

City of Mississauga

Corporate Report



Date: June 19, 2020 To: Chair and Members of Planning and Development Committee From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building	Originator's files: OZ 19/018 W10 and T-M19006 W10
	Meeting date: July 13, 2020

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 10)

Rezoning and Draft Plan of Subdivision applications to permit 119 townhomes (15 dual frontage townhomes, 63 condominium townhomes, 17 street townhomes and 24 back to back townhomes) on private condominium roads and a new public road from Ninth Line

5150 Ninth Line, west side of Ninth Line, north of Eglinton Avenue West

Owner: Mattamy (5150 Ninth Line) Limited

Files: OZ 19/018 W10 and T-M19006 W10

Recommendation

That the report dated June 19, 2020, from the Commissioner of Planning and Building regarding the applications by Mattamy (5150 Ninth Line) Limited to permit 119 townhomes (15 dual frontage townhomes, 63 condominium townhomes, 17 street townhomes and 24 back to back townhomes) on private condominium roads and a new public road from Ninth Line, under Files OZ 19/018 W10 and T-M19006 W10, 5150 Ninth Line, be received for information.

Background

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

PROPOSAL

The rezoning application is required to permit 119 townhomes (15 dual frontage townhomes, 63 condominium townhomes, 17 street townhomes and 24 back to back townhomes) on private condominium roads and a new public road from Ninth Line. The zoning by-law will also need to be amended from **D** (Development) and **PB1** (Parkway Belt) to **RM8-Exception** (Back to Back and/or Stacked Townhouses) to implement this development proposal. A plan of subdivision is

required to create the residential blocks for the townhomes and for the creation of the public road that will connect to Ninth Line.

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

Comments

The property is located on the west side of Ninth Line, north of Eglinton Avenue West within the Ninth Line Neighbourhood Character Area. The site is currently occupied by a detached home and accessory farm structures.



Aerial image of 5150 Ninth Line



Applicant's rendering of the proposed townhome development

LAND USE POLICIES AND REGULATIONS

The *Planning Act* allows any person within the Province of Ontario to submit development applications to the local municipality to build or change the use of any property. Upon submitting all required technical information, the municipality is obligated under the *Planning Act* to process and consider these applications within the rules set out in the Act.

The *Provincial Policy Statement* (PPS) establishes the overall policy directions on matters of provincial interest related to land use planning and development within Ontario. It sets out province-wide direction on matters related to the efficient use and management of land and infrastructure; the provision of housing; the protection of the environment, resources and water; and, economic development.

The *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) builds upon the policy framework established by the PPS and provides more specific land use planning policies which support the achievement of complete communities, a thriving economy, a clean and healthy environment and social equity. The Growth Plan establishes minimum intensification targets and requires municipalities to direct growth to existing built-up areas and strategic growth areas to make efficient use of land, infrastructure and transit.

The Parkway Belt West Plan (PBWP) is a provincially prepared plan intended to designate and protect land needed for linear regional infrastructure, including transit, utility and electric power facility corridors. It also serves as an urban separator and is used to link open space systems. The subject lands are located within the Public Use Areas of the PBWP and are designated Road and Inter-Urban Transit. Within the City of Mississauga, lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.

The *Planning Act* requires that municipalities' decisions regarding planning matters be consistent with the PPS and conform with the applicable provincial plans and the Region of Peel Official Plan (ROP). Mississauga Official Plan is generally consistent with the PPS and conforms with the Growth Plan, the *Greenbelt Plan*, the *Parkway Belt West Plan* and the ROP.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

Additional information and details are found in Appendix 1, Section 5.

AGENCY AND CITY DEPARTMENT COMMENTS

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

Financial Impact

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

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved. The matters to be addressed include:

- Provision of additional technical information
- Provision of a concept plan with sufficient detail to allow for a fulsome review of the proposed development
- 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
- 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 affordable housing
- Implementing the requirements of the final Ninth Line Scoped Subwatershed Study
- Compliance with Fire Route By-law
- Acceptable noise mitigation and associated buffers

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Ashlee Rivet-Boyle, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Mattamy (5150 Ninth Line) Limited

5150 Ninth Line

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1. Site History

- January 1, 2010 – The 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 conducting 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
- November 28, 2017 – Consent and Minor Variance applications, under files "B" 003/018, "B" 004/018, "B" 005/018, "A" 014/018, "A" 015/018 and "A" 016/018, were submitted by Luigi and Rossana Cofini to add lands to the adjacent property at 5150 Ninth Line and to create new parcels for the existing animal hospital at 5160 Ninth Line and the existing detached home at 5170 Ninth Line. Minor variance applications were also required to recognize zoning by-law deficiencies on the newly created parcels
- 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

2. Site and Neighbourhood Context

Site Information

The property is located on the west side of Ninth Line, north of Eglinton Avenue West.

The subject property consists of mostly vacant, formerly agricultural lands and lands forming part of the Parkway Belt West Plan area. There is a detached home along the Ninth Line frontage and accessory farm structures.

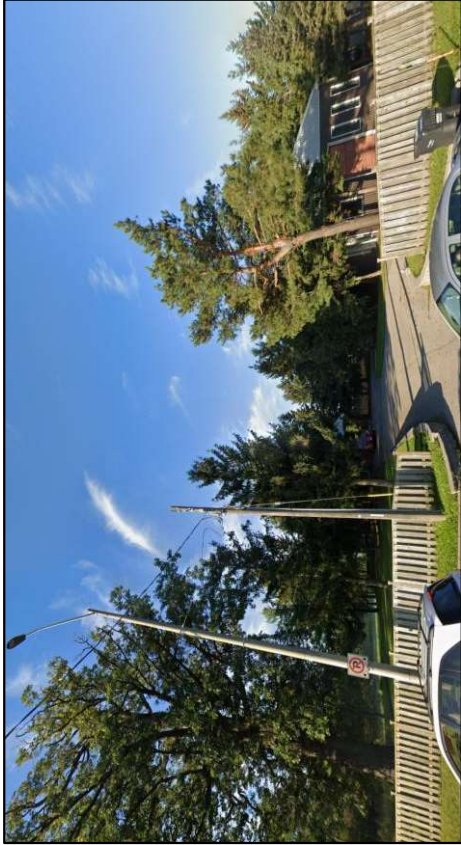


Photo of existing detached dwelling at 5150 Ninth Line from Ninth Line.



Photo of 5150 Ninth Line from Highway 407 ETR

Property Size and Use	
Frontages:	99.3 m (325.8 ft.)
Depth:	248 m (813.6 ft.)
Gross Lot Area:	4.8 ha (11.9 ac.)
Existing Uses:	Mostly vacant, a detached home fronts onto the Ninth Line frontage

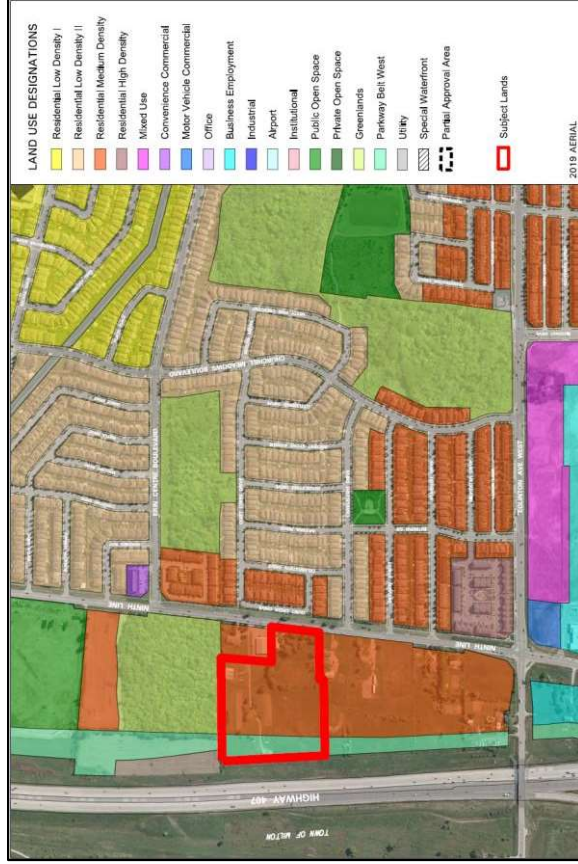
Surrounding Land Uses

The surrounding area on the west side of Ninth Line is characterized by predominantly rural residential uses, small scale commercial uses and community service uses. Immediately north of the property is the City owned woodlot known as P-460. Beyond the woodlot is the site of the future Churchill Meadows Community Centre and Park (under construction).

The east side of Ninth Line is mainly residential, in the form of detached homes, semi-detached homes and townhomes.

The surrounding land uses are:

- North: Woodlot and Churchill Meadows Community Centre and Park
- East: Churchill Meadows Animal Hospital, detached home, Ninth Line, and detached, semi-detached and townhomes east of Ninth Line
- South: Rural residential uses and Eglinton Avenue West
- West: Future 407 Transitway and Highway 407



Aerial Photo of 5150 Ninth Line

The Neighbourhood Context

The subject lands are located in Precinct 5 (Community Park/Residential 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, approximately 310 m (1,017 ft.) north of the subject lands.

On the east side of Ninth Line is the Churchill Meadows (south of Britannia Road West) Neighbourhood Character Area, a low and medium density residential community consisting of a mix of detached, semi-detached and townhomes. Other uses on the east side of Ninth Line include schools, daycares and a Montessori School, parkland and open space, and some commercial uses (including a small commercial plaza 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 following table summarizes the minimum densities that are applicable to the Ninth Line Neighbourhood Character Area at the Provincial, Regional and Municipal levels:

	Minimum Densities* (people and jobs = PPJs)
Growth Plan for the Greater Golden Horseshoe (2017)**	Designated Greenfield Area: 80 PPJs/Ha (32.4 PPJs/Ac)
Growth Plan for the Greater Golden Horseshoe (2019)	Designated Greenfield Area: 50 PPJs/Ha (20.2 PPJs/Ac)
Region of Peel ROPA 33	Designated Greenfield Area: 79 PPJs/Ha (32 PPJs/Ac)
Mississauga Official Plan (MOPA 90)	82 PPJs/Ha (33.2 PPJs/Ac)

*does not account for minimum densities in a Major Transit Station Area (MTSA)

**in effect during the Shaping Ninth Line study

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. 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 are expected to 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 reach higher densities to achieve the overall planned average of 82 people and jobs per hectare (33.2 people and jobs per acre).

It should also be noted that the densities in the Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and Mississauga Official Plan (MOP) are minimum densities. Exceedances to these planned densities 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 property:

- SP 17/001 W10 – 5320 Ninth Line – Approval was obtained for the Churchill Meadows Community Centre and Park
- SP 18/061 W8 – 3560, 3580, 3610 and 3630 Odyssey Drive – Site Plan approval was obtained for four multi-tenant employment buildings

- SP 18/080 W8 – 4650 Ridgeway Drive – Site Plan application in process for 10 one-storey and 1 two-storey retail and office buildings
- SPM 18/086 W8 – 3650 Platinum Drive – Site Plan Minor application in process for a sports playing field and parking lot expansion at Sherwood Heights Private School
- SP 18/113 W8 – 3665 Odyssey Drive – Site Plan approval was obtained for 2 one-storey multi-unit employment buildings
- OZ 19/012 W10 and T-M 19003 W10 – 6432, 6500 and 0 Ninth Line – Rezoning and Draft Plan of Subdivision applications in process to permit a mix of residential dwelling types, parkland and school uses
- OZ 19/013 W10 and T-M 19004 W10 – 6136, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400 and 6432 Ninth Line – Rezoning and Draft Plan of Subdivision applications in process to permit a mix of residential dwelling types, parkland and school uses
- SP 19/025 W8 – 3986 and 3990 Eglinton Avenue West – Site Plan application in process for a new gas bar, convenience store and drive-through
- SP 19/041 W8 – 3500 Platinum Drive – Site Plan application in process for eight commercial buildings and one multi-tenant industrial building
- SP 19/106 W8 – 3645 Platinum Drive – Site Plan application in process for a 6 storey hotel with surface parking

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 development applications on the Ninth Line lands. 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 Sparling Woods Park, McLeod Park, and Marco Muzzo Senior Memorial Woods and Park. These parks are connected by an existing trail network to be shared by cyclists and pedestrians, which connects to other parks within the community. There are additional cycling facilities within the community as well, including bicycle lanes on Erin Centre Blvd and Tenth Line, and a multi-use trail on Britannia Road West, east of Ninth Line.

The Churchill Meadows Community Centre and 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 of 2020, the complex will serve the future residents of Ninth Line and the surrounding community.

Current MiWay transit service in the area includes routes 9 and 35, both of which provide 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. Public Information Centre (PIC) #2 was held in February 2020 to present the technically preferred stations, alignment and maintenance facilities for the Transitway. 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 has started the Ninth Line Environmental Assessment (EA) Study for the 6.2 km (3.9 miles) corridor between Eglinton Avenue West and Derry Road West. The introductory Open House was held February 20, 2020. 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. The Official Plan identifies a designated right-of-way width of 35 m (114.8 ft.) for Ninth Line, alternative design concepts and solutions (including the ultimate number of lanes) will be determined through the 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

The current applications are to permit 119 townhomes, which constitutes Phase 1 of the development on the subject lands. Phase 2 is not presently part of the active development applications due to its proximity to the future Transitway corridor.

Phase 1 consists of a 20 m (65.6 ft.) wide public road which runs from the property line at Ninth Line to the south property line. Ultimately, this road will extend through the properties to the south (5034, 5054 and 5080 Ninth Line) and reconnect to Ninth Line. Phase 1 includes 119 townhomes, of which, 17 are freehold units fronting onto the proposed public right-of-way and the remaining 112 are condominium townhomes in the form of dual frontage, back to back and traditional condominium units with access from private condominium roads.

Phase 2 is located at the rear of the property and encompasses the portion of the lands that are encumbered by the 60 m (197 ft.) Transitway corridor study area. A total of 45 townhomes are proposed and the units will be accessed by private roads.

The Draft Plan of Subdivision consists of five residential development blocks and the proposed public right-of-way, referred to as Street "A".

Development Proposal	
Applications submitted:	Received: October 31, 2019 Deemed complete: November 28, 2019
Developer/Owner:	Mattamy (5150 Ninth Line) Limited
Applicant:	Korsiak Urban Planning
Number of units:	Phase 1: 119 units Phase 2: 45 units Total: 164 units
Height:	15 m (49.2 ft.) and 3 storeys
Net** Density Units: (Includes units from Phases 1 and 2)	41.7 units/ha (16.9 unit/ac)
Net** Density People and Jobs: (utilizing Hemson Consulting's people per unit assumptions from Shaping Ninth Line)	116.8 PPJs/ha (47.3 PPJs/ac)
Road Type:	Public road from Ninth Line and private condominium internal roads
Anticipated Population:	440* *Average household sizes for all units (by type) based on the 2016 Census

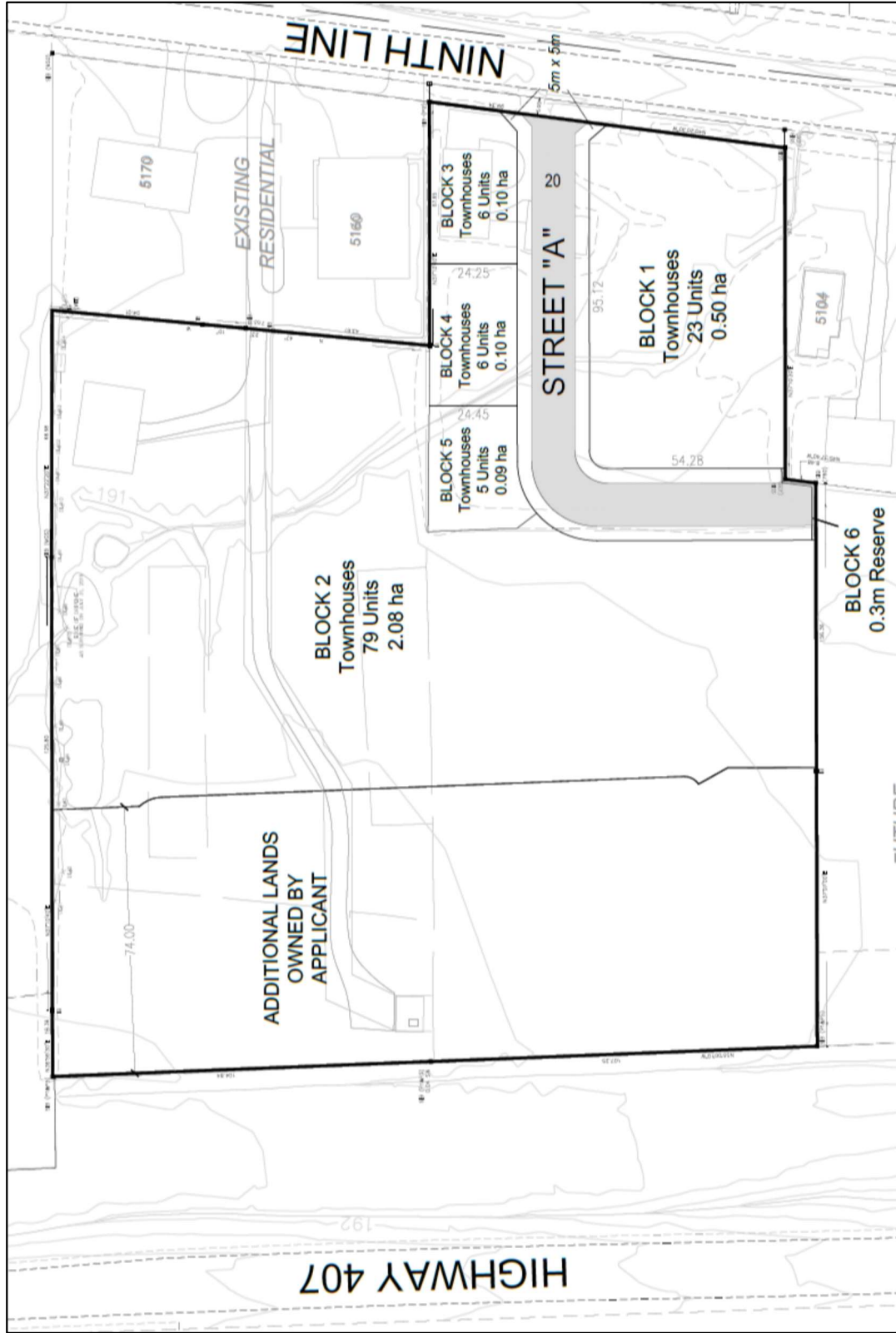
**Net area excludes lands for public roads and the transitway

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 Map
- Concept/Phasing Plan
- Composite Concept
- Draft Plan of Subdivision
- Building Elevations
- Planning Justification Report
- Draft Zoning By-law
- Urban Design Study
- Sun/Shadow Study
- Arborist Report
- Tree inventory/Tree Preservation Plan
- Landscape Concept Plan
- Traffic Impact Study
- Traffic Impact Brief
- Transportation Demand Management Plan
- Functional Servicing and Stormwater Management Report
- Grading, Servicing, and Drainage Plans
- Noise Study
- Environmental Impact Study
- Ditch Slope Stability Letter in lieu of Top of Bank Survey
- Geotechnical Report
- Phase I and II Environmental Site Assessments
- Heritage Impact Assessment
- Stage 1 Archaeological Assessment
- Ministry of Tourism Culture and Sport Letter for Stage 1 Archaeological Assessment
- Status of Archaeological Assessment Stage 2 memo

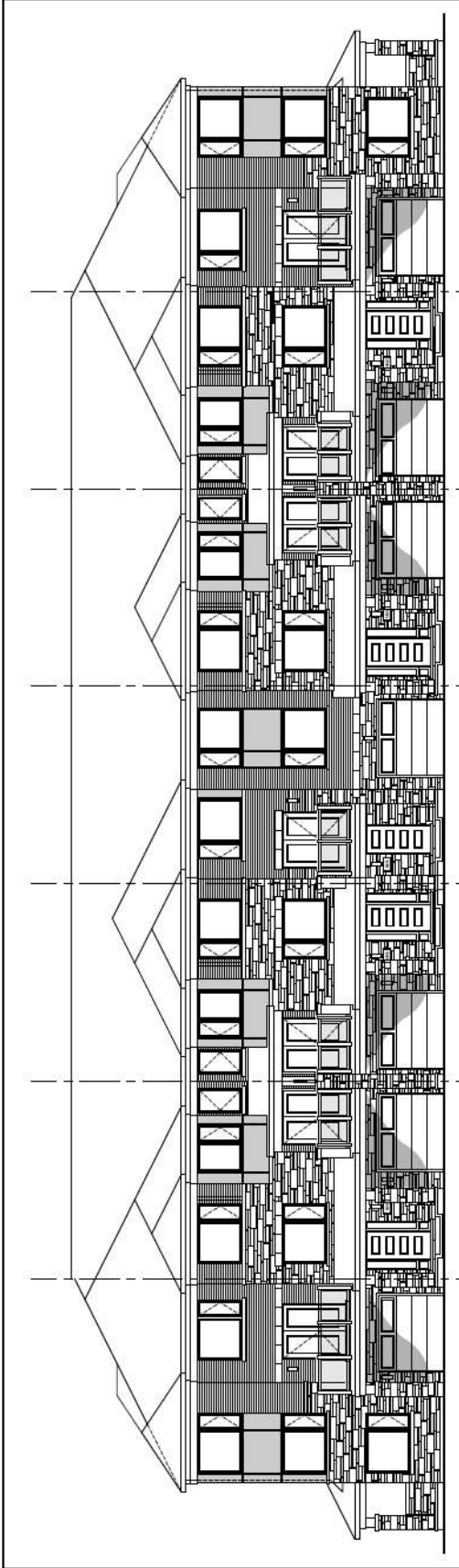
Draft Plan of Subdivision, Concept Plan and Elevations



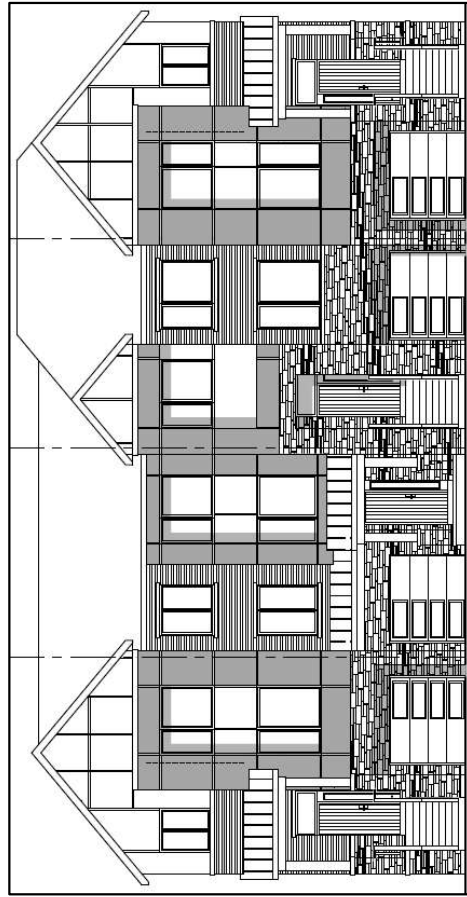
Draft Plan of Subdivision



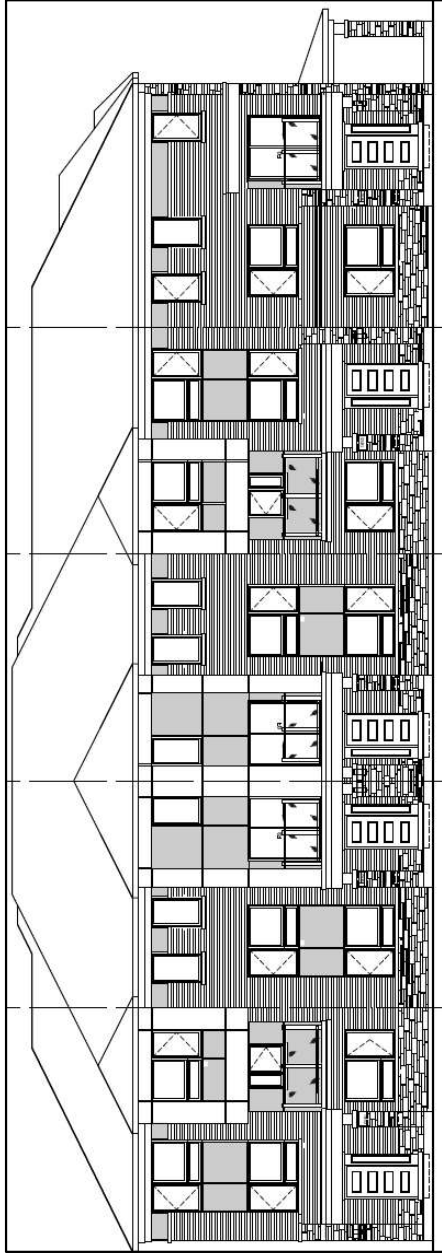
Concept Plan



Back to Back Townhomes



Street Townhomes



Dual Frontage Townhomes

Elevations



Back to Back Townhomes



Dual Frontage Townhomes (front)



Dual Frontage Townhomes (rear)

Applicant's Renderings

4. Land Use Policies, Regulations & Amendments

Mississauga Official Plan

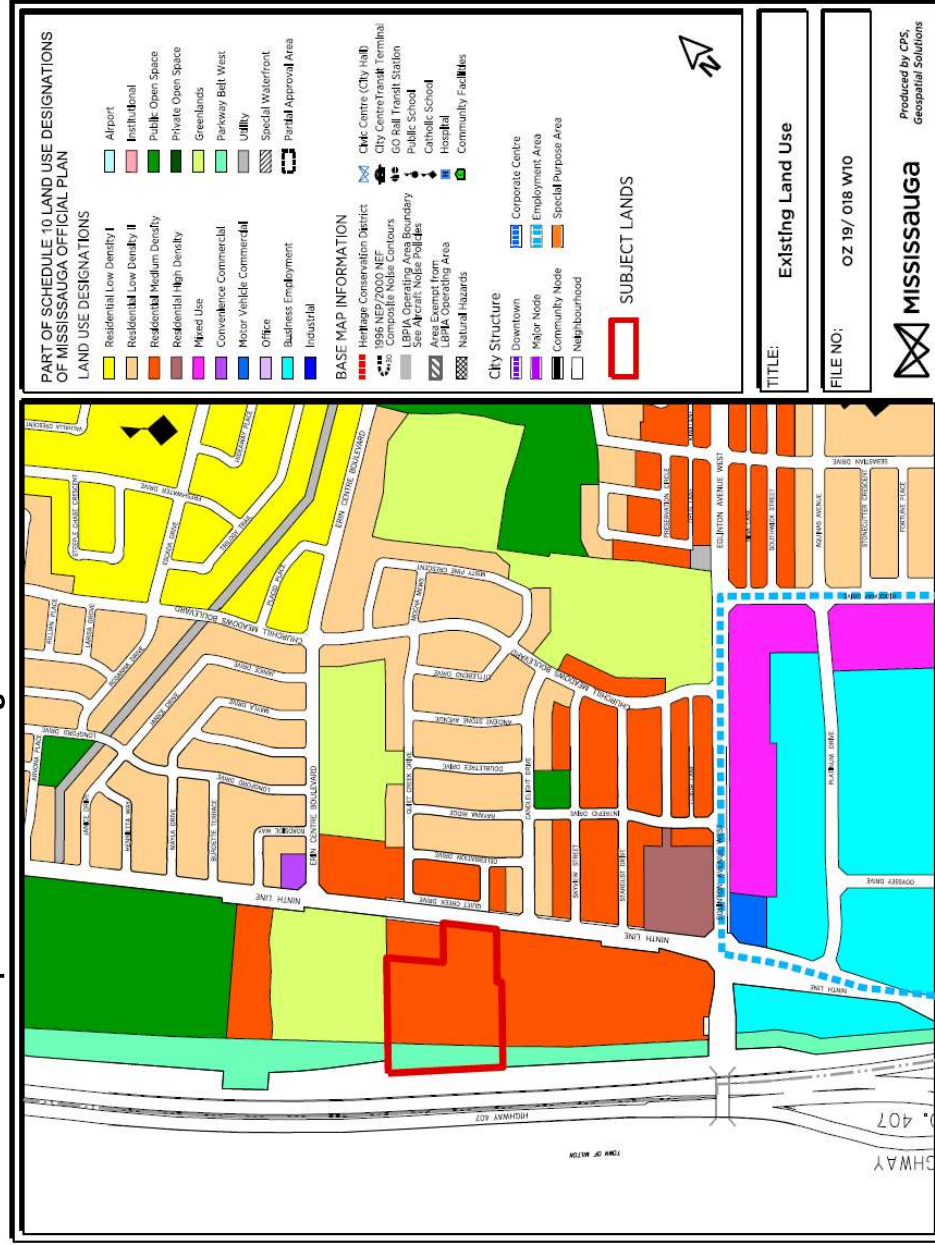
Existing Designation

The subject lands are located within Precinct 5 (Community Park/Residential Area) of the Ninth Line Neighbourhood Character Area and are designated **Residential Medium Density** and **Parkway Belt West**. The **Residential Medium Density** designation permits all forms of townhomes, as well as low and mid-rise apartments. Section 16.20.4.1.2 of Mississauga Official Plan (MOP) allows for commercial uses at grade for lands fronting onto Ninth Line in Precinct 5. The maximum permitted building height on the subject lands is three to six storeys. Lands designated **Parkway Belt West** are governed by the provisions of the Parkway Belt West Plan.

An official plan amendment is not required.

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) and **PB1** (Parkway Belt).

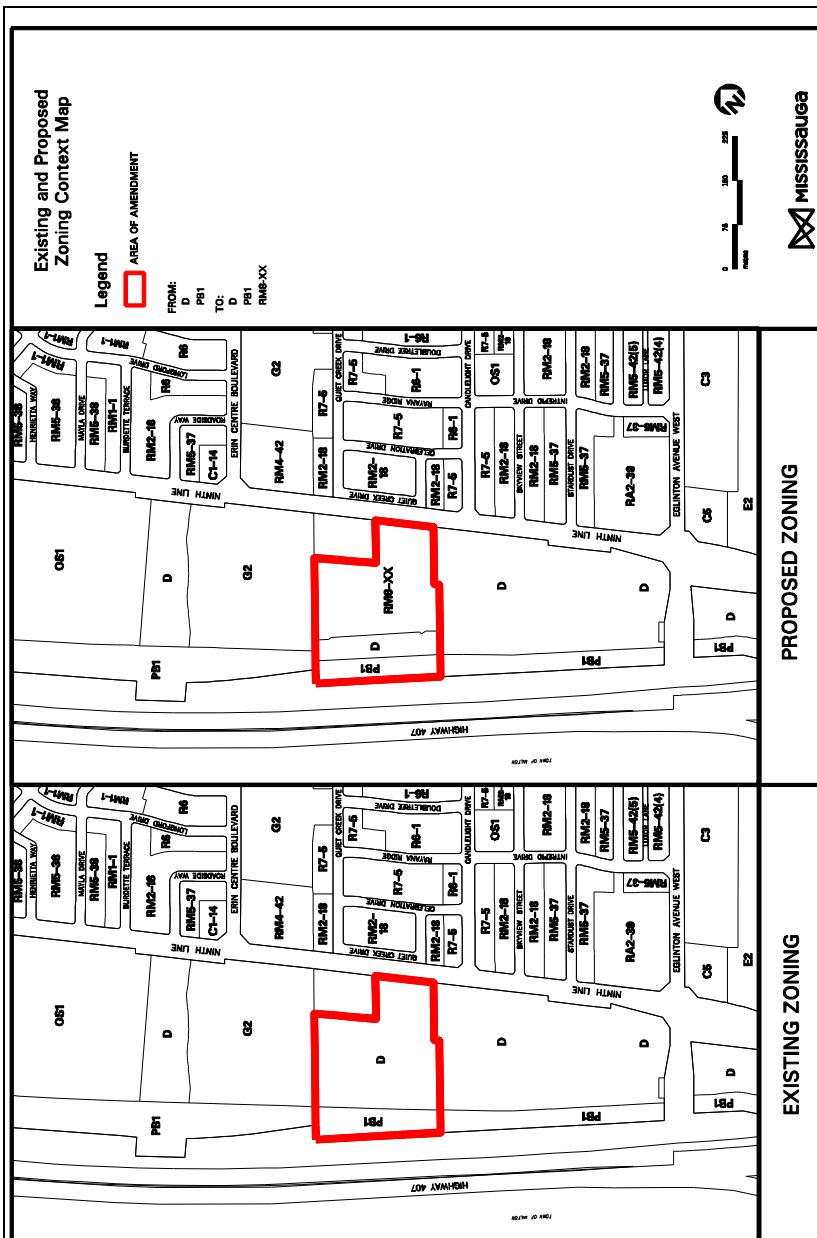
The **D** (Development) zone permits buildings or structures legally existing on the date of the passing of the By-law and the existing legal use of such building or structure. New buildings or structures and the enlargement or replacement of existing buildings and structures is not permitted.

The **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 to zone the Phase 1 lands **RM8-XX** (back to back and/or stacked townhouse) to accommodate the proposed townhomes. The Phase 2 lands are proposed to remain zoned **D** (Development) and the lands associated with the Transitway are proposed to remain zoned **PB1** (Parkway Belt).

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
Provincial Policy Statement (PPS)	The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV) Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1) The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)	Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1) 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) Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment. (PPS 1.1.3.3) Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area. (PPS 1.4.3) Natural features and areas shall be protected for the long term. (PPS 2.1.1) Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements. (PPS 2.1.7) Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. (PPS 2.6.3) Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)

Policy Document	Legislative Authority/Applicability	Key Policies
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	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)	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) 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) 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) 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) Cultural heritage resources will be conserved in order to foster a sense of place and benefit communities, particularly in strategic growth areas. (Growth Plan 4.2.7)
Parkway Belt West Plan (PBWP)	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. 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.	Portions of the subject lands are within the Public Use Area of the Parkway Belt West Plan and are designated Road and Inter-Urban Transit. Permitted uses in Public Use Area: a) Legally existing uses b) Linear facilities (e.g. linear transportation, communication and utility facilities) e) Other public uses (subject to specific conditions including preservation of natural features, size of structures, landscaping, etc.) f) Interim uses (subject to specific conditions) g) Additions to existing uses (subject to specific conditions) (PBWP 5.4.1) Public Works in Public Use Area: a) Linear facilities ii) Constructed to minimize detrimental effects on natural features 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. iv) Landscaping and buffers will be provided where appropriate, both along and between facility rights-of-way. (PBWP 5.4.3)

Policy Document	Legislative Authority/Applicability	Key Policies
		Specific Objective 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) Implementing Actions a) Restrict the number of transportation routes crossing the Link to: i) Existing facilities and their essential expansions; iii) Highway 403, inter-urban transit facilities, and other essential new facilities consistent with the Plan. (PBWP 6.7.3) There are no current Halton Region Official Plan policies for the Ninth Line. As part of Regional Official Plan Amendment 38 (ROPA 38), the land use schedules and specific policies implemented by ROPA 28 were removed to reflect that the lands were no longer within Halton Region.
Halton Region Official Plan	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.	
Region of Peel Official Plan (ROP)	The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The Region provided additional comments which are discussed in Section 8 of this Appendix.	On March 12, 2020, the Council of the Regional Municipality of Peel passed By-law 18-2020 to adopt Regional Official Plan Amendment 33 (ROPA 33). The purpose and effect of ROPA 33 is to delete and replace the Ninth Line Lands policies which amend the Region of Peel Official Plan to expand the Regional Urban Boundary to include the Ninth Line Lands and establish an updated planning framework. The Minister of Municipal Affairs and Housing is the approval authority for ROPA 33 and has 120 days to give notice of a decision. If the Minister does not give notice of decision within the timeline, ROPA 33 may be appealed to the Local Planning Appeal Tribunal (LPAT) by the Region of Peel only. ROPA 33 includes the following key policies: To establish the Ninth Line Lands designated greenfield area in Mississauga as a healthy, complete, transit-supportive urban community, which provides

Policy Document	Legislative Authority/Applicability	Key Policies
		appropriate transitions to existing neighbourhoods to the east. (ROPA 33 – 5.3.5.1.1) To achieve compact urban form and densities which are supportive of transit and active transportation as key components of the transportation network. (ROPA 33 – 5.3.5.1.2) To recognize, protect, and enhance a linked natural heritage system within the Ninth Line Lands including features of Provincial and Regional significance which form part of the Region's Core Areas of the Greenlands System. (ROPA 33 – 5.3.5.1.3) That a well-connected and sustainable natural heritage system be designated to identify, protect and enhance natural heritage features in conformity with the Ninth Line Scoped Subwatershed Study; (ROPA 33 – 5.3.5.2.6.c) That development be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner that is co-ordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans; (ROPA 33 – 5.3.5.2.6.d) Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities: City of Mississauga: 79 residents and jobs combined per hectare (32 residents and jobs combined per acre) (applicable to existing designated greenfield area as shown on Schedule D4) (ROPA 33 – 5.5.4.2.2)

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 subject property is not located within a Major Transit Station Area (MTSA).

The lands are located within Precinct 5 (Community Park/Residential Area) the Ninth Line Neighbourhood Character Area and are designated **Residential Medium Density** and **Parkway Belt West**. In Precinct 5, the

Residential Medium Density designation permits all forms of townhomes, low- and mid-rise apartments, and at grade commercial uses on lands fronting onto Ninth Line. The permitted building height on the subject lands is three to six storeys. 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 following policies are applicable in the review of these applications. In some cases the description of the general intent summarizes multiple policies.

Chapter 5 Direct Growth	Specific Policies	General Intent
	Section 5.1.5 Section 5.1.6 Section 5.1.9 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 5.6.1	Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations. Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. 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. 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. Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. Transportation planning within Neighbourhoods will give priority to active transportation modes. Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. 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. Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit. 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

	Specific Policies	General Intent
Chapter 6 Value The Environment	Section 6.3.6 Section 6.3.7 Section 6.3.8 Section 6.3.10 Section 6.3.12 Section 6.3.14 Section 6.3.24.a & b Section 6.3.26 Section 6.3.29	designated greenfield area in the Region will achieve a minimum density target of 50 residents and jobs combined per hectare, excluding environmental take-outs. 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. Buffers are vegetated protection areas that provide a physical separation of development from the limits of natural heritage features and Natural Hazard Lands. Buffers will be determined on a site specific basis as part of an Environmental Impact Study to the satisfaction of the City and conservation authority. The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. Significant Natural Areas are areas that meet one or more of the following criteria: c. Habitat of threatened species or endangered species; f. Significant woodlands are those that meet one or more of the following criteria: • Any woodland greater than 0.5 hectares that: • Supports old growth trees (greater than or equal to 100 years old); • Supports a significant linkage function as determined through an Environmental Impact Study approved by the City in consultation with the appropriate conservation authority; • Is located within 100 m (328.1 ft.) of another Significant Natural Area supporting a significant ecological relationship between the two features; • Is located within 30 m (98 ft.) of a watercourse or significant wetland; or • Supports significant species or communities. Natural Green Spaces are areas that meet one or more of the following criteria: b. Wetlands that do not fulfill the requirements of a significant wetland The Natural Heritage System will be protected, enhanced, restored and expanded by ensuring that development in or adjacent to the Natural Heritage System protects and maintains natural heritage features and their ecological functions and placing those areas into public ownership. 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. Development and site alteration on lands adjacent to habitat of endangered species and threatened species or other Significant Natural Area will require an Environmental Impact Study, demonstrating no negative impact to the natural heritage features or on their ecological function, to the satisfaction of the City and appropriate conservation authority.

	Specific Policies	General Intent
Chapter 7 Complete Communities	Section 7.1.6 Section 7.2.1 Section 7.2.2 Section 7.2.3 Section 7.4.1.12 Section 7.4.2.3	Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents. Mississauga will provide opportunities for: a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. 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. The proponent of any construction, development, or property alteration that might adversely affect a listed or designated cultural heritage resource or which is proposed adjacent to a cultural heritage resource will be required to submit a Heritage Impact Assessment, prepared to the satisfaction of the City and other appropriate authorities having jurisdiction. Development adjacent to a cultural heritage property will be encouraged to be compatible with the cultural heritage property.
Chapter 9 Build A Desirable Urban Form	Section 9.1.1 Section 9.1.5 Section 9.1.6 Section 9.1.7 Section 9.1.9 Section 9.1.15 Section 9.2.2.6 Section 9.2.3.1 Section 9.2.4.1 Section 9.2.4.2 Section 9.3.1.4 Section 9.3.5.3 Section 9.3.5.4 Section 9.3.5.5 Section 9.4.1.1 Section 9.5.1.1 Section 9.5.1.9 Section 9.5.1.11 Section 9.5.1.12 Section 9.5.2.4	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. Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. 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. Mississauga will promote a built environment that protects and conserves heritage resources. Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purpose of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. Development on Corridors will be encouraged to:

	Specific Policies	General Intent
	Section 9.5.3.5	a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. Development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored. Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resource and makes them focal points for the community. Development and open spaces adjacent to significant cultural heritage resources will: a. Contribute to the conservation of the heritage attribute of the resource and the heritage character of the area; b. Emphasize the visual prominence of cultural heritage resources; and c. Provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources. Development will be designed to: a. Respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks; b. Respect cultural heritage features such as designated buildings, landmarks and districts; 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; i. Accommodate a multi-modal transportation system; and j. Allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate. Natural features, parks and open spaces will contribute to a desirable urban form by: a. Assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System; b. Connecting to the city's system of trails and pathways; c. Connecting to other natural areas, woodlands, wetlands, parks, and open spaces, including streets, schools, cemeteries and civic spaces; d. Ensuring that all new parks and Open Spaces address the street, providing clear visibility,

	Specific Policies	General Intent
		access and safety; e. Ensuring that adjacent uses, buildings and structures front onto them, with direct access, and encouraging natural surveillance; and, f. 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. Private open space and/or amenity areas will be required for all development. 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. The design of all development will foster the improvement of connections and accessibility for transit users and promote active transportation modes. Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare. Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. 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. Front building facades should be parallel to the street. Lands designated Residential Medium Density will permit the following uses: a. All forms of townhouse dwellings Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan. Notwithstanding the provisions of the Parkway Belt West Plan, the following uses will not be permitted: a. Major power generating facility; and b. Waste processing stations or waste transfer stations and composting facilities. For lands within Neighbourhoods, a maximum building height of four storeys will apply unless
Chapter 11 General Land Use Designations	Section 11.2.5.5 Section 11.2.13	
Chapter 16	Section 16.1.1.1	

	Specific Policies	General Intent
Neighbourhoods	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 16.20.2.6.1 Section 16.20.3.5.1 Section 16.20.3.5.2 Section 16.20.4.1.1 Section 16.20.4.1.2 Section 16.20.5.1 Section 16.20.5.4 Section 16.20.5.7	Character Area policies specify alternative building height requirements. 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. Land Use and Built Form Planning in the area will be based on the following land use and built form principles: a. 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; c. provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors; d. 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; f. recognize the significance of cultural heritage sites and landscapes including the natural heritage system; g. support transit and active transportation as key components of the transportation network; h. complement existing and future transportation facilities including taller, more compact mixed use buildings at the 407 Transitway Stations; i. demonstrate distinct and appropriate design of all buildings, streets and open spaces; and j. provide appropriate transition to neighbourhoods to the east. Planning in the area will be based on a series of connections including: a. a network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands; b. safe pedestrian crossings of Ninth Line; c. key access points; d. pedestrian supportive streets; and e. integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads. 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: a. creates a well connected and sustainable natural heritage system; 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; c. provides parks and open space in close proximity to adjacent neighbourhoods and employment areas; and d. has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study. 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.

	Specific Policies	General Intent
		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. Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street. 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. 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. The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities. Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys. Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment dwellings will also be permitted. For lands fronting onto Ninth Line in Precincts 2 and 5, commercial uses will be permitted at grade. The Ninth Line Neighbourhood Character Area is designed to encourage multi-modal transportation with an emphasis on transit and active transportation modes. Local roads will be designed to serve all modes of transportation including pedestrians, cyclists and transit users. All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities.
Chapter 19 Implementation	Section 19.4.1 Section 19.4.3	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. To provide consistent application of planning and urban design principles, all development applications will address, among other matters: - the compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density, and built form; - conformity with the policies in this Plan;

	Specific Policies	General Intent
		c. the sustainability of the development to support public transit and to be oriented to pedestrians; d. 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; e. the adequacy of engineering services; f. the adequacy of community infrastructure; g. the adequacy of the multi-modal transportation systems; 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; i. the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm; j. the impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses; k. site specific opportunities and constraints; l. sustainable design strategies; and m. urban form and public health.

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* (2020), 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 for additional height and/or density beyond as-of-right permissions – 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.

Based on the size of the proposed development, the City has requested that a minimum of seven units in the proposed development be affordable to middle income households.

6. School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
Student Yield: 27 Kindergarten to Grade 5 12 Grade 6 to Grade 8 11 Grade 9 to Grade 12 School Accommodation: Artesian Drive Public School Enrolment: 574 Capacity: 698 Portables: 0 Erin Centre Middle School Enrolment: 806 Capacity: 766 Portables: 3 Stephen Lewis Secondary School Enrolment: 1,535 Capacity: 1,530 Portables: 0	Student Yield: 8 Junior Kindergarten to Grade 8 7 Grade 9 to 12 School Accommodation: St. Bernard of Clairvaux Catholic Elementary School Enrolment: 629 Capacity: 519 Portables: 2 St. Joan of Arc Catholic Secondary School Enrolment: 1,093 Capacity: 1,371 Portables: 0

7. Community Comments

A pre-application community meeting was held by Mattamy (5150 Ninth Line) Limited and Your Home Developments on June 24, 2019. The community meeting was for the proposed applications at 5150 Ninth Line and proposed applications at 5080 Ninth Line (applications not yet submitted). There were approximately 30 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.
- The proposed density is a concern.

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:

Agency / Comment Date	Comments
Ministry of Transportation (January 6, 2020)	The Ministry of Transportation will only provide formal comments when the Transitway Environmental Assessment (EA) has been approved (expected mid-2020).
Credit Valley Conservation Authority (January 15, 2020)	A portion of the property is regulated due to wetland features located on the adjacent property. CVC staff recommend that the appropriate restrictive zoning be placed over all lands beyond the approved limit of development (natural heritage features and hazards) including buffers (i.e. vegetation protection zone), and placed into public ownership for long term protection and maintenance. At detailed design, a detailed planting plan for the 10 m (32.8 ft.) Vegetation Protection Zone (VPZ) and the landscape buffer/infiltration trench shall be prepared, as per pertinent CVC guidelines. These applications will not require a Regional Official Plan Amendment.
Region of Peel (February 13, 2020)	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. The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste subject to the requirements of the Waste Collection Design Standards Manual being met. Given the significance of Ninth Line as a rare opportunity to build a new, complete community in Mississauga, we recommend the applicant: • Contribute to the Region's Peel Housing and Homelessness Plan (PHHP) housing unit targets to address affordable housing need; • Provide rental housing options through this development; • Consider how this development contributes to an appropriate range and mix of housing types, densities, sizes and tenure in Ninth Line After review of the subdivision application, Regional staff have determined that: • 10.3% of all units should be made available to low income residents • 13.3% of all units should be made available to middle income residents • 25% of all units should be rental • 50% of all units should be in medium- and high- density forms
Dufferin-Peel Catholic District School Board (December 19, 2019)	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. The school board requires certain warning clauses be included in the servicing and/or subdivision

Agency / Comment Date	Comments
Peel District School Board (January 13, 2020)	agreement. The Peel District School Board is not satisfied with the current provision of educational facilities for the catchment area in which the subject applications are located. Accordingly, the Board has requested that in the event that the applications are approved, the standard school accommodation condition in accordance with City of Mississauga Resolution 152-98, be applied. Among other things, the standard school accommodation condition requires that the development application include the following condition of approval: "Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan."
City Community Services Department – Park Planning Section (February 5, 2020)	The proposed development is adjacent to Churchill Meadows Community Centre and Park (P-459), zoned G2 and OS1. This 20.23 ha (50.0 ac) park contains a woodlot, trails, play equipment, soccer pitches and a community centre, with potential for enhancements in future park development phases. Park Planning recommends the woodlot buffer be dedicated gratuitously to the City as Greenlands for conservation purposes. Should this application be approved, hoarding and fencing is required along the boundary of Churchill Meadows Park (P-459). Additionally, securities will be required for greenbelt clean-up, restoration and protection, hoarding, and fencing. Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act and in accordance with City's Policies and Bylaws.
City Community Services Department – Heritage Planning Section (December 20, 2019)	Heritage Planning disagrees with the determination that 5104 Ninth Line, adjacent to the development property, does not meet the criteria of the Ontario Heritage Act, as noted in the submitted Heritage Impact Assessment (HIA). However, the HIA provides adequate mitigation recommendations for the impacts to the adjacent heritage property and Heritage Planning accepts the HIA with all recommended mitigation measures. All mitigation measures outlined in the HIA are to be incorporated into the development. A Stage 2 Archaeological Assessment is required to be submitted to the Culture Division of the Community Services Department and to the Archeology Programs Unit at the Province.
Fire Prevention Plan Examination (December 23, 2019)	This project is subject to Mississauga's fire access route by-law (By-law 1036-81). However, without further details of the configuration of the buildings and private drives, we cannot comment on whether the proposed design will comply with the fire access by-law design requirements.
City Transportation and Works Department (March 9, 2020)	Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements. Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:
	Stormwater

Agency / Comment Date	Comments
	A Functional Servicing & Stormwater Management Report (FSR & SWM), prepared by Urbantech Consulting, dated October 2019, was submitted in support of the proposed development. The purpose of the report is to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls. The applicant is proposing to construct a new storm sewer to service the development lands and public road, with an outlet to the existing storm sewer on Ninth Line, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed plan is dependent on the completion of and conformance with the Ninth Line Corridor Scoped Subwatershed Study (SWS). The proposed plan may require additional approvals such as the Ministry of Transportation. The applicant will be required to enter into a subdivision agreement to construct the new storm sewer in the public road right-of-way. The applicant is required to provide further technical information to: • Demonstrate that they are satisfying the requirements of the Ninth Line Lands: Scoped Subwatershed Study (once finalized); • Demonstrate the feasibility of the proposed storm sewer; • Develop an acceptable strategy to accommodate external drainage from the adjacent property; and, • Demonstrate that there will be no impact on the City's existing drainage system. Traffic A traffic impact study (TIS), prepared by C.F. Crozier & Associates Ltd. and dated October 2019, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff is not satisfied with the study and require further clarification on the information provided. The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department: • An updated Traffic Impact Study addressing all staff comments; • Turning movement diagrams to evaluate the internal site circulation; • MTO approval regarding corridor setbacks; • An easement for a temporary cul-de-sac at the current terminus of Street 'A'; • Updated plans that show the new alignment of Street 'A' as a Municipal ROW of 20m; • Updated plans that show the future property lines as result of the required road widening towards the ultimate 35.0 m (114.8 ft.) right-of-way of Ninth Line as identified in the Official Plan and the required 0.3m reserve; and, • Information required to address any traffic concerns from the Community related to the proposed development. Environmental Compliance A Phase I and II Environmental Site Assessment (ESA), both prepared by DS Consultants Ltd and both dated October 16, 2019, were submitted in support of the proposed development. The purpose of the reports is to identify if actual or potential

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	environmental sources of contamination may be present in soil or groundwater as a result of current or former activities on the site. The reports conclude that no significant environmental concerns were identified and that no further investigative work is required. A Record of Site Condition will be required in accordance with O. Reg. 153/04 prior to the proposed change in use. 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). Noise The Noise Study evaluates the potential impact to and from the development, and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic. The applicant is required to submit an updated Noise Study that includes in the analysis the noise impacts and mitigation measures as required for all Phases within this development (including Phase II lands). Engineering Plans/Drawings The applicant has submitted a number of technical plans and drawings (i.e. Draft Plan, Grading and Servicing Plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.
City Transportation and Works Department – MiWay (January 30, 2020)	With the planned development proposed along this corridor, MiWay is anticipating the need to provide service in the future, along the Ninth Line corridor. The City is working on an Environmental Assessment (EA) along the Ninth Line corridor as such; locations to intersections are yet to be determined. If warranted through the works from the EA, and based on signalized intersection locations that will be determined through the EA, MiWay may make adjustments to the locations of transit infrastructure. The applicant is required to abide with clearing boulevard areas.
Other City Departments and External Agencies	The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner: - Community Services Department , Public Art - Alectra - Hydro One - Enbridge Gas - TransCanada Pipeline - Enbridge Pipeline - Canada Post - Bell Canada - Rogers - GTAA - CP Railway

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	- Metrolinx - Peel Police
	The following City Departments and external agencies were circulated the applications but provided no comments: - Union Gas - Conseil Scolaire - Conseil Scolaire Mon Avenir - Town of Milton - Region of Halton

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

- Provision of additional technical information
- Provision of a concept plan with sufficient detail to allow for a fulsome review of the proposed development
- 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
- 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 affordable housing
- Implementing the requirements of the final Ninth Line Scoped Subwatershed Study
- 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.