

## **Detailed Information and Preliminary Planning Analysis**

**Owner: Derry Britannia Developments Limited (Mattamy Homes)**

**6136, 0, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400, 6432, 6500 and 0 Ninth Line**

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## 1. Site History

- January 1, 2010 – Broader Ninth Line lands (i.e. all lands on the west side of Ninth Line, between Highway 401 and Highway 403) transferred to the Region of Peel / City of Mississauga as a result of a municipal boundary realignment with the Region of Halton / Town of Milton
- October 2011 – City Council directed staff to commence the Ninth Line Lands Study. A two phase joint project between the City of Mississauga and the Region of Peel to study the 350 hectares (870 acres) of lands on the west side of Ninth Line. The study included retaining a consortium of consultants to complete numerous technical studies (i.e. environmental, transportation and land use) and conduct extensive public consultation. This study resulted in the development of a land use concept used to advance a Region of Peel Official Plan Amendment and the development of Mississauga Official Plan policies, associated Zoning and urban design guidelines for the lands
- April 13, 2018 – Letter from the Ministry of Municipal Affairs and Housing agreeing to the Mississauga Official Plan Amendment (MOPA) for Ninth Line proceeding in advance of the Region of Peel Official Plan Amendment (ROPA) given the uniqueness of the situation and the existing policy framework established by Halton Region Official Plan Amendment No. 28
- June 18, 2018 – Planning and Development Committee approve staff recommendation report to bring forward amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for Ninth Line lands (PDC-005-2018)
- July 2, 2018 – By-law 0168-2018 (amending Zoning by-law) came into effect, which rezoned the Ninth Line lands from the Town of Milton "A1" and "GA" zones to City of Mississauga "OS1" (Open Space – Community Park), "G1" (Greenlands – Natural Hazards), "G2" (Greenlands – Natural Features), "PB1" (Parkway Belt) and "D" (Development) zones
- August 1, 2018 – By-law 0167-2018 (MOPA 90 implementing by-law) came into effect, which created the new Ninth Line Neighbourhood Character Area and designated the Ninth Line lands **Residential Medium Density, Mixed Use**, Business Employment, **Public Open Space, Greenlands, Parkway Belt West**, Utility and **Natural Hazard**, and to add Transitway Route and Transitway Stations
- August 29, 2019 – Minor variance application "A" 345/19 W10 was approved by the Committee of Adjustment allowing a temporary presentation centre on the property at 0 Ninth Line (Parcel A) for a period of four years

- September 26, 2019 – Site plan application under file SPM 19/117 W10 was submitted to permit the proposed presentation centre for future residential redevelopment of the subject lands

## 2. Site and Neighbourhood Context

### Site Information

The property is located on the west side of Ninth Line, between Derry Road West and Britannia Road West.

Specifically, the subject lands consist of ten individual parcels (referred to as Parcels A to J – See Parcel Map) between the Enbridge/Union Gas/TransCanada Joint Operating Facility and the existing creek at the outlet of Osprey Marsh, immediately north of St. Peter's Mission Church. The subject property consists of mostly vacant, formerly agricultural lands and lands forming part of the Parkway Belt West Plan area. Detached homes occupy four of the ten parcels (Parcels C, E, F and H), which will be demolished to allow for the redevelopment of the lands.

There are three holdout parcels which bisect the subject lands, including 6150 and 6288 Ninth Line. The third holdout is a narrow sliver of land between Parcels A and B, which provides access to the larger provincially owned parcel that contains a stormwater management pond that abuts Highway 407.

Property Size and Use (North and South Plans)	
Frontages:	±1,850 m (6,070 ft.)
Depth:	Varies: ±130 m (427 ft.) to ± 310 m (1,017 ft.)
Gross Lot Area:	45.1 ha (111.4 ac.)
Existing Uses:	Mostly vacant, four detached homes occupy four of the ten parcels

### Surrounding Land Uses

Immediately north of the property is the Enbridge/Union Gas/TransCanada Joint Operating Facility and a mature woodlot. To the west is Highway 407 and associated stormwater management pond. Ninth Line abuts the lands to the east, beyond which are predominantly residential uses, including detached, semi-detached and townhomes. Other uses across Ninth Line from the subject lands include the Osprey Marsh stormwater management facility, a small commercial plaza (containing a pharmacy, dental office, convenience store and restaurant), schools, open space, and Discovery Montessori School. To the south is a stormwater drainage channel that outlets into Osprey Marsh, beyond which is St. Peter's Mission Church and a landscaping supply business at the northwest corner of Britannia Road West and Ninth Line.

The surrounding land uses are:

- North: Enbridge/Union Gas/TransCanada Joint Operating Facility, woodlot and Derry Road West
- East: Ninth Line; and, residential, commercial and institutional uses
- South: Stormwater drainage channel, St. Peter's Mission Church, and commercial use
- West: Future 407 Transitway, Highway 407 and associated stormwater management ponds



Parcel Map

### The Neighbourhood Context

The subject lands are located in Precinct 3 (North Britannia Area) of the Ninth Line Neighbourhood Character Area.

The lands on the west side of Ninth Line are predominantly vacant. There are some remaining agricultural uses; however, most farming activity has ceased. The primary use is rural residential, with approximately 20 detached homes on large lots. Other existing uses include Churchill Meadows Animal Hospital, St. Peter's Mission Church, Sid's Pond & Gardenscape (a landscaping supply business), an outdoor storage operation, and the Enbridge/Union Gas/TransCanada Joint Operating Facility (a natural gas transmission and distribution pumping station). The Churchill Meadows Community Centre and Park are currently under construction between Eglinton Avenue West and Britannia Road West.

On the east side of Ninth Line are the Lisgar (north of Britannia Road West) and Churchill Meadows (south of Britannia Road West) Neighbourhood Character Areas. These areas are low- and medium- density residential communities, consisting of a mix of detached, semi-detached and townhomes. Other uses on the east side of Ninth Line include schools, daycares and Montessori Schools, parkland and open space, and some commercial uses (including a small commercial plaza with service and retail commercial uses and a gas station). Further north, are a number of large scale industrial buildings, the Garry W Morden Centre, and a driving range.

### Demographics

The Ninth Line Neighbourhood Character Area contains the last remaining greenfield lands in the City of Mississauga. Significant growth is proposed for this community, resulting from the *Shaping Ninth Line* study and in force Mississauga Official Plan policies. The 2016 census did not report a population for the Ninth Line Neighbourhood Character Area, but did identify 63 jobs. The City uses the 2013 Mississauga Growth Forecast to project anticipated population within specific areas of the City. Since the approved land use scenario for Ninth Line did not come into effect until 2018, the anticipated population is not reflected in the 2013 Mississauga Growth Forecast. The Region of Peel has indicated in their Regional Official Plan Amendment (ROPA) documents that one of the policy objectives for the proposed Ninth Line ROPA is to accommodate 8,500 people and 510 jobs for a density of at least 80 people and jobs combined per hectare (32.4 people and jobs combined per acre). The Ninth Line Neighbourhood Character Area policies plan to achieve a minimum density of 82 people and jobs combined per hectare (33.2 people and jobs combined per acre), on all lands where development is permitted (MOP 16.20.1.1).

The minimum density of 82 people and jobs per hectare (33.2 people and jobs combined per acre) was established through the *Shaping Ninth Line* study and is an average density for all of the Ninth Line lands. At the time, the Provincial Growth Plan for the Greater Golden Horseshoe established a minimum density of 80 people and jobs per hectare (32.4 people and jobs combined per acre) for designated greenfield lands. The

density for the Ninth Line lands was determined based on the total developable land area and the projected population and jobs for each land use designation in the Official Plan. The density calculations assume 110 ha (271.8 ac.) of developable land area on Ninth Line, which includes **Residential Medium Density, Mixed Use, Business Employment, and Public Open Space** land uses designations. Although the **Business Employment** and **Public Open Space** areas account for nearly 30% of the developable area (32.4 ha (80 ac.)), they contribute very few people and jobs towards the overall density. Therefore, other lands (i.e. lands designated **Residential Medium Density** and **Mixed Use**) need to achieve higher densities to achieve the 82 people and jobs per hectare (33.2 people and jobs combined per acre) average across the Ninth Line lands. Through the *Shaping Ninth Line* study, it was determined that the subject lands are to achieve a density of 129 people and jobs per hectare (52.2 people and jobs per acre) to ensure the 82 people and jobs per hectare (33.2 people and jobs combined per acre) average can be realized.

It should also be noted that the densities in Mississauga Official Plan (MOP) are minimum densities and therefore any exceedances would not necessitate an Official Plan Amendment; however, the appropriateness of any exceedances would need to be carefully evaluated through the processing of the development applications. Refer to Section 3 – Project Details of this appendix for additional information pertaining to proposed densities on the subject lands.

### Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject lands:

- SPM 16/126 W10 – 6553 Ninth Line - Site plan approval was obtained for an addition to an existing daycare
- SP 17/001 W10 – 5320 Ninth Line – Approval was obtained for the Churchill Meadows Community Centre and Park
- SPM 18/004 W10 – 6671 Ninth Line – Site plan application in process for an addition and renovation to an existing two storey detached home and garage
- SP 19/014 W9 – 3540 Argentia Road – Site plan application in process for a new multi-unit industrial building
- SP 19/117 W10 – 0 Ninth Line (Part of Lot 9, Concession 9, New Survey) – Site plan application in process for Mattamy Homes presentation centre

The subject applications are currently the only active rezoning and draft plan of subdivision development applications in the Ninth Line Neighbourhood Character Area.

### **Community and Transportation Services**

As a new neighbourhood, community services (i.e. schools, parks, community centres, etc.) will be required to be developed and provided through the processing of individual development applications for the Ninth Line lands. The applicant has proposed four park blocks within the subject lands. The appropriateness of the proposed park blocks will be evaluated through these development applications. Refer to Section 8 of this Appendix for initial comments from the Parks Planning Section of the Community Services Department.

In addition to the proposed park blocks, future residents of the proposed development will also be served by existing parks in the surrounding community, including Lisgar Fields, Cordingley Park and the Osprey Marsh. These parks are connected by an existing multi-use trail that runs parallel to the Sixteen Mile Creek from Britannia Road West, north to the railway corridor.

The Churchill Meadows Community Centre & Park is currently under construction on the west side of Ninth Line, between Eglinton Avenue West and Britannia Road West. With a scheduled opening during the Fall 2020, the complex will serve the future residents of Ninth Line and the surrounding community.

Current MiWay transit service in the area is currently limited to route 39, which provides two-way, all day service, seven days a week. The proposed development is anticipated to increase transit ridership demand along the Ninth Line corridor. As

ridership demands increase, MiWay adjusts service provision accordingly factoring in the greater good of all MiWay network customers.

Lisgar GO Station is located at the southwest corner of Argentia Road and Tenth Line West and is serviced by the Milton GO Train and GO Bus lines. GO Train service is available Monday to Friday, during the morning and evening peak hours. GO Bus service is offered Monday to Friday during non-peak hours.

The 407 Transitway is a 150 km (93 miles) high-speed interregional transit service extending from Brant Street in Burlington to Highways 35/115 in Pickering. The Transitway will be a two-lane, grade separated transit facility on an exclusive right-of-way, running parallel to the existing Highway 407 ETR. Although initially designed for bus rapid transit service, provisions will be made for future conversion to a two-track light-rail transit technology (source: Ministry of Transportation (MTO)). The portion of the Transitway along the Ninth Line lands is proposed between the Highway 407 ETR right-of-way and the subject lands. The MTO is currently undertaking an Environmental Assessment (EA) and preliminary design for the Transitway, which will culminate in the preferred alignment and station locations. There are two Transitway stations proposed along Ninth Line, one south of Britannia Road West and one north of Derry Road West.

**Ninth Line Environmental Assessment**

Transportation and Works staff will be commencing the Ninth Line Environmental Assessment (EA) Study for the corridor between Eglinton Avenue West and Derry Road West this fall. The purpose of this study is to review, evaluate and recommend multi-modal solutions for this corridor in order to accommodate future transportation needs and to complete Phases 1 through 4 of the Municipal Class EA process.

Through the EA Study there will be several opportunities for consultation with the public, stakeholders and various government and technical agencies. A study of this magnitude typically requires 18-24 months to complete, which includes Council endorsement and a minimum 30-day review period. Should a Part II Order be requested by a member of the public (formerly known as a “bump-up” request, which requires a higher level of assessment), the approval from the Minister of Conservation, Environment and Parks may be delayed. The 2019 Capital Budget provides the necessary funding to initiate the detailed engineering design with construction expected to begin in 2023.

**Subwatershed Study**

The City is in the process of preparing a Scoped Subwatershed Study (SWS), a technical study which reviewed existing environmental features along the Ninth Line corridor, between Eglinton Avenue West and Highway 401. The SWS is one of the numerous technical studies initiated as part of the broader Ninth Line Lands Study. Its primary objectives are to

establish a better understanding of surface water and groundwater, as well as the presence and significance of natural features; including, streams, flora and fauna. The SWS is nearing completion, pending final acceptance from Conservation Halton. It is important to note that the management strategy that will result from the SWS is founded on the principle that it can have no negative impacts on adjacent and downstream lands and in fact should work towards overall improvements.

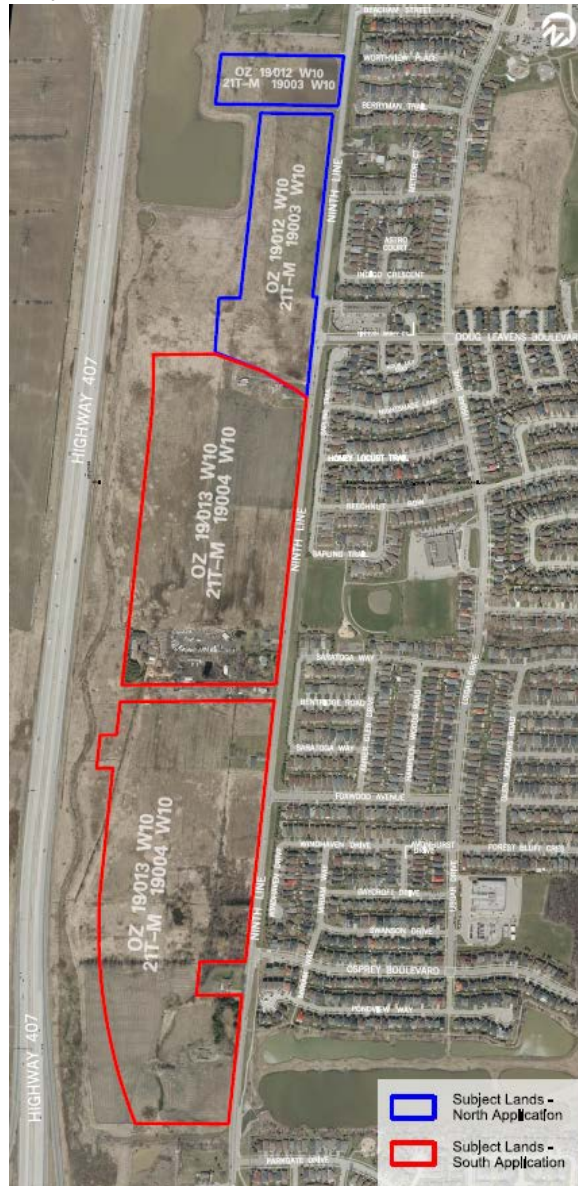
**3. Project Details**

Two sets of development applications have been submitted for the subject lands – North (files OZ 19/012 W10 and T-M 19003 W10) and South (files OZ 19/013 W10 and T-M 19004 W10). The rezoning and draft plan of subdivision applications for the North lands are considered Phase 1 of the development, as they are not expected to be impacted by the ultimate alignment of the 407 Transitway and are, therefore, anticipated to advance first. The development limits of the South lands are subject to change depending on the preferred alignment of the 407 Transitway and, therefore, the rezoning and draft plan of subdivision applications for the South lands are considered Phase 2.

The applications are to amend the Zoning By-law to permit detached, townhomes, back to back townhomes, stacked townhomes, apartments, park, school and Greenland uses. The North and South draft plans of subdivision have been submitted to create 77 and 99 lots and blocks, respectively, to accommodate the proposed residential uses, school lands,



parkland, trails and walkways, future public streets, residential reserve lands, buffers, greenlands and the proposed 407 Transitway.



Location Map of Major Roads

Development Proposal (North and South Plans)	
Applications submitted:	Received: July 23, 2019 Deemed complete: August 22, 2019
Developer/ Owner:	Derry Britannia Developments Limited (Mattamy Homes)
Applicant:	Glen Schnarr & Associates
Number of residential units:	North plan: 338 to 398 units South plan: 701 to 1,711 units
Height:	Detached Homes: 3-4 storeys Various Townhomes: 3-4 storeys Apartments: maximum 6 storeys
Net Density Units: (Note: does not account for density associated with residential reserve blocks)	North plan: 84.9 to 100 units/ha (34.4 to 40.5 units/ac)  South plan: 75.8 to 185 units/ha (30.7 to 74.8 units/ac)  Combined: 78.5 to 159.4 units/ha (31.8 to 64.5 units/ac)
Net Density People and Jobs: (utilizing Hemson Consulting's people per unit assumptions from Shaping Ninth Line)	Combined: 84.8 to 165.1 people and jobs/ha (34.3 to 66.8 people and jobs / ac.)
Road Type:	Mainly public roads and public lanes are proposed. Private condominium roads are proposed within the condominium development blocks

<b>Development Proposal (North and South Plans)</b>	
Anticipated Population: (Note: does not account for anticipated population for residential reserve blocks)	North plan: 921 to 1,053 people*  South plan: 1,830 to 4,042 people*  Combined: 2,751 to 5,095 people*  *Average household sizes for all units (by type) based on the 2016 Census
Green Initiatives:	<ul style="list-style-type: none"> <li>• Increased soil depths</li> <li>• Enhanced grass swales within park blocks and buffers</li> <li>• Rainwater harvesting program</li> <li>• Bioretention areas within green spaces</li> <li>• On-site detention of 5 mm (0.2 in.) of runoff</li> </ul>

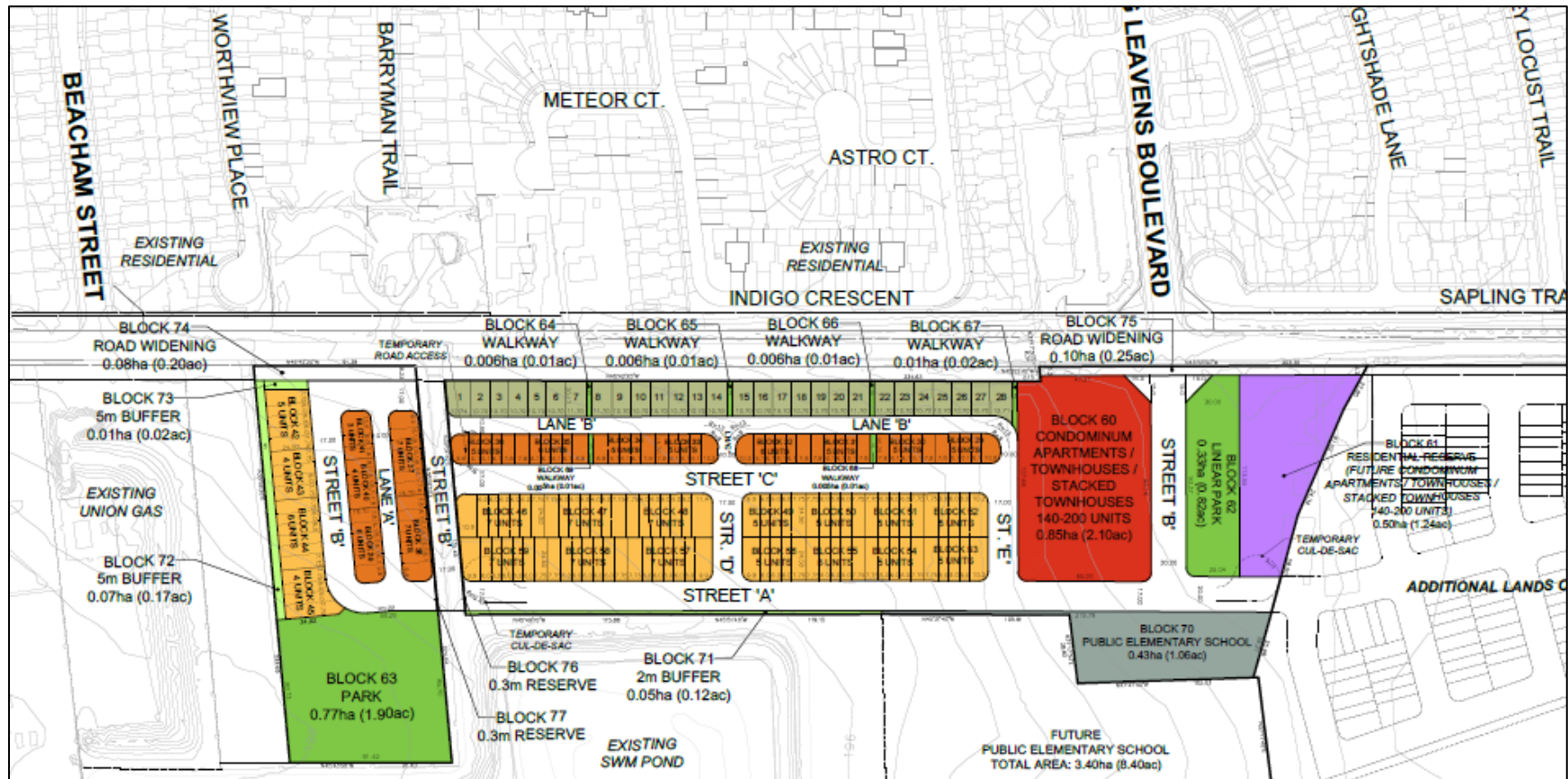
- Urban Design Study
- Shadow Study
- Preliminary Noise Assessment
- Grading and Servicing Plans
- Functional Servicing and Stormwater Management Report
- Tree Management Plan
- Heritage Impact Statements
- Traffic Impact Study
- Transportation Demand Management Plan
- Preliminary Geotechnical Investigation
- Phase I and II Environmental Site Assessments
- Stage 1 and 2 Archaeological Assessments

### Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at <http://www.mississauga.ca/portal/residents/development-applications>:

- Survey
- Context Plan
- Draft Plan of Subdivision
- Concept Plans
- Elevations
- Underground Parking Plan
- Planning Justification Report
- Draft Zoning By-law

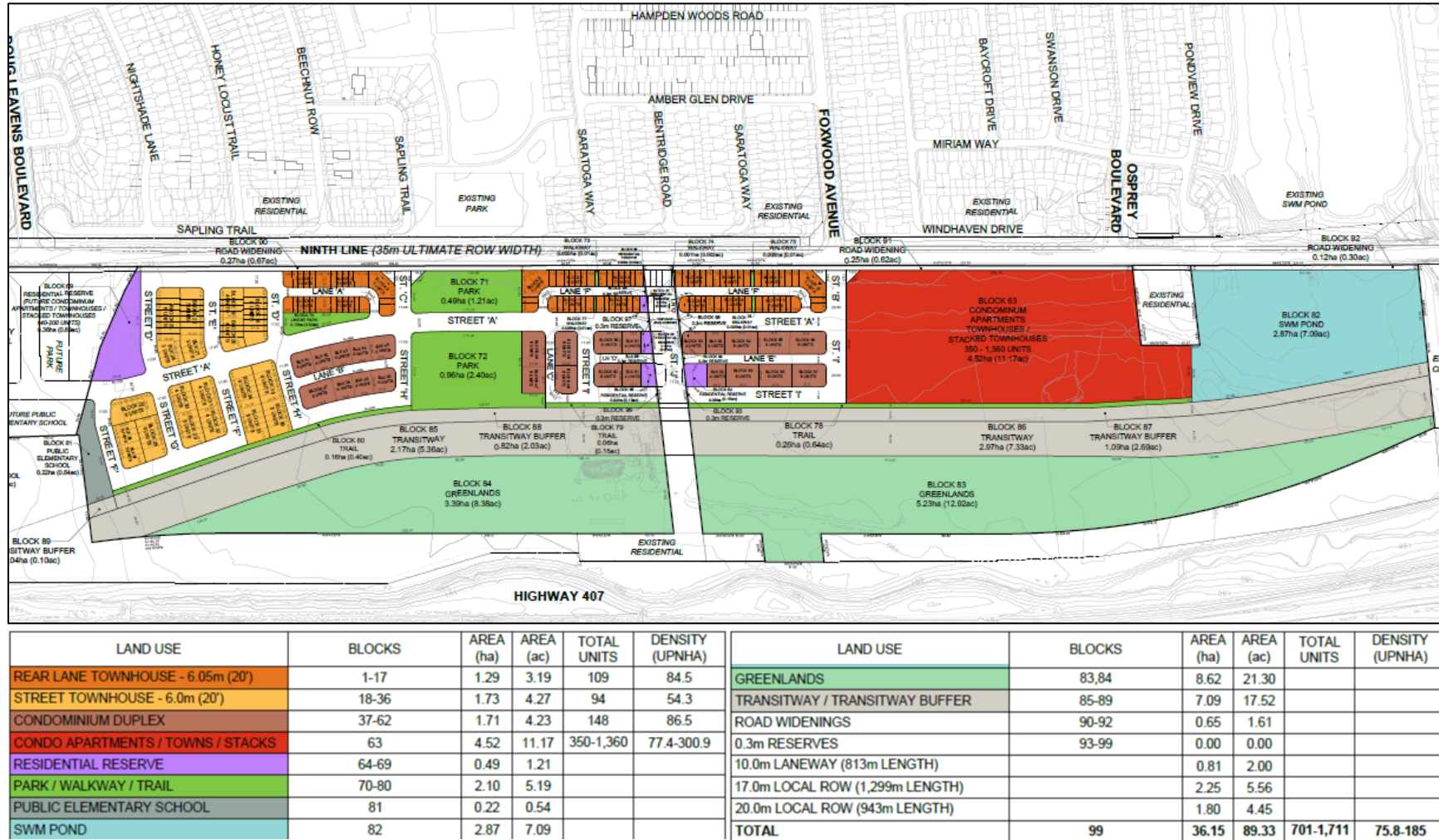
### Draft Plan of Subdivision, Concept Plan and Elevations



LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	TOTAL UNITS	DENSITY (UPN/HA)	LAND USE	LOTS / BLOCKS	AREA (ha)	AREA (ac)	TOTAL UNITS	DENSITY (UPN/HA)
REAR LANE DETACHED - 10.7m (35')	1-28	0.62	1.53	28	45.2	5m BUFFERS	71-73	0.13	0.32		
REAR LANE TOWNHOUSE - 6.05m (20')	29-41	0.81	2.00	69	85.2	ROAD WIDENINGS	74,75	0.18	0.44		
STREET TOWNHOUSE - 6.0m (20')	42-59	1.70	4.20	101	59.4	0.3m RESERVES	76,77	0.00	0.00		
CONDO APARTMENTS / TOWNS / STACKS	60	0.85	2.10	140-200	164.7-235.3	10.0m LANEWAY (445m LENGTH)		0.46	1.14		
RESIDENTIAL RESERVE	61	0.50	1.24			17.0m LOCAL ROW (1,021m LENGTH)		1.75	4.32		
PARK / WALKWAY	62-69	1.13	2.79			20.0m LOCAL ROW (184m LENGTH)		0.38	0.94		
PUBLIC ELEMENTARY SCHOOL	70	0.43	1.06			<b>TOTAL</b>	<b>77</b>	<b>8.94</b>	<b>22.09</b>	<b>338-398</b>	<b>84.9-100</b>

### Draft Plan of Subdivision – North





Draft Plan of Subdivision – South



Traditional



Contemporary

**Rear Lane Detached Home –  
Front Elevations**



Traditional



Contemporary

**Street Townhome – Front Elevations**



Traditional



Contemporary

**Rear Lane Townhome – Front Elevation**



**Stacked Townhome – Front Elevation**



**Back to Back Townhome – Front Elevation**





**Apartment Rendering**



## 4. Land Use Policies, Regulations & Amendments

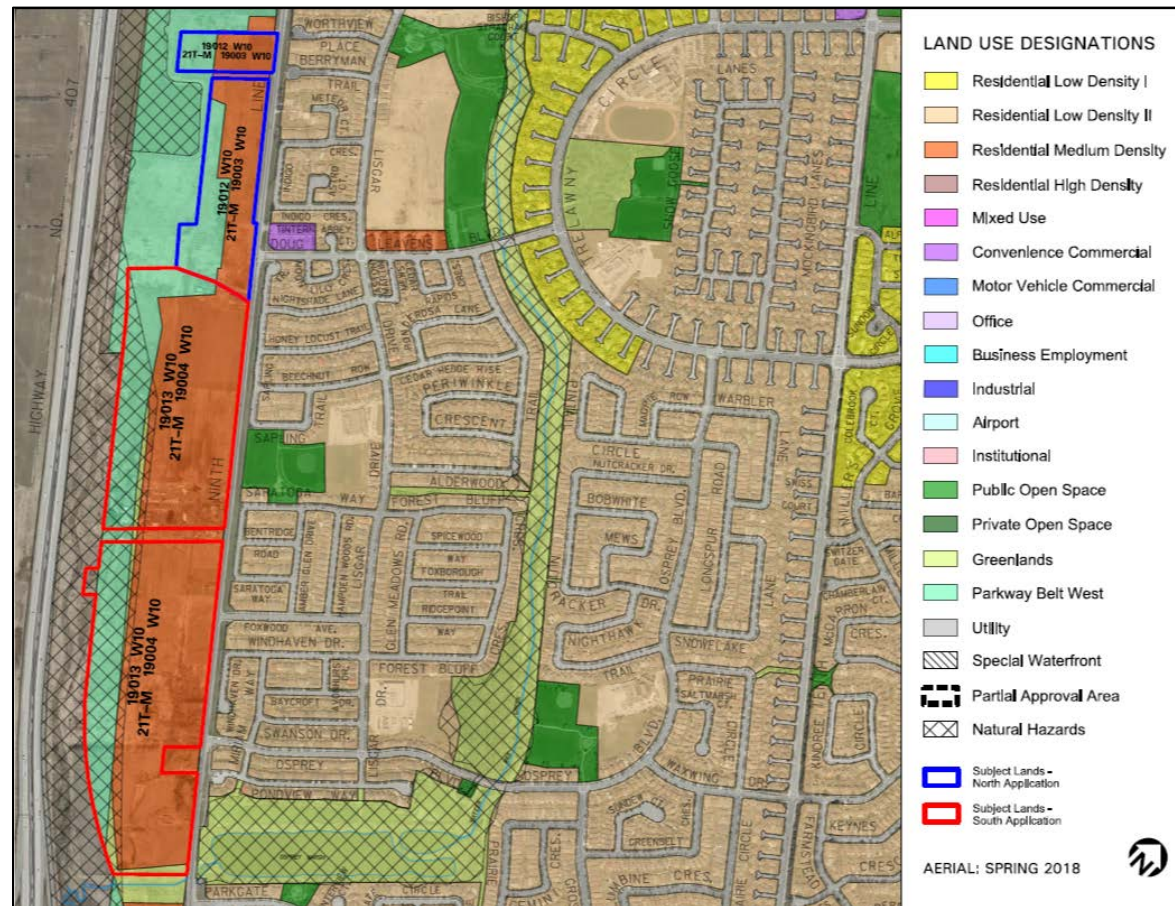
### Mississauga Official Plan

#### Existing Designation

The subject lands are located within Precinct 3 (North Britannia Area) of the Ninth Line Neighbourhood Character Area and are designated **Residential Medium Density, Greenlands** and **Parkway Belt West**. The **Residential Medium Density** designation permits all forms of townhomes, as well as low and mid-rise apartments. Section 16.20.3.3.3 of Mississauga Official Plan (MOP) allows consideration for ground related homes such as semi-detached homes abutting Ninth Line, between Doug Leavens Boulevard and Beacham Street, as long as the overall density target for the entire Character Area is maintained. The maximum permitted building height on the subject lands is three to six storeys. The **Greenlands** designation is generally associated with natural hazards and natural areas to provide for the protection, enhancement and restoration of the Natural Heritage System. A portion of the site (lands with cross-hatching) is identified as containing **Natural Hazards**. Permitted uses on lands designated **Natural Hazards** are limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation. Lands designated **Parkway Belt West** are governed by the provisions of the Parkway Belt West Plan.

Note: Detailed information regarding relevant Official Plan policies are found in Section 5.

#### Excerpt of Ninth Line Neighbourhood Character Area Land Use



## Mississauga Zoning By-law

**Existing Zoning**

The subject lands are zoned **D** (Development), **G1** (Greenlands) and **PB1** (Parkway Belt).

The **D** (Development) zone permits buildings or structures legally existing on the date of the passing of the By-law and the existing legal use of such building or structure. New buildings or structures and the enlargement or replacement of existing buildings and structures is not permitted.

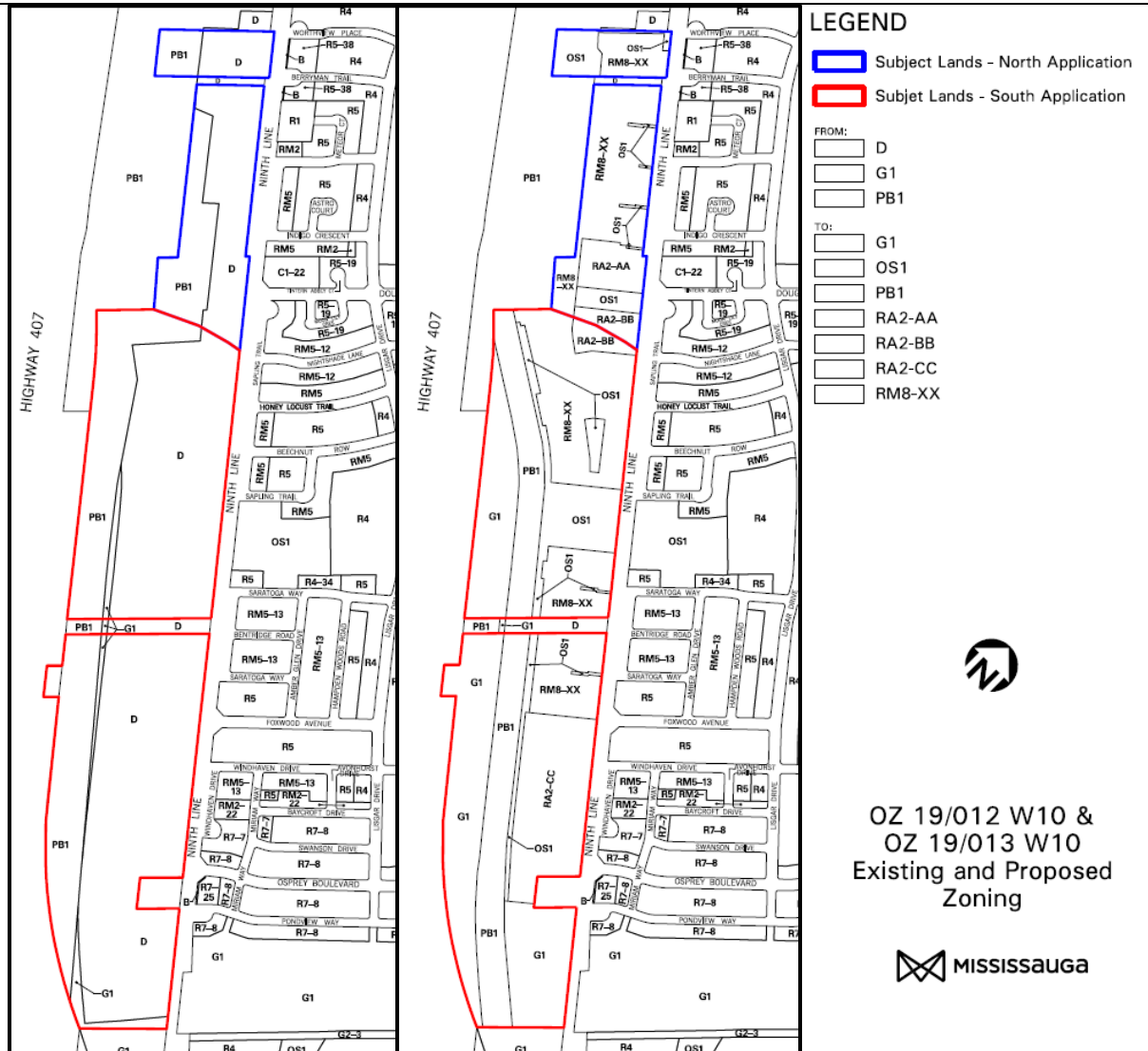
The **G1** (Greenlands) zone permits natural heritage protection and conservation, flood and stormwater management related uses.

The **PB1** (Parkway Belt) zone implements the provisions and regulations of the Parkway Belt West Plan. The **PB1** zone permits passive recreational uses and conservation uses.

**Proposed Zoning**

The applicant is proposing a site specific **RM8** (back to back and/or stacked townhouse) zone for all of the proposed townhouse building types, site specific **RA2** (Apartments) zones for the proposed apartment blocks, and **OS1** (Open Space), **PB1** (Parkway Belt) and **G1** (Greenlands) zones.

Note: These zones are proposed by the applicant and subject to change through the processing of the applications.



## 5. Summary of Applicable Policies

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been included. The table should be considered a general summary

of the intent of the policies and should not be considered exhaustive. In the sub-section that follows, the relevant policies of Mississauga Official Plan are summarized. The development application will be evaluated based on these policies in the subsequent recommendation report.

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.2)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement. (PPS 4.7)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development shall generally be directed to areas outside of hazardous lands. (PPS 3.1.1)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>
<b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b>	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p><b>Major Transit Stations (MTSAs)</b>  Upper-tier municipalities may delineate the boundaries of MTSAs and identify minimum density targets for major transit station areas in advance of the next municipal comprehensive review. (Growth Plan 2.2.4.5)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>The Province may identify additional priority transit corridors to support optimization of transit investments across the GGH. (Growth Plan 2.2.4.7)</p> <p>All MTSAs will be planned and designed to be transit-supportive and to achieve multimodal access to stations and connections to nearby major trip generators by providing, where appropriate:</p> <ul style="list-style-type: none"> <li>a) Connections to local and regional transit services to support transit service integration;</li> <li>b) Infrastructure to support active transportation, including sidewalks, bicycle lanes, and secure bicycle parking; and</li> <li>c) Commuter pick-up/drop-off areas (Growth Plan 2.2.4.8)</li> </ul> <p>Within all MTSAs, development will be supported, where appropriate, by:</p> <ul style="list-style-type: none"> <li>a) Planning for a diverse mix of uses, including second units and affordable housing, to support existing and planned transit service levels;</li> <li>b) Fostering collaboration between public and private sectors, such as joint development projects;</li> <li>c) Providing alternative development standards, such as reduced parking standards; and</li> <li>d) Prohibiting land uses and built form that would adversely affect the achievement of transit-supportive densities (Growth Plan 2.2.4.9)</li> </ul> <p>Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities. (Growth Plan 2.2.4.10)</p> <p>In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure. (Growth Plan 2.2.4.11)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>New development in designated greenfield areas will support the achievement of complete communities, support active transportation and encourage the integration and sustained viability of transit services. (Growth Plan 2.2.7.1)</p>



Policy Document	Legislative Authority/Applicability	Key Policies
		<p>The minimum density target applicable to the designated greenfield area of the Region of Peel is not less than 50 residents and jobs combined per hectare (20.2 residents and jobs combined per acre). (Growth Plan 2.2.7.2.a)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<b>Parkway Belt West Plan (PBWP)</b>	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>Lands within the PBWP are appropriately designated and zoned in the Mississauga Official Plan and Zoning By-law to implement the provisions and regulations of the Parkway Belt.</p>	<p>Portions of the subject lands are within the Public Use Area of the Parkway Belt West Plan and are designated <b>Road</b> and <b>Inter-Urban Transit</b>.</p> <p>Permitted uses in Public Use Area:</p> <ul style="list-style-type: none"> <li>a) Legally existing uses</li> <li>b) Linear facilities (e.g. linear transportation, communication and utility facilities)</li> <li>e) Other public uses (subject to specific conditions including preservation of natural features, size of structures, landscaping, etc.)</li> <li>f) Interim uses (subject to specific conditions)</li> <li>g) Additions to existing uses (subject to specific conditions) (PBWP 5.4.1)</li> </ul> <p>Public Works in Public Use Area:</p> <ul style="list-style-type: none"> <li>a) Linear facilities <ul style="list-style-type: none"> <li>ii) Constructed to minimize detrimental effects on natural features</li> <li>iii) Transportation facilities will be constructed to restrict the number and capacity of traffic routes connecting Urban Areas ...and to retain the open-space character of the area covered by the Plan.</li> <li>iv) Landscaping and buffers will be provided where appropriate, both along and between facility rights-of-way. (PBWP 5.4.3)</li> </ul> </li> </ul> <p>Specific Objective</p> <ul style="list-style-type: none"> <li>h) minimize the number of transportation routes crossing this Link and connecting the Oakville Urban Area to the Mississauga Urban Area and connecting the Milton East Future Urban Area to the Mississauga Northwest Urban Area. (PBWP 6.7.2)</li> </ul> <p>Implementing Actions</p> <ul style="list-style-type: none"> <li>a) Restrict the number of transportation routes crossing the Link to:</li> </ul>

Policy Document	Legislative Authority/Applicability	Key Policies
		<ul style="list-style-type: none"> <li>i) Existing facilities and their essential expansions;</li> <li>iii) Highway 403, inter-urban transit facilities, and other essential new facilities consistent with the Plan. (PBWP 6.7.3)</li> </ul>
<b>Halton Region Official Plan</b>	Regional Official Plan Amendment 28 (ROPA 28) came into force and effect on December 21, 2005 and implemented the Ninth Line Corridor Policy Area policies and schedules. Regional Official Plan Amendment 38 (ROPA 38) subsequently deleted all policies and schedules implemented through ROPA 28 as a result of the land transfer to the Region of Peel / City of Mississauga. ROPA 38 was approved by the Minister of Municipal Affairs and Housing on November 24, 2011 and subsequently appealed to the Ontario Municipal Board (OMB), who approved the ROPA through a series of decisions between February 2014 and April 2017.	There are no current Halton Region Official Plan policies for the Ninth Line.
<b>Region of Peel Official Plan (ROP)</b>	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications.	<p>On January 1, 2010 the lands between Ninth Line and Highway 407 (the Ninth Line Lands) became part of the City of Mississauga and the Region of Peel. These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton Official Plans apply to these lands*. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan. The Ninth Line Lands are shown on Schedule D, Schedule D3 and Schedule D4 for reference purposes. (ROP 5.10)</p> <p>*Note: This policy should be updated as a result of the outcome of MOPA 90.</p>

### Relevant Mississauga Official Plan Policies

The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019.

The Region of Peel is in the process of delineating MTSA boundaries. The southerly portions of the subject property are expected to be located within the MTSA associated with the future 407 Transitway station south of Britannia Road West.

The lands are located within the Ninth Line Neighbourhood Character Area and are designated **Residential Medium**

**Density, Greenlands, and Parkway Belt West.** The **Residential Medium Density** designation permits all forms of townhomes, as well as low- and mid-rise apartments. The permitted building height on the subject lands is three to six storeys. The **Greenlands** designation is generally associated with natural hazards and natural features to provide for the protection, enhancement and restoration of the Natural Heritage System. A portion of the site is identified as containing **Natural Hazards**. Permitted uses on lands designated **Natural Hazards** are limited to conservation, flood and/or erosion control, essential infrastructure and passive

recreation. Lands designated **Parkway Belt West** are governed by the provisions of the Parkway Belt West Plan.

Ninth Line is identified as a Corridor in MOP.

The applicant will need to demonstrate consistency with the intent of MOP.

The following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

	Specific Policies	General Intent
<b>Chapter 5 Direct Growth</b>	Section 5.1.5 Section 5.1.6 Section 5.1.9 Section 5.2.1 Section 5.2.3 Section 5.3.5.3 Section 5.3.5.5 Section 5.3.5.6 Section 5.3.5.7 Section 5.4.4 Section 5.4.5 Section 5.4.7 Section 5.5.1 Section 5.5.3 Section 5.5.4 Section 5.5.5 Section 5.5.13 Section 5.5.14 Section 5.5.16 Section 5.6.1	<p>Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations.</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities.</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or be phased to coordinate with the provision of services and infrastructure.</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. Mississauga will seek to enhance opportunities for the appreciation and enjoyment of the Green System.</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres.</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan.</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale.</p>

	Specific Policies	General Intent
		<p>Transportation planning within Neighbourhoods will give priority to active transportation modes.</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood.</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands.</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit.</p> <p>The focus for intensification will be Intensification Areas, which are the Downtown, Major Nodes, Community Nodes, Corporate Centres, Intensification Corridors and Major Transit Station Areas.</p> <p>Planning studies will delineate the boundaries of Intensification Corridors and Major Transit Station Areas and identify appropriate densities, land uses and building heights.</p> <p>Intensification Areas will be planned to reflect their role in the City Structure hierarchy.</p> <p>Development will promote the qualities of complete communities.</p> <p>Major Transit Station Areas will be subject to a minimum building height of two storeys and a maximum building height specified in the City Structure element in which it is located, unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through planning studies.</p> <p>Pedestrian movement and access from major transit routes will be a priority in Intensification Areas.</p> <p>Major Transit Station Areas will be planned and designed to provide access from various transportation modes to the transit facility, including consideration of pedestrians, bicycle parking and commuter pick-up/drop-off areas.</p> <p>There are lands in the Ninth Line Neighbourhood Character Area that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe. Character Area policies may specify alternative density requirements, provided the total designated greenfield area in the Region will achieve a minimum density target of 50 residents and jobs combined per hectare, excluding environmental take-outs.</p>
<b>Chapter 6 Value The Environment</b>	Section 6.1.8 Section 6.1.10	Sensitive land uses may be considered in proximity to major facilities such as the Airport, transportation corridors, wastewater treatment plants, waste sites, industries and aggregate



	<b>Specific Policies</b>	<b>General Intent</b>
	<p>Section 6.2.6  Section 6.2.7  Section 6.3  Section 6.3.51  Section 6.3.66  Section 6.4.2.2  Section 6.10</p>	<p>activities only where effective control is provided through appropriate site and building design, buffers and/or separation distances to prevent adverse effects from these facilities.</p> <p>In accordance with the Provincial Government guidelines, the development proponent will be required to undertake a feasibility study in those cases where:</p> <ul style="list-style-type: none"> <li>a. A sensitive land use is proposed within the area of influence of a facility that generates contaminant discharges; or</li> <li>b. A facility generates contaminated discharges or a proposed facility is likely to generate contaminated discharges.</li> </ul> <p>The study will evaluate the impacts, both before and after any proposed mitigation measures are applied and identify options for mitigation both at the source or elsewhere to the satisfaction of the City and other appropriate approval authorities.</p> <p>Mississauga will require development proposals to address the management of stormwater using stormwater best management practices.</p> <p>Natural Hazard Lands are generally unsafe and development and site alteration will generally not be permitted due to the naturally occurring processes of erosion and flooding associated with river and stream corridors. Natural Hazard Lands and buffers will be designated Greenlands and zoned to protect life and property. Uses will be limited to conservation, flood and/or erosion control, essential infrastructure and passive recreation.</p> <p>Development and site alteration is generally prohibited on lands subject to flooding.</p> <p>Parks and Open Spaces within the Green System include:</p> <ul style="list-style-type: none"> <li>Parkway Belt <ul style="list-style-type: none"> <li>Educational Facilities – open space associated with educational facilities e.g. school yards</li> <li>Utilities – major utility and service corridors; and other open space lands in public ownership e.g. water reservoirs and pumping stations.</li> </ul> </li> </ul> <p>Public parkland will be designed to allow access for a variety of complementary activities through interconnections of pathways, a multi-use recreational trail and the public parkland network; and to provide a safe and accessible environment through development of clear sightlines, openness and visible entrances that can be achieved by maximizing street frontages, where possible.</p> <p>Mississauga will require that development applications be supported by stormwater best management practices in accordance with relevant plans, studies, development standards and policies. Additional measures may be specified by the City based on known concerns related to storm sewer capacity, pollution prevention, flood risk and erosion, and protection of the city's Natural Heritage System, including its ecological function. Stormwater best management practices</p>

	Specific Policies	General Intent
		<p>must be approved by the city, appropriate conservation authority and Provincial Government, where applicable.</p> <p>Sound barriers should be avoided wherever possible and feasible. Where sound cannot be mitigated at its source, noise abatement measures such as appropriate site planning, spatial separation and building design techniques are preferred, wherever possible.</p>
<b>Chapter 7 Complete Communities</b>	Section 7.1.6 Section 7.2.2 Section 7.2.3 Section 7.2.5 Section 7.3.9	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.</p> <p>Mississauga will provide opportunities for:</p> <ol style="list-style-type: none"> <li>the development of a range of housing choices in terms of type, tenure and price;</li> <li>the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>the production of housing for those with special needs, such as housing for the elderly and shelters.</li> </ol> <p>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.</p> <p>The onus will be placed on the applicant/developer to address Provincial and Regional housing requirements.</p> <p>School sites will be determined during the processing of development applications and will have regard for the site policies established by the School Boards.</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	Section 9.1.1 Section 9.1.5 Section 9.1.6 Section 9.1.9 Section 9.1.15 Section 9.2.1 Section 9.2.1.8 Section 9.2.2.1 Section 9.2.2.6 Section 9.2.3.1 Section 9.3.1.4 Section 9.3.1.5 Section 9.3.3.6 Section 9.3.5.3 Section 9.3.5.5 Section 9.3.5.6 Section 9.3.5.7 Section 9.5.1.5	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System.</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses.</p> <p>The urban form of the city will ensure that the Green System is protected, enhanced and contributes to a high quality urban environment and quality of life.</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.</p> <p>Intensification Areas are the principal location for future growth and consist of:</p> <ul style="list-style-type: none"> <li>Major Transit Station Areas</li> </ul> <p>The preferred location of tall buildings will be in proximity to existing and planned Major Transit Station Areas.</p>

	Specific Policies	General Intent
	Section 9.5.1.12 Section 9.5.2.3 Section 9.5.2.4	<p>Heights in excess of four storeys will be required to demonstrate that an appropriate transition in height and built form that respects the surrounding context will be achieved.</p> <p>Development will be designed to:</p> <ol style="list-style-type: none"> <li>Respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;</li> <li>Accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;</li> <li>Achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;</li> <li>Meet universal design principles;</li> <li>Address new development and open spaces;</li> <li>Be pedestrian oriented and scaled and support transit use;</li> <li>Be attractive, safe and walkable;</li> <li>Accommodate a multi-modal transportation system; and</li> <li>Allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate.</li> </ol> <p>Development on major corners, prominent sites or that terminate a view will be held to a higher design standard.</p> <p>Natural features, parks and open spaces will contribute to a desirable urban form by:</p> <ol style="list-style-type: none"> <li>Assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System;</li> <li>Connecting to the city's system of trails and pathways;</li> <li>Connecting to other natural areas, woodlands, wetlands, parks, and open spaces, including streets, schools, cemeteries and civic spaces;</li> <li>Ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety;</li> <li>Ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and</li> <li>Appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible.</li> </ol> <p>Private open space and/or amenity areas will be required for all development.</p> <p>Residential developments will provide at grade amenity areas that are located and designed for physical comfort and safety. In Intensification Areas, alternatives to at grade amenities may be considered.</p>

	Specific Policies	General Intent
		<p>Developments will provide a transition in building height and form between Intensification Areas and adjacent Neighbourhoods with lower density and heights.</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged.</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways.</p>
<b>Chapter 11 General Land Use Designations</b>	Section 11.2.3 Section 11.2.5.5 Section 11.2.13	<p>Lands designated Greenlands are associated with natural hazards and/or natural areas where development is restricted. Permitted uses on Greenlands include conservation related uses, including flood control and/or erosion management, passive recreational uses are also permitted.</p> <p>Lands designated Residential Medium Density will permit the following uses:</p> <ol style="list-style-type: none"> <li>All forms of townhouse dwellings</li> </ol> <p>Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan.</p> <p>Notwithstanding the provisions of the Parkway Belt West Plan, the following uses will not be permitted:</p> <ol style="list-style-type: none"> <li>Major power generating facility; and</li> <li>Waste processing stations or waste transfer stations and composting facilities.</li> </ol>
<b>Chapter 16 Neighbourhoods</b>	Section 16.1.1.1 Section 16.20.1.1 Section 16.20.2.2.1 Section 16.20.2.2.2 Section 16.20.2.2.3 Section 16.20.2.3.1 Section 16.20.2.3.2 Section 16.20.2.3.3 Section 16.20.2.3.4 Section 16.20.2.3.5 Section 16.20.2.4.1 Section 16.20.2.6.1 Section 16.20.3.3.1 Section 16.20.3.3.2 Section 16.20.3.3.3 Section 16.20.4.1.1 Section 16.20.5.4	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements.</p> <p>The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, on all lands where development is permitted.</p> <p>Land Use and Built Form Planning in the area will be based on the following land use and built form principles:</p> <ol style="list-style-type: none"> <li>provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing which is affordable as outlined in the City's housing strategy;</li> <li>provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors;</li> <li>work in collaboration with the school boards to determine the need for educational facilities. The location of these facilities will be determined through the development application process;</li> <li>recognize the significance of cultural heritage sites and landscapes including the natural heritage system;</li> </ol>

	Specific Policies	General Intent
		<ul style="list-style-type: none"> <li>g. support transit and active transportation as key components of the transportation network;</li> <li>h. complement existing and future transportation facilities including taller, more compact mixed use buildings at the 407 Transitway Stations;</li> <li>i. demonstrate distinct and appropriate design of all buildings, streets and open spaces; and</li> <li>j. provide appropriate transition to neighbourhoods to the east.</li> </ul> <p>Planning in the area will be based on a series of connections including:</p> <ul style="list-style-type: none"> <li>a. a network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands;</li> <li>b. safe pedestrian crossings of Ninth Line;</li> <li>c. key access points;</li> <li>d. pedestrian supportive streets; and</li> <li>e. integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads.</li> </ul> <p>Parks, Open Spaces and Natural Heritage Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:</p> <ul style="list-style-type: none"> <li>a. creates a well connected and sustainable natural heritage system;</li> <li>b. provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons, promote unique experiences and educational opportunities, and incorporate naturalized areas;</li> <li>c. provides parks and open space in close proximity to adjacent neighbourhoods and employment areas; and</li> <li>d. has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study.</li> </ul> <p>Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space, (POPS) as well as wayfinding and signage plans.</p> <p>Trails and sidewalks should link 407 Transitway Stations, community facilities, parks and commercial and employment areas. The layout and design of blocks, streets, and boulevards will support the use of transit, walking, and cycling.</p> <p>Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street.</p> <p>Buildings will be designed and massed to frame streets and support an active public realm. Pedestrian comfort will be supported through the use of landscaping and other features.</p> <p>Greenlands, both existing and restored, will be planned to protect and enhance the natural environment and establish a well connected and sustainable natural heritage system, having regard for the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study.</p>

	Specific Policies	General Intent
		<p>A significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended, the land use designations shown on Reference Maps (M1-M3) will come into force and effect, without further amendment to this Plan.</p> <p>This precinct includes a large flood protection area including hazard lands and open spaces. This precinct will be created through earth filling to manage hazard lands. The implementation of this feature will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by the appropriate conservation authority.</p> <p>Residential development will include a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits.</p> <p>Notwithstanding policy 16.20.3.3.2 and 11.2.5.5, consideration may be given to ground related units such as semi-detached dwellings abutting Ninth Line between Doug Leavens Boulevard and Beacham Street. The overall density target for the entire Character Area must be maintained.</p> <p>Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment dwellings will also be permitted.</p> <p>All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities.</p>
<b>Chapter 19 Implementation</b>	Section 19.4.1 Section 19.4.3	<p>Development applications will be evaluated and processed in accordance with the policies of this Plan, approved streetscape studies and design guidelines and other relevant City Council policies and Provincial policies.</p> <p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <ol style="list-style-type: none"> <li>the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form;</li> <li>conformity with the policies in this Plan;</li> <li>the sustainability of the development to support public transit and to be oriented to pedestrians;</li> <li>in circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setback; sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations;</li> <li>the adequacy of engineering services;</li> <li>the adequacy of community infrastructure;</li> <li>the adequacy of the multi-modal transportation systems;</li> </ol>

	Specific Policies	General Intent
		<ul style="list-style-type: none"> <li>h. the suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping, and on site amenities;</li> <li>i. the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm;</li> <li>j. the impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses;</li> <li>k. site specific opportunities and constraints;</li> <li>l. sustainable design strategies; and</li> <li>m. urban form and public health.</li> </ul>

### Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019), *Provincial Policy Statement* (2014), Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more – requiring an official plan amendment or rezoning – will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

## 6. School Accommodation

The Peel District School Board			The Dufferin-Peel Catholic District School Board		
Student Yield:			Student Yield:		
	North Plan	South Plan		North Plan	South Plan
Kindergarten to Grade 5	134	219	Jr. Kindergarten to Grade 8	21	63
Grade 6 to Grade 8	58	95	Grade 9 to Grade 12	16	44
Grade 9 to Grade 12	57	103			
School Accommodation:			School Accommodation:		
Trelawny Public School (North Plan) Enrolment: 313 Capacity: 389 Portables: 0			St. Simon Stock Elementary Enrolment: 291 Capacity: 602 Portables: 0		
Osprey Woods Public School (South Plan) Enrolment: 513 Capacity: 540 Portables: 3			Our Lady of Mount Carmel Enrolment: 1,522 Capacity: 1,320 Portables: 16		
Lisgar Middle Public School Enrolment: 677 Capacity: 577 Portables: 0					
Meadowvale Secondary School Enrolment: 1,058 Capacity: 1,500 Portables: 0					



## 7. Community Comments

A pre-application community meeting was held by Derry Britannia Developments Ltd. (Mattamy Homes) on June 17, 2019. There were approximately 70 people in attendance.

A community meeting was held by Ward 10 Councillor, Sue McFadden on October 16, 2019. There were approximately 200 people in attendance.

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

- Ninth Line cannot accommodate the current traffic volumes. The proposed development will make traffic even worse
- Expansions/widenings to Ninth Line need to be completed prior to the construction of any new homes
- Ninth Line is a busy road. There needs to be safe crossings to and from the existing communities to the east
- Additional intersections along Ninth Line are going to slow down traffic, causing more congestion
- These lands are very wet and historically susceptible to flooding. Standing water is a concern and stormwater drainage needs to be addressed
- The proposed development is going to impact the property value of homes on the east side of Ninth Line
- The proposed development should include more detached homes
- Six storey apartments on Ninth Line is inappropriate
- A greater mix of uses (e.g. grocery store, entertainment, etc.) is needed
- Too much density is proposed. The Official Plan refers to 82 people and jobs per hectare and these applications propose much higher densities. Lower densities solve many of the community's concerns
- The condo block (Block 63) in the South plan is too large and should be broken into smaller blocks
- The number of proposed units in Block 63 is too wide ranging. A more specific unit count is requested
- The noise impacts from Highway 407 and Ninth Line must be considered
- Some proposed park space should be free of sports fields to allow for events. A covered gazebo is requested for the proposed park
- A verifiable and recorded tree replacement program is needed for any removed trees resulting from the development
- The Ninth Line lands needs to be designed to accommodate multimodal transportation, including a dedicated multi-use trail system and sufficient walkways. Connections to existing trail systems are important as well
- Commercial uses should not be proposed immediately

- across the street from the proposed school
- Investors should not be given priority for purchasing units

### **Ninth Line Improvements in Advance of Environmental Assessment**

A detailed review of the Transportation Impact Study occurs as part of the development application review process, which will further inform the requirements for infrastructure, mitigation measures, parking standards, transportation demand management, transit, pedestrian/cycling connections, access management, and if required, the phasing of the development. In addition, the applicant will be responsible for the design, construction and implementation of any interim road improvements that may be required, in the event that the

development occurs before the Ninth Line corridor improvements are complete.

### **Subwatershed Study**

The City is undertaking a Scoped Subwatershed Study that comprehensively reviews drainage, as well as the presence and significance of natural features. At present, this study is under review with Conservation Halton, who will ultimately be responsible for issuing final approval of the document. The Applicant will be required to implement and follow the management strategy prescribed in the final approved study.

## **8. Development Issues**

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

<b>Agency / Comment Date</b>	<b>Comments</b>
Ministry of Transportation (MTO) (September 25, 2019)	<p>North Plan:</p> <p>The MTO does not object, in principle, with the proposed rezoning and plan of subdivision applications.</p> <p>All above and below ground structures must be setback a minimum of 14.0m (46 ft.) from all ministry property limits (including the Transitway). The ministry setback requirements are to be stipulated in the zoning by-law.</p> <p>Noise attenuation features must be contained within the subject lands and setback a minimum of 0.3 m (1 ft.) from all ministry property limits.</p> <p>The applicant must secure ministry approval for a new access road/gate to the existing Highway 407 ETR stormwater management pond adjacent to the proposed subdivision. Approvals must be secured for all stages of the subdivision's</p>

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	<p>development.</p> <p>Prior to final approval, the MTO requires a traffic impact study, stormwater management report, and detailed grading, servicing and internal road construction plans for review and approval.</p> <p>South Plan:</p> <p>The MTO will only provide formal comments on the South applications when the Transitway Environmental Assessment has been approved.</p>
<p>Region of Peel (October 11, 2019)</p>	<p>North Plan:</p> <p>For Blocks 1-59, the Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste. For Block 60, the Region of Peel will provide front-end collection of garbage and recycling.</p> <p>South Plan:</p> <p>For Blocks 1-62, the Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste. For Block 63, the Region of Peel will provide front-end collection of garbage and recycling. For Block 81 (future school), the Region of Peel will provide front-end collection of recycling.</p> <p>Both Plans:</p> <p>Prior to rezoning and draft plan of subdivision approval, a Waste Management Plan must be completed for all blocks to confirm satisfactory waste collection access route on site. The plan shall include a narrative description and drawings of the development detailing the essential elements of waste management access and collection for the development. The proposal must conform to the Waste Collection Design Standards Manual prior to receiving Regional clearance.</p> <p>The Region of Peel is reviewing the servicing options available for the proposal. Draft Plan comments and conditions will be provided at a later date upon completion of this review.</p> <p>Servicing must be from the approved right-of-way (ROW) where services are permitted. Servicing through or from parks/parkettes, laneways, etc. will not be permitted. Servicing must be internal to the plan of subdivision ROW only, and not from Ninth Line. All watermains must be looped to the Region's standards through public ROWs. Looping through private/condominium lands will not be permitted.</p> <p>To further enhance the plan, Region of Peel Public Health recommends specific changes to improve connectivity, expand the range of uses (i.e. ground floor commercial in apartments), improve active transportation and enhance the low impact development features of the development.</p> <p>Affordable housing comments are forthcoming.</p>
<p>City Community Services</p>	<p>Community Services notes that the proposed development is planning for a Public Open space system which includes</p>

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<p>Department – Park Planning Section (October 18, 2019)</p>	<p>Blocks 62, 63, 70, 71 and 72 in the draft plan of subdivision for parkland purposes within application T-M 19003 and T-M 19004.</p> <p>Based on the proposed sizes and placement of these park blocks, Community Services, accepts Blocks 62, 63, 71 and 72, in principle, for the purposes of parkland dedication subject to further technical reviews, free and clear of all easements and encumbrances. Block 70 will not be accepted as a Public Park block as this proposed linear park is too small to program and is a remnant parcel of the road right-of-way for Street "A".</p> <p>Pursuant to Section 42 of the Planning Act, parkland conveyance is calculated at a rate of 1 ha (2.47 ac) /300 units. As such, upon receiving final residential counts, for both the applications, parkland dedication credits will be calculated and finalized as a condition of draft plan approval. This Department also notes that, pursuant to City of Mississauga Council endorsed corporate policy 07-07-21: Dedication of Land or Cash in Lieu, for Public Open Space, parkland conveyance credit will not be applied towards hazard lands, lands proposed for storm facilities and Privately Owned Public Accessible Space (POPS).</p> <p>Parkland conveyance credits will also not be applied to engineered walkways or buffer blocks.</p> <p>In addition to the proposed Park Blocks, future residents in this area will also be serviced by existing Parks:</p> <ol style="list-style-type: none"> <li>1) Lisgar Fields (P-359) at a distance of 260 metres (865 ft.)</li> <li>2) Cordingley Park (P-364) at a distance of 20 metres (65 ft.) on the east side of Ninth Line</li> <li>3) Osprey Marsh (P-466) located on the east side of Ninth Line which follows the existing Sixteen Mile Creek.</li> </ol> <p>Additional information and further review will be required through the application process, in consultation with Planning and Building and Transportation and Works Departments, to assess:</p> <ol style="list-style-type: none"> <li>1) Required building setbacks adjacent to Park Blocks</li> <li>2) Noise/Shadow/Wind impacts on the Park Blocks</li> <li>3) Proposed Trail system through the Park Blocks</li> </ol>
<p>City Transportation and Works Department (October 18, 2019)</p>	<p>The Transportation and Works Department has received drawings and reports in support of the above noted application and the owner has been requested to provide additional technical details and revisions in support of the application. It is this Department's understanding that modifications to the current application (e.g. public road design and network) are required, which will alter the proposal. Updates to all appropriate drawings and reports will be necessary upon receipt of any new proposal.</p> <p>As the below noted items and additional specific technical details requested remain outstanding. This department is not in a position to confirm if the proposal is feasible and is not in favour of this application proceeding to a Recommendation Meeting until the outstanding matters have been satisfactorily resolved.</p>

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	<p><b>Proposal/Drawings requirements</b></p> <p>The owner is to provide full size, to scale, overall grading plans and also overall servicing plans. These engineering drawings are to be properly formatted and depict all the municipal road dimensions, turning circles, services, noise barriers, buffer blocks, etc. and ensure there are no negative drainage impacts to adjacent properties. Detailed engineered cross-sections are also required and are to be taken at frequent intervals on representative locations (e.g. holdout parcels, ponds, etc.).</p> <p><b>Noise Study</b></p> <p>The report is to be revised to provide a table showing the unmitigated sound levels and a range of barrier heights with corresponding mitigated sound levels at all Outdoor Amenity Areas. The report shall address any on-site/off-site stationary noise impacts caused by existing and proposed developments. In addition, cross-sections for the noise berms and fences are to be provided. Most importantly, room for the berms is to be accounted for by means of creating separate buffer blocks, which are most appropriately, zoned <b>B</b> (Buffer).</p> <p><b>Geotechnical Report</b></p> <p>The report is to be revised to provide a plan overlaying the boreholes on top of the proposed road network, once the road network design is finalized. Further comments will be provided regarding the proposed pavement structure and bedding once the road, main and sewers locations have been satisfactorily determined.</p> <p><b>Municipal Works</b></p> <p>Municipal Works will be required to support this development and these works shall form part of the Subdivision Agreement. The extent of the works is currently not satisfactorily determined and will be determined prior to the Recommendation Report. Detailed design, securities and insurance will be addressed through the Subdivision Agreement.</p> <p><b>Stormwater</b></p> <p>The Functional Servicing Report (FSR) and Stormwater Management Report submitted by Rand dated June 2019 identifies stormwater quality, erosion and quantity controls that are based on the April 2019 "Draft Ninth Line Lands Scoped Subwatershed Study (SWS)" which has not yet been approved by Conservation Halton. Since the SWS has not been approved, reviewing the FSR for adherence to the proposed stormwater quality, erosion and quantity standards is premature. Detailed comments will be provided once the SWS has been finalized.</p> <p><b>Environmental</b></p> <p>North Plan:</p>

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	<p>The Environmental Site Screening Questionnaire and Declaration (ESSQD) form covers two parcels (Parcel A and Parcel C). Therefore, we require that the ESSQD be filled out for the Parcels B and D, be signed and dated by the owner, and witnessed by a commissioner of oaths, and resubmitted to the City.</p> <p>The Phase I Environmental Site Assessment (ESA) reports for Parcels A, B, C, and D indicated the possibility of contamination of the subject lands. Therefore, we require that a Phase Two ESA be submitted to the T&amp;W for review.</p> <p>As lands are to be dedicated to the City, they will be in a condition acceptable to the City in its sole and unfettered discretion that such land is environmentally suitable for the proposed use, as determined by the City, and shall be certified as such by a Qualified Person. If a Record of Site Condition (RSC) is required to be filed for the property or for the lands to be dedicated, the RSC filing must be completed prior to land dedication.</p> <p>South Plan:</p> <p>The Phase I Environmental Site Assessment (ESA) reports for Parcels G-J indicated the possibility of contamination of the subject lands. Therefore, we require that a Phase Two ESA be submitted to the T&amp;W for review.</p> <p>The Phase Two ESA report for parcels E and F indicates that additional investigation in order to delineate the presence of soil/groundwater contamination is required. Therefore, in areas of the property where a contaminant is present at a concentration greater than the applicable site condition standard, the contaminants must be delineated laterally and vertically for each contaminant present in soil, ground water, or sediment on, in or under the property to assess the impact on the property and the likelihood that the contaminants may migrate onto an adjacent property (ies). Following the delineation program a Remedial Action Plan (RAP) must be prepared and provided to the City for review. The RAP must include, without limitation, the details for remediating the development lands/lands to be dedicated to the City such as the timing of the remedial work, the remedial approach etc.</p> <p>The Phase Two ESA report for Parcels E and F indicates that remediation is required to meet the applicable Ministry of the Environment, Conservation and Parks Standards. Any and all contaminated areas of the site identified in the report must be remediated in accordance with Ministry of the Environment, Conservation and Parks Standards. Upon completion of the remediation, a final clean-up report must be submitted to the Transportation and Works Department for review.</p> <p>As the proposed land use is changing from a less sensitive (parcel E was used for vehicle storage and maintenance and parcel F for commercial use) to a more sensitive use (residential), the applicant is required to submit a complete Record of Site Condition (RSC), including all supporting documents to the Transportation and Works Department for review. The RSC must be posted to the Ministry of the Environment, Conservation and Parks Environmental Site Registry (ESR). RSC filing must be completed prior to land dedication.</p> <p>As lands are to be dedicated to the City, they will be in a condition acceptable to the City in its sole and unfettered discretion that such land is environmentally suitable for the proposed use, as determined by the City, and shall be certified as such by a Qualified Person.</p>

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	<p><b>Traffic</b></p> <p>The Traffic Impact Study (TIS) has been reviewed and is not deemed satisfactory. The applicant is required to provide a revised report that includes, but is not limited to:</p> <p>A detailed right-of-way package is outstanding and requires to be submitted for all proposed roads and laneways within the development in order to identify any proposed sidewalks, boulevard details, lane widths, on-street parking, etc. A pavement marking and signage plan is outstanding for both Phase 1 and Phase 2. Turning Templates will be required for intersections where laneways meet local roads to ensure no vehicle and Fire &amp; Emergency vehicles conflict with maneuvers associated with those intersections. Due to the proposed window street homes front Ninth Line, the applicant will be required to provide a Curb Side Management Plan as lay-by parking will not be permitted along Ninth Line; the plan will be required to address vehicles such as taxis and food delivery attempting to stop along Ninth Line. A detailed list of proposed traffic calming measures through the development for both phases, and the proposed location of driveways within the condominium blocks is also required. Approval from the Ministry of Transportation Ontario is required for the Traffic Impact Study, Transit Way location and setbacks located to the west of the proposed development, and the use of Street B.</p> <p>In addition to outstanding material to be provided, multiple traffic planning issues within the proposed development are required to be addressed. The applicant is required to address the interim conditions for Phase 1 and Phase 2 with details on the hold out properties and road connections. In the event the applicant does not come to a deal with the hold out properties, the applicant needs to provide a contingency plan; for example, the proposed homes in Phase 1 north of Street B would not have access to Ninth Line and a connection from Phase 1 and Phase 2 would not be possible.</p> <p>The above aspects will be addressed in detail prior to the Recommendation Report meeting.</p>
Fire and Emergency Services (October 15, 2019)	<p>This proposal is located within the response area of Fire Stations 111 and 122. At present average travel times to emergencies in this area of the City is 6 minutes and 5 minutes (respectively) based on normal traffic and weather conditions.</p> <p>Based on available information, there are no watermains installed in the area and, therefore potential flow cannot be assessed. Confirmation with the Region of Peel is required to confirm adequate water service will be provided.</p> <p>Additional details are required regarding proposed condominium blocks in order to provide comments.</p> <p>Right-of-way details are required (i.e. width, number of lanes, sidewalks, lay-bys, turning radii, etc) in order to provide detailed comments.</p>
Dufferin-Peel Catholic District School Board (September 19, 2019)	<p>The Dufferin-Peel Catholic District School Board is satisfied with the current provision of educational facilities for the catchment area in which the subject applications are located. The City of Mississauga school accommodation condition need not be applied.</p>
Peel District School Board (October 16, 2019)	<p>City of Mississauga Council Resolution 152-98 applies to this application, therefore prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for these plans.</p>



Agency / Comment Date	Comments
	<p>The proposed location of the elementary school site is not acceptable to the Board. School sites are required to be made available in the first phases of development and wholly on one draft plan of subdivision. The Board is currently working with the developer to find an acceptable alternative location for the elementary school site.</p> <p>The applicant is required to provide site development plans for the school site area indicating the location of the required facility. The Board requires 3.24 ha (8 ac) for an elementary school site.</p> <p>In order to ensure that sanitary, storm, and utility easements (hydro, gas, water, etc.) do not interfere with site plan approval for the proposed facility, it is requested that such easements be approved by the School Accommodation Department prior to establishment on the proposed school site.</p>
Conseil Scolaire Catholique MonAvenir (Csc MonAvenir) (October 11, 2019)	<p>Conseil Scolaire Catholique MonAvenir (Csc MonAvenir), a publicly funded board, is looking for a site to host an elementary school. The Ministry of Education has approved this project in 2016. Csc MonAvenir requires between 1.6 and 2 ha (4 and 5 ac) of developable land for the construction of a school.</p> <p>Csc MonAvenir expresses its strong interest to be part of this development and to be considered for a site in this development.</p>
Conservation Halton (CH) (September 30, 2019)	<p>The subject lands are within the Ninth Line Scoped Subwatershed Study (SWS) study area. The draft Ninth Line SWS has not been finalized and is subject to change. Among other things, the SWS will establish management strategies for natural heritage and natural hazard features, as well as stormwater, that will need to be advanced through future planning proposals. The SWS will also establish requirements for future studies.</p> <p>The supporting documents submitted with the above-referenced applications are based on the draft Ninth Line SWS (e.g. FSR). As the SWS is not yet final, revisions will be required to the submitted studies and additional studies may also need to be completed. The environmental and stormwater-related studies submitted in support of the above-referenced applications should be based on a final, approved SWS. CH staff will review/provide further comment on those studies once the SWS is finalized.</p> <p>In addition to the above, staff note that some of the required studies were not included in the circulation CH received with this application (e.g. EIS).</p> <p>Based on a review of the information presently available, the subject properties are regulated by Conservation Halton pursuant to Ontario Regulation 162/06, as they contain several tributaries of Sixteen Mile Creek, and the flooding and erosion hazards associated with these watercourses. The subject properties also contain wetlands. In this area CH regulates 15 metres (49 ft.) from the extent of the greater hazard associated with these watercourses. CH regulates 120 metres (394 ft.) from Provincially Significant Wetlands or those greater than 2ha (4.9 ac) in size and 30 metres (98 ft.) from all other wetlands. As such, substantial portions of the subject property are regulated by CH pursuant to Ontario Regulation 162/06. Permission is required from CH prior to undertaking any development within CH's regulated area.</p> <p>CH will not be able to issue permits for any watercourse or floodplain alterations until the SWS management recommendations have been endorsed by CH's Board of Directors.</p>

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	Given that the SWS is considered draft and has not yet been finalized, it is premature to advance any planning or development proposals in this area. As such, CH staff recommends deferral of the above-noted applications.
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> <li>- TransCanada Pipeline</li> <li>- Canada Post</li> <li>- Bell Canada</li> <li>- Rogers</li> <li>- CP Rail</li> <li>- Metrolinx</li> <li>- GTAA</li> <li>- Town of Milton</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>- Alectra</li> <li>- Enbridge Pipelines</li> <li>- Union Gas Ltd.</li> <li>- Conseil Scolaire Viamonde</li> <li>- Region of Halton</li> </ul>

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

- Provision of a concept plan with sufficient detail to allow for a fulsome review of the proposed development, including a specific number of proposed units
- Consistency with Ninth Line Neighbourhood Character Area policies of Mississauga Official Plan and Shaping Ninth Line Urban Design Guidelines
- Appropriateness of the proposed built form and the proposed zoning by-law exceptions
- Impacts resulting from the Ministry of Transportation's Environmental Assessment for the 407 Transitway
- Land use compatibility with existing Enbridge/Union Gas/TransCanada Joint Operating Facility
- Impacts resulting from holdout properties on the proposed road network and development blocks
- Appropriateness of proposed road network and right-of-ways (including functionality, maintenance, servicing, and design)
- Assessment of the proposed circulation network (i.e. multi-use trails, walkways, trails, and mid-block connections)
- Adequacy of open space and outdoor amenity areas

- Provision of two school sites (elementary school for the Peel District School Board and elementary school for the Conseil Scolaire Catholique MonAvenir)
- Provision of affordable housing
- Implementing the requirements of the final Ninth Line Scoped Subwatershed Study
- Provision of additional technical information (including Environmental Impact Study, Phase II Environmental Site Assessments, right-of-way package, Wind Study; and, updated Functional Servicing and Stormwater Management Report, engineering plans, Noise Assessment, Geotechnical Report, Traffic Impact Study, and Sun/Shadow Study)
- Acceptable Waste Management Plan (including waste collection access route and availability of storage for waste receptacles)
- Compliance with Fire Route By-law
- Acceptable noise mitigation and associated buffers

### **Development Requirements**

There are engineering matters including: noise mitigation, municipal works, boulevard works, road works, environmental, grading and servicing, and stormwater management that will require the applicant to enter into agreements with the City.

Prior to any development proceeding on-site, the City will require the submission and review of applications for site plan approval.

## **9. Section 37 Community Benefits (Bonus Zoning)**

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as no official plan amendment is required and the proposed zoning is implementing the in force Mississauga Official Plan policies.

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