

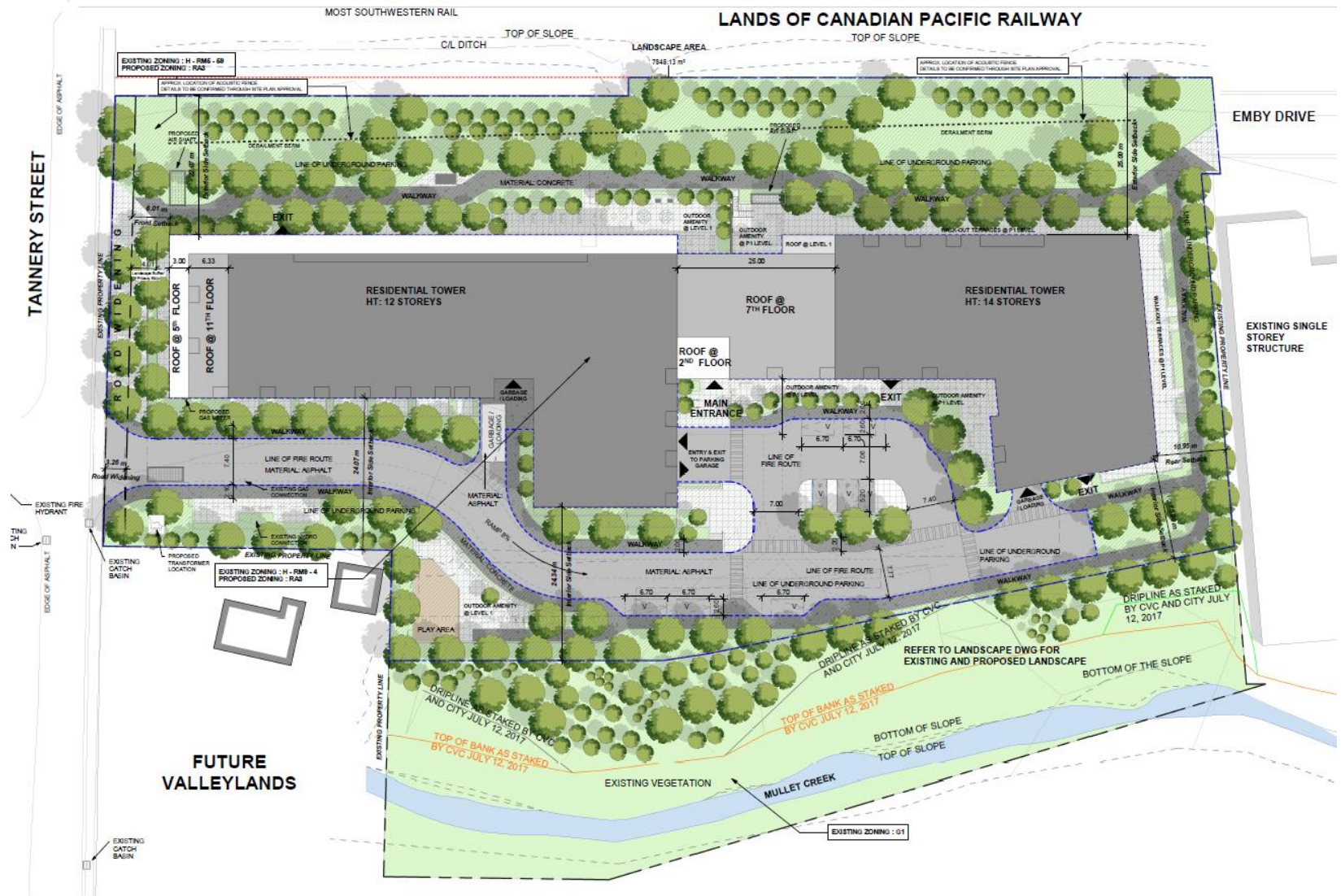
## Supplementary Information

### Owner: NYX Tannery LP 51-57 Tannery Road and 208 Emby Drive

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# 1 Concept Plan, Elevation



Proposed Concept Plan



North Elevation  
Facing Tannery Street



East Elevation  
Facing the Railway Corridor



South Elevation  
Facing Emby Drive



West Elevation  
Facing the Creek

### Proposed Elevations

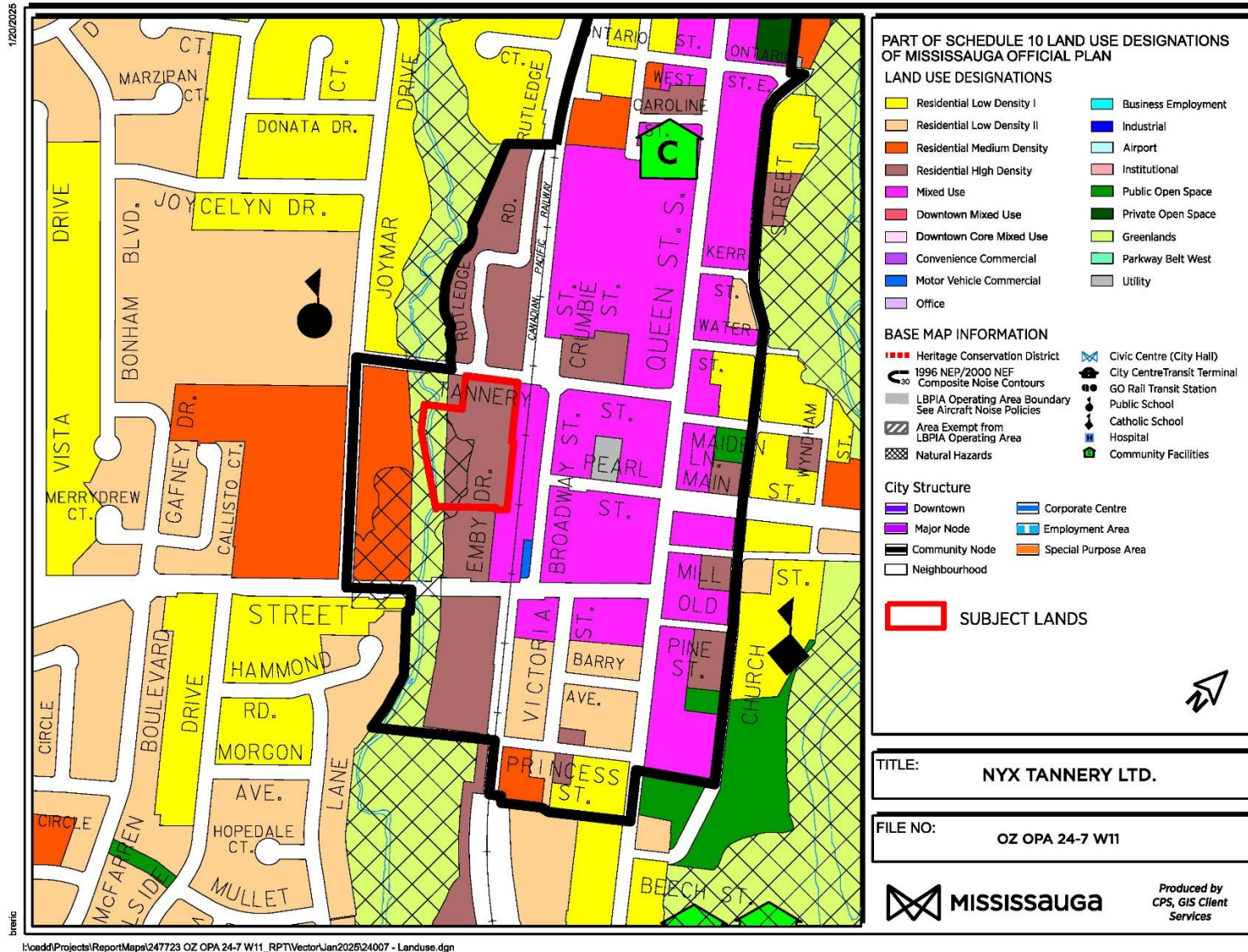


## 2. Development Proposal Statistics

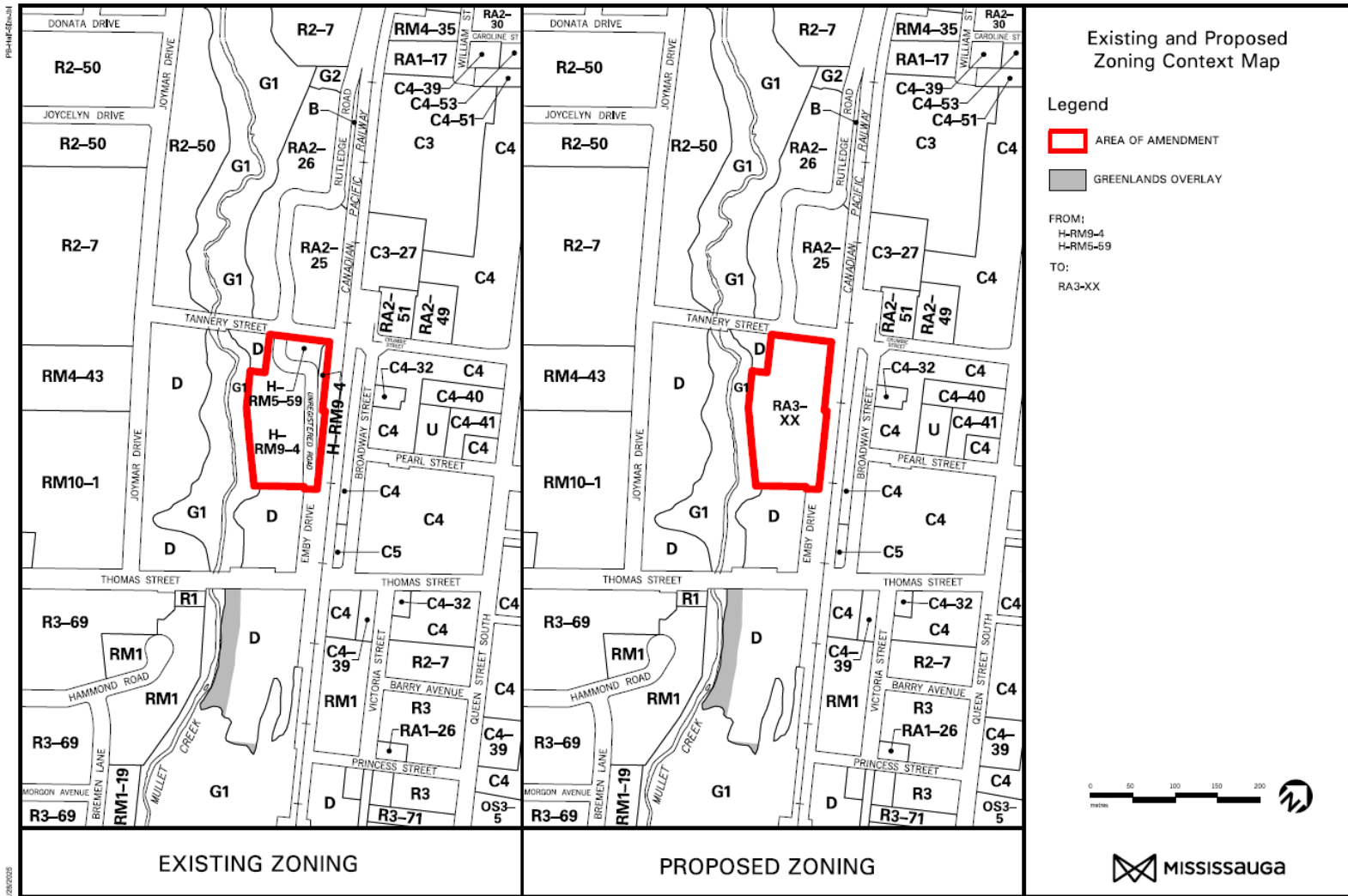
Applications submitted:	Received: May 23, 2024 Deemed complete: July 17, 2024 120 days from complete application: November 14, 2024 Date of Appeal: November 18, 2024	
Developer/ Owner:	NYX Tannery LP	
Applicant:	Tim Jessop (Montcrest Asset Management)	
Existing Gross Floor Area:	Existing detached house, recently damaged by fire	
Proposed Gross Floor Area:	47,931.8 m <sup>2</sup> (515,934 ft <sup>2</sup> ) of proposed residential GFA	
Floor Space Index:	Requested: 3.5*	
Total Number of Units:	633 units proposed	
Unit Mix:	31 bachelor units proposed 342 1 bedroom units proposed 187 2 bedroom units proposed 73 3 bedroom units proposed	
Height:	14 storeys / 53.5 m (175.5 ft.) and 12 storeys / 43.5 m (142.7 ft.)	
Amenity Area (per unit):	5.6 m <sup>2</sup> (60.2 ft <sup>2</sup> )	
Anticipated Population:	1,836* (additional population) *Based on average household size in Mississauga in 2021 Census: 2.9 persons per household	
Parking:	Required	Provided
Resident Spaces	0.9 spaces per unit – 596.7 spaces	0.8 spaces per unit – 506 spaces
Visitor Spaces	0.2 spaces per unit – 126.6 spaces	0.15 spaces per unit – 95 spaces
Total	696 spaces	601 spaces

*\*This FSI is based on the applicant's draft proposed Official Plan Amendment & Zoning By-law Amendment. However, the applicant's planning letter emailed to staff on October 22, 2024 indicated a willingness to reduce density to 3.12 FSI.*

### 3. Existing and Proposed Development Official Plan Map



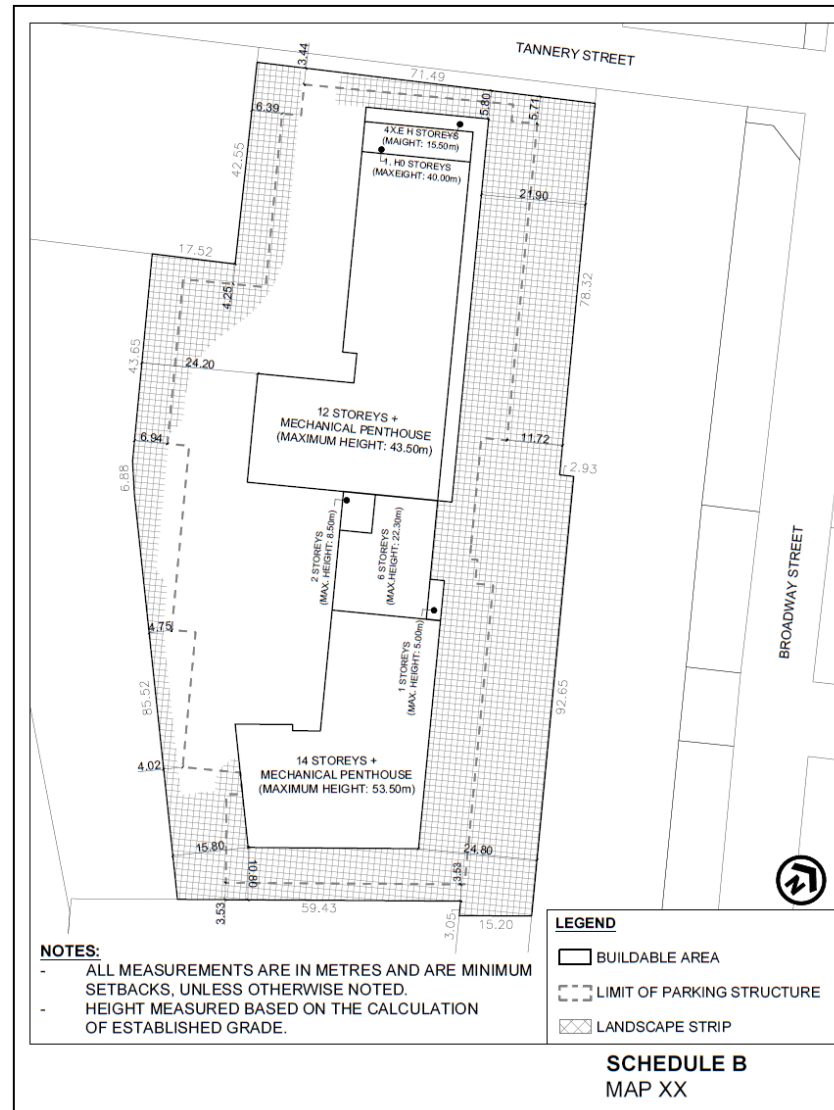
#### 4. Existing and Proposed Development Zoning By-law Map



## 5. Applicant Proposed Zoning Regulations

Zone Regulations	Existing RM9-4 and RM5-59 Exception Zone Regulations	RA3 Zone Regulations	Proposed Amended RA3-Exception Zone Regulations
Permitted <b>Uses</b>	Stacked townhouses Street townhouses	Apartment; Long-Term Care Building; Retirement Building	Apartment Long-Term Care Building Retirement Building
Maximum <b>Floor Space Index (FSI) – apartment zone</b>	--	1.0	3.5*
Maximum <b>Height</b>	4 <b>storeys</b> (12.5 m)	12 <b>storeys</b> (38.0 m)	12 <b>storeys</b> (43.5 m) – north portion 14 <b>storeys</b> (53.5 m) – south portion
Minimum landscaped area	15% to 40% of lot area	40% of lot area	40% of lot area
Minimum depth of a <b>landscape buffer</b> abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	--	4.5 m (14.8 ft.)	4.02 m (13.2 ft.) ** **refer to proposed Exception Schedule for buffer configuration
Minimum <b>amenity area</b>	The greater of 5.6 m <sup>2</sup> per dwelling unit or 10% of the site area	The greater of 5.6 m <sup>2</sup> per dwelling unit or 10% of the site area	The greater of 5.6 m <sup>2</sup> per dwelling unit or 10% of the site area
Minimum <b>parking spaces</b>	Residential: 1.3 spaces / unit Visitor: 0.2 spaces / unit	Residential: 0.9 spaces / unit Visitor: 0.2 spaces / unit	Residential: 0.8 spaces / unit Visitor: 0.15 spaces / unit

\* This FSI is based on the applicant's proposed draft Official Plan Amendment & Zoning By-law Amendment. However, the applicant's planning letter emailed to staff on October 22, 2024 indicated a willingness to reduce density to 3.12 FSI.



**Applicant Submitted Exception Schedule**



## 6. Departmental and Agency Comments

Agency / Comment Date	Comments
Region of Peel (January 27, 2025)	<p>1. <b>FUNCTIONAL SERVICING REPORT</b> – The FSR (prepared by Greystone Engineering, dated July 4, 2024) was found to be unsatisfactory. The Region will not be able to move forward on capacity modelling without a revised report which must address the following:</p> <ul style="list-style-type: none"> <li>a. The hydrant flow tests provided in the FSR are dated from 2019. Since hydrant flow tests should be performed within 2 years of submission, the FSR should incorporate new results.</li> <li>b. The FSR does not include the water demand calculations. As such, the report needs to be revised to demonstrate the required water demands for the proposed development.</li> <li>c. The design flow calculations should be based on the PPUs found in the Region of Peel 2020 DC Background Study. Site specific estimated population and the most current Building Code Occupant Load determination should be used for commercial and industrial design flow calculations.</li> </ul> <p>The Region cannot confirm that there is sufficient capacity to support the proposed development until the outstanding information is provided through a revised report.</p> <p>2. <b>WASTE MANAGEMENT</b> – Although the Region provided detailed comments on the waste management requirements, some of these requirements could be deferred to the Site Plan stage. However, the Region requires the following information to be demonstrated at the OPA/RZ stage to ensure that building footprints are not impacted at detailed design and to confirm general waste feasibility:</p> <ul style="list-style-type: none"> <li>a. Confirmation that the turning radius from the centre line along the waste collection vehicle access route meets the minimum of 13 m (42.6 ft.) on all turns.</li> <li>b. Collection points should be shown/labelled on the drawings.</li> </ul> <p>Detailed FSR comments were shared directly with the applicants in August 2024.</p>

Agency / Comment Date	Comments
<p>Canadian Pacific Kansas City Southern February 6, 2025</p>	<p>Canadian Pacific Kansas City Southern (CPKC) is the combination of the Canadian Pacific and Kansas City Southern historic railways. CPKC is the owner of the adjacent railway line and provides comments on development applications to ensure that safety, protection and functionality are preserved.</p> <p>Comments dated February 4, 2025, state that CPKC has a concern with the applicant's Stormwater Management Report which proposes to redirect existing CPKC external flows and does not appear to elaborate on how the flows will be redirected or what work will need to be done in order to enable it. CPKC staff indicate that their culverts and ditches are designed to ensure safe rail operations, so any alterations to our drainage system must be preceded by proper engineering studies and agreements to avoid posing a safety risk. CPKC concludes that they do not support the development with its current Stormwater Management Report.</p> <p>CPKC also issued a standard comment letter on September 6, 2024 prepared for all development proposals within 500 m (1,640.4 ft.) of a CPKC Rail Line. This letter provides the general note that CPKC is not in favour of residential uses that are not compatible with rail operations as the safety and welfare of residents can be adversely affected by rail operations and that CPKC continues to recommend that all proposed developments follow the 2013 Proximity to Railway Guidelines. The letter also recommends a warning clause to be placed in all property and tenancy agreements or future offers of purchase and sale for all dwelling units in the proposed buildings.</p>
<p>Peel District School Board (January 28, 2025)</p>	<p>The Peel District School Board states that the applicant shall agree to three conditions in the Development Agreement. A sign is to be installed at the entrance to the development warning prospective buyers of potential school accommodation issues in the area. Also. warning clauses must be placed in all offers of purchase and sale. Prospective buyers need to be made aware of: potential student accommodation issues that could require students to be accommodated in temporary facilities and/or bussed outside of the neighbourhood, as well as the need to meet the school bus on roads presently in existence or at another designated place convenient to the Board.</p>
<p>Dufferin-Peel Catholic District School Board (January 29, 2025)</p>	<p>The Dufferin-Peel Catholic District School Board states that the applicant shall agree in the Development Agreement to include warning clauses in all offers of purchase and sale. Prospective buyers need to be made aware of: potential student accommodation issues that could require students to be accommodated in temporary facilities and/or bussed outside of the neighbourhood, as well as the need to meet the school bus on roads presently in existence or at another designated place convenient to the Board.</p>

Agency / Comment Date	Comments
Credit Valley Conservation (January 27, 2025)	<p>The properties are within the Credit Valley Conservation (CVC) Regulated Area with the proposed development located adjacent the hazards associated with Mullet Creek (erosion/slope and floodplain). Through a previous development application for the Site, the limits of the hazards and appropriate development setback were established. It appears that the updated concept proposed through the current applications has applied that same development limit however, the hazards have not been delineated on the relevant drawings/plans. CVC staff reviewed the most recent submission of the current application and provided comments requesting confirmation of the extent of the hazards which are to be addressed through accurate delineation of the long term stable slope line of the valleylands as well as the floodplain of Mullet Creek. All hazards need to be shown to confirm what development is proposed in proximity to each hazard of the regulated feature. In addition, information regarding the proposed enhancement plan has been requested to guide restoration of the area adjacent to Mullet Creek. Lastly, clarifications regarding the conceptual stormwater management approach have been requested to ensure that the criteria can be achieved at the detailed design stage.</p>
Transportation and Works Department (January 27, 2025)	<p>Technical reports, plans, studies, and drawings have been submitted to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance can be satisfactorily addressed to confirm feasibility of the project.</p> <p>Based on a review of the materials submitted to date, staff are not satisfied with the details provided to confirm the engineering feasibility of the development proposal. The owner has been requested to provide additional technical details and revisions to address the following:</p> <p><b><u>Stormwater</u></b></p> <p>The Functional Servicing and Stormwater Management Report prepared by Greystone Engineering, revised July 4, 2024, indicates that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious area from the proposed development and/or its impact on the receiving municipal drainage system, on-site stormwater management controls for the post-development discharge are required.</p> <p>In general, the applicant has demonstrated a satisfactory stormwater servicing concept. The applicant has proposed a storm water vault to house storm water run off with an emergency overland flow pipe and dual catch-basins which are connected to the tank in the event of storm water vault pump failure. Ultimately, the site's private storm sewer systems will connect into the</p>

Agency / Comment Date	Comments
	<p>existing municipal storm sewers on Tannery Street. Along with the storm water vault, grassed swales and permeable pavers have been proposed as low impact development (LID) features to address the site's stormwater storage requirements. Further technical information is required to address staff comments related to pipe slope and orifice tube requirements.</p> <p><b><u>Traffic</u></b></p> <p>A Traffic Impact Study (TIS) prepared by Crozier &amp; Associates Inc. dated April 2024 was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The report concluded that the proposed development is anticipated to generate approximately 170 (44 in, 126 out) and 203 (126 in, 77 out) two-way site trips upon build-out for the weekday AM and PM peak hours, respectively. Staff require additional clarification on the traffic generated by the proposed development, the study area intersections, and proposed vehicular accesses.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> <li>• Provide an updated Traffic Impact Study addressing all staff comments, including turning movement diagrams to evaluate site circulation and access points;</li> <li>• Provide a reference plan to address the future property lines due to the road allowance widening towards the ultimate 20 metre right-of-way of Tannery Street as identified in the Official Plan</li> <li>• Address any interim conditions of the private road with details and a concept plan for the hold out properties, road connection to Thomas St. and future access; and,</li> <li>• Address any traffic concerns from the Community related to the proposed development.</li> </ul> <p><b><u>Environmental Compliance</u></b></p> <p>Two Phase One Environmental Site Assessment (ESA), dated October 3, 2023, and two Phase Two Conceptual Site Models (CSMs), dated September 25, 2023, both prepared by OHE Consultant., were submitted in support of the proposed development. However, both reports did not include 51 and 57 Tannery Street, which are part of the proposed development area. Additionally, Phase Two CSMs identified soil, groundwater and sediment impacts on the property and further</p>



Agency / Comment Date	Comments
	<p>environmental work is required to remediate the contamination.</p> <p>Therefore, the following documents are to be submitted for review:</p> <ul style="list-style-type: none"> <li>• Phase Two ESA report with the land reference prepared in accordance with O. Reg. 153/04, signed and dated by a Qualified Person (QP) (as defined in Section 5 of Ontario Regulation 153/04, as amended);</li> <li>• Remediation and/or Risk Assessment (RA) report with the land reference prepared in accordance with O. Reg. 153/04, signed and dated by a QP;</li> <li>• A letter of reliance for the Phase One and Two ESA reports;</li> <li>• A written document prepared by a QP that includes a plan to decommission the wells or proof of decommissioning;</li> <li>• A written document prepared by a QP that includes a plan to decommission the underground/aboveground storage tank (UST/AST) or proof of decommissioning;</li> <li>• A written document prepared by a QP stating the environmental suitability of the fill materials located on-site;</li> <li>• A written document prepared by a QP, stating that land to be dedicated to the City is environmentally suitable for the proposed use.</li> </ul> <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p><b><u>Noise</u></b></p> <p>A noise feasibility study prepared by HGC Engineering, dated July 4, 2024, was submitted in support of the proposed development. The study evaluated the potential impact of environmental noise to and from the development and recommended mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and rail traffic, as well as stationary sources. Noise mitigation will be achieved through physical mitigation including an earth berm and accompanying acoustic fence along the east property line, provision of central air conditioning, and architectural elements (brick veneer and upgraded glazing), the details</p>

Agency / Comment Date	Comments
	<p>of which will be confirmed through the detailed design of the site plan and building permit processes.</p> <p><b><u>Engineering Matters</u></b></p> <p>The applicant has provided several technical reports, plans, and drawings that will need revisions in future submissions including a concept plan to assess the feasibility of redeveloping the lands south of the subject application and adjustments to the location and design of the required earth berm along Tannery Street. Due to all the above outstanding issues, we are unable to support the current development proposal.</p>
<p>Parks and Culture Planning and Forestry Sections - Community Services Department (January 27, 2025)</p>	<p>Future residents of the proposed development will be served by Jon Clipperton Park (P-512), zoned <b>OS1</b>, which contains a playground that is located less than 430 m (1410.8 ft.) from the subject lands. Streetsville Rotary Park (P-375), zoned <b>C4-51</b>, contains a playground and parking lot that is located 650 m (2132.6 ft.) from the subject lands. The subject property is not conducive to achieving unencumbered public parkland due to the lack of public road frontage and size / configuration of the property adjacent to the Canadian Pacific Kansas City Southern (CPKC) railway. It is recommended the identified Greenlands are deeded gratuitously to the City and shall be appropriately zoned for protection and conservation purposes. Hoarding and fencing will be required along the boundary of the Greenlands for long term protection. Additionally, securities will be required for greenbelt clean-up, restoration, parkland protection, hoarding, and fencing.</p> <p>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.</p>
<p>Metrolinx (January 27, 2025)</p>	<p>Metrolinx has no objections to the proposed re-zoning application. Detailed technical issues will be resolved during the Site Plan Approval stage. Metrolinx will require that recommendations made by the Noise Consultant are adhered to in order for approval. Please provide for our review at the Site Plan Stage, when they become available, the Detailed Design or Final Detailed Noise &amp; Vibration Report.</p> <p>NOTE: Metrolinx notes that Canadian Pacific Kansas City Southern (CPKC) is the owner of the corridor, however this segment carries Metrolinx's Milton GO Train Service. Metrolinx's comments are from an operational interest (with regards to noise, air, vibration emissions). For the Milton Corridor, we defer any matter related to Rail Safety etc. to CPKC Rail.</p>

Agency / Comment Date	Comments
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> <ul style="list-style-type: none"><li>- Fire</li><li>- Public Art</li><li>- Canada Post</li><li>- Alectra</li><li>- Enbridge</li></ul>

## 7. School Accommodation Summary

### The Peel District School Board

Student Yield	School Accommodation		
55 Kindergarten to Grade 5	Forest Avenue P.S.	Riverside P.S.	Port Credit S.S.
9 Grade 6 to Grade 8	Enrolment: 191	Enrolment: 280	Enrolment: 1,314
8 Grade 9 to Grade 12	Capacity: 199	Capacity: 438	Capacity: 1,203
	Portables: 0	Portables: 0	Portables: 7

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
9 Kindergarten to Grade 8	St. Luke Elementary School	Iona Catholic School
8 Grade 9 to Grade 12	Enrolment: 372	Enrolment: 627
	Capacity: 602	Capacity: 723
	Portables: 0	Portables: 5