services Department □ Heritage Planning (August 20, 2018)	The property has archaeological potential due to its proximity to a watercourse or known archaeological resource. The proponent shall carry out an archaeological assessment of the subject property and mitigate, through preservation or resource removal and documenting any adverse impacts to any significant archaeological resources found.
City Transportation and Works	The applicant has been requested to provide additional technical details. Development matters currently under review and

Department (August 9, 2018)	<p>consideration by this department include:</p> <ul style="list-style-type: none"> • Grading, Servicing and Site Plan • Environmental Site Assessment; soil contamination, underground storage tanks • Record of Site Condition • Traffic Impact Study; and Emby Drive Alignment • Existing and proposed easements • Functional Servicing and Stormwater Management Report • Noise and Vibration Report • Slope stability • Crash wall and berm <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <p>Community Services Public Art Rogers Cable Greater Toronto Airport Authority Alectra Utilities MiWay Enbridge Canada Post Canadian Pacific Rail Metrolinx</p>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <p>Economic Development Bell Canada</p>

Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project?
- Is the proposal compatible with the planned character of the area given the project's land use, massing, density, setbacks and building configuration?
- Can the contamination issues be addressed?
- Are the proposed zoning by-law exception standards appropriate?
- What are the expected traffic impacts?
- Is the proposed alignment of the extension of Emby Drive satisfactory?
- Can the proposed blocks be comply with the Fire Route by-law?

- How will the existing Regional sanitary sewer on the property be impacted by the development?
- How will a proposed concept plan incorporate the abutting lands zoned **D** (Development)?
- Provision of a satisfactory Servicing Report to determine if there is capacity and resolution of all servicing and utility issues
- The delineation of the floodplain and erosion hazards associated with Mullet Creek to the satisfaction of the City and CVC
- Determine the best application process to facilitate required land dedications and public works

New urban design guidelines and zoning by law regulations for back to back and stacked townhouses were endorsed by Council in July 2018. An appeal to the zoning by-law was settled at LPAT in February 2019, and it is now in force and effect with the exception of four specific regulations. Although the subject applications were submitted in advance of the urban design guidelines being endorsed by Council and the zoning by-law coming into force and effect, staff are reviewing the applications in the context of good urban design and planning principles, which include the existing **RM9** (Horizontal Multiple Dwellings with more than 6 dwelling units) zone regulations, the new urban design guidelines endorsed by Council and the new **RM9** zoning regulations for stacked and/or back to back townhouses.

Development Requirements

There are engineering matters including: grading, engineering, servicing and stormwater management that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

To address the ultimate alignment of the proposed Emby Street extension and the configuration of the Mullet Creek Valley and floodplains the applicant has agreed to submit a draft plan of subdivision application to facilitate the various dedications and required municipal works.

9. Section 37 Community Benefits (Bonus Zoning)

Should these applications be approved by Council, staff will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

Recommendation Report Detailed Planning Analysis

**Owner: NYX Tannery Ltd.
 51 & 57 Tannery Street and 208 Emby Drive**

Table of Contents

1.	Community Comments.....	2
2.	Updated Agency and City Department Comments	3
3.	<i>Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)</i>	5
4.	Consistency with PPS	5
5.	Conformity with Growth Plan	5
6.	Region of Peel Official Plan.....	6
7.	Mississauga Official Plan (MOP)	7
8.	Revised Site Plan.....	9
9.	Zoning.....	11
10.	"H" Holding Symbol.....	12
11.	Site Plan	13
12.	Draft Plan of Subdivision	13
13.	Conclusions	15

1. Community Comments

Through the community and public meetings that were held, comments from the public were generally directed towards traffic, density and parking.

Below is a summary and response to the specific comments that were heard.

Comment

Concern with increased traffic in the area.

Response

A Traffic Impact Study (TIS) was submitted in support of the application. The study investigated the impact of the proposed development on the existing traffic network and concludes that the development will not create undue impacts on the surrounding traffic network. In addition, Emby Road will be extended to connect to Tannery Street and dedicated to the City as part of the approval of this application.

Comment

Concern with the density of the proposed development.

Response

The Mississauga Official Plan contains policies which direct growth to intensification areas, including a Community Node. This development proposal conforms with the policies related to density as the current official plan designation permits a floor space index (FSI) range of 1.0 to 1.8. The development

proposes an FSI of 1.6 for the back to back stacked townhomes and a FSI of 1.4 for the street townhomes.

Comment

Concern with the loss of rental units on the property.

Response

The City's Rental Housing Protection By-law came into effect June 1, 2019. This by-law requires a permit for the demolition of rental units and the conversion of rental units to condominium ownership. A demolition permit for the existing dwelling was issued on May 27, 2019, before this by-law came into effect. The Rental Housing Protection By-law was not applicable to the property at that time.

Comment

Concern with middle income earners and what housing options are available for them.

Response

The City's Affordable Housing Strategy promotes diversity in housing supply for owners and encourages rental opportunities to achieve a balanced rental market. This development will provide for more housing options than the existing dwellings.

Comment

Loss of mature trees abutting the existing detached dwelling.

Response

The Arborist Report prepared by Beacon Environmental has been reviewed. Though a number of trees will be removed, the City's Private Tree Protection By-law requires owners to obtain a permit and has provisions for replacement trees. In addition, a portion of the property abutting the Mullet Creek will be zoned **G1** (Greenlands) to protect the natural area.

2. Updated Agency and City Department Comments

UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on June 2, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation & Works Department

Comments updated July 21, 2021, state that technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

A Noise and Vibration Report was prepared by HGC Engineering. The purpose of the report is to evaluate the noise and vibration sources that may impact the development. The noise and vibration sources include road and rail traffic. The

sound level predictions indicate that noise mitigation will be required, the details of which will be confirmed at the detailed design stage prior to plan registration. Additionally, upgraded building construction will be required and will be addressed through the Site Plan and Building Permit processes. Potential ground borne vibration from the CP Rail corridor is not expected to affect the development.

Stormwater

A Functional Servicing and Stormwater Management Report, prepared by LEA Consulting Ltd. and dated March 2021 was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site.

The applicant has demonstrated a satisfactory stormwater servicing concept, including onsite stormwater management techniques, and that there will be no impact on the City's storm sewer system. Various methods of water reuse on site are being pursued, and low impact design features are also being proposed. The applicant is proposing to construct an internal storm sewer to service the development lands, accommodate adjacent external flow, and construct/ upsize the storm sewer on Thomas Street all the way to the outlet at Mullet Creek. An Environmental Compliance Approval (ECA) will be required from the Ministry of the Environment, Conservation and Parks and approval of the proposed plan is required from Credit Valley Conservation (CVC). Details will be addressed at the detailed design stage prior to registration of the draft plan of subdivision.

Traffic

A total of four (4) traffic impact study (TIS) submissions were provided by LEA Consulting Ltd. in support of the proposed development. The final submission, dated March 8, 2021, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 61 (11 in, 50 out) and 70 (44 in, 26 out) two-way site trips for the weekday AM and PM peak hours in 2022, respectively.

Even with the traffic generated by the proposed development, the study area intersections and the proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance

Based on the review of the Remedial Action Plan (RAP), dated March 8, 2021, prepared by OHE, there are further details required to confirm that the site complies with the Environmental Regulations. These requirements, outlined below, will be addressed prior to the lifting of the holding symbol on the property:

- Submission of Risk Assessment (all associated reports, Certificate of Property Use (CPU documents) and Record of Site Condition for the development lands.

Other Engineering Matters

As part of this development proposal, a berm/wall combination and grading and drainage works abutting the CP Rail lands are required to support the development limits. A concept showing

how external grading and drainage into this site will be managed accounting for the extension of Emby Drive and the preliminary design of the berm-wall has been received and confirmed by CP Rail as feasible. Further details are required, including CP Rail approval of the detailed design of the berm-wall, ultimate grading and drainage plans and reports and the proposed Emby Road extension will be addressed prior the lifting of the holding zone on the property.

Other site specific details including, but not limited to, municipal infrastructure design and construction, servicing, such as storm sewer extension/upsized, land dedications, easements, road and boulevard works and the construction of the required berm/fence noise barriers, are required in support of this development and will be dealt with through the related Subdivision Agreement prior to plan registration.

School Accommodation

In comments, dated July 17 and July 25, 2018, the Dufferin-Peel Catholic District School Board and Peel District School Board responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for this development application.

3. *Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)*

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

4. Consistency with PPS

The Public Meeting Report dated March 18, 2019 (Appendix 1) provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

The proposal represents an opportunity to modestly intensify and increase the range of housing in the neighbourhood. The development also represents an efficient land use pattern that avoids environmental health and safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

The relevant MOP policies in this report are consistent with the PPS.

5. Conformity with Growth Plan

The Growth Plan was updated May 16, 2019, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the

housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.
- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

Section 2.2.2.4 b) in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in intensification areas". It states that intensification areas will be planned and designed to "achieve an appropriate transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The Ministry of the Environment, Conservation and Parks D-6 Compatibility between Industrial Facilities, Guideline is intended to be applied in the land use planning process to prevent or minimize future land use conflicts due to the encroachment of sensitive land uses and industrial land uses on one another. The D-6 guidelines do not apply to railways, but would apply to the commercial/industrial uses to the south of the site. In support of the proposal a noise and vibration study was submitted. The

study concluded that the impacts of noise meet the applicable guidelines, subject to the inclusion of a noise warning clause in all purchase and sale and lease agreements for the applicant's lands.

The proposed development conforms to the Growth Plan as it is intensifying under utilized properties, including the conversion of an industrial property to medium density residential uses within the Community Node.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

6. Region of Peel Official Plan

As summarized in the public meeting report dated March 18, 2019 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan. The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities. A future objective is to achieve an urban structure, form and densities which are pedestrian friendly and transit supportive.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. It addresses the natural and built

environments and influences that lead to successful cities. This section emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth will be directed to Intensification Areas comprised of Community Nodes (among others) that will promote a desirable urban form that supports transit.

The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan. The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in Streetsville.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Streetsville Community Node Character Area, to permit 142 back to back townhomes and five townhomes. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***

- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation been provided by the applicant?***

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

Directing Growth

The subject site is located in the Streetsville Community Node Character Area, on the south side of Tannery Street, east of Joymar Drive, west of Queen Street South. The site is currently occupied by a house and an industrial building. A dwelling was previously located at 57 Tannery Street and was demolished. The site is designated **Residential High Density** with a floor space index (FSI) range of 1.0 to 1.8. The **Residential High Density** designation permits apartments. The applications are proposing to amend the Special Site to permit townhomes as an additional use. The applications propose street townhomes with an FSI of 1.4 and back to back stacked townhomes with an FSI of 1.6, densities that are within the permitted FSI range of the existing High Density Residential designation.

Compatibility with the Neighbourhood

Intensification within a Community Node is to be compatible in built form and scale to surrounding development and will be sensitive to the existing and planned context. The site is located within the Streetsville Community Node Character Area which exhibits many of the desirable characteristics of an established community node such as compact, mixed use development, pleasant walkable streets and a strong sense of place and community identity.

The immediate area has a mix of former industrial uses, and more recent medium and high density residential developments. The node contains a variety of housing forms, stores, restaurants, personal services, and places of religious assembly along the Queen Street South main street.

The proposed development proposal is compatible with the surrounding area as it contributes to the variety of uses including forms of housing.

The proposal is also extending Emby Street through to Tannery Street in conformity with the policies of the Official Plan's Special Site policy.

Services and Infrastructure

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit routes:

- Number 9 (Rathburn-Thomas),
 49 (McDowell-Streetsville GO)
 306 (Streetsville Secondary-Terry Fox) and
 313 (Streetsville Secondary-Meadowvale)

There is GO train service approximately 400 m (1,312 ft.) to the south on the Milton Line to Union Station

There is a transit stop on Thomas Street within 250 m (820 ft.) of the site.

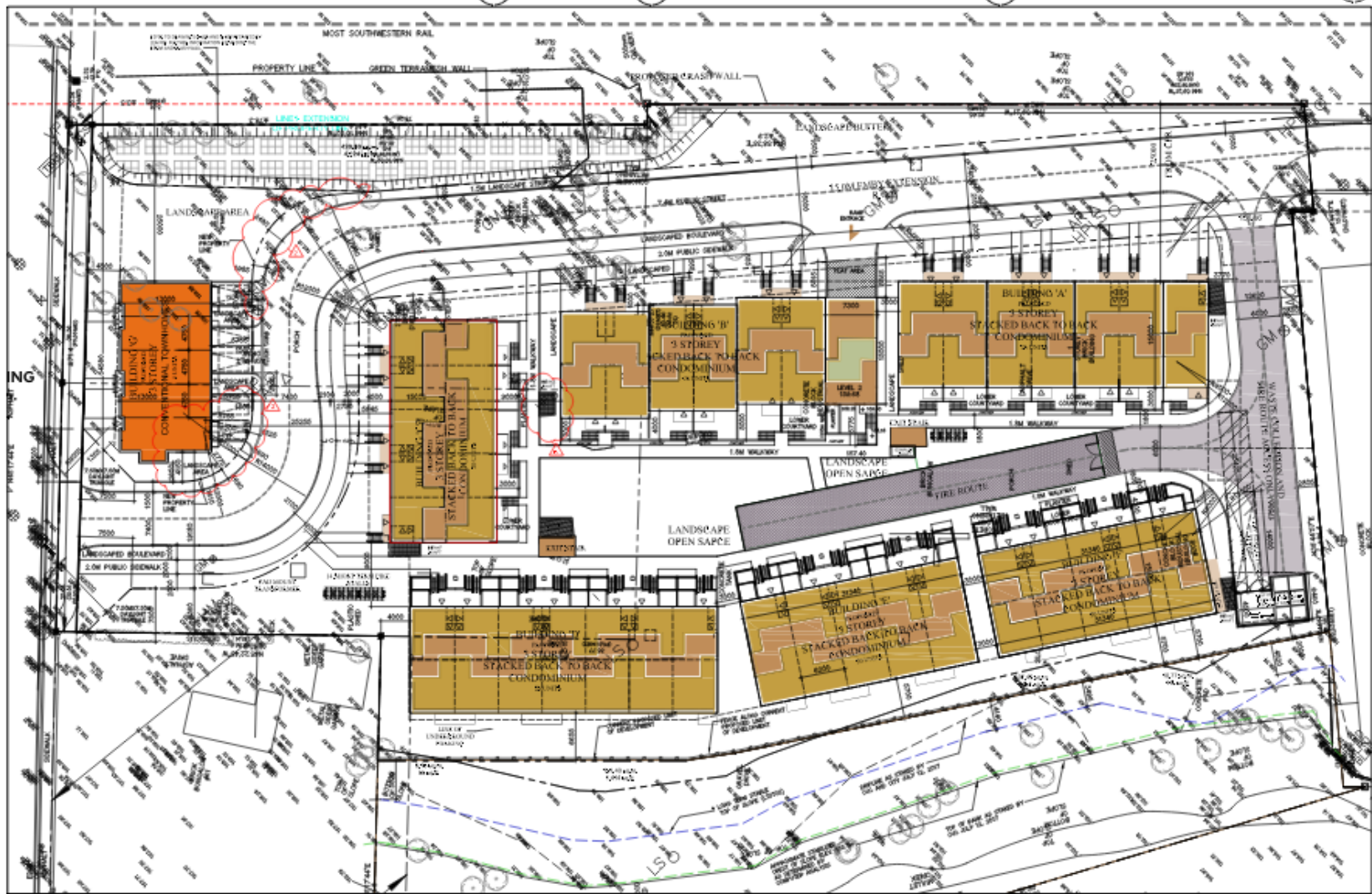
Streetsville Library is approximately 400 m (1,312 ft.) northeast of the site. Streetsville Village Square and Jon Clipperton Park are approximately 250 m (820 ft.) east of the site. Vic Johnston Arena, Streetsville Memorial Park and the Credit River are located approximately 700 m (2,296.6 ft.) to the east from the subject property. These applications are anticipated to have minimal impact on existing services in the community.

There are many restaurant, retail and service establishments located along Queen Street South. There is a commercial plaza which includes various retail uses which is located within a seven minute walk.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

8. Revised Site Plan

The applicant has provided a revised site plan as follows:



Site Plan

9. Zoning

The proposed **RM5-59** (Street Townhouses - Exception) and **RM9-4** (Back to Back and Stacked Townhouses - Exception) zones are appropriate to accommodate the proposed five street townhouses and 142 back to back townhouses.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed Zoning Regulations

Zone Regulations	RM5 Zone Regulations	Proposed RM5-59 Zone Regulations
Minimum Lot Area – interior lot	200 m ² (2,153 ft. ²)	110 m ² (1,184 ft. ²)
Minimum Lot Area – corner lot	280 m ² (3,013 ft. ²)	165 m ² (1,776 ft. ²)
Minimum Lot Frontage	6.8 m (22.3 ft.)	4.7 m (15.4 ft.)
The front lot line shall be deemed to be Emby Drive		
Maximum Floor Space Index (FSI)	Maximum gross floor area – residential – 0.75 times the lot area	1.4

Zone Regulations	RM5 Zone Regulations	Proposed RM5-59 Zone Regulations
Maximum Height	10.7 m (35 ft.) and 3 storeys	11.5 m (37.7 ft.) and 3 storeys
Minimum driveway width	2.6 m (8.5 ft.)	3.0 m (9.8 ft.)
For the purposes of this by-law, height means the vertical distance between established grade and;		
(1.1) the highest point of a roof surface of a flat roof ; or		
(1.2) the mean height level between the eaves and ridge of a sloped roof;		
(1.3) the mean height level between the eaves and highest point of the flat roof where there is a flat roof on top of a sloped roof ;		
(1.4) the highest point of a structure without a roof .		
All site development plans shall comply with the Schedule RM5-59 of this Exception. The buildable area including the setbacks from the lot lines to the buildable area will be shown on the exception schedule and will generally comply with the concept site plan shown on page 10.		
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

Zone Regulations	RM9 Zone Regulations	Proposed RM9-4 Zone Regulations
Maximum Floor Space Index (FSI)	n/a	1.6

Zone Regulations	RM9 Zone Regulations	Proposed RM9-4 Zone Regulations
Maximum Dwelling Height	Sloped Roof 17 m (55.7 ft.) and 4 storeys Flat Roof 11.0 m (36 ft.) and 4 storeys	12.5 (41 ft.) and 4 storeys
Minimum width of a condominium road	7.0 m (22.9 ft.)	6.0 m (19.6 ft.)
Minimum number of resident parking spaces per condominium stacked townhouse dwelling unit	Without exclusive use garage and driveway: 1.10 resident spaces per studio/one-bedroom unit 1.5 resident spaces per two-bedroom unit 1.75 resident spaces per three-bedroom unit 2.0 resident spaces per four-bedroom unit	1.3
Minimum number of visitor parking spaces per condominium stacked townhouse dwelling unit	0.25	0.20

Zone Regulations	RM9 Zone Regulations	Proposed RM9-4 Zone Regulations
For the purposes of this by-law, height means the vertical distance between established grade and;		
(1.1)	the highest point of a roof surface of a flat roof ; or	
(1.2)	the mean height level between the eaves and ridge of a sloped roof;	
(1.3)	the mean height level between the eaves and highest point of the flat roof where there is a flat roof on top of a sloped roof ;	
(1.4)	the highest point of a structure without a roof .	
All site development plans shall comply with the Schedule RM9-4 of this Exception. The buildable area including the setbacks from the lot lines to the buildable area will be shown on the exception schedule and will generally comply with the concept site plan shown on page 10.		
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

10. "H" Holding Symbol

Should this application be approved by Council, staff will request an "H" Holding Symbol which can be lifted upon:

- The execution of an agreement satisfactory to the City of Mississauga, and the Region of Peel to address items required to support the site development including but not limited to detailed design and construction of the required crash wall/berm abutting CP Rail lands; grading and drainage of abutting lands; land dedication and easements; and municipal infrastructure detailed design

- Receipt of any outstanding or additional technical reports, studies, documents, drawings/plans, to the satisfaction of the City of Mississauga and any other applicable authority, including but not limited to: Risk Assessment incorporating the details of the proposed risk management measures; and receipt of confirmation that the Record of site condition has been filed with the Ministry of Environment, Conservation and Parks, together with any supporting documentation
- Approval letter from Canadian Pacific Rail (CPR) for the ultimate design and construction of the required crash wall/berm, and final grading and drainage plans

11. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

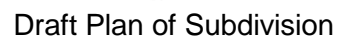
While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as stormwater management, landscape details and noise mitigation.

12. Draft Plan of Subdivision

The proposed plan of subdivision consists of six blocks. Two blocks will be zoned for street townhomes and back to back

townhomes; two blocks will make up the Emby Drive road extension and Tannery Street road widening; and one block will be dedication to the City for greenlands protection. The sixth block is associated with the back to back townhomes and will provide for derailment protection from the abutting rail line. This block will include a berm/wall/fence with cladding and upgraded landscaping and/or public art, the details of which will be confirmed prior to the registration of the plan.

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 3. The lands are the subject of a Draft Plan of Subdivision. Development will be subject to the completion of services and registration of the plan.



13. Conclusions

In conclusion, City staff have evaluated the applications to permit 142 back to back stacked townhomes and 5 street townhomes and changes to the Greenlands boundary against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The applications are seeking to add townhomes in order to intensify two underutilized lots within the Streetsville Community Node Character Area.. The proposal takes advantage of the site's unique location and configuration attributes and further completes the road network in Streetsville by extending Emby Drive through to Tannery Street. The proposal will provide a built form that supports a mix of housing choices within the City. Staff are of the opinion that the applications are consistent with and conform to the Provincial, Regional and City planning instruments. Staff have no objection to the approval of these applications, subject to the recommendations provided in the report.



SCHEDULE A CONDITIONS OF APPROVAL

APPROVAL DATE OF DRAFT PLAN OF SUBDIVISION:	October 25, 2021
FILE:	T-M20004 W11
SUBJECT:	Draft Plan of Subdivision Part Lot 4, Concession 5, WHS 51 and 57 Tannery Street and 208 Emby Drive City of Mississauga NYX Tannery Ltd.

In accordance with By-law 343-98, the Commissioner, Planning and Building Department has made a decision to approve the above noted draft plan of subdivision subject to the lapsing provisions and conditions listed below.

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, is valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"
Region is "The Regional Municipality of Peel"

The City has not required either the dedication of land for park or other public recreational purposes, or a payment of money in lieu of such conveyance as a condition of subdivision draft approval authorized by Section 51.1 of the *Planning Act*, R.S.O. 1990, c.P13 as amended. The City will require payment of cash-in-lieu for park or other public recreational purposes as a condition of development for each lot and block, prior to the issuance of building permits pursuant to Section 42(6) of the *Planning Act*, R.S.O. 1990, c.P13, as amended, and in accordance with the City's policies and by-laws.

- 1.0 Approval of the draft plan applies to the plan dated May 28, 2021.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City and the Region.
- 3.0 The applicant/owner shall enter into a Subdivision Agreement including Municipal Infrastructure Schedules, and any other necessary agreements, in a form satisfactory to the City, Region or any other appropriate authority, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, land dedications, public easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues such as cash contributions, levies (development charges),

land dedications or reserves, securities or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals; conservation and environmental matters; phasing and insurance. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS FROM AUTHORITIES, AGENCIES, AND DEPARTMENTS OF THE CITY AND REGION AS CONTAINED IN THE APPLICATION STATUS REPORT DATED September 15, 2021, THAT CORRESPONDS WITH THE RESUBMISSION DATED June 2, 2021 AND REMAIN APPLICABLE. THESE COMMENTS HAVE BEEN PROVIDED TO THE APPLICANT OR THEIR CONSULTANTS AND FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City and Regional Policies and By-laws on the day of payment.
- 5.0 Prior to registration of the subdivision plan, a restriction on title for Block 2 and Block 4 is required.
- 6.0 The applicant/owner shall pay in full, all assessments levies against the property, as well as the current years taxes and/or local improvement charges, prior to the registration of the plan.
- 7.0 Prior to the execution of the Subdivision Agreement, should there be any mortgagees, the City will require that the mortgagees execute in duplicate, a Consent and Postponement
- 8.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City, Region or other authority.
- 9.0 The applicant/owner shall provide all outstanding reports, plans or studies required by agency and departmental comments.
- 10.0 That a Zoning By-Law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 11.0 Prior to registration of the plan of subdivision and to the satisfaction of the City Transportation and Works Department, the owner is to ensure that the same Block and Unit numbers are referenced on the Site Plan, the Schedules to the Subdivision Agreement and the Noise Report.
- 12.0 Prior to Registration and to the satisfaction of the City Transportation and Works Department, the Owner will be required to enter into a Subdivision Agreement with the City containing a Schedule to agree to construct the required municipal works, including but not limited to: construction of the required storm sewer outlet works and any necessary municipal works required to service these lands; construction of the required boulevard works; construction of the required road works; construction of the required berm/fence noise barriers; detailed design of all works, including site servicing plans, grading plans and drainage plans; land dedications, buffer blocks and easements; and fees, securities and insurance.

The Owner shall provide a cost estimate and a Letter of Credit representing 100% of the Owner's total cost for municipal infrastructure works. The Subdivision Agreement is to include reference to the securities required for the completion of the works within the municipal right-of-way and all other matters such as: engineering drawings, timing of construction, notification for inspection, insurance certificate, inspection and processing fees. Please note that the

detailed design for the proposed works must account for the possible relocation of any existing services and utilities that may currently be located within both the Emby Drive and Tannery Street boulevards. In addition, it should be noted that PUCC approval will be required.

- 13.0 The proposed streets shall be named to the satisfaction of the City and the Region. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 14.0 Prior to final approval, the Engineer is required to submit, to the satisfaction of the Region, all engineering drawings in Micro-Station format as set out in the latest version of the Region of Peel "Development Procedure Manual".
- 15.0 Prior to registration of the plan of subdivision, the owner/applicant shall submit draft reference plan(s) for the Region of Peel's review and approval prior to such plans being deposited. All costs associated with preparation and depositing of the plans and transfer of lands shall be at the sole expense of the Developer.
- 16.0 Prior to final approval, the City shall be advised by the School Boards that satisfactory arrangements regarding educational facilities have been made between the developer/applicant and the School Boards for this plan.
- 17.0 Prior to final approval, the Dufferin-Peel Catholic District School Board is to be satisfied that the applicant has agreed to include in the Subdivision Agreement and all offers of purchase and sale for all residential lots, the following warning clauses until the permanent school for the area has been completed:
 - 17.1 Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.
 - 17.2 That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board.
- 18.0 That the Subdivision Agreement shall contain a clause satisfactory to the Dufferin-Peel Catholic District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.
- 19.0 Prior to final approval, the Peel District School Board is to be satisfied that the following provision is contained in the Subdivision Agreement and on all offers of purchase and sale for a period of five years after registration of the plan:
 - 19.1 Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in neighbourhood

schools, you are hereby notified that some students may be accommodated in temporary facilities or bussed to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the Planning and Resources Department of the Peel District School Board to determine the exact schools.

- 20.0 That the Subdivision Agreement shall contain a clause satisfactory to the Peel District School Board that the developer will erect and maintain signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bussed to schools, according to the Board's Transportation Policies. These signs shall be to the School Board's specifications and at locations determined by the Board.
- 21.0 Prior to final approval, Credit Valley Conservation requires the following:
- 21.1 That a financial contribution in lieu of on-site stormwater management measures be provided in accordance with the recommendations of the Mississauga Storm Water Quality Control Study to the satisfaction of Credit Valley Conservation, or;
 - 21.2 That a comprehensive Best Management Practices report be provided to address stormwater management for the subject property in accordance with the Ministry of Environment and Energy Stormwater Management Practice and Design Manual, 1994 and other applicable criteria as provided by Credit Valley Conservation and the City; and
 - 21.3 That detailed engineering plans be prepared to the satisfaction of Credit Valley Conservation, which describe the means whereby stormwater will be treated and conducted from the site to a receiving body.
 - 21.4 That the Subdivision Agreement between the owner and the City shall contain provisions with respect to the following, and with wording acceptable to Credit Valley Conservation, wherein the owner agrees to carry out or cause to be carried out the works noted above.
- 22.0 That the owner/applicant agree to provide a temporary location at which Canada Post Corporation may locate community mailboxes during construction, until curbing and sidewalks are in place at the prescribed permanent mailbox locations.
- 23.0 That in consultation with Canada Post Corporation, the owner/applicant agrees to provide at their expense the following for the permanent mailbox locations:
- 23.1 An appropriately sized sidewalk section on which Canada Post mailboxes will be placed, adjacent to the municipal sidewalk (where applicable), and any required footpaths across the boulevard from the curb to the sidewalk;
 - 23.2 Any required curb depressions and wheelchair access for mailbox sites where no sidewalk is planned.
- 24.0 Prior to final approval, the owner/applicant shall grant Metrolinx an environmental easement for operational emissions, which is to be registered on title against all residential dwellings within 300 metres of the railway right-of-way. Applicant to contact Tony To (tony.to@metrolinx.com) to initiate the easement registration process.

-
- 25.0 Prior to final approval Community Services to confirm payment in cash or certified cheque to cover the cost of planning street trees, up to 60 mm caliper, for every 10m of public street frontage. Such fees will be charged at prevailing rates of approved City policies and by-laws on the day of payment.at \$589.44 per street tree for every 10 metres of frontage.
- 26.0 Prior to final approval Community Services to confirm the applicant has provided written confirmation that Transportation and Works has received and approved the Phase 1 and Phase 2 (if required) Environmental Site Assessment Report (ESA), together with a Record of Site Condition (RSC) for land dedicated for parkland/greenbelt/woodlot/open space.
- 27.0 Prior to final approval, confirmation from Community Services that all lands below the established top-of-bank, Regional storm floodplain, natural area and associated buffers or within the stability and/or erosion component of the valley slope, whichever is greater, shall be deeded gratuitously to the City as greenlands for conservation purposes and shall be appropriately zoned.
- 28.0 Prior to final approval, all final documents in support of the Record of Site Conditions, including the clean-up report, ESA reports, CPU documents be submitted to the satisfaction of the Transportation & Works Department.
- 29.0 Prior to final approval, the owner/applicant agrees to gratuitously dedicate municipal road, right of way widening and sight triangles/roundings to the satisfaction of the Transportation and Works Department.
- 30.0 Prior to execution of the Subdivision Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 31.0 Prior to final approval, the applicant has provided written confirmation that Transportation and Works has received and approved the Phase I and Phase II ESA, the Risk Assessment Report and Risk Management Plan together with the Certificate of Property Use and RSC filing (as applicable) for land dedicated as municipal road, right of way widening and sight triangles/roundings to the satisfaction of the Transportation and Works Department.
- 32.0 Prior to execution of the Subdivision Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 33.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.