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# PLANNING JUSTIFICATION REPORT

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IN SUPPORT OF

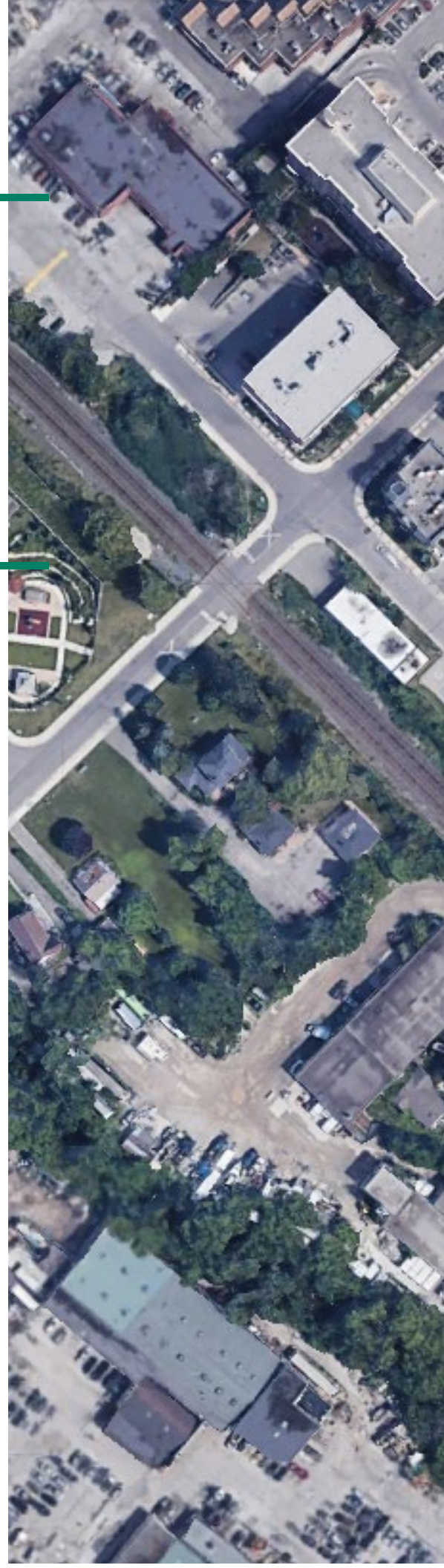
OFFICIAL PLAN  
AMENDMENT &  
ZONING BY-LAW  
AMENDMENT  
APPLICATIONS

PREPARED FOR

**NYX Tannery LP**

51, 57 Tannery Road & 208 Emby Drive  
City of Mississauga  
Regional Municipality of Peel

May 2024  
GSAI File # 746-039  
City File No. OZPR-104636



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Planning Justification Report  
NYX Tannery LP  
Official Plan Amendment & Zoning By-law Amendment  
51, 57 Tannery Street & 208 Emby Drive  
City of Mississauga

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## 1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by NYX Tannery LP (the 'Owner') to assist with planning approvals to implement redevelopment of the lands municipally known as 51 Tannery Street, 57 Tannery Street and 208 Emby Drive, in Streetsville, in the City of Mississauga (the 'Subject Lands' or 'Site'). The Subject Lands are an assembly of three (3) parcels, located on the south side of Tannery Street, east of Joymar Drive. Collectively, the Site is legally described as:

PT LT 27, PL STR1, City of Mississauga;

PT LT 4, CON 5, City of Mississauga

The Site is currently occupied by a detached dwelling. A forested area along the western property line is also present.

This Planning Justification Report ('PJR' or 'Report') has been prepared on behalf of the Owner in support of an Official Plan Amendment and Zoning By-law Amendment (the 'Amendments') application to facilitate redevelopment of the Subject Lands. More specifically, the proposed development is to facilitate a high-density, compact, residential development that integrates with the surrounding Streetsville community. The proposed Amendments have been prepared to implement more contextually appropriate development, in an appropriate location, at an appropriate density, than the current local policy permissions allow.

This Report demonstrates that the proposal and corresponding Amendments serve to implement the Provincial policy directions which support compact, transit-supportive development in proximity to transit services, amenities and services. This Report also demonstrates that the in-effect permissions provided by the Mississauga Official Plan ('MOP') and City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') are outdated with respect to the Subject Lands.

Various Reports and Studies have been undertaken to identify policy changes for the Streetsville community over the past ten years. This includes but is not limited to the City of Mississauga City-Wide Major Transit Station Area Study and the Region of Peel Major Transit Station Area Study. When considered collectively, the above-mentioned initiatives emphasize the importance of compact, transit-supportive and pedestrian-oriented development occurring in proximity to transit services. As such, the Subject Lands are identified as an appropriate and desirable location for high density, compact development to occur.

This Report outlines the nature of the proposed development and presents a comprehensive assessment and justification for the proposed changes to the Mississauga Official Plan ('MOP') and City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007') in relation to the current policy and regulatory framework and existing physical conditions.

## 1.1 / PROPOSED OFFICIAL PLAN AMENDMENT

The Subject Lands are designated 'Residential High Density' and 'Greenlands' by the in-effect MOP. The Site is also identified as being located in the Streetsville Community Node Character Area and being subject to Special Site 2 policies by the in-effect MOP. The in-effect Streetsville Community Node Character Area policies largely reflect current conditions, but not the proposed development. A site-specific Official Plan Amendment ('OPA') is required to implement the proposal.

The proposed OPA seeks to amend the existing Special Site 2 Policy in the Streetsville Community Node Character Area in order to allow for modified development standards to be enacted. A draft OPA has been prepared and a copy is provided in **Appendix I** of this Report.

This Report presents an analysis of the proposed OPA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020), the Region of Peel Official Plan (2022) and the Mississauga Official Plan (2023).

## 1.2 / PROPOSED ZONING BY-LAW AMENDMENT

The Subject Lands are subject to the City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 – 2007'), as amended, which currently zones it as 'Holding, Street Townhouses, Exception 59 (H-RM5-59)', 'Holding, Back-to-Back and Stacked Townhouses, Exception 4 (H-RM9-4)' and 'Greenlands (G1)'. The current zoning reflects previous development approvals and existing conditions, but not the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is required.

The proposed ZBA seeks to implement a Residential Apartment (RA3) Zone and implement modified site-specific permissions. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To permit site-specific building envelope standards;
- To permit a site-specific density; and,
- To permit a site-specific parking standard.

A summary of the in-effect and requested zone provisions has been prepared. A copy of this summary, referred to as the 'Zoning By-law Table', has been prepared and a copy is provided in **Appendix II** of this Report.

This Report presents an analysis of the proposed ZBA and demonstrates its consistency and conformity with the Provincial Policy Statement (2020), A Place to Grow: Region of Peel Official Plan (2022) and the Mississauga Official Plan (2023).

## 2 / PROCESS & ENGAGEMENT

The proposed strategy for consulting with the public with respect to the Application will follow the requirements of the *Planning Act*, as amended, for statutory meetings as well as the City of Mississauga's Official Plan Amendment and Zoning By-law Amendment process. This includes hosting, in collaboration with City Staff, the statutory Public Meeting with nearby residents and provide Notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the Subject Lands.

We note that a Development Application Review Committee ('DARC') meeting was held on June 28, 2023 to present a preliminary concept for the Subject Lands and to determine submission requirements. Following this June 2023 Meeting, a Submission Checklist was provided which identified a series of supporting materials that are required for a 'complete' submission. These supporting materials have been prepared and are provided under separate cover. See **Section 4.2** of this Report for further detail.

We also note that a virtual Community Meeting was held on June 29, 2023. This Community Meeting provided interested community members an opportunity to learn more about the proposed development and identify areas of concern. The feedback received from this Community Meeting has been utilized to inform the proposed development. A summary of the concerns raised at the Community Meeting, and how these concerns have been addressed has been prepared. This summary, referred to as the 'Community Meeting Summary', is provided under separate cover.

## 3 / SITE & CONTEXT

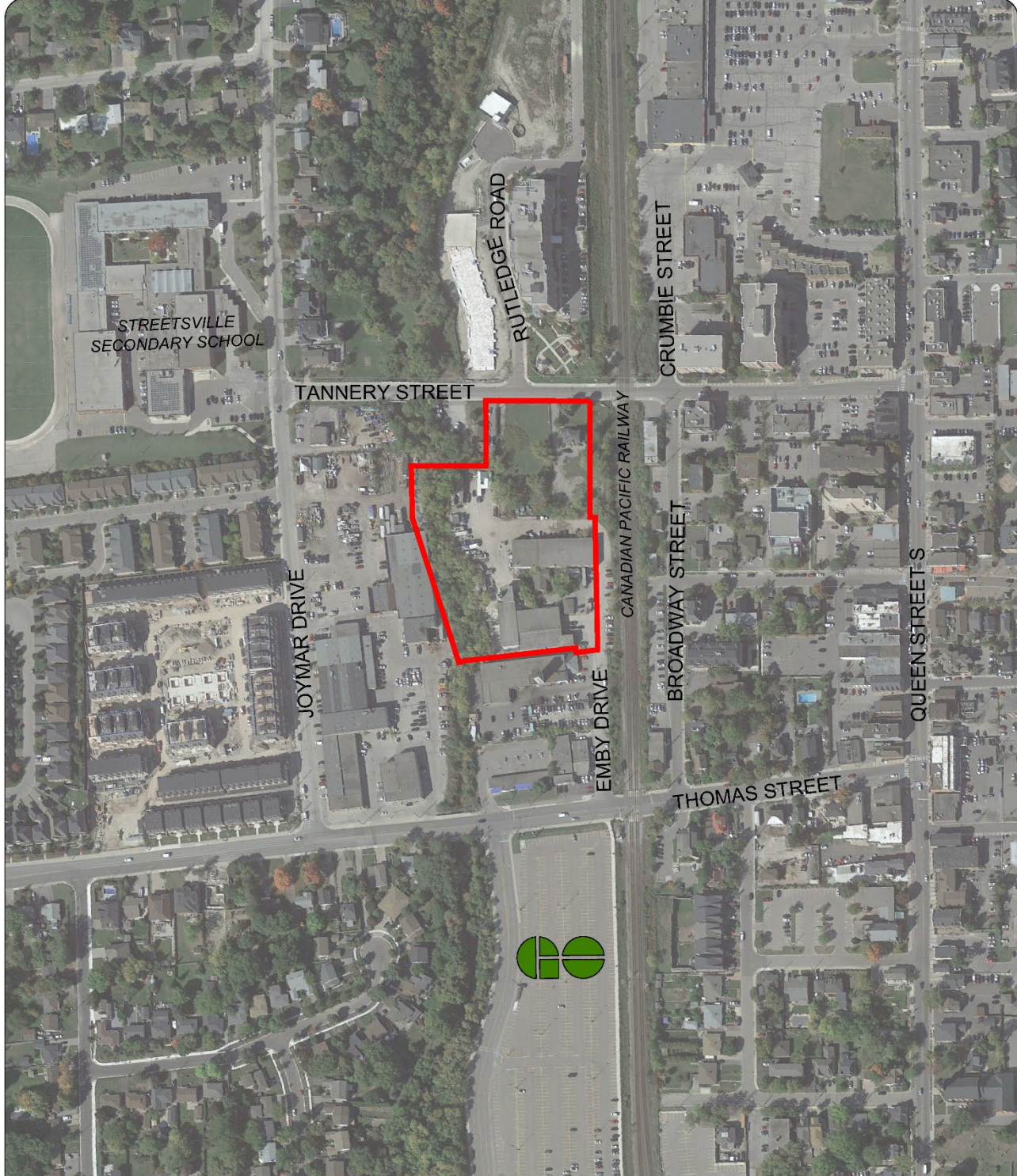
This Section of the Report provides an analysis of the Subject Lands in relation to the surrounding context.

### 3.1 / SITE CONTEXT

As demonstrated in **Figure 1** on the next page, the Subject Lands are as assembly of three (3) parcels located on the south side of Tannery Street, west of the Canadian Pacific Railway corridor and east of Jpymar Drive. Collectively, the Site has an area of approximately 1.85 hectares (4.56 acres), with a frontage of 73.1 metres along Tannery Street.

The Site has a rolling topography, with a change in elevation between the northern and southern property lines. This rolling topography is also attributed to the Site's location adjacent to Mullet Creek. Overall, the Site is currently occupied by a detached dwelling. A forested area, adjacent to Mullet Creek, is also present. Access is provided via a driveway off of Tannery Street, a driveway off of Emby Drive and drive aisles internal to the Site. There are existing sidewalks along the southern side of Tannery Street.

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**FIGURE 1**  
**AERIAL CONTEXT MAP**  
MISSISSAUGA, ONTARIO

51 & 57 TANNERY STREET &  
208 EMBY DRIVE,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE 1:4500  
MARCH 27, 2024

**LEGEND**

- Subject Lands
- ⊕ Streetsville GO Station

### 3.2 / SITE DEVELOPMENT CONTEXT

The Subject Lands are subject to a previous development application. More specifically, the Site received Official Plan Amendment and Zoning By-law Amendment approvals to facilitate the introduction of a townhouse development. These previous approvals culminated in the current 'Residential High Density' designation via Official Plan Amendment 133 and the current site-specific zoning permissions established by By-law 0259-2021.

The above-mentioned approvals also established the development limits of the Site, in relation to Mullet Creek. Specifically, the approvals established the development limit of lands adjacent to Mullet Creek, enabling these lands to be placed in a restrictive land use designation and zoning category. As such, the development limit for the Subject Lands, as established by this previous development approval, remains unchanged.

The proposed development, as currently contemplated, and further described in **Section 4.1** of this Report seeks to implement a revised development concept for the Subject Lands while respecting the agreed upon development limit for the Site.

### 3.3 / AREA CONTEXT

The Subject Lands are located within the Streetsville community of the City. As demonstrated in **Figure 1**, surrounding uses are as follows:

#### NORTH

Tannery Street is immediately north. Further north are a below-grade parking structure, an outdoor amenity area, a 7-storey retirement residence, a temporary Sales Office and Rutledge Road.

#### SOUTH

A low-rise industrial structure, two (2) low-rise, commercial structures and surface parking areas are immediately south. Further south is a continuation of Mullet Creek, Thomas Street and the Streetsville GO Station.

#### EAST

The Canadian Pacific Rail (CPR) corridor is immediately east. Further east is the mixed-use centre of Streetsville. This mixed-use centre area is comprised of low-rise commercial structures, surface parking areas and local retail plazas. A selection of low-rise residential dwellings are located to the northeast.

#### WEST

A detached dwelling, surface parking area and Mullet Creek are immediately west. Further west is an established industrial area, with frontage on Joymar Drive, comprised of various low-rise industrial structures and surface parking areas. West of Joymar Drive is a segment of the established Streetsville Neighbourhood predominantly comprised of low-rise residential dwellings, parks and schools.

### 3.4 / SURROUNDING DESTINATIONS

As demonstrated in **Figure 2** on the next page, the Subject Lands are well-served by a multitude of recreational and commercial amenities. There are several greenspaces located within walking distance of the Subject Lands, including the Mullet Creek, Frank Dowling Park, Mullet's Walk Park, Cenotaph Memorial Park and Streetsville Village Square. The Subject Lands are also located in proximity to an extensive retail area along Queen Street South. This retail area includes a diversity of uses and services which support the day-to-day needs of residents.

### 3.5 / TRANSIT CONTEXT

As demonstrated in **Figure 3** on page 8, the Subject Lands are well-served by transit services. A summary of these services is provided below.

#### *LOCAL PUBLIC TRANSIT*

The Subject Lands are serviced by an existing bus route (Route 9) operated by Mississauga Transit ('MiWay'). Route 9 (Rathburn - Thomas) has an existing bus stop at the intersection of Joymar Drive and Thomas Street – approximately 127 metres south of the Subject Lands. Route 9 has a service frequency of approximately 25 minutes and operates between City Centre Transit Terminal and the Churchill Meadows Community Centre.

Additional existing bus routes operate in the surrounding area. Collectively, the Subject Lands are located within a comfortable walking distance of various existing bus routes. Residents are able to easily access street-level transit services and are able to transfer to a variety of routes, providing residents with easy, convenient access to various destinations and areas of Mississauga and beyond.

#### *REGIONAL TRANSIT*

The Streetsville GO Station, located approximately 120 metres south of the Subject Lands, is on Milton GO Transit Line (Route 21) with service to Downtown Toronto. Route 21, operated by Metrolinx, has a service frequency of 40 minutes during the peak periods. We note that the Milton GO Transit line does not offer train service during the off-peak periods nor on weekends or holidays.

Based on the above, the Subject Lands are connected by existing regional transit networks. This is further enhanced by the local public transit networks that facilitate residents to easily transfer to a variety of areas and destinations.

#### *ROAD NETWORK*

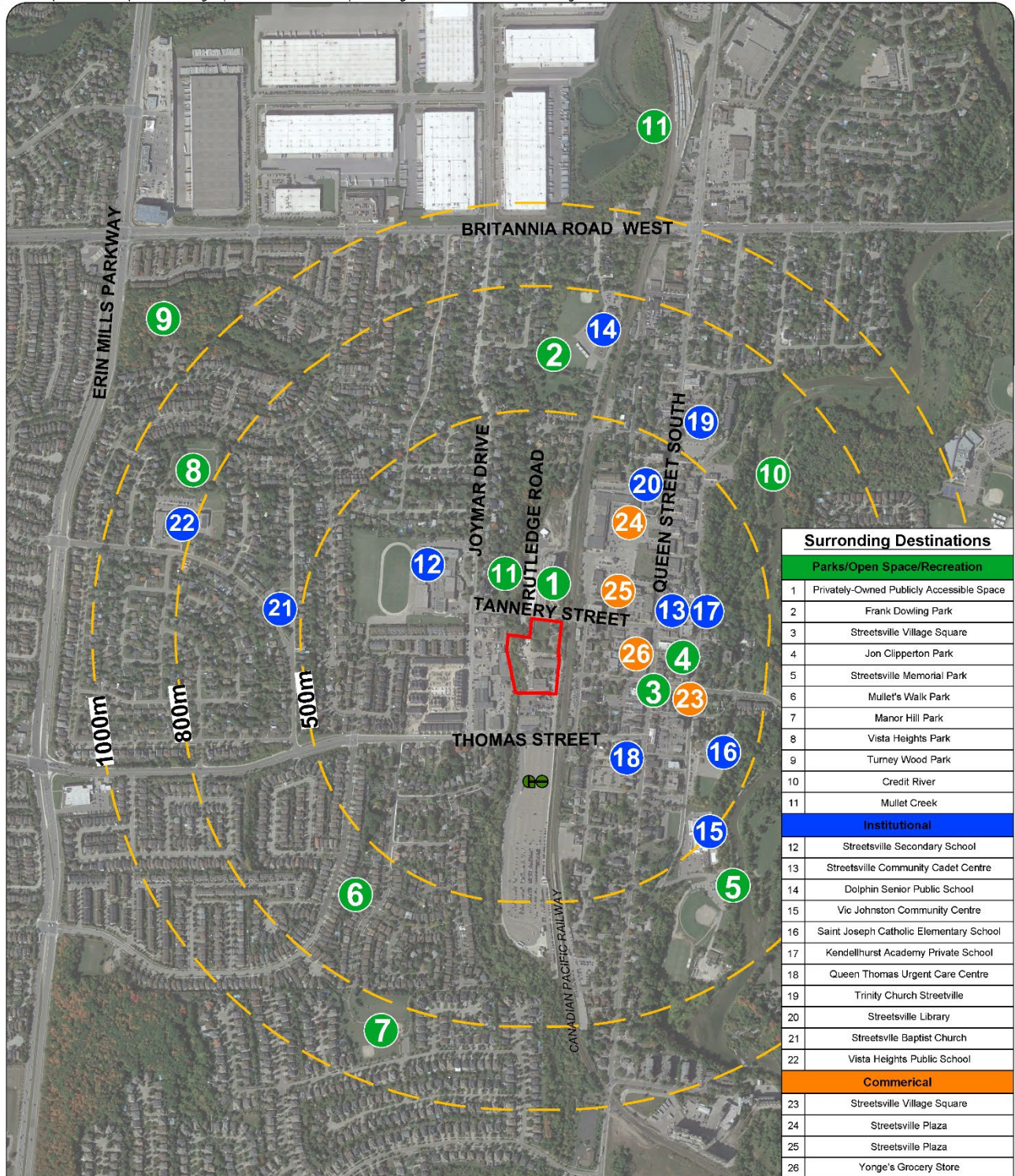
Tannery Street is classified as a 'Minor Collector' with an ultimate Right-of-Way ('ROW') width not specified by the in-effect Mississauga Official Plan. The current approximate width of Tannery Street is 12 metres.

#### *CYCLING*

Thomas Street is identified as having 'Primary On-Road / Boulevard Routes' (Schedule 7, Long Term Cycling Routes). Collectively, these bike lanes, combined with trails and public sidewalks, connect the Subject Lands to the surrounding active transportation network.



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Surrounding Destinations	
<b>Parks/Open Space/Recreation</b>	
1	Privately-Owned Publicly Accessible Space
2	Frank Dowling Park
3	Streetsville Village Square
4	Jon Clipperton Park
5	Streetsville Memorial Park
6	Mullet's Walk Park
7	Manor Hill Park
8	Vista Heights Park
9	Turney Wood Park
10	Credit River
11	Mullet Creek
<b>Institutional</b>	
12	Streetsville Secondary School
13	Streetsville Community Cadet Centre
14	Dolphin Senior Public School
15	Vic Johnston Community Centre
16	Saint Joseph Catholic Elementary School
17	Kendellhurst Academy Private School
18	Queen Thomas Urgent Care Centre
19	Trinity Church Streetsville
20	Streetsville Library
21	Streetsville Baptist Church
22	Vista Heights Public School
<b>Commercial</b>	
23	Streetsville Village Square
24	Streetsville Plaza
25	Streetsville Plaza
26	Yonge's Grocery Store

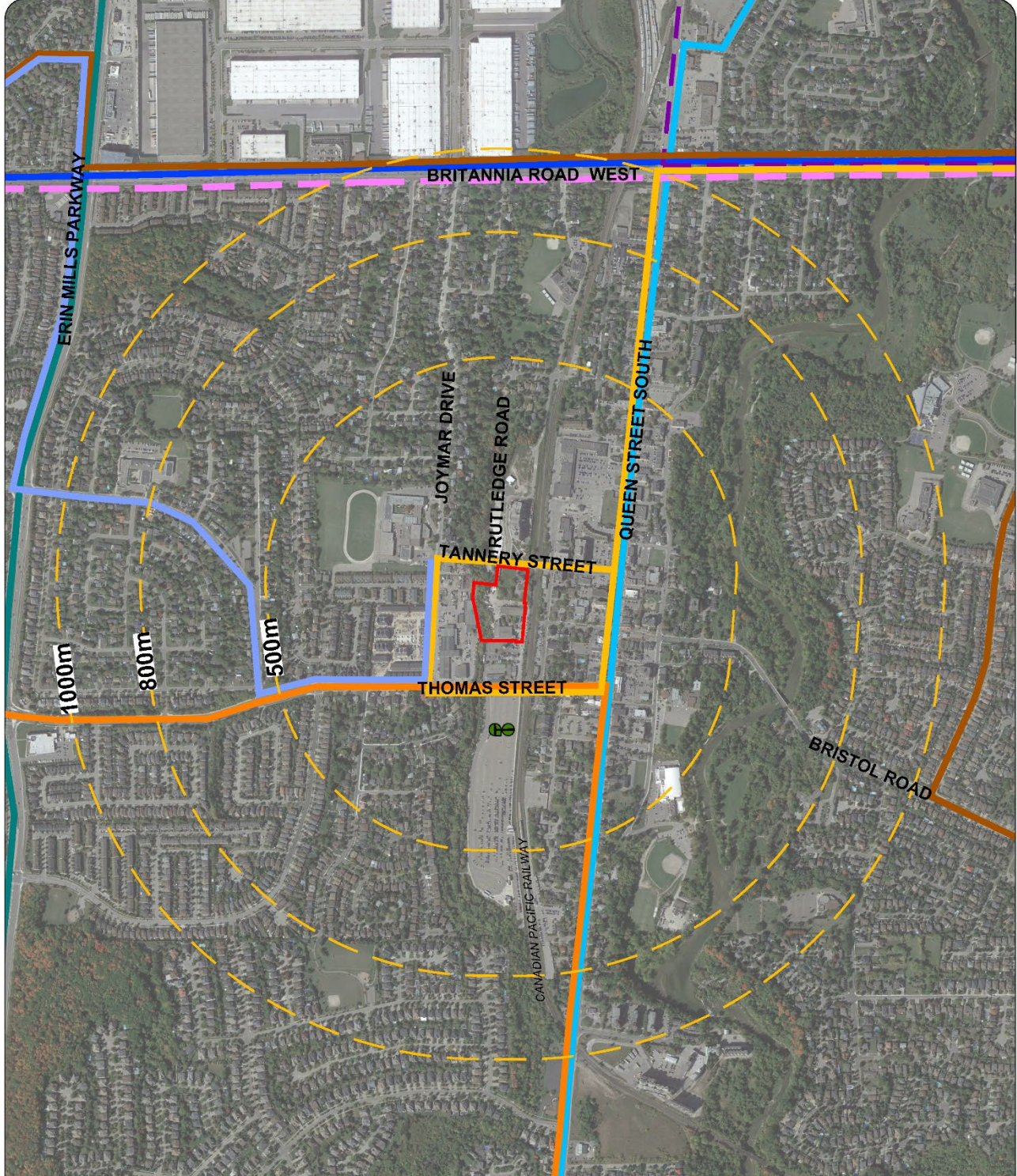
**FIGURE 2 SURROUNDING DESTINATIONS PLAN**  
 MISSISSAUGA, ONTARIO

51 & 57 TANNERY STREET &  
 208 EMBY DRIVE,  
 CITY OF MISSISSAUGA,  
 REGIONAL MUNICIPALITY OF PEEL

**LEGEND**  
 Subject Lands  Streetsville GO Station

 SCALE 1:12000  
 MARCH 27, 2024

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**FIGURE 3** **TRANSIT CONTEXT PLAN**  
MISSISSAUGA, ONTARIO

51 & 57 TANNERY STREET &  
208 EMBY DRIVE,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE 1:12000  
MARCH 27, 2024

**LEGEND**

Subject Lands

- Miway Route 43
- Miway Route 39
- Miway Route 10
- Miway Route 87
- Miway Route 9
- Miway Route 313
- Miway Route 44
- Miway Route 306
- Miway Route 48
- Streetsville GO Station

### 3.6 / SURROUNDING DEVELOPMENTS

Ward 11 has several active development applications that are supporting reinvestment and revitalization of the Streetsville community and its surrounding areas, **Table 1** below summarizes active development applications in the surrounding area.

*Table 1 \ Surrounding Developments*

ADDRESS	APPLICANT OR OWNER	CITY FILE NO.	NO. OF UNITS	DENSITY	HEIGHT	NOTES
6, 10, 12 Queen Street South, 16 James Street, 2 William Street	City Park Homes (Streetsville) Inc.	OZ/OPA 21/014 W11	232	2.13 FSI	8 storeys	An Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application was recently approved. The approved development will facilitate the introduction of a terraced built form with grade-related non-residential uses along the Queen Street South frontage and a rear, integrated 5-storey parkade structure
21 – 51 Queen Street North	Miss BJL Corp.	OZ/OPA 22-9	390	2.88 FSI	9 storeys	An Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application is under review. The proposed development contemplates a terraced built form with grade-related non-residential uses
120, 146 Queen Street South	De Zen Group		1,435		2 – 18 storeys	An Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') application is being evaluated. The proposed development contemplates a master planned concept which will introduce eight (8) structures, with heights varying from 2 – 18 storeys. Of these, 7 proposed structures are to feature podiums of varying heights. Overall, at-grade non-residential uses are also to be provided

## 4 / THE PROPOSAL

This Section of the Report provides a summary of the proposed development and the supporting studies.

### 4.1 / THE PROPOSAL

The proposed development is the result of careful planning and design undertaken by the Project Team, including consideration of the Provincial, Regional and local policy frameworks for managing and directing growth and the evolving physical landscape of Streetsville.

The proposal contemplates a high-density, compact residential development comprised of a terraced, mid-rise built form. The proposed structure is to provide for two (2) tower components of varying heights, connected via a shared 6-level podium, organized around landscaped open spaces, retention of the natural area adjacent to Mullet Creek and public realm enhancements (see **Figure 4** on the next page). Overall, the proposed development is to have a total gross floor area ('GFA') of 47,931.8 square metres (515,934 square feet), resulting in a density of 3.36 Floor Space Index ('FSI').

The first tower component, which is to have a total height of 12 storeys, is positioned in the northern quadrant of the Site. This portion of the proposed structure features stepbacks above the 4<sup>th</sup>, 6<sup>th</sup> and 10<sup>th</sup> levels along the northern, western and eastern property lines. This terraced built form rises above a shared podium that connects the second, southerly tower component. Furthermore, the proposed structure incorporates the provision of private terraces and facilitates a built form, massing and development scale that provides for an appropriate transition to the surrounding area. We note that the proposed structure



*View of the proposed development looking southeast from Tannery Street*

is to feature direct pedestrian connections from Tannery Street, allowing for safe, comfortable and accessible connections to the public sidewalk. A highly visible and easily accessible residential lobby is also to be provided. Access to the shared below-grade parking structure has been integrated into the structure's southern façade.

The second tower component is positioned in the southern quadrant of the Site and is to have an overall building height of 14-storeys. This segment of the proposed structure features stepbacks above the 1<sup>st</sup> and 6<sup>th</sup> levels. This terraced built form, which rises above the shared podium, incorporates the provision of various direct pedestrian connections to grade-related dwelling units along the southern and eastern property lines. There is also highly visible and easily accessible residential lobby and indoor amenity areas provided.



A variety of landscaped open spaces and an outdoor amenity area are to be provided. This includes a central landscaped outdoor courtyard, landscaped outdoor amenity areas as well landscaped open space areas along the property lines. The proposed landscaped areas and outdoor amenity areas have been planned and designed to be complimentary to the proposed railway berm treatment. The landscaped areas also include a landscaped buffer of variable width which is to provided along the Site's edge with Mullet Creek. This landscaped buffer, combined with a natural buffer from the staked limit of Mullet Creek and retention of Mullet Creek, enable the long-term health and protection of the natural area and its ecological functions. Furthermore, the diversity of landscaped open spaces are appropriately situated across the Site and contribute to providing an appropriate transition to the surrounding area, while also maximizing direct sunlight.

Overall, a series of landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the Site's Tannery Street and Emby Drive frontages so that a high-quality, inviting, pedestrian-oriented environment is provided. A network of pedestrian connections is also to be provided to facilitate safe, comfortable and convenient access across the Site and beyond.

A total of 633 apartment-style dwelling units of varying size and configurations are to be provided. This includes the provision of studio, one-bedroom and family-sized units. As such, the proposed mixture of units will provide greater housing choice for households of varying size, income levels and lifestyle preferences.

602 shared parking spaces are to be provided, via a 3-level below-grade parking structure and surface parking areas. Access is provided via a driveway extending from Tannery Street. Secure bicycle parking spaces are also to be provided within the parking structure and within dedicated outdoor bicycle parking racks. Additionally, an integrated, shared loading and servicing area are to be accessed off of the proposed driveway.

The proposed development has been designed to integrate with the surrounding community and provide an appropriate transition. This includes consideration being given to the existing and proposed built form in the surrounding area, the historic attributes of the Streetsville community and the landscape qualities provided by Mullet Creek. The proposal has, to the greatest extent possible, provided an appropriate and desirable interface with and transition to the surrounding area.

## 4.2 / SUPPORTING STUDIES

The components of the proposed development are identified in **Table 2** below.

*Table 2/ Summary of Proposed Development Statistics*

DEVELOPMENT CHARACTERISTIC	DESCRIPTION
Total Site Area	1.85 hectares (4.58 acres)
<i>Natural Area</i>	0.40 hectares (0.99 acres)
<i>Net Site Area</i>	1.43 hectares (3.52 acres)
Proposed Total Gross Floor Area ('GFA')	47,931.8 square metres (515,934 square feet)
Proposed Density	3.36 FSI
Proposed Building Height	12, 14 storeys
Proposed No. of Units	633 units
<i>No. of Studio Units</i>	31 units
<i>No. of 1-Bedroom Units</i>	342 units
<i>No. of 2-Bedroom Units</i>	187 units
<i>No. of 3-Bedroom Units</i>	73 units
Proposed Parking Spaces	602 shared spaces
Proposed Bicycle Parking	426 shared spaces
Proposed Loading Spaces	1 shared space
Proposed Amenity Areas	4,487.3 square metres (48,300 square feet)
<i>Indoor Amenity Areas</i>	1,381.8 square metres (14,874 square feet)
<i>Outdoor Amenity Area</i>	3,105.4 square metres (33,426 square feet)

In order to ensure the proposed development fully addresses all policy and technical requirements, a number of required supporting studies have been completed. Each have been prepared and are provided under separate cover. Supporting studies include the following:

- An Acoustical Feasibility Study, prepared by Howe Gastmeier Chapnik;
- An Arborist Report, prepared by Beacon Environmental;
- An Environmental Impact Statement Addendum, prepared by Beacon Environmental;
- A Functional Servicing and Stormwater Management Report, prepared Greystone;
- A Housing Report, prepared by GSAI;
- A Shadow Study, prepared by SRM Architects;
- A Phase One Environmental Site Assessment, prepared by OHE;
- A Rail Protection Report, prepared by Jablonsky Ast & Partners;
- A Stage 1 – 2 Archaeological Assessment, prepared by AMICK;
- A Traffic Impact Study, prepared by Crozier;
- An Urban Design Study, prepared by SRM Architects;
- A Waste Management Plan, prepared by Montcrest; and,
- A Wind Study, prepared by Theakston.

## 5 / POLICY CONTEXT

This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local policies and regulations that apply to the Subject Lands. This Section also provides a rationale for how the proposed development and proposed Amendments align with and serve to better implement the in-effect policy and regulatory framework.

### 5.1 / PLANNING ACT

The *Planning Act* ('Act'), as amended, establishes how land use planning across Ontario is to occur. Any development application is made in accordance with the Act.

Section 2 of the Act requires that the Council of a municipality, in carrying out its responsibilities, is to have regard to matters of Provincial interest. The matters of Provincial interest that are to be considered are outlined in Section 2.(a) through (s). In our professional land use planning opinion, the proposed development and proposed Amendments have sufficient regard for matters of Provincial interest.

Section 22 of the Act outlines the aspects that are to be considered when a person or public body requests a council to amend its Official Plan. Accordingly, the Official Plan Amendment is made in accordance with the provisions of Section 22 of the Act.

Section 34 of the Act outlines the aspects that are to be considered when a person or public body requests a council to amend its Zoning By-law. Accordingly, the Zoning By-law Amendment is made in accordance with the provisions of Section 34 of the Act.

Based on the above, it is our opinion that the proposed development has appropriate regard for the applicable Sections of the *Planning Act*, as amended.

### 5.2 / PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 was issued under Section 3 of the *Planning Act*, as amended, and updated on May 1, 2020. The PPS provides policy direction on matters of provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The *Planning Act*, as amended, requires that decisions affecting a planning matter be 'consistent with' the policies of the PPS.

Overall, the PPS provides Provincial policy direction related to Building Strong Healthy Communities (Section 1.0), the Wise Use and Management of Resources (Section 2.0) and Protecting Public Health and Safety (Section 3.0). When considered together, the PPS strongly encourages developments that provide for long-term prosperity, environmental health and social well-being, while also making the best use of available land, infrastructure and resources as well as facilitating economic growth.

An analysis of the applicable PPS policies that apply to the Subject Lands and how the proposed development, together with the corresponding Amendments, are consistent with these is provided below.

#### *1.0 / Building Strong Healthy Communities*

Section 1 of the PPS establishes the Provincial policy framework on how growth and development is to be managed. Accordingly, the policies outline the need for efficient land use and development patterns so that strong, livable, healthy and resilient communities that protect the environment and public health are attained. This is to be achieved by directing growth and development to appropriate locations. The following policies apply to redevelopment of the Subject Lands.



*'1.1.1. Healthy, liveable and safe communities are sustained by:*

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long-term;*
- b) accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons), employment (including industrial and commercial), institutional ... recreation, park and open space and other uses to meet long-term needs;*
- c) avoiding development and land use patterns which may cause environmental or public health or safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;*
- f) improving accessibility for persons with disabilities and older persons by addressing land use barriers which restrict their full participation in society;*

- g) ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;*
- h) promoting development and land use patterns that conserve biodiversity; and*
- i) preparing for the regional and local impacts of a changing climate.'*

The Subject Lands are located within a Settlement Area, as defined by the PPS, and are on full municipal services. The proposal supports the Provincial objectives for healthy, liveable and safe communities in the following ways:

- by proposing higher density development on lands that are currently underutilized;
- by locating residential uses within the City of Mississauga, on a site designated for redevelopment and intensification by both the Region of Peel Official Plan and the Mississauga Official Plan;
- by introducing 633 residential dwelling units of varying size and configurations in an area well-served by surrounding uses and transit networks;
- by introducing a development form that will integrate with the surrounding environment, and will serve to implement the development vision established by local policies for Streetsville as a vibrant, compact, complete community;
- by introducing development forms that support public health and safety through active public frontages and landscaped open spaces;
- by making better, higher use of land and existing infrastructure networks; and,
- by incorporating contextually appropriate sustainable design strategies, including additional plantings and landscaped open spaces in order to respond to a changing climate and to promote biodiversity.

### **1.1.3 Settlement Areas**

As stated above and in accordance with the PPS, the Subject Lands are located within a Settlement Area. As such, the following policies apply.

*'1.1.3.1. Settlement areas shall be the focus of growth and development.'*

*'1.1.3.2. Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and / or uneconomical expansion;*
- c) minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) prepare for the impacts of a changing climate;*
- e) support active transportation;*

*Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.'*

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

The Subject Lands are located within a Settlement Area. As such, the proposed development has been planned and designed to facilitate high-quality, compact built forms that make efficient use of land, infrastructure and public service facilities. It will provide for development that provides for residential intensification at an appropriate location, at an appropriate density, to support the achievement of Streetsville as a complete community and surrounding active transportation networks.

Additionally, the provision of various landscaped areas will advance climate change goals. Finally, as further described in the accompanying Functional Servicing and Stormwater Management ('FS – SWM') Report, the proposal can be accommodated by municipal infrastructure networks.

### **1.5 Public Spaces, Recreation, Parks, Trails & Open Space**

*'1.5.1. Healthy, active communities should be promoted by:*

- a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity;*
- b) planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and where practical, water-based resources'*

The proposed development has been carefully planned and designed to provide for a series of landscape and public realm enhancements. This includes the provision of a central landscaped courtyard, landscaped open spaces, an outdoor amenity area and

a prominent sidewalk zone along the Site's Tannery Street frontage.

The outdoor amenity and landscaped areas have been planned and designed to provide safe, comfortable and convenient access for residents, visitors and the public to enjoy. As demonstrated on the accompanying Conceptual Site Plan, the outdoor courtyard, outdoor amenity area and landscaped areas have been strategically located across the Site to facilitate space for the use and enjoyment of residents and visitors and to foster social interaction. Furthermore, the proposed development is to provide for a network of pedestrian pathways that offer safe, comfortable and convenient access across the Site and beyond. Finally, active streetscapes are to be provided along the Site's Tannery Street frontage. This will enable direct pedestrian connections to the principal residential lobbies and other public realm enhancements to be provided. It will also facilitate connections with the active transportation network in the surrounding area.

Overall, the Site has been planned and designed to implement a vibrant and inviting, pedestrian-oriented streetscape, capable of accommodating pedestrian activity and the daily needs of residents, visitors and community members.

#### *1.6.6. Sewage, Water & Stormwater*

*'1.6.6.1. Planning for sewage and water services shall:*

- a) accommodate forecasted growth in a manner that promotes the efficient use and optimization of existing:
 
  - 1. municipal sewage services and municipal water services.'**

*'1.6.6.2. Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of services.'*

As further demonstrated in the accompanying Functional Servicing and Stormwater Management ('FS – SWM') Report, the proposed development will make better use of existing municipal infrastructure services. Furthermore, the proposal can be serviced by the existing municipal sewage and water systems.

#### *1.6.7. Transportation Systems*

*'1.6.7.2. Efficient use should be made of existing and planned infrastructure...'*

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

The Subject Lands are well-served by transit services and active transportation networks. More specifically, there are existing street-level transit services in the surrounding area. This includes various bus routes operating within walking distance of the Site and the Streetsville GO Station. Furthermore, there is an existing network of sidewalks along the Site's Tannery Street frontage and within the surrounding area, providing safe, easy, convenient access for residents and visitors. Finally, the Site is situated within a comfortable walking distance of the Queen Street

South corridor which features a broad range of uses, services and facilities to meet the daily needs of residents.

Based on the above, the proposal for a high-density development will support current and future transit ridership, the provision of local housing opportunities and the use of active transportation, including bike lanes along Queen Street South, and enable residents and visitors alike to walk to destinations.

As stated above, the Subject Lands are well-served by transit services and active transportation networks. Furthermore, the proposal will facilitate a compact development, at an appropriate location and at an appropriate density. Based on the Site's locational characteristics, the proposed development will support compact development in proximity to transit, active transportation and energy conservation objectives. Opportunities to provide a variety of sustainable design features in efforts to maximize conservation efforts will be further explored during the detailed design stage.

### **1.8. Energy Conservation, Air Quality & Climate Change**

*'1.8.1. Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:*

- a) promote compact form ...;*
- b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
- e) encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation and green infrastructure.'*

### **2.0 / \Wise Use and Management of Resources**

Section 2 of the PPS establishes the Provincial policy framework on natural and cultural heritage resources are to be managed. Accordingly, the policies outline the need for natural areas and resources to be protected and retained for the long-term. This is to be achieved by directing growth and development to appropriate locations. The following policies apply

#### **2.1.. Natural Heritage**

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

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

*'2.1.3. Natural heritage systems shall be identified in Ecoregions 6E & 7E, recognizing that natural heritage systems will vary in size and form in settlement areas...'*

*'2.1.5. Development and site alteration shall not be permitted in:*

- b) significant woodlands in Ecoregions 6E and 7E...;*
- d) significant wildlife habitat; unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.'*

*'2.1.8. Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5 and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there are no negative impacts on the natural features or on their ecological functions.'*

In accordance with the PPS, the Subject Lands are identified as being located within Ecoregion 6E and 7E. Furthermore, the Site contains a segment of Mullet Creek – a valleyland feature that is situated in the western quadrant of the Site. As demonstrated in the accompanying Environmental Impact Statement Addendum ('EIS'), Mullet Creek is a component of the Provincial, Regional and local Natural Heritage Systems ('NHS') and contains significant habitat for a variety of species. Based on this, the proposal supports the Provincial objectives for natural heritage by situating development outside of the staked limits of the natural features and by implementing a buffer of sufficient width to provide for the long-term protection of the on-site feature. The EIS concludes that the proposed

development will not negatively impact the diversity, connectivity, or ecological integrity of the feature.

#### *4.0 / Implementation & Interpretation*

Section 4 of the PPS contains policy directions meant to guide how land use planning and development decisions are made. More specifically, this Section of the PPS contains policy directions which state how the PPS is to be applied in order to ensure that decisions affecting a planning matter are 'consistent with' the PPS.

*'4.6. The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.*

*Official plans shall identify provincial interest and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.*

*In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan.'*

As further described in Section 5.4 of this Report, the Mississauga Official Plan ('MOP) outlines the land use designations and policies applicable to the Subject Lands. The MOP, as amended, does not provide policy permissions that enable redevelopment of the Subject Lands to make better use of available land, resources and infrastructure. The corresponding Official Plan

## 5.3 / A PLACE TO GROW, 2020

Amendment and Zoning By-law Amendment ('Amendments') seek to introduce site-specific permissions which will facilitate a high-quality, compact, pedestrian-oriented and transit-supportive development that is permitted by Provincial policy and the Region of Peel Official Plan.

### *SUMMARY / CONFORMITY STATEMENT*

The Provincial Policy Statement ('PPS'), 2020 outlines a series of guiding policies meant to direct land use planning and development across Ontario. As such, the PPS focuses on ensuring growth and development is directed to appropriate locations, with an emphasis on development occurring in areas well-served by transit and infrastructure while not adversely affecting protection of the natural environment.

The above analysis demonstrates that the proposed development conforms to the PPS by facilitating development, at an appropriate location, that will make better use of existing land, resources and infrastructure. It will also support retention and protection of a natural feature and addressing impacts from a changing climate. It is our opinion that the proposal and corresponding Amendments are consistent with the policies of the PPS.

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was prepared and approved under the *Places to Grow Act, 2005* and updated on August 28, 2020. A Place to Grow builds on the policy foundations of the PPS, 2020 in order to respond to key challenges faced in the Greater Golden Horseshoe ('GGH') region. As such, it establishes a long-term framework for managing growth and development across the GGH up to the year 2051.

Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit supportive and provide a range of housing opportunities. An analysis of the policies applicable to the proposed development and how they have been addressed is provided below.

### *Section 2 / Where and How to Grow*

Section 2 of A Place to Grow establishes the policy framework for how forecasted growth is to be managed. Overall, growth is to be directed to settlement areas which can support the achievement of complete communities. Limited growth is also expected to occur within rural areas. The following policies apply to redevelopment of the Subject Lands.

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

- a) *the vast majority of growth will be directed to settlement areas that:*
  - i. *have a delineated built boundary;*
  - ii. *have existing or planned municipal water and wastewater systems; and*

- iii. *can support the achievement of complete communities;*
- c) *within settlement areas, growth will be focused in:*
  - i. *delineated built-up areas;*
  - ii. *strategic growth areas;*
  - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned.'*

In accordance with Schedule 2 of A Place to Grow, the Subject Lands are located within the delineated Built-Up Area of the City of Mississauga. Built-Up Area lands are areas where growth and development is forecasted to occur. Redevelopment of the Subject Lands, as contemplated, is supported as the proposal will provide for reinvestment of the Site and will facilitate development that is in an appropriate location, is serviced by existing municipal water and wastewater infrastructure, is serviced by transit services and will support the achievement of Streetsville as a complete community.

*'2.2.1.4. Applying the policies of this Plan will support the achievement of complete communities that:*

- a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
- b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities and incomes;*
- c) *provide a diverse range and mix of housing options... to accommodate people at all stages of life, and to*

- accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
  - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
  - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails and other recreational facilities;*
- e) *provide for a more compact built form and a vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to the impacts of a changing climate, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.'*

The proposed development supports the achievement of complete communities by providing for a compact development that includes a mix of residential units, located in proximity to transit, services and amenities. It will also further support the availability of local stores and services to meet the daily needs of residents, visitors and community members within a comfortable walking distance.

Additionally, the proposal will provide for 633 new residential dwelling units of varying size and configurations in order to support housing choice for households of varying size, incomes, life stages and lifestyle preferences. The provision of apartment-style dwelling units will support housing choice and facilitate the ability for residents to remain in their community of choice.

## 5.4 / REGION OF PEEL OFFICIAL PLAN, 2022

Finally, the proposed development contemplates a high-quality, compact built form that will foster a vibrant public realm through architectural and urban design elements as well as active street frontages along Tannery Street. A series of landscaped open spaces, an outdoor amenity area and a network of pedestrian pathways are to be provided, further enhancing the pedestrian experience and access to publicly-accessible open spaces.

### *SUMMARY / CONFORMITY STATEMENT*

A Place to Grow, 2020 guides land use planning and development across Ontario. The above analysis demonstrates that the proposed development and corresponding Amendments conform to and serve to further implement the policies of A Place to Grow by facilitating contextually appropriate redevelopment on lands that are served by transit and active transportation networks. It will also provide for a range of residential uses which are well-served by existing community services, parks and local businesses. Furthermore, the proposal and corresponding Amendments will provide for better utilization of land, resources and infrastructure in a manner that advances complete community objectives. It is our opinion that the proposal and corresponding Amendments serve to implement the applicable policies of A Place to Grow.

The Region of Peel Official Plan ('ROP') serves as Peel's long-term guiding document for how land use planning and growth is to be managed across the three (3) member municipalities (City of Mississauga, City of Brampton and Town of Caledon).

Overall, the ROP outlines strategies for managing growth and development across Peel up to the year 2051 in accordance with a Regional Structure (Schedule E-1). Schedule E-1 designates the Subject Lands as 'Urban System' (see **Figure 5**).

'Urban System' is a high-level designation intended to accommodate the majority of growth in a manner that supports the ROP's Urban System goals. The Subject Lands' appropriate and desirable location for redevelopment is reaffirmed by its location within the Streetsville Node, a Strategic Growth Area (Schedule E-2).

For the purpose of this Report, the approved November 2022 Region of Peel Official Plan was reviewed and assessed. The following is a summary of the in-effect Regional policies applicable to the proposed development. The following analysis also demonstrates how the proposed Official Plan Amendment and Zoning By-law Amendment work to implement the ROP.



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**FIGURE 5 PEEL REGIONAL OFFICIAL PLAN**

**SCHEDULE 'E-1' - REGIONAL STRUCTURE**

**LEGEND**

Subject Lands

51 & 57 TANNERY STREET &  
208 EMBY DRIVE,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MARCH 27, 2024

## *2/ The Natural Environment*

Chapter 2 of the ROP establishes the policy framework for how the natural environment, and more specifically, the Greenlands system, is to be managed. Specifically, growth is to be directed to strategic locations across Peel and the Core Areas of the Greenlands System are to be protected for the long-term. In accordance with Schedule C-2 of the ROP, the western quadrant of the Subject Lands are identified as being within 'Core Areas of the Greenlands System'. As such, the following apply to redevelopment of the Site.

The Regional objectives are:

- '2.14.1. To identify, protect, restore and enhance the long-term ecological function and biodiversity of the Greenlands System.'*
- '2.14.2. To maintain, restore or, where possible, improve the linkages between and among natural heritage features and areas, hydrologic functions, ground water features and surface water features including shorelines.'*
- '2.14.4. To maintain and enhance ecosystem services and the long-term ecological integrity of the Greenlands System and its resilience and ability to adapt to a changing climate.'*

It is the policy of Regional Council to:

- '2.14.6 Identify the Greenlands System as an overlay designation on Schedule C-1.'*
- '2.14.8. Maintain, restore and improve the diversity and connectivity of natural heritage features and areas within the Greenlands System's components and the long-term ecological function and biodiversity of the Greenlands System, recognizing linkages*

*between and among natural heritage features and areas, surface water features and ground water features.'*

- '2.14.15. Prohibit development and site alteration within the Core Areas of the Greenlands System in Peel ...'*
- '2.14.17. Ensure that the Core Areas of the Greenlands System, as described in Policies 2.14.12 and 2.14.13 and as further detailed in the local municipal official plans and related planning documents, are not damaged or destroyed. ...'*

In accordance with Schedule C-1 and C-2 of the ROP, the Subject Lands are identified as containing segments of the Region's Greenlands System. More specifically, the Mullet Creek natural areas along the western property line are identified as being 'Core Areas of the Greenlands System'. As further demonstrated on the accompanying Concept Plan, the proposal does not contemplate development or site alteration on Greenland System lands. In fact, the lands containing the Mullet Creek system and an associated vegetative buffer are to be conveyed to the City of Mississauga to ensure the long-term protection and health of these lands.

As further discussed in the accompanying Environmental Impact Statement Addendum ('EIS'), the proposed buffer from the agreed upon, stake limit of the Mullet Creek feature is of sufficient width to ensure the long-term protection and ecological function of the feature. Based on the provision of the buffer and the limit of development, the EIS concludes that the proposal is appropriate and will not adversely impact the natural area lands.

#### 5.4 Growth Management

The ROP directs that development and redevelopment is to occur in strategic locations through intensification. As lands within the Region's Built-Up Area and a Strategic Growth Area, the following apply.

It is Regional objectives to:

- '5.4.1 To optimize the use of the existing land supply of the Region by directing a significant portion of growth to the Delineated Built-Up Areas through intensification, particularly Strategic Growth Areas....'
- '5.4.6 To optimize the use of the existing and planned infrastructure and services.'
- '5.4.18.1 To achieve efficient and compact built forms.'
- '5.4.18.2 To optimize the use of existing infrastructure and services.'
- '5.4.18.4 To intensify development on underutilized lands.'
- '5.4.18.6 To optimize all intensification opportunities across the Region and maximize development within Strategic Growth Areas.'
- '5.4.18.8 To achieve a diverse and compatible mix of land uses including residential and employment uses to support vibrant neighbourhoods.'

It is the policy of Regional Council to:

- '5.4.10. Direct the local municipalities to incorporate official plan policies to develop complete communities that are well-designed, transit-supportive, offer transportation choices, include a diverse mix of land uses in a compact built form, accommodate people at all stages of life and have an appropriate mix of housing, a good range of jobs, high quality open space, and easy access to retail and services.'
- '5.4.11. Direct a significant portion of new growth to the Delineated Built-Up Areas of the community through intensification.'
- '5.4.18.10 Facilitate and promote intensification.'
- '5.4.18.11 Accommodate intensification within Urban Growth Centres, intensification corridors, nodes and Major Transit Station Areas and any other appropriate areas within the Delineated Built-Up Area.'

The proposal contemplates intensification of underutilized lands, at an appropriate location within the Region's Delineated Built-Up Area and within the Streetsville Node, a Strategic Growth Area.

Furthermore, the proposed development has been planned and designed to facilitate a high-quality, compact development at an appropriate density. Overall, the proposal supports the above-noted Growth Management objectives and policies by contemplating a compact, transit-supportive development in proximity to transit services. This will contribute to the creation of Streetsville as a complete community where residents and visitors are provided safe, comfortable, convenient access to a range of travel modes and services.

### 5.6 The Urban System

As demonstrated in **Figure 5**, the Subject Lands are located within the 'Urban System' component of the ROP. As such, the ROP directs that growth and development is permitted, and is to be directed to appropriate locations such as the Subject Lands. The following apply to redevelopment of the Subject Lands.

It is Regional objectives to:

- '5.6.2 To establish complete healthy communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.'
- '5.6.3 To achieve intensified and compact form and a mix of land uses in appropriate areas that efficiently use land, services, infrastructure and public finances while taking into account the characteristics of existing communities and services.'
- '5.6.4 To achieve an urban structure, form and densities which are pedestrian-friendly and transit-supportive.'
- '5.6.7 To provide for the needs of Peel's changing age structure and allow opportunities for residents to live in their own communities as they age.'

It is the policy of Regional Council to:

- '5.6.10. Define the Urban System, as shown on Schedule E-1, to include: all lands within the Regional Urban Boundary including lands identified and protected as ...Strategic Growth Areas ...'
- '5.6.11. Direct urban development and redevelopment to the Urban System within the Regional Urban Boundary, as shown on Schedule E-1, consistent with the policies in this Plan and the local municipal official plan.'
- '5.6.12. Plan for the provision and financing of Regional facilities and services so as to efficiently use existing services and infrastructure, and encourage a pattern of compact forms of urban development and redevelopment.'

The proposed development will contribute to achieving the above-noted Urban System objectives and policies by facilitating a high-density, compact, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living. Furthermore, the proposal will provide for new dwelling units in a compact form that supports the creation of Streetsville as a complete community. As further discussed in the accompanying Housing Report, the proposed mixture of dwelling units will contribute to housing diversification while also providing housing choice for current and future households of varying size, income levels, life stages and lifestyle preferences.

### **5.6.17. Strategic Growth Areas**

The ROP directs that Strategic Growth Areas are priority areas for intensification and higher density development to occur. Furthermore, the ROP identifies Strategic Growth Areas as being those lands within Urban Growth Centres, Major Transit Station Areas, Nodes / Corridors and along Intensification Corridors. As stated throughout, the Subject Lands are located within the Streetsville Node and as such, are located within a Strategic Growth Area. We note that the Site is also located within the planned Streetsville Major Transit Station Area which is also a Strategic Growth Area. Given the above, the following apply.

It is Regional objectives to:

*'5.6.17.1 To achieve an urban, integrated and connected system of Strategic Growth Areas that supports complete communities and multi-modal transportation options.'*

*'5.6.17.2 To direct intensification to strategic locations in the Delineated Built-Up Area to maximize efficiencies in infrastructure delivery, services and transit ridership.'*

*'5.6.17.5 To provide a diverse and compatible mix of land uses, including residential and employment uses, to support vibrant neighbourhoods.'*

*'5.6.19.15 Direct the local municipalities to establish policies in their official plans that identify Planned Major Transit Station Areas and protect them for transit-supportive densities, uses, and active transportation connections.'*

The proposed development will contribute to achieving the above-noted Strategic Growth Areas objectives and policies by facilitating a high-density, compact, transit supportive and pedestrian-oriented development on underutilized lands in close proximity to existing and planned transit networks, active transportation infrastructure and nearby amenities that support daily living.

### **5.10 Transportation System in Peel**

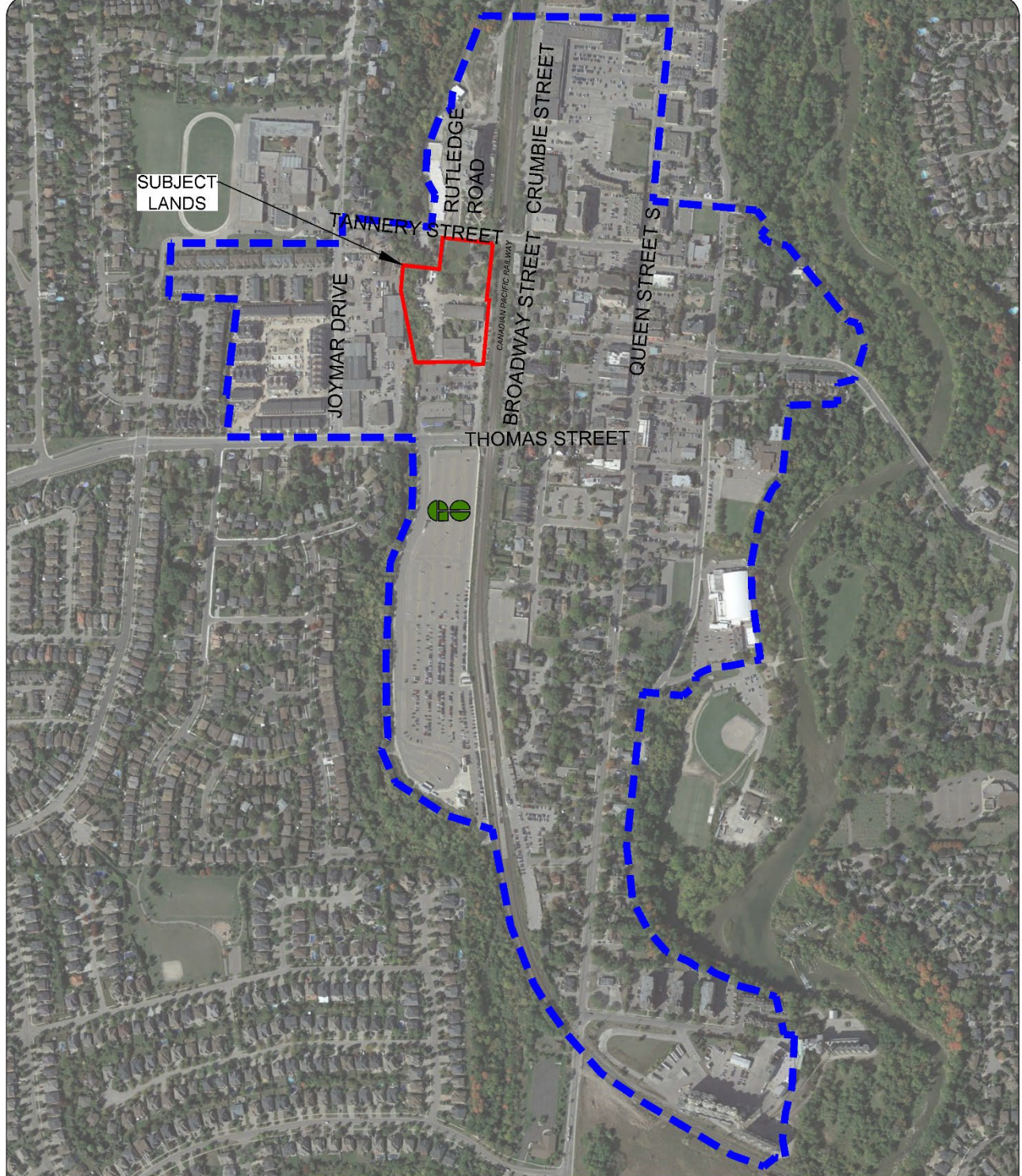
The ROP directs that development and redevelopment is to be focused in strategic locations to support the Regional Transportation System. The following apply.

*'5.10.13 Promote intensification and mixed land uses in strategic growth areas to support sustainable transportation modes, complete communities and complete streets.'*

*'5.10.16 Optimize the use of existing and planned Regional transportation infrastructure, to support growth in a safe and efficient manner, and through compact built form ...'*

The Subject Lands are well-served by existing and planned transit services as well as by active transportation networks. The proposed development and corresponding Amendments serve to realize the development potential of the Site by facilitating a high-density, compact development that is transit-supportive, pedestrian-oriented and appropriately situated within the planned Streetsville Major Transit Station Area ('MTSA'; see Figure 6). We highlight that the planned Streetsville Major Transit Station Area limits is based on the Region of Peel Major Transit Station Area Study, completed in 2021.

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**FIGURE 6 CITY OF MISSISSAUGA**

**PLANNED STREETSVILLE MTSA**

**LEGEND**

- Subject Lands
- Streetsville Major Transit Station Area

51 & 57 TANNERY STREET &  
208 EMBY DRIVE,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MARCH 27, 2024

## 5.5 / MISSISSAUGA OFFICIAL PLAN, 2023

Additionally, the proposed mixture of residential units will compliment and enhance the ability for community residents to access a range of services and destinations within a comfortable waling distance. The proposal and corresponding Amendments affirm the Subject Lands are an appropriate and desirable location for intensification to occur and redevelopment as envisioned should be supported.

### *SUMMARY / CONFORMITY STATEMENT*

The Region of Peel Official Plan ('ROP') guides land use planning and development across Peel. The above analysis demonstrates that the proposed development and corresponding Amendments conform to the policies and objectives of the ROP by providing for a high-quality, compact, transit-supportive and pedestrian-oriented development that facilitates intensification at an appropriate location, at an appropriate density. Furthermore, the proposed development will result in the protection of the natural environment and a built form that is consistent and compatible with the envisioned evolution of the Streetsville community as outlined by the Growth Management, Strategic Growth Areas and Transportation System policies. In our opinion, the proposed development and corresponding Amendments are in conformity with the applicable polices and objectives of the Region of Peel Official Plan.

The Mississauga Official Plan ('MOP'), as amended, was adopted by City Council in September 2010 and approved by the Region of Peel, with modifications, in September 2011. The MOP was appealed to the Ontario Municipal Board ('OMB', now Ontario Land Tribunal, 'OLT'), and was partially approved, save and except for those parts deferred or under appeal, in November 2012. Since this time, the MOP has been updated via a series of Tribunal Orders, approvals and Official Plan Amendments ('OPAs').

The in-effect MOP (July 2023) identifies where and how the City of Mississauga is to grow up to the year 2031 based on a City Structure (Schedule 1) comprised of seven (7) components, including Community Nodes. The Subject Lands are located within the Community Node component of the City Structure, within an Intensification Area (Schedule 2, Intensification Areas) and within the Streetsville Community Node Character Area (Schedule 9, Character Areas).

We note that the City of Mississauga is presently completing an Official Plan Review exercise, referred to as the 2051 Mississauga Official Plan, that will culminate in City-initiated Official Plan Amendments ('OPAs') to ensure the MOP conforms to the 2051 planning horizon of Provincial Plans, incorporates the outcomes of the recent Region of Peel Official Plan initiative, and implements key policy recommendations arising from the completion of recent City initiatives and ongoing City initiatives.

The following is an analysis of the applicable in-effect MOP policies and an evaluation of how the proposed development and corresponding Official Plan Amendment and Zoning By-law Amendment serve to better implement Provincial and Regional policy.

## 5/ Direct Growth

Chapter 5 of the MOP establishes the policy framework for how growth is to be managed. Specifically, growth is to be directed to key components of the City Structure, including the Downtown, Major Nodes, Community Nodes and Corporate Centres as well as along key Corridors. Collectively, these areas which are to receive the majority of Mississauga's future growth are referred to as Intensification Areas. In accordance with Schedule 2, Intensification Areas, the Subject Lands are identified as being located within an Intensification Area. As such, the following policies apply.

*'5.1.4. Most of Mississauga's future growth will be directed to Intensification Areas.'*

*'5.1.6. Mississauga encourages compact, mixed-use development that is transit supportive, in appropriate locations, to provide a range of local live / work opportunities.'*

As a Site located within an Intensification Area, the Subject Lands are recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, transit-supportive development that provides for a range and mixture of residential uses to meet the needs of residents. This will contribute to the creation of Streetsville as a complete community where residents are able to live, work, play and shop within the community.

## 5.2. Green System

As demonstrated on Schedule 3, the City's Green System is comprised of various natural components. In accordance with Schedule 3, the Subject Lands are identified as containing 'Significant Natural Areas and Natural Green Spaces' - a component of the City's Natural Heritage System ('NHS'). As such, the following policies apply.

*'5.2.1. Mississauga will establish strategies that protect, enhance and expand the Green System and will include a target for the lands within the city that will be included in the Green System. ...'*

*'5.2.2. Mississauga will promote and encourage the restoration of natural forms, functions and linkages.'*

*'5.2.3. Mississauga will seek to enhance opportunities for the appreciation and enjoyment of the Green System.'*

As stated throughout this Report, the Subject Lands contain a natural area associated with Mullet Creek. As demonstrated on the accompanying Concept Plan, the proposed development has been structured in a manner that will place the entirety of the on-site natural area and its associated natural buffer into an area for conveyance to the City. Furthermore, the proposed development has ensured that development is located well outside of the natural feature and natural area limits. Overall, this will support the above-noted City policy objectives for the Green System by enabling the long-term protection and health of Green System lands, while providing for development to occur on adjacent lands that are sufficiently buffered from the natural area and its ecological functions.



### 5.3.3. Community Nodes

As demonstrated on Schedule 1, the City is comprised of various Community Nodes, each with its own identity. As a Site located with the Community Node component of the City Structure, the following policies apply.

*'5.3.3.3. Community Nodes are Intensification Areas.'*

*'5.3.3.4. Community Nodes will achieve a gross density of between 100 and 200 residents and jobs combined per hectare.'*

*'5.3.3.11. Development in Community Nodes will be in a form and density that complements the existing character of historical Nodes or that achieves a high quality urban environment within more recently developed Nodes.'*

*'5.3.3.13. Community Nodes will be developed to support and encourage active transportation as a mode of transportation.'*

As stated throughout this Report, the Subject Lands are recognized as an appropriate location for growth to occur. The proposed development has been planned and designed to facilitate a compact, refined development that provides for a range and mixture of residential uses to meet the needs of residents, while also supporting the achievement of the Community Node-wide minimum density target of 100 to 200 residents and jobs combined per hectare.

Furthermore, the built forms contemplated will provide for a high-quality, refined architectural design that will facilitate development that is complimentary to the established character of the Streetsville community.

### 5.5 Intensification Areas

As stated above, the MOP directs growth to be focused in Intensification Areas. The following apply.

*'5.5.1. 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.'*

*'5.5.4. Intensification Areas will be planned to reflect their role in the City Structure hierarchy.'*

*'5.5.5. Development will promote the qualities of complete communities.'*

*'5.5.7. A mix of medium and high density housing, community infrastructure, employment and commercial uses, including mixed use residential / commercial buildings and offices will be encouraged.'*

*'5.5.8. Residential and employment density should be sufficiently high to support transit usage. Low density development will be discouraged.'*

*'5.5.9. Intensification Areas will be planned to maximize the use of existing and planned infrastructure.'*

The proposal supports the above-noted policy objectives by introducing a range and mixture of residential uses in order to support Streetsville as a complete community. Furthermore, the proposed development is appropriately situated in proximity to transit services, facilities and amenities, is at an appropriate transit-supportive density, is pedestrian-

oriented and will make better use of land, resources and infrastructure.

The proposed development will support the above-noted policy objectives and will support the creation of Streetsville as a complete, walkable community. As described throughout this Report, the Site is recognized as having development potential given its locational attributes, yet the form of development is limited by the Streetsville Community Node Character Area policies. The proposed development and corresponding Amendments are appropriate and in our opinion serve to further implement the envisioned policy directions of the MOP to direct growth to appropriate locations. The proposal will facilitate development with heights (up to 14 storeys) that is appropriate for the location, while still respecting the City Structure hierarchy.

### *6 / Value the Environment*

Chapter 6 of the MOP establishes the policy framework for how the natural environment is to be managed and protected. Specifically, growth is to be directed away from Natural Heritage System ('NHS') features. These NHS features are identified on Schedule 3 of the MOP. In accordance with Schedule 3, the eastern segment of the Subject Lands contains NHS feature lands. As such, the following policies apply.

*'6.3.1. Mississauga will give priority to actions that protect, enhance, restore and expand the Green System for the benefit of existing and future generations.'*

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

*'6.3.7. Buffers which are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands, will be provided ...'*

*'6.3.9. Mississauga's Natural Heritage System is composed of the following:*

- *Significant Natural Areas...'*

*'6.3.24. The Natural Heritage System will be protected, enhanced, restored and expanded through the following measures:*

- :*
- a. ensuring that 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 area locations;*
  - b. placing those areas identified for protection, enhancement, restoration and expansion in public ownership, where feasible;'*

*'6.3.26. Lands identified as or meeting the criteria of a Significant Natural Area, as well as their associated buffers will be designated Greenlands and zoned to ensure their long term protection. Uses will be limited to conservation, flood and / or erosion control, essential infrastructure and passive recreation.'*

*'6.3.35. The expansion and connection of the Natural Heritage System will be encouraged. Where appropriate, Significant Natural Areas, Natural Green Spaces, Linkages, Special Management Areas and buffers will be incorporated with public parkland and will be managed in accordance with Natural Heritage System policies.'*

In accordance with Schedule 3, Natural System, the Subject Lands are identified as containing a Significant Natural Area component of the City's Natural Heritage System. For clarity, the feature is present along the Site's western property line and on that portion of the Subject Lands designated 'Greenlands'.

As demonstrated on the accompanying Conceptual Site Plan, the proposal does not contemplate development within the feature nor on natural buffer lands. As further described in the accompanying Environmental Impact Statement Addendum (EIS), a vegetative buffer is to be provided from the agreed upon limit of natural feature. This proposed buffer is of sufficient width to provide long-term protection of the natural feature and its ecological functions. The EIS concludes that the proposal, including the proposed buffer, which is to remain in a naturalized state, is appropriate and will not adversely impact the adjacent natural feature. Furthermore, the natural area and associated natural buffer are to be in public ownership to ensure the long-term protection of the lands.

### *7/ Complete Communities*

Chapter 7 of the MOP establishes the policy framework with regards to complete communities, housing, community infrastructure, cultural heritage and community character. The following apply.

*'7.1.1. Mississauga will encourage the provision of services, facilities and housing that support the population living and working in Mississauga.'*

*'7.1.6. Mississauga will encourage that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.'*

As further described in the accompanying Housing Report, the proposal supports the above-noted policy objectives through the provision of new dwelling units of varying sizes and configurations which will facilitate housing choice.

As further described below, MOP policy objectives make reference to compatible development. We note that in accordance with Section 1.1.4.r of the MOP, 'compatible' is defined as follows:

*'means development, which may not necessarily be the same as, or similar to, the existing or desired development, but nonetheless enhances an established community and coexists with existing development without unacceptable adverse impact on the surrounding area.'*

As discussed below, it is our opinion that the proposed development and corresponding Amendments will facilitate compatible development and can in fact seamlessly coexist with the surrounding community, without causing unacceptable adverse impact.

### *7.6. Distinct Identities*

In terms of community character, the following apply.

*'7.6.1.2 Built form within Intensification Areas should provide for the creation of a sense of place through, among other matters, distinctive architecture, high quality public art, streetscaping (including street trees), and cultural heritage recognition.'*

*'7.6.1.3 A distinct identity will be maintained for each Character Area by encouraging common design themes and compatibility in scale and character of the built environment.'*

*'7.6.1.5 New development will be compatible with the physical, social and environmental attributes of the existing community.'*

The Subject Lands are located within the established Streetsville community. The proposed development has been planned and designed to provide for high-quality, refined built forms that integrate with and are complimentary to the established and evolving character of the Streetsville community.

Specifically, the proposal provides for a development that is appropriate, desirable and maintains compatibility with the surrounding community.

### *8/ Create a Multi-Modal City*

Chapter 8 of the MOP establishes the policy framework with regards to transportation. As stated above, the Subject Lands are located adjacent to the Canadian Pacific Rail ('CPR') Corridor. Given this, the following applies.

*'8.8.3. Mississauga will cooperate with the appropriate authorities to provide adequate provision for safety in the planning, design and operation of rail facilities.'*

Given the Site's locational attributes, the proposed development has been planned and designed to ensure public safety is maintained. Specifically, the proposal contemplates a sufficient separation from a berm to be installed immediately adjacent to the rail corridor. As further described in the accompanying Rail Derailment Report, the proposed berm and acoustic wall treatment are appropriate and will facilitate adequate separation between the proposed dwelling units and the rail corridor in the event of derailment. Furthermore, the proposal has been planned and designed to integrate with the berm and acoustic wall feature, without adversely impacting the high-quality, refined built forms. As further described in the accompanying Acoustical Feasibility Study, the proposed development was found to be appropriate and will provide the necessary mitigation measures given its presence along a rail corridor.

## *9/ Build a Desirable Urban Form*

Chapter 9 of the MOP establishes the City's built form policy framework. It is understood that the City's built form policies pertain to the physical layout and design of lands across the City. The following policies apply to redevelopment of the Subject Lands.

- '9.1.2 Within Intensification Areas an urban form that promotes a diverse mix of uses and supports transit and active transportation modes will be required.'*
- '9.1.11 A distinct character for each community will be created or enhanced through the road pattern, building massing and height, streetscape elements, preservation and incorporation of heritage resources and prominent placement of institutions and open spaces.'*
- '9.1.13 Development will have positive, restorative, ecological benefits on a site through the practice of sustainable building and site design.'*

The proposed development has been planned and designed to further implement the City's urban form policy objectives. More specifically, the proposal implements the above-noted policy objectives through the introduction of high density, compact, transit-supportive, pedestrian-oriented development. Furthermore, the proposal has been planned to facilitate high-quality, refined built forms that are complimentary to and compatible with the character of the Streetsville community. Additionally, a range of sustainable building strategies are to be implemented as further described in the accompanying FS – SWM Report.

### *9.21. Intensification Areas*

In terms of urban form considerations within Intensification Areas, the following policies apply.

- '9.2.1.1. Development will create distinctive places and locales.'*
- '9.2.1.3. 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.'*
- '9.2.1.4. 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.'*
- '9.2.1.6. Mississauga will encourage the consolidation of access points and shared parking, service areas and driveway entrances.'*

The proposed development will facilitate high-quality, refined, compact built forms that are pedestrian-oriented and provide for appropriate transition to the surrounding community. Furthermore, the proposed development contemplates a consolidated access as well as shared parking and servicing areas in efforts to provide an optimal site design.

*'9.2.1.10. Appropriate height and built form transitions will be required between sites and their surrounding areas.'*

*'9.2.1.17. Principal streets should have continuous building frontages that provide continuity of built form from one property to the next with minimal gaps between buildings.'*

*'9.2.1.19. The public realm and the development interface with the public realm will be held to the highest design standards.'*

*'9.2.1.21. Development will contribute to pedestrian oriented streetscapes and have an urban built form that is attractive, compact and transit supportive.'*

*'9.2.1.22. Development will be designed to support and incorporate pedestrian and cycling connections.'*

*'9.2.1.23. Active uses will be required on principal streets with direct access to the public sidewalk.'*

*'9.2.1.24. Development will face the street.'*

*'9.2.1.25. Buildings should have active facades characterized by features such as lobbies, entrances and display windows....'*

*'9.2.1.27. Development will create a sense of gateway to the Intensification Area with prominent built form and landscaping.'*

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

*'9.2.1.29. Development will have a compatible bulk, massing and scale of built form to provide an integrated streetscape.'*

*'9.2.1.30. Development will provide open space... appropriate to the size, location and type of the development.'*

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

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

*'9.2.1.33. Open spaces will be designed to promote social interaction.'*

The proposal supports the above-noted policy objectives by providing a high-quality, compact development that has been planned and designed to provide for an appropriate transition to and integration with the surrounding community. As demonstrated on the accompanying Conceptual Site Plan, the proposal contemplates the introduction of mid-rise built forms are of an appropriate scale. The proposed structures are also situated to frame the street and to be pedestrian-scaled. The structures also open onto and addresses the Site's Tannery Street public realm.

A series of landscape and public realm enhancements are to be provided. This includes a large, central landscaped courtyard, an outdoor amenity area, landscaped open spaces and a network of pedestrian pathways. Collectively, these components will facilitate an optimal site design and opportunities for social

interaction and enjoyment of the outdoors. Based on the above, it is our opinion that the proposal and corresponding Amendments comply with the City's urban form policy objectives.

### 9.3. Public Realm

Section 9.3 of the MOP contains the City's public realm policy directions. The following policies apply.

*'9.3.1.4. Development will be designed to:*

- c) accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;*
- d) achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;*
- e) meet universal design principles;*
- f) address new development and open spaces;*
- g) be pedestrian oriented and scaled and support transit use;*
- h) be attractive, safe and walkable.'*

*'9.3.5.4. Open spaces will be designed as places where people can socialize, recreate and appreciate the environment.'*

*'9.3.5.5. Private open space and / or amenity areas will be required for all development.'*

*'9.3.5.6. Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users.'*

*'9.4.1.2. A transit and active transportation supportive urban form will be required in Intensification Areas and in appropriate locations along Corridors and encouraged throughout the rest of the city.'*

*'9.4.1.3. Development will support transit and active transportation by:*

- a) locating buildings at the street edge, where appropriate;*
- b) requiring front doors that open to the public street;*
- c) ensuring active / animated building facades and high-quality architecture;*
- d) ensuring buildings respect the scale of the street;*
- e) ensuring appropriate massing for the context;*
- f) providing pedestrian safety and comfort; and*
- g) providing bicycle destination amenities such as bicycle parking, shower facilities and clothing lockers, where appropriate.'*

The proposed development supports the above-noted City's public realm policy objectives by providing for high-quality, compact, transit-supportive and pedestrian-oriented built forms. Furthermore, the proposal complies the City's public realm policy objectives through the provision of built forms that frames the street edge, provide direct pedestrian connections to the public realm, provide cyclist amenities including secure bicycle parking spaces and facilitates a pedestrian-scaled development. Furthermore, the development has been planned and organized around landscaped open spaces and an outdoor amenity area.

We note that the City's Public Realm policy directions are further implemented by site development and building-related policy directions outlined in Section 9.5 of the MOP. Collectively, Policies 9.5.1.1 through 9.5.1.15 require developments to be compatible and integrate with the surrounding area. The proposal and corresponding Amendments will facilitate a high-quality, refined development that is compatible and integrates with the surrounding area.

### *11 / Land Use Designations*

Chapter 11 of the MOP establishes the policy framework for how lands are to be used. More specifically, the MOP establishes policies based on nineteen (19) land use designations. As demonstrated in **Figure 7** on the next page, the Subject Lands are currently designated 'Residential High Density' and 'Greenlands'. In our opinion, the 'Greenlands' and 'Residential High Density' designations are the most appropriate and will facilitate the proposal with site-specific permissions. The following policies apply.

#### *11.2.3. Greenlands*

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

As described throughout this Report, the proposal complies with the above-noted policy objective as the development contemplates the retention and protection of the natural area. Furthermore, the long-term health and protection of the natural area is to be provided for through the usage of a natural buffer zone from the staked limit of the feature.

Given that the natural feature and the associated buffer lands are to be placed in public ownership, the current 'Greenlands' designation is appropriate and should be maintained.

#### *11.2.5. Residential*

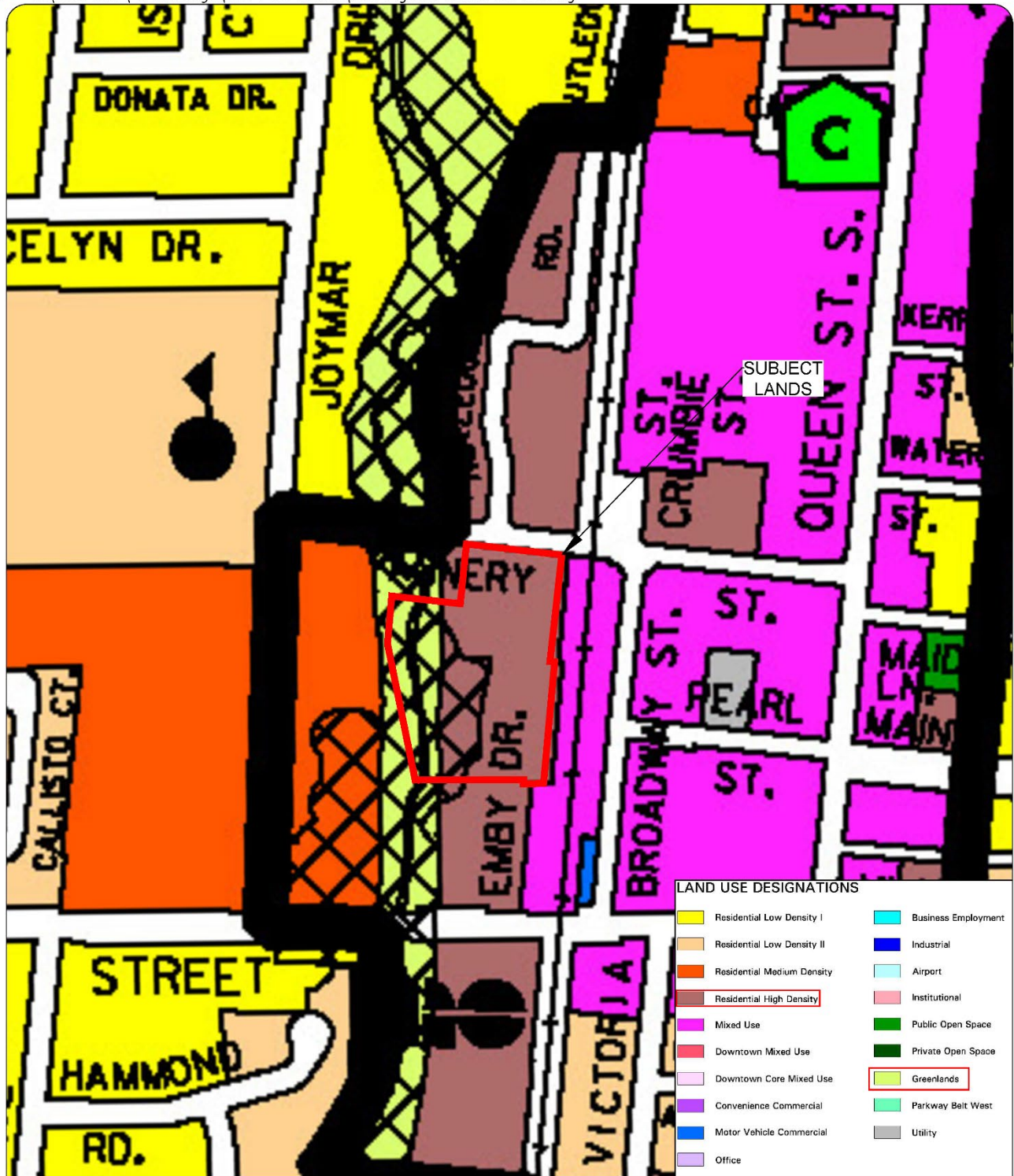
*'11.2.5.6. Lands designated Residential High Density will permit the following uses:*

- a) apartment dwelling*
- b) uses permitted in the Residential Medium Density designation, accessory to apartment dwellings on the same property.'*

The proposal contemplates the introduction of new apartment dwellings, in a location where development ought to be directed. The proposal also represents an appropriate form and advances the City's development objectives. For the reasons outlined above, it is our opinion that the proposed development conforms to the in-effect Residential High Density policy objectives.



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**FIGURE 7** MISSISSAUGA OFFICIAL PLAN  
SCHEDULE '10' - LAND USE DESIGNATIONS

**LEGEND**  
Subject Lands

51 & 57 TANNERY STREET &  
208 EMBY DRIVE,  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALE NTS  
MARCH 27, 2024

## *14 / Community Nodes*

Chapter 14 of the MOP establishes the policy framework for how growth and development is to be managed in the City's Community Node components of the City Structure. As stated, the Subject Lands are located within the Community Node component of the City Structure and are located within the Streetsville Community Node Character Area. The following policies apply.

*'14.1.1.3.. Proposals 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:*

- 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.'*

The proposed development and corresponding Official Plan Amendment seek to implement revised development standards for the Site. More specifically, the Subject Lands are recognized as an appropriate and desirable location for higher density, compact, development to occur. The proposed development has been planned and designed to facilitate a high-quality, compact, transit-supportive and pedestrian-oriented development that makes better use of land, resources and infrastructure. Through the use of setbacks and architectural details, the proposed development can accommodate a greater height than currently permitted while providing for an appropriate transition to the surrounding area.

More specifically, the proposed setbacks will enable a visual break in massing, while avoiding adverse wind or sunlight conditions. Additionally, the proposed development has positioned the mid-rise structures in such a manner that building mass is directed to the central quadrant of the Site and away from the established residential Neighbourhood areas to the north and west.

Based on above, it is our opinion that the proposed development, as contemplated, is appropriate, respects the City Structure hierarchy and conforms to the evolving policy context for the Streetsville community. The corresponding Amendments request that an appropriate height permission of 14 storeys be formalized.

### *14.10. Streetsville*

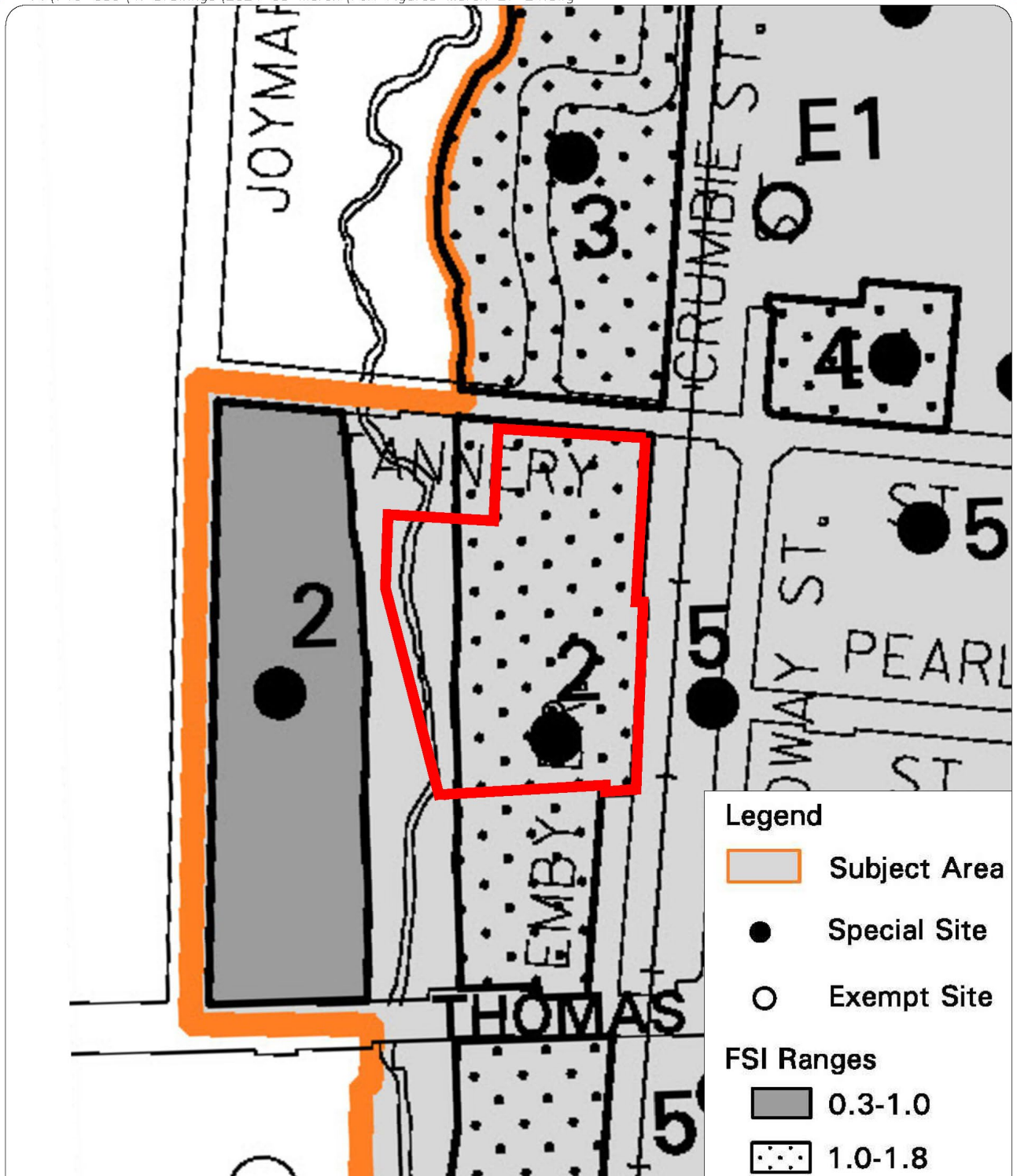
Section 14.10 of the MOP contains the policy framework for the Streetsville Community Node Character Area. The Subject Lands are subject to Streetsville Community Node Special Site 3 (Map 14-10, Streetsville Community Node Character Area Special Site Areas; see **Figure 8**). The following apply to redevelopment of the Site.

#### *Community Identity and Focus*

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

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

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**FIGURE**  
**8**

**MISSISSAUGA OFFICIAL PLAN**  
MAP 14-10 - STREETSVILLE COMMUNITY NODE CHARACTER AREA

**LEGEND**  
[Red Outline] Subject Lands

51 & 57 TANNERY STREET &  
208 EMBY DRIVE  
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL



SCALENTS  
MARCH 27, 2024

### *Historic Character*

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

The proposed development conforms to the above-noted policy objectives by providing for a high-quality, refined built form that frames the street edge. Streetscaping enhancements are to be provided in order to facilitate a vibrant sidewalk zone and accommodate pedestrian activity, particularly along Tannery Street. Overall, the proposal contemplates a high-quality, refined built form that is complimentary to and compatible with the established community character.

### *Public Realm*

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

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

The proposed development conforms to the above-noted policy objectives by providing for a high-quality, refined built forms that have consolidated access points and provide streetscaping enhancements in order to facilitate a vibrant sidewalk zone and accommodate pedestrian activity, particularly along Tannery Street. Furthermore, high-quality, refined built forms are to be provided. Further detail on the ways in which the proposed development conforms to the above-noted public realm policy objectives is provided in the accompanying Urban Design Brief.

### *14.10.2. Land Use*

*'14.10.2.2. For lands designated Residential High Density a maximum building height of seven storeys is permitted.'*

The proposal and corresponding Official Plan Amendment seek to implement revised development standards for the Site. As stated above, the proposed built form with heights of up to 14 storeys is appropriate and desirable for the Site. This height permission is a minor deviation from the above-noted in-effect permission and will better recognize the development potential of the Subject Lands. In our opinion, the proposed development has been planned and designed to further implement the City's Streetsville Community Node policy objectives by situating development at an appropriate location, providing high-quality, refined mid-rise built forms that are compatible with the established Streetsville community character and provides for an appropriate transition to the surrounding area, by facilitating development at an appropriate transit-supportive density, and better recognizes the development potential of the Subject Lands.

#### *14.10.6. Special Site Policies*

Section 14.10.6 of the MOP identifies the policy framework for Special Site policies. In accordance with Map 14-10 (see **Figure 8** on the page 41 above), the Subject Lands are subject to Streetsville Community Node Character Area Special Site 2 provisions. The in-effect Special Site 2 provisions permit redevelopment of the Subject Lands, but not the proposal.

As such, the proposal and corresponding Official Plan Amendment seek permission to amend the provisions of Special Site 2. It is our opinion that the proposed development and corresponding Official Plan Amendment have been planned and designed to further implement the City's Streetsville Community Node policy objectives, situates development at an appropriate location, facilitates appropriate, desirable and compatible mid-rise built forms, and better recognizes the development potential of the Subject Lands.

#### *SUMMARY / CONFORMITY STATEMENT*

The Mississauga Official Plan ('MOP'), as amended, guides land use planning and development across the City. The above analysis demonstrates that the proposed development conforms to the policies and objectives of the MOP, as amended, by providing for a high-quality, compact, pedestrian-oriented and transit-supportive development that facilitates residential uses at an appropriate location and density. The proposal also directs better utilization of land, resources and infrastructure to facilitate a development that will contribute to Streetsville as a complete community. Furthermore, the proposed development will result in built forms that are consistent and compatible with the established character of Streetsville. Therefore, the proposed development and corresponding Amendments serve to better implement the applicable policies and objectives for 'Residential High Density' lands within the Streetsville Community Node Character Area and on Special Site 2 lands of the Streetsville Community Node Character Area of the Mississauga Official Plan.

## 5.6 / RENTAL HOUSING PROTECTION BY-LAW

In June 2018, City Council adopted the Rental Housing Protection By-law 0121-2018 ('By-law 0121-2018'). Overall, By-law 0121 -2018 provides a framework for managing and protecting the City of Mississauga's existing rental housing supply.

As noted in **Section 3.1** of this Report, the Subject Lands are currently occupied by a detached dwelling, which includes one (1) existing rental unit. By-law 0121-2018 addresses the protection of rental housing in the City and requires that a Permit be obtained from the City in certain circumstances. Notwithstanding, Section 2 of By-law 0121-2018 confirms that a Permit is only required for the Subject Lands if the Site contains six or more dwelling units (of which one is a rental unit). Given the Subject Lands do not contain six or more dwelling units, it is our opinion that By-law 0121-2018 does not apply.

## 5.7 / ZONING

The City of Mississauga Zoning By-law 0225 – 2007 ('By-law 0225 - 2007') currently zones the Subject Lands as 'Holding, Street Townhouses, Exception 59 (H-RM5-59)', 'Holding, Back-to-Back and Stacked Townhouses, Exception 4 (H-RM9-4)' and 'Greenlands (G1)'. The current zoning does not permit the proposed development. A site-specific Zoning By-law Amendment ('ZBA') is requested to re-zone a segment of the Site to Residential Apartment (RA3) with site-specific provisions. We highlight that the segment of the Site currently subject to the 'Greenlands (G1)' zone category is to retain this restrictive zoning category.

A draft Zoning By-law Table with the requested site-specific provisions has been prepared and a copy is provided in **Appendix II** of this Report. More specifically, the ZBA seeks to introduce the following site-specific permissions:

- To permit site-specific building envelope standards;
- To permit a site-specific density; and,
- To permit a site-specific parking standard.

**Table 3** on the next page summarizes the proposed site-specific exceptions to the RA3 Zone and the rationale for these exceptions.

## 6 / SUMMARY & CONCLUSION

*Table 3 / Summary of Requested RA3 Exceptions & Rationale*

<i>REQUESTED EXCEPTION</i>	<i>RATIONALE</i>
<i>Modified Building Envelope</i>	To implement the desired built form, while maintaining appropriate compatibility and transition to the surrounding community. The requested building envelope standards will also facilitate an optimal site design that includes the provision of various high-quality amenity and landscaped open spaces
<i>Modified Parking Standard</i>	In order to implement the desired built forms, a site-specific shared parking standard is requested. As further demonstrated in the accompanying Transportation Impact Study ('TIS'), the requested shared parking standard is appropriate given the Site's proximity to transit services and active transportation networks. The requested parking standard is also capable of accommodating the proposed parking demands, will serve to further implement Council's direction to encourage developments which support increased transit ridership and sustainable modes and will facilitate an optimized site design

As outlined above, together with the supporting studies, the proposed development and associated Official Plan Amendment and Zoning By-law Amendment ('ZBA', or the 'Amendments'), represent an appropriate development for the Subject Lands that is in keeping with the policies and intent of the Region of Peel Official Plan and the Mississauga Official Plan. Furthermore, based on the existing physical context and surrounding Streetsville community, a technical assessment of the proposal as well as an analysis of the proposal within the current policy and regulatory context of the Province, Region and City, we conclude the following:

1. The proposed Official Plan Amendment and Zoning By-law Amendment represents appropriate development on the Subject Lands given the existing use of the Site and surrounding context;
2. The proposal provides an appropriately designed and compatible redevelopment for the Streetsville community that will contribute to the provision of new housing options and the achievement of a complete community;
3. The proposed Amendments are consistent with the Provincial Policy Statement, 2020;
4. The proposal conforms to A Place to Grow: A Growth Plan for the Greater Golden Horseshoe, 2020;
5. The proposal conforms to the policy directions of the Region of Peel Official Plan, 2022;
6. The proposal can be adequately serviced by existing municipal services;

7. The proposed development will not create any adverse impacts to the existing uses or the surrounding area; and,
8. The proposal is in keeping with the character and planned context of the Streetsville community, and it provides an opportunity for contextually appropriate intensification within the City's Built-Up Area where intensification is to be directed. Additionally, the proposal upholds the overall City Structure and further implements the development objectives as identified by the Mississauga Official Plan.

Accordingly, we conclude that the proposed Amendments are appropriate, represent good planning and implement the City, Regional and Provincial vision for the Subject Lands.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**



Jim Levac, MCIP, RPP  
Partner



Stephanie Matveeva, MCIP, RPP  
Associate



*APPENDIX I / Draft Official Plan Amendment*

Amendment No. XXX  
to  
Mississauga Official Plan

The following text and Map 'A' attached hereto constitute Amendment No. XXX

## **PURPOSE**

The purpose of this Amendment is to amend the Streetsville Community Node Character Area to include the Subject Lands in a modified Special Site 2 policy.

## **LOCATION**

The lands affected by this Amendment are located on the south side of Tannery Street, east of Joymar Drive. The land is municipally addressed as 51 Tannery Street, 57 Tannery Street and 208 Emby Drive. The Subject Lands are located within the Streetsville Community Node Character Area, as identified in the Mississauga Official Plan.

## **BASIS**

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

The Mississauga Official Plan ('MOP') contains a City Structure which outlines where growth ought to be encouraged and discouraged within the City. The City Structure is comprised of Intensification Areas and Non-Intensification Areas. Intensification Areas include Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas. Intensification Areas are the principal location for future growth within the City. The Subject Lands are located within the Community Node component of the City Structure where compact, transit-oriented development is encouraged.

As per the Streetsville Community Node Character Area, a maximum building height of seven storeys is permitted and a maximum density of 1.8 FSI is permitted. Additionally, Special Site 2 of the Streetsville Community Node Character Area policy further limits the permitted built form to be townhouses. The City requires that the Streetsville Community Node Character Area Special Site 2 policy be modified to permit the proposed building height and density: this has been included in the enclosed implementing Official Plan Amendment.

The Subject Lands are currently designated 'Greenlands' and 'Residential High Density'. Permitted uses on the Subject Lands include natural features, apartment dwellings, townhouse dwellings and accessory, at-grade Convenience Commercial uses. This Amendment proposes to retain the existing designations.

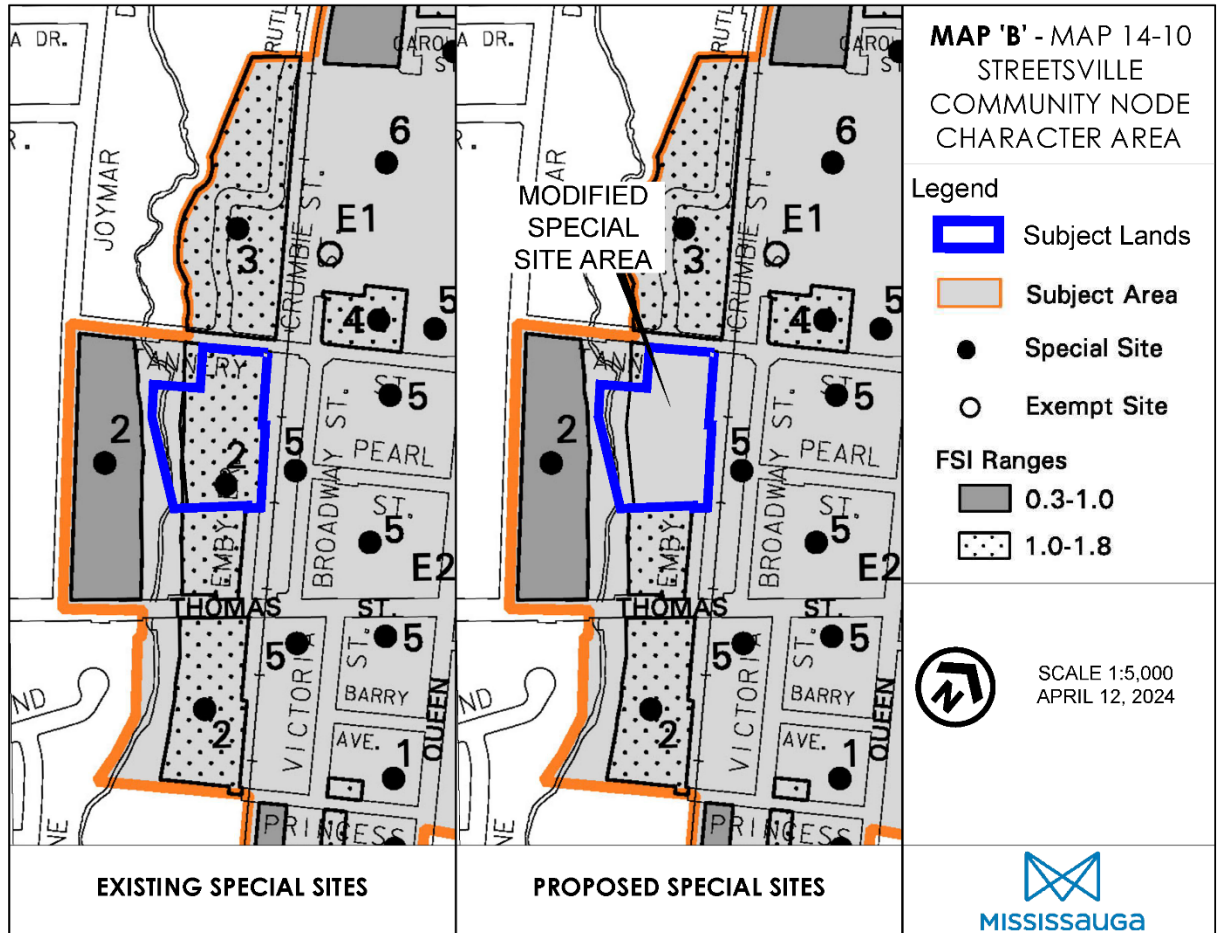
As previously stated, the Subject Lands are located within the Streetsville Community Node Character Area of the Mississauga Official Plan. This Amendment proposes to revise the Streetsville Community Node Character Area Special Site 2 provisions. This proposed, amended Special Site 2 policy will permit a maximum building height of 14 storeys, an apartment built form and a maximum density of 3.5 FSI on Area

A lands. The proposed Official Plan Amendment is acceptable from a planning perspective and should be approved for the reasons as follows:

1. The proposed development is consistent with the Provincial Policy Statement (2020) and conforms to and does not conflict with A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020). In addition, the proposed development will bring the Mississauga Official Plan (2022) into consistency with the Provincial Policy Statement and into conformity with A Place to Grow and the Region of Peel Official Plan (2022). The proposed development represents reinvestment and intensification of an underutilized site and will better utilize land and infrastructure.
2. The Subject Lands are located within a comfortable 5-minute walking distance of higher order transit stops – including the Streetsville GO Station. Furthermore, the Subject Lands are located within a comfortable walking distance of existing street-level transit services and an extensive retail area. As noted in A Place to Grow, the Region of Peel Official Plan and the Mississauga Official Plan, lands with such locational attributes are where intensification and compact development ought to be directed. Transit-supportive development should also be directed to these locations.
3. The proposed development will utilize existing servicing and future servicing can be provided in an efficient, cost-effective manner.
4. The proposal with a height of 14 storeys and a Floor Space Index of 3.5 is a transit-supportive development on lands that are well-served by existing transit networks. The Site is also well-served by existing greenspace, active transit networks and service and retail establishments in the surrounding area. Bringing additional residents to this otherwise underutilized parcel will bring families and households within comfortable walking distance to an abundance of services, facilities and amenities which will support the creation of Streetsville as a complete, 15-minute, walkable community.
5. The proposed development will allow for the appropriate completion of the Special Site 2 area. The provision of more than 600 additional residential dwelling units on a portion of the Special Site 2 area is appropriate and desirable.
6. The proposed development will improve and contribute to the Tannery Street and Emby Drive streetscapes by providing built forms that frame the street and have principal entrances that are directly accessible from the public sidewalk. This will enable the provision of active, main streets with pedestrian activity.

DETAILS OF THE AMENDMENT AND POLICIES RELATIVE THERETO

1. Section 14.10, Streetsville Community Node Character Area, of the Mississauga Official Plan, is hereby amended by modifying Map 14-10, Streetsville Community Node Character Area to remove a maximum density limit of 1.0 – 1.8 FSI.



2. Section 14.10.6.3, Special Site 2, Streetsville Community Node Character Area, of the Mississauga Official Plan is hereby amended by modifying Special Site 2 policy provisions as follows:

14.10.6.2.2. Notwithstanding the provisions of the Residential High Density, Residential Medium Density and Greenlands designations, the following additional policies will apply:

- a. the determination of the area suitable for redevelopment will have regard for the extent of the 'regulatory storm' floodplain and the erosion hazards associated with Mullet Creek, whichever is greater. The extent of areas required for conservation purposes will be determined to the satisfaction of Credit Valley Conservation and the City.

- 14.10.6.2.3 Notwithstanding the policies of this Plan, an apartment building with a maximum height of 14 storeys will be permitted on the lands identified as Area A.
- 14.10.6.2.4 Notwithstanding the policies of this Plan, an apartment building with a maximum density of 3.5 FSI will be permitted on the lands identified as Area A.

## **IMPLEMENTATION**

Upon the approval of this Amendment by the Council of the Corporation of the City of Mississauga, the 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 the Mississauga Official Plan dated July 23, 2023.

## **INTREPRETATION**

The provisions of the 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 the Mississauga Official Plan.

A By-law to Adopt Mississauga Official Plan Amendment No. XXX

WHEREAS in accordance with the provisions of Sections 17 and 21 of the *Planning Act*, R.S.. 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 Council 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. XXX, in his or her opinion the Amendment conforms with the Regional Official Plan and is exempt;

AND WHEREAS, Council desired to adopt certain amendments to the Mississauga Official Plan to modify the land use designations and to modify a Special Site Policy within the Streetsville Community Node Character Area;

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

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

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_, 20XX.

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Mayor

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Clerk

*APPENDIX II / Draft Zoning By-law Table*



51, 57 Tannery Street & 208 Emby Drive

City File: OPZR-104636

Type of Application: Zoning By-law Amendment

*NOTE: Nothing in this document precludes our ability to add and / or change provisions throughout the planning process. We reserve the right to review any final By-law(s) prior to approval.*

*Notwithstanding the Section(s) outlined under the 'Required Zoning Standard / Regulation', the standard(s) shown under 'Proposed Zoning Standard / Regulation' shall apply.*

BY – LAW SECTION	REGULATION	REQUIRED (RA3 Zone) STANDARD	REQUESTED (RA3-XX) STANDARD
3.1.1.4.3	Parking Space Dimensions	The minimum width of a parking space, other than an accessible parking space or parallel parking space, shall be increased to 2.75 m where the length of one side of the parking space abuts a building, structure or part thereof, except for a building, structure or part thereof, that extends 1.0 m or less into the front and/or rear of the parking space	Provision met
3.1.1.4.5	Accessible Parking Space Dimensions	<p>Accessible parking spaces are to be provided in two sizes and maintain a 1.5 m wide access aisle abutting the entire length of each parking space:</p> <p>Type A shall have an unobstructed rectangular area with a minimum width of 3.4 m and a minimum length of 5.2 m</p> <p>Type B shall have an unobstructed rectangular area with a minimum width of 2.4 m and a minimum length of 5.2 m</p> <p>An access aisle is required to abut each accessible parking space. Where two or more accessible parking spaces are required in accordance with the regulations contained in Table 3.1.3.1 of this By-law, the access aisle may be shared between the accessible parking spaces</p>	Provision met
3.1.1.5.1	Aisles	The minimum aisle width shall be 7.0 m	Provision met

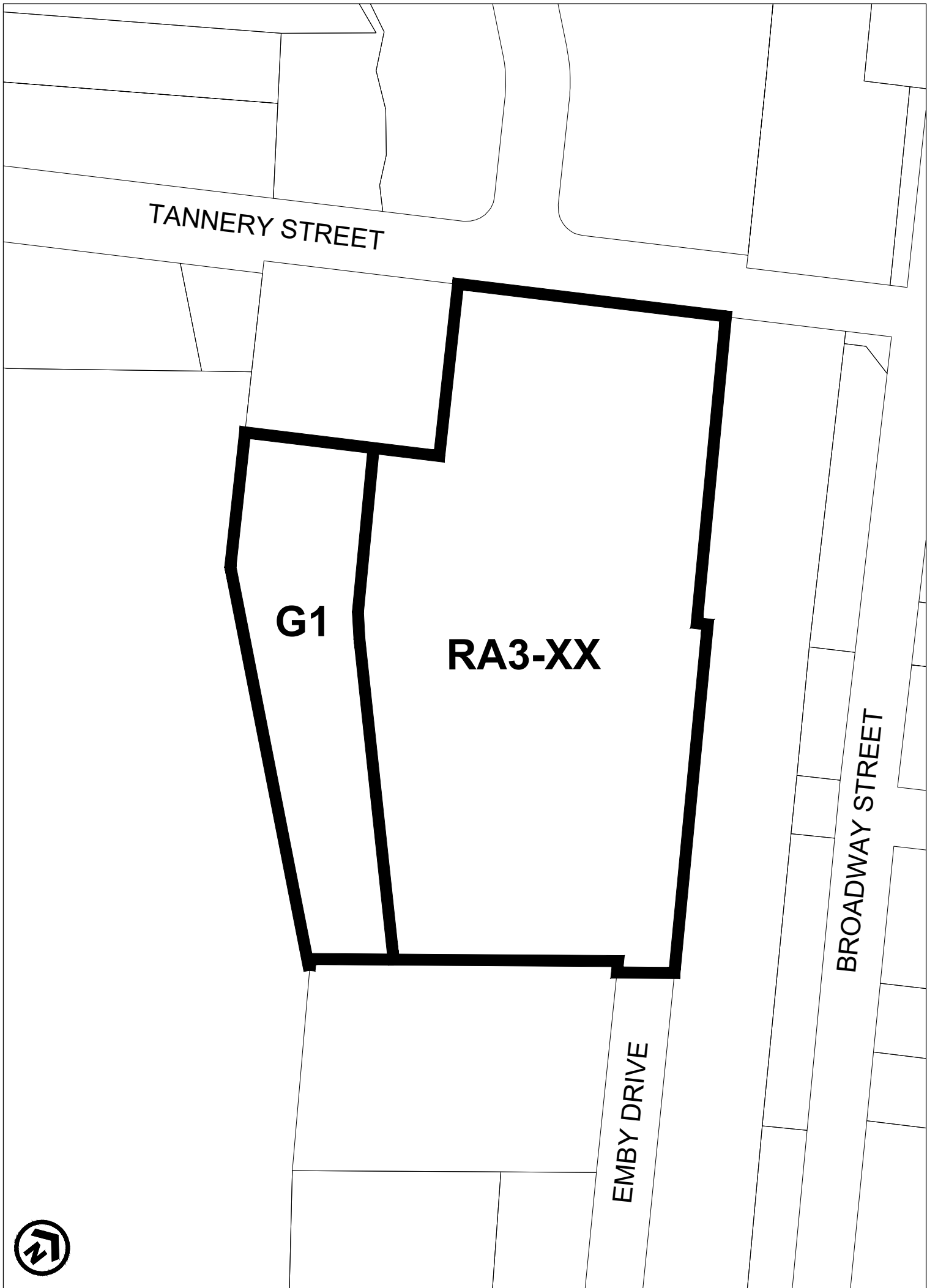
BY – LAW SECTION	REGULATION	REQUIRED (RA3 Zone) STANDARD	REQUESTED (RA3-XX) STANDARD
3.1.12.1	Minimum Number of Required Electric Vehicle Ready Parking Spaces	Condominium Apartment, resident parking – 20% of the total required parking space or 1.0 space, whichever is greater  Condominium Apartment, visitor parking - 10% of the total required parking space or 1.0 space, whichever is greater	Provision met
3.1.2.1	Required Number of Parking Spaces for Residential Uses	Precinct 2 Condominium Apartment: 0.9 resident spaces per dwelling unit; 0.20 visitor spaces per unit	Delete provision – permit a reduced parking standard as follows:  0.8 residential spaces per dwelling unit; 0.15 visitor spaces per dwelling unit
3.1.3.1.B.	Required Number of Accessible Parking Spaces	4% of the total required visitor parking spaces	Provision met
3.1.4.5	Required Number of Loading Spaces for Apartment	One loading space per apartment and/or retirement building containing a minimum of 30 dwelling units shall be required	Delete provision – permit 1 shared loading space for all residential apartment structures on the lot
3.1.6.5.1	Required Number of Bicycle Parking Spaces for Residential Uses	Apartment and stacked townhouse without exclusive garages – 0.6 [Class A] spaces per unit;  Apartment and stacked townhouse without exclusive garages – the greater of 0.05 [Class B] spaces per unit; or 6.0 spaces	Provision met
4.15.1	RA3 – Permitted Uses	Apartment; Long-Term Care Building; Retirement Building	Provision met •
4.15.1	RA3 – Zone Regulations	Minimum lot frontage – 30.0 metres	Provision met
4.15.1	RA3 – Zone Regulations	Minimum Floor Space Index – Apartment Zone – 0.5	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA3 Zone) STANDARD	REQUESTED (RA3-XX) STANDARD
4.15.1	RA3 – Zone Regulations	Maximum Floor Space Index – Apartment Zone – 1.0	Delete provision – permit a maximum FSI of 3.5
4.15.1	RA3 – Zone Regulations	Maximum Height – 38.0 m and 12 storeys	Delete provision – permit building heights (43.5 m, 12 storeys and 53.5 m, 14 storeys) in accordance with Schedule B to this By-law.  Additionally, a site-specific provision specifying established grade for the Site is requested
4.15.1	RA3 – Zone Regulations	<b><i>Minimum Front and Exterior Side Yards</i></b>	
4.15.1	RA3 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	Delete provision – permit a front yard setback in accordance with Schedule B to this By-law. For clarity, the provision is met for exterior side yard setback.
4.15.1	RA3 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 8.5 m	Notwithstanding, all setbacks shall be in accordance with Schedule B to this By-law.
4.15.1	RA3 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 9.5 m	For the purposes of zoning, Tannery Street shall be the front lot line
4.15.1	RA3 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 10.5 m	
4.15.1	RA3 – Zone Regulations	<b><i>Minimum Interior Side Yard</i></b>	
4.15.1	RA3 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 4.5 m	Provision met.
4.15.1	RA3 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 6.0 m	Notwithstanding, permit an interior side yard in accordance with Schedule B of this By-law
4.15.1	RA3 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 7.5 m	

BY – LAW SECTION	REGULATION	REQUIRED (RA3 Zone) STANDARD	REQUESTED (RA3-XX) STANDARD
4.15.1	RA3 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 9.0 m	
4.15.1	RA3 – Zone Regulations	Where an interior side lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Not Applicable
4.15.1	RA3 – Zone Regulations	Where an interior lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable
4.15.1	RA3 – Zone Regulations	<i>Minimum Rear Yard</i>	
4.15.1	RA3 – Zone Regulations	For that portion of the dwelling with a height less than or equal to 13.0 m – 7.5 m	
4.15.1	RA3 – Zone Regulations	For that portion of the dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 10.0 m	Delete provision – permit a rear yard setback in accordance with Schedule B to this By-law
4.15.1	RA3 – Zone Regulations	For that portion of the dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.5 m	
4.15.1	RA3 – Zone Regulations	For that portion of the dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1	RA3 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts an Apartment, Institutional, Office, Commercial, Employment or Utility Zone, or any combination of zones thereof – 4.5 m	Not Applicable
4.15.1	RA3 – Zone Regulations	Where a rear lot line, or any portion thereof, abuts a zone permitting detached dwelling and/or semi-detached – 7.5 m plus 1.0 m for each additional 1.0 m of dwelling height, or portion thereof, exceeding 10.0 m to a maximum setback requirement of 25.5 m	Not Applicable

BY – LAW SECTION	REGULATION	REQUIRED (RA3 Zone) STANDARD	REQUESTED (RA3-XX) STANDARD
4.15.1	RA3 – Zone Regulations	<i>Encroachments and Projections</i>	
4.15.1	RA3 – Zone Regulations	Maximum encroachment of a balcony located above the first storey, sunroom, window, chimney, pilaster, cornice, balustrade or roof eaves into a required yard – 1.0 m	Delete provision - permit a maximum encroachment of 1.8 metres
4.15.1	RA3 – Zone Regulations	Maximum encroachment into a required yard of a porch, balcony located on the first storey, staircase, landing or awning provided that each shall have a maximum width of 6.0 m – 1.8 m	Provision met
4.15.1	RA3 – Zone Regulations	Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony projects – 1.0 m	Delete provision - permit maximum balcony projection of 1.8 metres
4.15.1	RA3 – Zone Regulations	<i>Minimum Above Grade Separation Between Buildings</i>	
4.15.1	RA3 – Zone Regulations	For that portion of dwelling with a height less than or equal to 13.0 m – 3.0 m	Not applicable
4.15.1	RA3 – Zone Regulations	For that portion of dwelling with a height greater than 13.0 m and less than or equal to 20.0 m – 9.0 m	
4.15.1	RA3 – Zone Regulations	For that portion of dwelling with a height greater than 20.0 m and less than or equal to 26.0 m – 12.0 m	
4.15.1	RA3 – Zone Regulations	For that portion of dwelling with a height greater than 26.0 m – 15.0 m	
4.15.1	RA3 – Zone Regulations	<i>Parking, Loading, Servicing Area and Parking Structures</i>	
4.15.1	RA3 – Zone Regulations	Minimum setback from surface parking spaces or aisles to a street line – 4.5 m	Provision met
4.15.1	RA3 – Zone Regulations	Minimum setback from surface parking spaces or aisles to any other lot line – 3.0 m	Provision met

BY – LAW SECTION	REGULATION	REQUIRED (RA3 Zone) STANDARD	REQUESTED (RA3-XX) STANDARD
4.15.1	RA3 – Zone Regulations	Minimum setback from a parking structure above or partially above finished grade to any lot line – 7.5 m	Not Applicable
4.15.1	RA3 – Zone Regulations	Minimum setback from a parking structure completely below finished grade, inclusive of external access stairwells, to any lot line – 3.0 m	Delete provision – permit a reduced setback in accordance with Schedule B to this By-law
4.15.1	RA3 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a street line – 10.0 m	Provision met
4.15.1	RA3 – Zone Regulations	Minimum setback from a waste enclosure / loading area to a zone permitting detached and / or semi-detached – 10.0 m	Not Applicable
4.15.1	RA2 – Zone Regulations	<i>Minimum Landscaped Area, Landscaped Buffer and Amenity Area</i>	
4.15.1	RA3 – Zone Regulations	Minimum landscape area – 40% of the lot area	Provision met
4.15.1	RA3 – Zone Regulations	Minimum depth of a landscape buffer abutting a lot line that is a street line and / or abutting lands with an Open Space, Greenlands and / or Residential Zone with the exception of an Apartment Zone – 4.5 m	Delete provision – permit landscape buffers in accordance with Schedule B to this By-law
4.15.1	RA3 – Zone Regulations	Minimum depth of a landscape buffer along any other lot line – 3.0 metre	Delete provision – permit landscape buffers in accordance with Schedule B to this By-law
4.15.1	RA3 – Zone Regulations	Minimum amenity area – the greater of 5.6 m <sup>2</sup> per dwelling unit or 10% of the site area	Provision met
4.15.1	RA3 – Zone Regulations	Minimum percentage of total required amenity area to be provided in one contiguous area – 50%	Provision met
4.15.1	RA3 – Zone Regulations	Minimum amenity area to be provided outside at grade – 55.0 m <sup>2</sup>	Provision met



TANNERY STREET

G1

RA3-XX

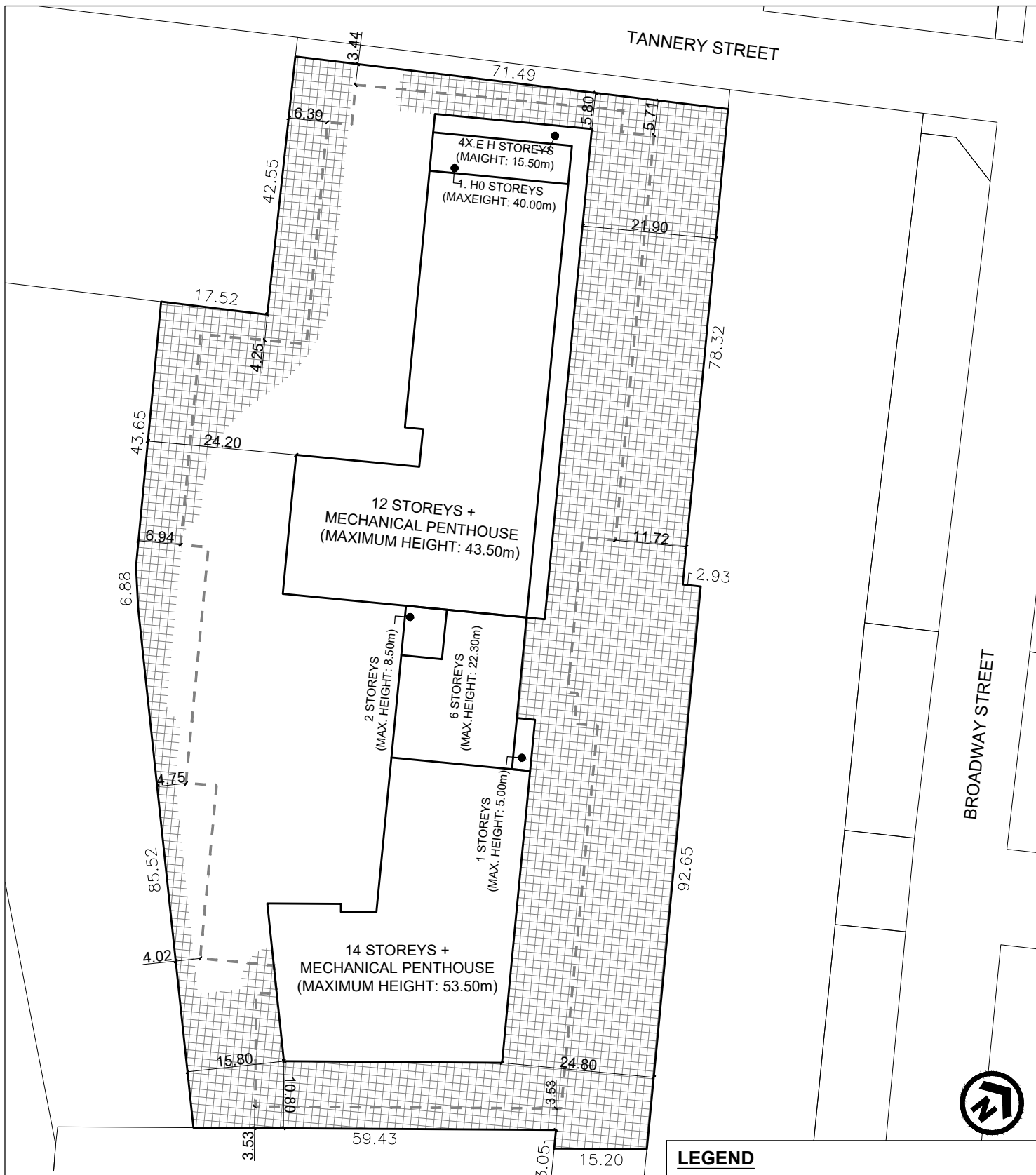
BROADWAY STREET

EMBY DRIVE



PART OF LOT 4, CONCESSION 5,  
WEST OF HURONTARIO STREET,  
(GEOGRAPHIC TOWNSHIP OF TORONTO),  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE 'A' TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_



**NOTES:**

- ALL MEASUREMENTS ARE IN METRES AND ARE MINIMUM SETBACKS, UNLESS OTHERWISE NOTED.
- HEIGHT MEASURED BASED ON THE CALCULATION OF ESTABLISHED GRADE.

**LEGEND**

- BUILDABLE AREA
- LIMIT OF PARKING STRUCTURE
- LANDSCAPE STRIP



**SCHEDULE B  
MAP XX**



*APPENDIX III / Housing Report*

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# HOUSING REPORT

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IN SUPPORT OF

## OFFICIAL PLAN AMENDMENT & ZONING BY-LAW AMENDMENT APPLICATIONS

PREPARED FOR

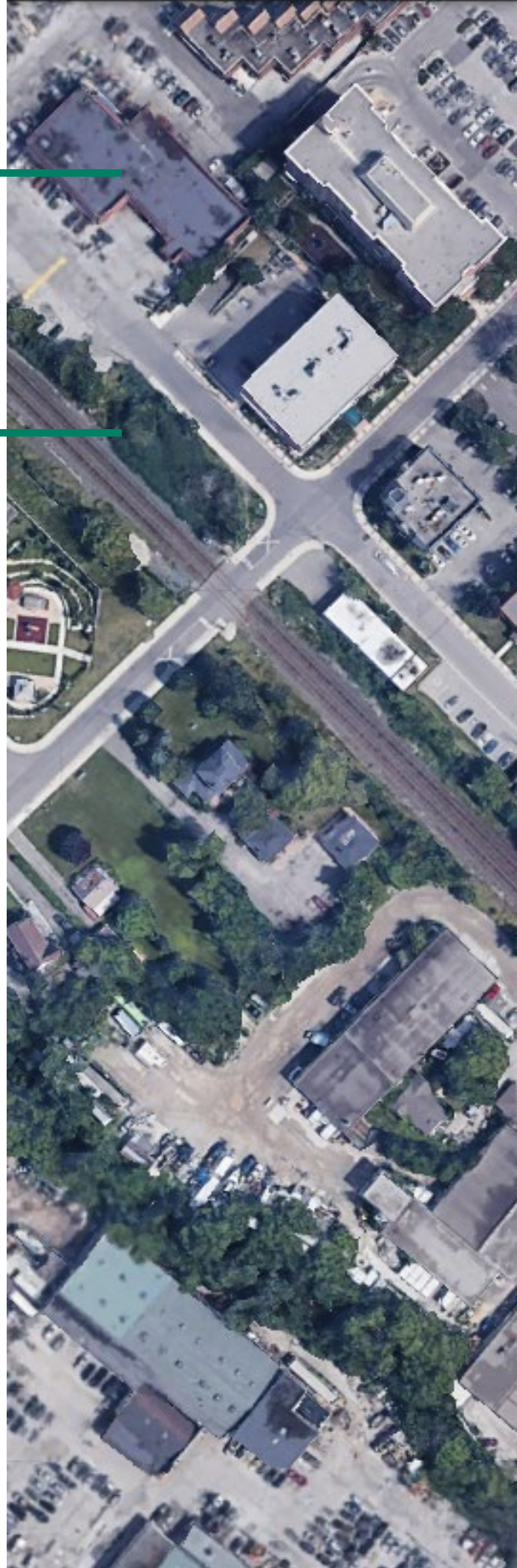
NYX Tannery LP

51, 57 Tannery Street & 208 Emby Drive  
City of Mississauga  
Regional Municipality of Peel

May 2024

GSAI File # 746 – 039

City File No. OPZR-104636



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## APPENDICES

*Appendix I /* City of Mississauga Housing Report  
Terms of Reference

*Appendix II /* Housing Report Table

Housing Report  
NYX Tannery LP  
Official Plan Amendment & Zoning By-law Amendment  
51, 57 Tannery Street & 208 Emby Drive  
City of Mississauga

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## 1 / INTRODUCTION

Glen Schnarr & Associates Inc. ('GSAI') has been retained by NYX Tannery LP (the 'Owner') to prepare a Housing Report ('Report') in support of the planned redevelopment of the lands municipally addressed as 51, 57 Tannery Street and 208 Emby Drive, in Streetsville, in the City of Mississauga (the 'Subject Lands' or 'Site'). This Report was identified and requested as a submission requirement as part of the pre-submission Development Application Review Committee ('DARC') meeting process held on June 28, 2023. Subsequent to this meeting, the Housing Report Terms of Reference were provided as were housing-related comments by the City's Housing Coordinator. The Housing Report Terms of Reference are provided in **Appendix I** of this Report.

## 2 / BACKGROUND

The Owner is planning to redevelop the Subject Lands – an assembly of lots with an area of approximately 1.85 hectares (4.56 acres). As further described in **Section 4** of this Report, the Owner is seeking permission to redevelop the Subject Lands for a compact, pedestrian-oriented residential development containing approximately 633 dwelling units. To achieve this objective, the Owner is advancing an Official Plan Amendment ('OPA') and Zoning By-law Amendment ('ZBA') Application (the 'Application', City File No. OPZR-104636). The City of Mississauga (the 'City') requires a Housing Report to be provided in support of an Application where 50 or more units are being proposed in a medium- or high-density built form. Based on the above, a Housing Report is required in support of the proposed development.

The City has further requested that all new development applications containing 50 or more ownership or purpose-built rental units that are located in communities outside of designated mall-based Community Nodes provide at least ten percent (10%) of units as affordable 'middle income' housing units. Where a development is located within a designated mall-based Community Node area, the City requests that twenty percent (20%) of units be provided as affordable units. We note that the City has clarified that the requested affordable unit provision rates exempt the first 50 units, but applies to the balance of the proposed units beyond the first 50 units. Additionally, the City of Mississauga Housing Strategy defines an affordable 'middle income' housing unit as one that can be purchased for \$420,000 or less.

### 3 / SITE

We note that establishment of municipal affordable housing targets, and this issue is further discussed in **Section 5** of this Report, is a subject that can be raised in a municipal Housing Strategy Report and promoted within a municipality's Official Plan policies that encourage the municipality to partner with builders, participate in programs with other levels of government or provide economic incentives towards building affordable housing. The establishment of affordable housing 'quotas' is a separate matter and requires a municipality to have the necessary legal instruments in place in accordance with Provincial legislation, that allows a municipality to implement Inclusionary Zoning to reach established quotas. As further discussed in **Section 5.6** of this Report, the City of Mississauga recently completed an Inclusionary Zoning Study and as such, has the legal instruments to allow the City to achieve specific affordable housing quotas.

As demonstrated in **Figure 1** on the next page, the Subject Lands are located on the south side of Tannery Street, east of Joymar Drive, in the Streetsville community of the City of Mississauga.

**Section 3** of the Planning Justification Report ('PJR'), prepared by GSAI, dated May 2024, provides further information on the Site and the surrounding context. The Site is currently improved with a detached dwelling. A forested area along the western property line is also present.

Surrounding land uses are as follows:

#### NORTH

Tannery Street is immediately north. Further north are a below-grade parking structure, an outdoor amenity area, a 7-storey retirement residence, a temporary Sales Office and Rutledge Road.

#### SOUTH

A low-rise industrial structure, two (2) low-rise, commercial structures and surface parking areas are immediately south. Further south is a continuation of Mullet Creek, Thomas Street and the Streetsville GO Station.

#### EAST

The Canadian Pacific Rail ('CPR') corridor is immediately east. Further east is the mixed-use centre of Streetsville. This mixed-use centre area is comprised of low-rise commercial structures, surface parking areas and local retail plazas. A selection of low-rise residential dwellings are located to the northeast.



## 4 / PROPOSAL

WEST

A detached dwelling, surface parking area and Mullet Creek are immediately west. Further west is an established industrial area, with frontage on Joymar Drive, comprised of various low-rise industrial structures and surface parking areas. West of Joymar Drive is a segment of the established Streetsville Neighbourhood predominantly comprised of low-rise residential dwellings, parks and schools.

The Owner is seeking permission to partially redevelop the Subject Lands for a compact, high-density, pedestrian-oriented residential development. The proposed development contemplates the introduction of a compact, refined, mid-rise structure containing two (2) tower components of varying heights, connected via a shared 6-level podium. The mid-rise structure is organized around landscaped open spaces and public realm enhancements.



*View of the proposed development looking southeast from Tannery Street*

The proposal has also been planned and designed around the retention and long-term protection of the adjacent Mullet Creek and a vegetative buffer as well as an appropriate separation from the adjacent Canadian Pacific Railway corridor. Overall, the proposed development is to have a total gross floor area ('GFA') of approximately 47,931.8 square metres (515,934 square feet), resulting in a density of 2.58 Floor Space Index ('FSI').

The first tower component, which is to have a total height of 12 storeys, is positioned in the northern quadrant of the Site. This portion of the proposed structure features stepbacks above the 4<sup>th</sup>, 6<sup>th</sup> and 10<sup>th</sup> levels along the northern, western and eastern property lines. This terraced built form rises above a shared podium that connects the second, southerly tower component. Furthermore, the proposed structure incorporates the provision of private terraces and facilitates a built form, massing and development scale that provides for an appropriate transition to the surrounding area. We note that the proposed structure is to feature direct pedestrian connections from Tannery Street, allowing for safe, comfortable and accessible connections to the public sidewalk. A highly

visible and easily accessible residential lobby is also to be provided. Access to the shared below-grade parking structure has been integrated into the structure's southern façade.

The second tower component is positioned in the southern quadrant of the Site and is to have an overall building height of 14-storeys. This segment of the proposed structure features stepbacks above the 1<sup>st</sup> and 6<sup>th</sup> levels. This terraced built form,

which rises above the shared podium, incorporates the provision of various direct pedestrian connections to grade-related dwelling units along the southern and eastern property lines. There is also highly visible and easily accessible residential lobby and indoor amenity areas provided.

A variety of landscaped open spaces and outdoor amenity areas are to be provided. This includes a central landscaped outdoor courtyard, landscaped outdoor amenity areas as well landscaped open space areas along the property lines. The proposed landscaped areas and outdoor amenity areas have been planned and designed to be complimentary to the proposed railway berm treatment. The landscaped areas also include a landscaped buffer of variable width which is to be provided along the Site's edge with Mullet Creek.

Overall, a series of landscaping and streetscape enhancements are to be provided. This includes streetscape treatments along the Site's Tannery Street and Emby Drive frontages so that a high-quality, inviting, pedestrian-oriented environment is provided.

## 5 / PLANNING CONTEXT

A total of 633 apartment-style dwelling units of varying size and configurations are to be provided. This includes the provision of studio, one-bedroom and family-sized units. As such, the proposed mixture of units will provide greater housing choice for households of varying size, income levels and lifestyle preferences. The anticipated unit composition is as follows:

UNIT TYPE	UNIT SIZE	NO. & % OF UNTIS
Studio	34.7 – 42.5 square metres (374 – 458 square feet)	31 (5.0%)
One Bedroom	43.5 – 670.2 square metres (468 – 756 square feet)	342 (54.0%)
Two Bedroom	65.3 – 90.8 square metres (703 – 977 square feet)	187 (29.5%)
Three Bedroom	80.7 – 135.2 square metres (869 – 1,455 square feet)	72 (11.5%)

In response to a price sensitive and diverse local market, and in the interest of advancing housing options for buyers seeking proximity and ease of access to transit services, amenities and services as well as the needs of families, the proposed unit distribution and unit sizes have been carefully considered. It is currently anticipated that units are to be ownership units, sold at market prices. See the Housing Report Table in **Appendix II** of this Report for further detail.

At this juncture, neither a Site Plan Approval ('SPA') application nor a Draft Plan of Condominium application have been submitted. Rather, it is anticipated that these future applications will be advanced and provided once there is a level of comfort received from Staff that the proposed development is supported through the OPA and ZBA process.

The Housing Report Terms of Reference (see **Appendix I** of this Report) requires an analysis of how the proposed development addresses the relevant Provincial, Regional and local policy framework related to housing. This Section of the Report provides an overview and analysis of the relevant Provincial, Regional and local housing-related policies that apply to redevelopment of the Subject Lands.

### 5.1 / PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement ('PPS'), 2020 provides policy direction on matters of Provincial interest related to land use planning and development with the goal of enhancing the quality of life for all Ontarians. The following policies apply.

**'1.1.1.** *Healthy, liveable and safe communities are sustained by:*

a) *accommodating an appropriate and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons)...'*

**'1.4.3.** *Planning Authorities shall provide for an appropriate range and mix of housing options and densities to meet the projected market-based and affordable housing needs of current and future residents of the regional market by:*

a) *establishing and implementing minimum targets for the provision of housing which is affordable to low and*



*moderate income households and which aligns with the applicable housing and homelessness plans. However, where planning is conducted by an upper tier municipality, the upper tier municipality in consultation with the lower tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower tier municipalities;*

- b) permitting and facilitating:
 
  - 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements arising from demographic changes and employment opportunities; and*
  - 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;**
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*
- d) promoting densities for new housing which efficiently use land, resources, infrastructure and public services facilities and support the use of active transportation and transit in areas where it exists or is to be developed;*
- e) requiring transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations.'*

The proposal will facilitate residential intensification on the Subject Lands through compact built forms that will introduce 633 new residential dwelling units of varying size and configurations. As stated above, a mixture of studio, one-bedroom and family-sized units are to be provided. This will support housing choice for current and future residents of the Streetsville community of varying household size, income levels, life stages and lifestyle preferences. Additionally, the proposal will facilitate development that is supported by existing infrastructure networks, active transportation, transit service networks and by a variety of facilities and local retailers – many within a comfortable walking distance. It will also further enhance the ability for daily needs of residents to be met within a comfortable walking distance. For the reasons outlined above, it is our opinion that the proposed development is consistent with the PPS housing policies.

## 5.2 / A PLACE TO GROW, 2020

A Place to Grow: Growth Plan for the Greater Golden Horseshoe ('A Place to Grow') was updated on August 28, 2020. A Place to Grow, 2020 builds on the policy foundations of the PPS, 2020 and establishes a long-term framework for managing growth and development across the Greater Golden Horseshoe ('GGH') region up to the year 2051. Overall, A Place to Grow encourages the efficient use of land through the development of complete communities that are compact, transit-supportive and provide a range of housing and employment opportunities. The following policies apply.

*'2.2.1.4. Applying the policies of the Growth Plan will support the achievement of complete communities that:*

*b) provide a range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all households sizes and incomes.'*

*'2.2.6.2 Notwithstanding policy 1.4.1 of the PPS, 2020, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:*

*c) considering the range and mix of housing options and densities of the existing housing stock; and  
d) planning to diversify their overall housing stock across the municipality.'*

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

The proposed development will contribute to achieving complete communities by facilitating a compact development on underutilized lands in close proximity to existing and planned transit networks, active transportation and nearby amenities that support daily living. Furthermore, the proposal will provide for dwelling units of varying unit size and configurations. This will contribute to housing diversification and offer greater housing choice for current and future Streetsville households of differing sizes, incomes, life stages and lifestyle preferences.

Overall, it is our opinion that the proposed development conforms to the applicable policies of A Place to Grow by facilitating contextually appropriate redevelopment to occur in an appropriate location.

## 5.3 / REGION OF PEEL OFFICIAL PLAN, 2022

The Region of Peel Official Plan ('ROP') serves as Peel's long-term guiding document for how land use planning is to occur and how growth is to be managed. Overall, the ROP (November 2022) outlines strategies for managing growth and development across Peel to the year 2051 in accordance with a Regional Structure (Schedule E-1). In accordance with the Regional Structure, the Subject Lands are identified as an appropriate and desirable location for redevelopment to occur. The following policies apply.

*'5.6.19.5. Support a mix of multi-unit housing, including affordable housing, rental housing and additional residential units, as appropriate.'*

*'5.9.1. To promote the development of compact, complete communities by supporting intensification and higher density forms of housing.'*

*'5.9.2. To achieve Peel-wide new housing unit targets shown in Table 4, which provide an appropriate range and mix of housing options and densities, including affordable housing, that meet local housing need so that people can live in the community of their choice.'*

*'5.9.7. Collaborate with the local municipalities to plan for an appropriate range and mix of housing options and densities by implementing Peel-wide new housing unit targets shown in Table 4.'*

**'Table 4 – Peel-Wide New Housing Unit Targets**

<i>Target Area</i>	<i>Targets</i>
<i>Affordability</i>	<i>That 30% of all new housing units are affordable housing, of which 50% of all affordable housing units are encouraged to be affordable to low income households</i>
<i>Rental</i>	<i>That 25% of all new housing units are rental tenure</i>
<i>Density</i>	<i>That 50% of all new housing units are in forms other than detached and semi-detached houses</i>

*'5.9.21. Collaborate with the local municipalities to explore offering incentives to support affordable and purpose-built rental housing to achieve the Peel-wide new housing unit targets shown in Table 4.'*

*'5.9.27. Collaborate with the local municipalities and other stakeholders such as the conservation authorities, the building and development industry, and landowners to encourage new residential development, redevelopment, and intensification in support of Regional and local municipal official plan policies promoting compact built forms of development and residential intensification.'*

*'5.9.36. Seek opportunities to provide an appropriate range and mix of housing options and densities, including affordable housing, that utilize existing stock.'*

*'5.9.51. Collaborate with the local municipalities to develop options to provide opportunities to meet the housing needs of diverse populations.'*

In accordance with Schedule E – 1, Regional Structure, the Subject Lands are located within the Region's Urban Area. The Subject Lands are also identified as being located within a Strategic Growth Area by the in-effect ROP. As such, the Subject Lands are an appropriate and desirable location for compact development to occur.

The proposed development, through the introduction of 633 apartment-style dwelling units of varying size and configurations, will contribute to the provision of a range and mix of housing opportunities. Furthermore, the proposal achieves the above-noted Regional policies by supporting the provision of greater housing choice for current and future residents of varying household size, income level, life stage and lifestyle preference. The proposal will also enable residents to remain in their community.

## 5.4 / PEEL HOUSING & HOMELESSNESS PLAN

Home For All – Peel Housing and Homelessness Plan, 2018 – 2028 ('Home For All') was adopted in April 2018. Home For All, while not an operative part of the ROP, serves to further implement the ROP's housing policies. Overall, a Home For All establishes a series of objectives for the period between 2018 and 2028 to improve housing outcomes. This is to be achieved by focusing efforts and funds to advance five (5) strategies. These strategies are as follows:

***Strategy 1: Transform Service*** – create new service delivery model to improve access to subsidies, divert people from shelters, improve successful tenancies and prevent homelessness.

***Strategy 2: Build More Affordable Housing*** – shift to a more planned approach to affordable housing development, guided by targets and a long-term Housing Master Plan.

***Strategy 3: Incent Building Affordable Housing*** – encourage non-profit and private developers to build rental stock that meet the affordable housing needs within Peel.

***Strategy 4: Optimize Existing Stock*** – develop new strategies to leverage existing private stock to create more and different affordable housing options.

***Strategy 5: Increase Supportive Housing*** – work with housing providers and other partners to expand the supply of supportive housing and supports provided to existing tenants.

Based on the above, a series of actions are identified. A Home For All also provides a comprehensive analysis of household income trends. Based on this analysis, low-, middle-income and middle-income or higher affordable housing targets have been established.

Overall, a Home For All identifies that 50% of all new housing is encouraged to be located in medium or high-density development. Given the proposed development is for ground-related, low-density housing forms, the housing targets identified in a Home For All are best satisfied through other development projects.

We note that a Home For All does not provide any economic incentive(s) to encourage the creation of new affordable housing units, rather it is stated that other levels of government are to put forward the necessary incentives to solve the housing affordability challenge.

## 5.5 / PEEL AFFORDABLE HOUSING INCENTIVE

In May 2020, the Region of Peel introduced the Affordable Housing Incentives Pilot Program ('Program'). The objective of the Program was to provide Regional incentives for the development of sustainable affordable purpose-built rental housing units.

In accordance with the Program, an eligible development would receive a capital grant toward the provision of affordable, purpose-built rental units. In total, \$7,500,000 in total funding was available. Eligibility to receive a proportion of this funding was determined based on evaluation criterion and an applicant's ability to prepare and provide an application. More specifically, the following eligibility criterion must be met:

- Applicants must propose a minimum of 5 affordable units;
- 'Affordable' refers to the pilot program definition, which is 135% of median market rent by local municipality;
- The affordable units must be primarily 2 and 3+ bedroom units. More specifically, approximately 50% of units are to be 2-bedroom units and a further 35% of units are to be 3+-bedroom units. This is based on Peel's middle-income housing needs;
- Units receiving incentives must be maintained as affordable for a minimum of 25 years;
- The entire building must operate as rental for the duration of the agreement;
- Applicants must have experience developing housing and managing rental housing or retain the services of an organization with that expertise.

In November 2021, following a review of eligible Pilot Program applications, Regional Council selected three (3) applicants to receive funding. Based on this, Regional Council will provide funding to create 130 affordable rental housing units across Peel and these new units are to have an affordable rental rate for a period of 26 to 41 years. We note that awarding of funding for the 2021 Pilot Program is complete.

In July 2022, the Region of Peel announced that the Program was to be rebranded as the 'Peel Affordable Rental Incentives Program' and would become an annual Program. The objective of the Program is to support private and non-profit developers to construct affordable rental housing. A total of \$2.5 million in funding was available in 2022 for eligible projects. This was increased to \$10 million in available funding for 2023. Between July 2022 and December 2023, three (3) projects received funding under the Peel Affordable Rental Incentives Program. Further detail on whether the Program will be renewed for 2024 is not yet available.

Based on the above, the proposed development does not qualify as an eligible project for the following reasons:

- The proposal, as contemplated, does not include the provision of purpose-built affordable rental units;
- The proposal does not contemplate the provision of the desired range of bedroom units given current market trends and pricing constraints; and,
- An experienced rental housing developer or organization has not been retained.

## 5.6 / MISSISSAUGA OFFICIAL PLAN, 2023

The Mississauga Official Plan ('MOP'), as amended, identifies the long-term framework for managing growth and development across Mississauga. The following polices apply.

- '7.1.6. *Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.'*
- '7.2.2. *Mississauga will provide opportunities for:
 
  - a) *the development of a range of housing choice in terms of type, tenure and price;*
  - b) *the production of a variety of affordable dwelling types for both the ownership and rental markets.'**
- '7.2.3. *When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies.'*
- '7.2.4. *Mississauga will ensure that the quality and quantity of the existing housing stock is maintained.'*
- '7.2.5. *The onus will be placed on the applicant / developer to address Provincial and Regional housing requirements.'*

The proposed development will provide for 633 new apartment-style dwelling units of varying size. These units will facilitate housing choice for current and future Streetsville residents, including young families, young adults, older adults and those households wishing to stay within their community.

Overall, the proposal will contribute to the achievement of local policy objectives by accommodating new housing in a well-designed, refined built form, at an appropriate location that is in proximity to infrastructure, existing and planned transit, active transportation networks, services and facilities.

Based on the above, it is our opinion that the proposal is consistent with Mississauga Official Plan policies.

## 5.7 / MISSISSAUGA HOUSING STRATEGY

Making Room for the Middle: A Housing Strategy for Mississauga ('Housing Strategy') was adopted by City Council in October 2017. The Housing Strategy identifies a series of actions that are to guide the development of housing that is affordable for various households. Overall, it addresses the issue of housing affordability and emphasizes the need to address the 'missing middle' who are understood to be those middle income earners who have been priced out of the market for vertically divided ground-related housing forms.

## 5.8 / INCLUSIONARY ZONING STUDY

The Housing Strategy makes the following observations:

*Housing is considered affordable when:*

- *It costs less than 30% of annual gross household income;*
- *Prospective homeowners can afford to pay from approximately \$270,000 to \$400,000, but in Mississauga this can only buy a condominium apartment or a limited selection of townhouses;*
- *For rental housing, it is a monthly rental rate of approximately \$1,200.*

*Middle income households are:*

- *Those that earn between \$55,000 and \$100,000 per year*
- *For those that rent, they can pay market prices but have difficulty finding units that suit their needs*
- *The competition for housing in this price range is higher than the supply*

As stated above, the proposed development is anticipated to be ownership in tenure. In an effort to respond to the local market, the proposal contemplates high-quality, refined built forms and apartment-style units. Furthermore, given the built form and unit sizes contemplated as well as local market considerations, the proposal does not contemplate units that can be considered to be generally affordable to middle income households. However, the surrounding Streetsville community includes a diversity of housing types which provide units that have unit sizes that are understood to be more affordable to middle income earners and housing with locational attributes allowing residents to be in proximity to transit services and near a variety of services and amenities. Based on the above, the proposed development is not an ideal location for the Mississauga Housing Strategy objectives to be achieved.

The City of Mississauga recently completed an Inclusionary Zoning Study ('Study'). The Study culminated in a City-initiated Official Plan Amendment ('OPA') to implement Inclusionary Zoning policies and a City-initiated Inclusionary Zoning By-law. The policy framework, adopted by City Council on August 10, 2022, requires that any development which meets eligibility requirements is to provide a percentage of new housing as long-term affordable housing units.

In accordance with Ontario Regulation 282/18, it is understood that Inclusionary Zoning is one planning tool available to municipalities to require the provision of new affordable housing units. Based on the City of Mississauga Inclusionary Zoning Study's policy framework, it is understood that only developments which meet the following eligibility criteria would be subject to Inclusionary Zoning:

- A development has 50 or more ownership units or has 3,600 square metres or more gross floor area for residential purposes; and,
- A development is located within an Inclusionary Zoning Area.

Should a development satisfy the above-noted eligibility requirement, a percentage of a development's total gross floor area ('GFA') will be required to be provided as affordable ownership or affordable rental housing units. The amount of GFA required to be provided as affordable dwelling units is to be based on a site's location – more specifically, the City has been organized into Inclusionary Zoning Areas ('IZ Areas').

Each IZ Area has an identified 'set aside' rate – being the amount of a project's GFA to be provided as affordable housing units. We understand that a range and mix of affordable units are to be provided. Furthermore, affordable ownership and affordable rental units provided are to remain affordable for the

## 6 / ANALYSIS & OPINION

long-term. Finally, a range of incentives, including reduced parking standards, may be considered.

In the case of the Subject Lands, the Site is located outside of a Protected Major Transit Station Area and outside of an IZ Area. **As such, the Subject Lands are not subject to Inclusionary Zoning.** Given this, the proposal is only subject to compliance with the in-effect Provincial, Regional and local housing-related policy provisions.

We understand that City Staff have requested that 10% of the proposed units, beyond the first 50 units proposed, be sized and priced to meet the middle income threshold of \$420,000. In the case of the Subject Lands, this would require that the Owner provide approximately 59 (rounded to the nearest whole number) affordable units. As stated above, the proposed development contemplates a range of apartment-style units of varying size and configurations. Based on market trends and the proposed development, it is unreasonable to assume that even the smaller units contemplated would be considered as affordable units to middle income households. Given the City's request for the Owner to provide 59 affordable housing units, it is our opinion that the provision of these affordable housing units is not viable nor efficient. Furthermore, given the current market trends, it is unreasonable to assume that the proposed units would be made available at slightly below, at or slightly above the middle income price threshold of \$420,000. The provision of affordable units to middle income households is best accommodated off-site.

### Declaration of Household Income and Principal Residence Form

The [City's Housing Strategy](#) is focused on increasing the supply of affordable housing to middle-income families in Mississauga. To support this objective, developers are providing affordable units – for \$420,000 or less – within their housing developments.

To qualify for this type of unit, potential buyers must complete this form to prove they have a total household income of less than \$108,000 a year, and that the unit shall be their principal residence.

A Commissioner of Oaths, notary or lawyer, must witness your form.

Submit your completed form to the developer of the unit, who'll then send it to the City.

Your completed form is part of public record and will be available for viewing by any member of the public, upon request.

If you've any questions, please contact Catherine Parsons at 905-615-3200 ext. 8409, or email [catherine.parsons@mississauga.ca](mailto:catherine.parsons@mississauga.ca).

We note that based on the in-effect policy and regulatory framework as outlined in Section 5 does not legally require the provision of affordable housing units on the Subject Lands. We further note that the City of Mississauga is establishing regulations that would require qualified purchasers within the middle income range to complete a signed legal Declaration (see image on the left) confirming that their income does not exceed the middle income threshold and that any unit purchased will be their principal residence.



## 7 / SUMMARY & CONCLUSIONS

As stated throughout this Report, the Subject Lands are to be redeveloped for market-based ownership housing that is being targeted to families, commuters, young professionals and empty nesters. The proposal does not contravene or offend any Provincial, Regional or local policies. More specifically, it represents a proposal for residential intensification on underutilized lands in a manner that better positions development in an appropriate location, at an appropriate density, in proximity to transit services, destinations and amenities. Furthermore, it is our opinion that the proposal complies with the in-effect Provincial, Regional and local policy framework.

As outlined above, the proposed development represents an appropriate development for the Subject Lands that is in keeping with Provincial, Regional and local policies. Furthermore, the proposed development will provide for contextually appropriate redevelopment of lands that are well served by transit and existing infrastructure and makes better use of land, resources and infrastructure. The proposal, as contemplated, will provide for a range of compact, refined, apartment-style housing options for households of varying size, incomes, life stages and lifestyle preferences. It will also provide market-based housing options that are well-served by existing community services, parks, local businesses and destinations.

Based on the above analysis, we conclude that the proposal conforms to the applicable Provincial, Regional and local policies and represents good planning.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**



Jim Levac, MCIP, RPP  
Partner

Stephanie Matveeva, MCIP, RPP  
Associate

APPENDIX I / *Housing Report Terms of  
Reference*

## Preamble

Housing is unaffordable for almost 1 in 3 Mississauga households. Mississauga's middle income households – who are a critical part of the city's workforce and community – are increasingly challenged to find housing that meets their needs and income levels. To ensure the long term health and viability for our city, meaningful action to address housing affordability is required.

In 2017, City Council approved *Making Room for the Middle – a Housing Strategy for Mississauga*. The Housing Strategy outlines the City's action plan to address housing affordability, including encouraging new development that is affordable to middle income households. Mississauga Official Plan also provides direction on housing priorities. Policy 7.1.6 stipulates that Mississauga will ensure the housing mix can accommodate people with diverse housing preferences and socio-economic characteristics and needs. Policy 7.2.3 directs that Mississauga will ensure housing is provided in a manner that fully implements the intent of Provincial and Regional policies. Policy 7.2.5 stipulates that the onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.

To create complete, inclusive communities, planning applications and decisions need to address housing affordability. The City will work with the development community to fulfill housing objectives.

## Purpose

The purpose of the Housing Report is to demonstrate how larger and / or phased developments meet Provincial, Regional, and City housing objectives, including the provision of housing that is affordable to middle income households. The Housing Report will provide information about the proposed development including tenure, number of units by bedroom type, proposed prices / rents, and planning rationale, which includes housing affordability. Appendix 1 outlines required contents of the Housing Report.

## Application Type

A Housing Report shall be submitted in support of a complete application for all official plan amendment, rezoning, and plan of subdivision applications proposing 50 or more ownership residential units. In some cases, these developments will also trigger a request for the provision of affordable middle income housing. Please refer to Table 1 for clarification on when the provision of affordable middle income housing will be requested.

Table 1 – When will the City Request Affordable Middle Income Housing?	
Request for Affordable Middle Income Housing	No Request
<ul style="list-style-type: none"> <li>Official plan amendments, rezonings, and plan of subdivisions involving 50 or more residential units</li> <li>Ownership development proposals only</li> </ul>	<ul style="list-style-type: none"> <li>Purpose-built rental developments</li> <li>Seniors / retirement developments</li> <li>Developments of less than 50 residential units</li> <li>Non-residential developments</li> <li>Lifting of "H" Provision</li> </ul>

## Provision of Affordable Middle Income Housing

The City is requesting the provision of affordable middle income housing units at a **minimum rate** of 10%. The 10% contribution rate is not applied to the first 50 units of a building. For example, if a development is 100 units in total, the contribution request is 5 units [(100 units – 50 units) x 10%]. If the development is 53 units in total, the contribution request is rounded up to 1 unit [(53 units – 50 units) x 10%]. In mid-rise and high-rise development, the rate is applied to each building, whereas in low-rise developments, the rate is applied to the site.

Two exceptions to the contribution rate identified above should be noted:

- 20% of units proposed on [Reimagining the Mall](#) sites should be affordable (Council Resolution 0150-2019).
- The number of affordable units requested can be lowered for developments proposing deeply affordable units.

The City will consider alternatives to on-site unit contributions, including off-site unit contributions, land dedication, or financial contributions for affordable middle income housing elsewhere. If off-site units or land are dedicated, the location should be similar to the primary development site in terms of access to amenities, services, and transit.

**What is affordable to middle income households?**

For the purposes of this Housing Report Terms of Reference, affordable middle income housing costs no more than 30% of gross annual household income for middle income households, who earn approximately \$55,000 to \$100,000. Affordability thresholds for ownership and rental housing are outlined in Table 2 below.

<b>Table 2 – Affordability Thresholds</b>		
<b>Affordable Ownership Price Threshold</b>		
<b>\$420,000 or less</b>		
<b>Affordable Rent Threshold –1.5 x Average Market Rent (AMR)*</b>		
<b>Unit Type</b>	<b>2018 AMR*</b>	<b>1.5 x AMR or less</b>
Bachelor	\$922	<b>\$1,383</b>
1 Bedroom	\$1,233	<b>\$1,850</b>
2 Bedroom	\$1,396	<b>\$2,094</b>
3+ Bedroom	\$1,590	<b>\$2,385</b>

\*Source - Canada Mortgage and Housing Corporation (CMHC) Rental Market Survey, October 2018. AMR will be annually updated.

Note – While the request for an affordable contribution will only occur where ownership tenure is proposed, the affordable units provided can be rental or ownership tenure.

**Duration and Administration**

Affordable units should remain affordable for at least ten years after occupancy. It may be beneficial for the proponent to consider partnerships with non-profit organizations for the construction / administration of the affordable units, or to consider transferring units to a non-profit housing provider. Innovative forms of ownership are also possible.

**How will the Housing Report be used by the City?**

The Housing Report will assist the City in understanding how the proposed development will advance the housing mix, targets and affordability objectives of the City of Mississauga and Region of Peel. Recognizing that in some cases incentives or partnerships may be available, the report will also enable staff and development proponents to engage early in the development process and advance discussions regarding access to provincial and federal funding, and possible municipal incentives offered through a Community Improvement Plan.

**How will the Housing Report affect my application?**

Proposed developments must first and foremost meet the tests of good planning. Demonstrating progress towards the achievement of Provincial, Regional, and City housing objectives also falls within that scope. More information about the Housing Report can be obtained from Catherine Parsons, Planner, City Planning Strategies Division, Planning and Building Department at 905-615-3200 ext. 8409 or [catherine.parsons@mississauga.ca](mailto:catherine.parsons@mississauga.ca).

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## Appendix 1 – Contents of Housing Report

### Part A – Please provide the following information:

#### 1. Description of the Proposal (Including File #)

- Include number of units by unit type and proposed prices / rents. **Please see table on next page.** This table should form part of your Housing Report submission and simplify the preparation of the Housing Report.

#### 2. Relevant Planning Process and Other Related Applications

- OPA, ZBL, Plan of Subdivision, Plan of Condominium, etc.

#### 3. Identification of any Additional Considerations

- inclusion of supportive housing
- financial or land contributions towards affordable housing
- innovative rent-to-own models
- site constraints
- proposed demolition or conversion of existing rental units

#### 4. Planning Rationale

- How does the proposed development address the relevant housing policies and objectives of the Provincial Policy Statement 2014, Growth Plan 2019, Region of Peel Official Plan, Peel Housing and Homelessness Plan 2018-2028, Mississauga Official Plan, and Mississauga Housing Strategy?

#### 5. Analysis and Opinion

- How does the housing proposal represent good planning and address the housing targets and objectives of the City of Mississauga and Region of Peel?

#### 6. Summary and Conclusions

The submission should also identify the outcomes of any pre-application discussions with any civic officials and discussions held in the community.

**Part B – Please complete the following table.**

Include the full range of units provided, whether they are market units, or units forming part of the affordable middle income housing contribution. Where exact values / quantities are not yet known, please provide estimates. For a separate word document version of this table that can be pasted into your Housing Report, please click here: [https://www7.mississauga.ca/documents/Business/Housing\\_Report\\_Table.docx](https://www7.mississauga.ca/documents/Business/Housing_Report_Table.docx)

<b>Proposed Development – Housing Breakdown (All Units)</b>		
<b>Purpose Built Rental Units *</b>		
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
Bachelor	Less than \$922/month rent	
	Between \$922 and \$1153/month rent	
	Between \$1153 and \$1383/month rent	
	Between \$1383 and \$1614/month rent	
	More than \$1614/month rent	
1 bedroom	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
	Less than \$1233/month rent	
	Between \$1233 and \$1541/month rent	
	Between \$1541 and \$1850/month rent	
	Between \$1850 and \$2158/month rent	
More than \$2158/month rent		
2 bedroom	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
	Less than \$1396/month rent	
	Between \$1396 and \$1745/month rent	
	Between \$1745 and \$2094/month rent	
	Between \$2094 and \$2443/month rent	
More than \$2443/month rent		
3+ bedroom	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
	Less than \$1590/month rent	
	Between \$1590 and \$1988/month rent	
	Between \$1988 and \$2385/month rent	
	Between \$2385 and \$2783/month rent	
More than \$2783/month rent		
<b>Ownership Units</b>		
<b>Ownership Units to be Sold at Market Prices</b>		<b>Qty. of Units</b>
Bachelor		
1 bedroom		
2 bedroom		
3+ bedroom		
<b>Ownership Units to be Sold as Affordable</b>	<b>Proposed Affordable Sale Price of Unit</b>	<b>Qty. of Units</b>
Bachelor	\$	
1 Bedroom	\$	
2 bedroom	\$	
3+ bedroom	\$	
<b>Unit Transfer</b>		
<b>Ownership Units to be Dedicated to City/Region</b>	<b>Market Value of Unit</b>	<b>Qty. of Units</b>
Bachelor	\$	
1 Bedroom	\$	
2 bedroom	\$	
3+ bedroom	\$	

<b>Secondary Suites</b>		
<b>Private Ownership Secondary Suites</b>		<b>Qty. of Units</b>
Bachelor		
1 bedroom		
2 bedroom		
3+ bedroom		
<b>Land</b>		
<b>Land Dedicated to City/Region</b>	<b>Market Value of Land Per Acre</b>	<b>Acres</b>
	\$	
<b>Financial Contribution to Affordable Housing Offsite</b>		
	<b>Amount</b>	
	\$	

\*Proposed rent ranges to be updated annually, following the release of CMHC's Annual Rental Market Survey every October.

APPENDIX II / *Housing Report Table*



**Part B – Please complete the following table.**

Include the full range of units provided, whether they are market units, or units forming part of the affordable middle income housing contribution. Where exact values / quantities are not yet known, please provide estimates. For a separate word document version of this table that can be pasted into your Housing Report, please click here: [https://www7.mississauga.ca/documents/Business/Housing\\_Report\\_Table.docx](https://www7.mississauga.ca/documents/Business/Housing_Report_Table.docx)

<b>Proposed Development – Housing Breakdown (All Units)</b>		
<b>Purpose Built Rental Units *</b>		
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
Bachelor	Less than \$922/month rent	0
	Between \$922 and \$1153/month rent	0
	Between \$1153 and \$1383/month rent	0
	Between \$1383 and \$1614/month rent	0
	More than \$1614/month rent	0
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
1 bedroom	Less than \$1233/month rent	0
	Between \$1233 and \$1541/month rent	0
	Between \$1541 and \$1850/month rent	0
	Between \$1850 and \$2158/month rent	0
	More than \$2158/month rent	0
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
2 bedroom	Less than \$1396/month rent	0
	Between \$1396 and \$1745/month rent	0
	Between \$1745 and \$2094/month rent	0
	Between \$2094 and \$2443/month rent	0
	More than \$2443/month rent	0
	<b>Proposed Rents in 2019 Dollars (excluding parking and utilities)</b>	<b>Qty. of Units</b>
3+ bedroom	Less than \$1590/month rent	0
	Between \$1590 and \$1988/month rent	0
	Between \$1988 and \$2385/month rent	0
	Between \$2385 and \$2783/month rent	0
	More than \$2783/month rent	0
<b>Ownership Units</b>		
<b>Ownership Units to be Sold at Market Prices</b>		<b>Qty. of Units</b>
Bachelor		31
1 bedroom		342
2 bedroom		187
3+ bedroom		73
<b>Ownership Units to be Sold as Affordable</b>		<b>Qty. of Units</b>
Bachelor	<b>Proposed Affordable Sale Price of Unit</b> \$ 0	0
1 Bedroom	\$ 0	0
2 bedroom	\$ 0	0
3+ bedroom	\$ 0	0
<b>Unit Transfer</b>		
<b>Ownership Units to be Dedicated to City/Region</b>		<b>Qty. of Units</b>
Bachelor	<b>Market Value of Unit</b> \$ 0	0
1 Bedroom	\$ 0	0
2 bedroom	\$ 0	0
3+ bedroom	\$ 0	0

<b>Secondary Suites</b>		
<b>Private Ownership Secondary Suites</b>		<b>Qty. of Units</b>
Bachelor		0
1 bedroom		0
2 bedroom		0
3+ bedroom		0
<b>Land</b>		
<b>Land Dedicated to City/Region</b>	<b>Market Value of Land Per Acre</b>	<b>Acres</b>
	\$ 0	0
<b>Financial Contribution to Affordable Housing Offsite</b>		
	<b>Amount</b>	
	\$ 0	

\*Proposed rent ranges to be updated annually, following the release of CMHC's Annual Rental Market Survey every October.

