

## Recommendation Report Detailed Planning Analysis

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

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## 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.

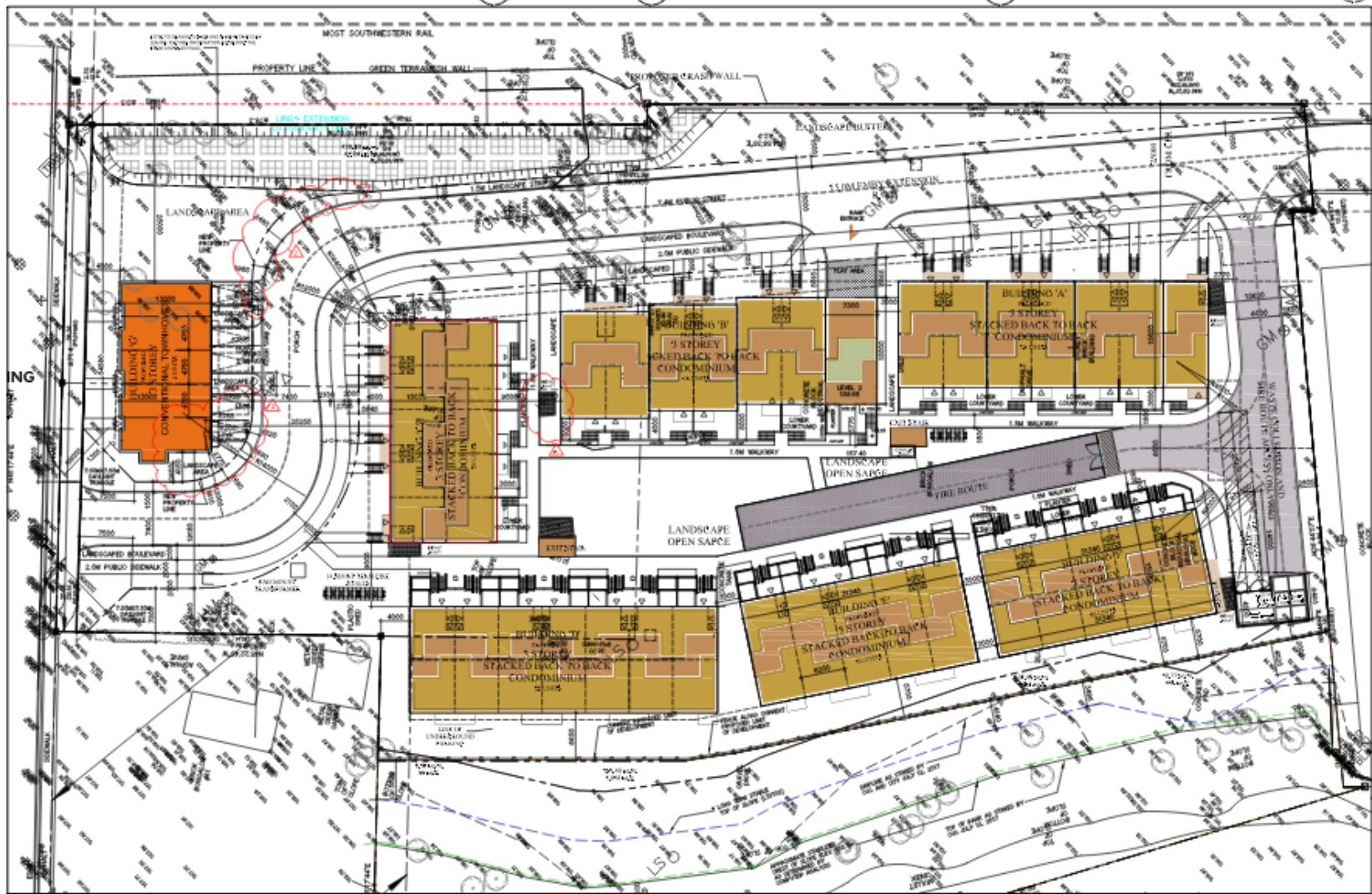
There are many restaurant, retail and service establishments located along Queen Street South. There is a commercial plaza which includes various retail uses which is located within a seven minute walk.



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

Zone Regulations	RM5 Zone Regulations	Proposed RM5-59 Zone Regulations
Maximum <b>Height</b>	10.7 m (35 ft.) and <b>3 storeys</b>	11.5 m (37.7 ft.) and <b>3 storeys</b>
Minimum <b>driveway width</b>	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 <b>established grade</b> and;		
(1.1) the highest point of a roof surface of a <b>flat roof</b> ; 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 <b>flat roof</b> where there is a <b>flat roof</b> on top of a <b>sloped roof</b> ;		
(1.4) the highest point of a <b>structure without a roof</b> .		
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 <b>Floor Space Index (FSI)</b>	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 <b>established grade</b> and;		
(1.1) the highest point of a roof surface of a <b>flat roof</b> ; 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 <b>flat roof</b> where there is a <b>flat roof</b> on top of a <b>sloped roof</b> ;		
(1.4) the highest point of a <b>structure without a roof</b> .		
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.

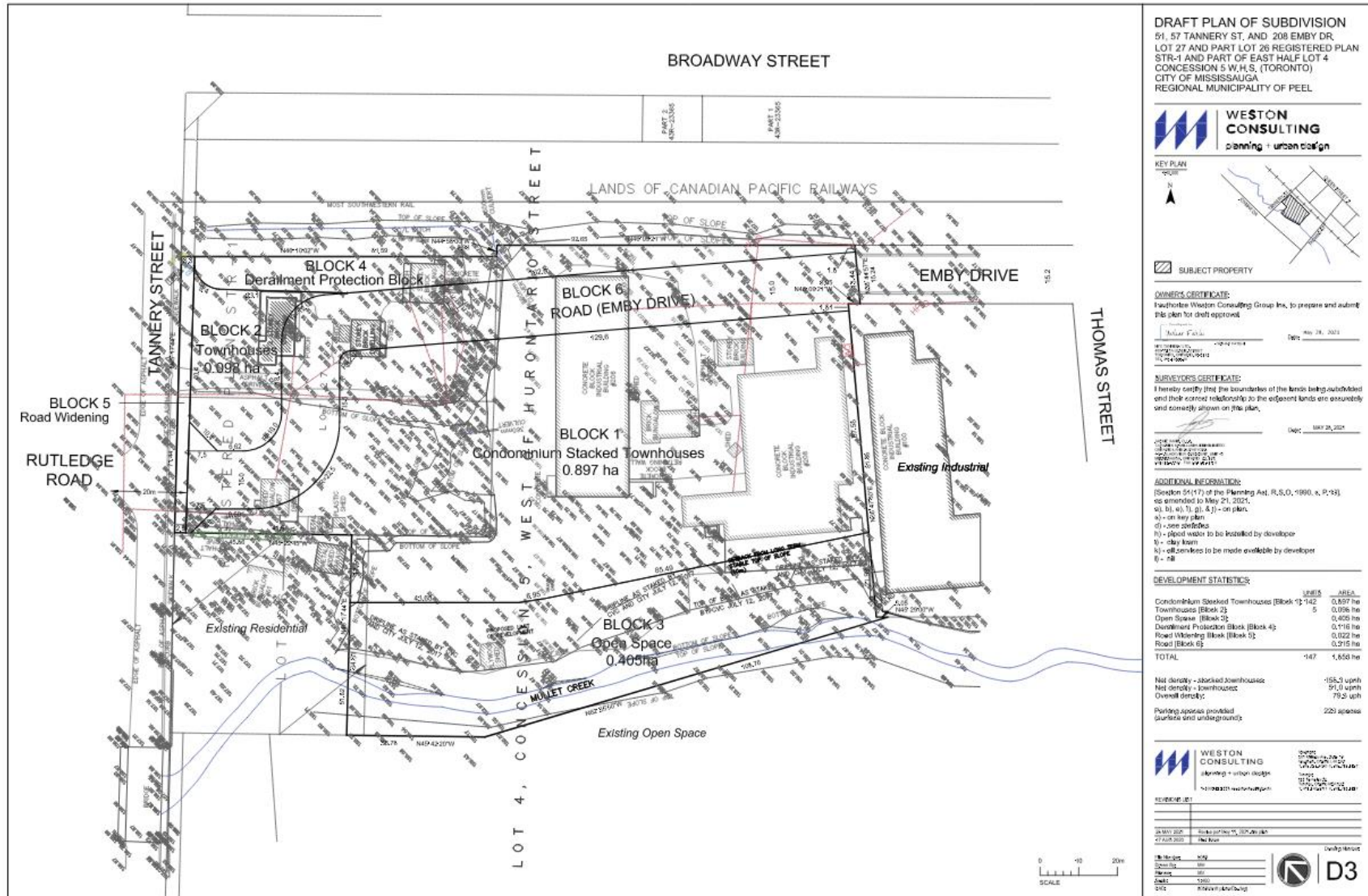
While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as stormwater management, landscape details and noise mitigation.

## 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.



Draft Plan of Subdivision

### 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.