

**Recommendation Report
Detailed Planning Analysis****Owner: Mattamy (5150 Ninth Line) Limited****5150 Ninth Line**

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1. Community Comments

Comments received at the pre-submission community meeting were generally directed towards the proposed density and increased traffic on Ninth Line. Below is a summary and response to the specific comments heard.

Comment

Concern that Ninth Line cannot accommodate the current traffic volumes and the proposed development will increase traffic further.

Response

A Traffic Impact Study (TIS) was submitted in support of the application. The TIS investigated how the proposed development would impact the existing traffic network and concluded that the development would not negatively impact the surrounding traffic network.

The City of Mississauga is undertaking a Municipal Class Environmental Assessment to study the existing and future transportation needs of the Ninth Line corridor. The study contemplates widening Ninth Line from a two lane road to a four lane multi-modal road that will support growth.

Comment

Concern with the proposed density.

Response

The proposed density is similar to other medium density townhome developments in Mississauga.

The City established a vision for a medium density residential community, with a variety of housing types through the Shaping Ninth Line Planning study. The proposed development is consistent with the Medium Residential policies in the Official Plan, and proposes only minor adjustments from the City's Zoning By-law regulations for street, condominium, and back-to-back townhomes.

2. Updated Agency and City Department Comments

The applications were circulated to all City departments and commenting agencies December 5, 2019, with further circulations on June 17, 2020, November 12, 2020 and March 2, 2021. A summary of the comments are contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation and Works

Technical reports and drawings have been reviewed to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic, and environmental compliance have been satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.

Noise

The evaluation of the noise sources that may have an impact on this development include road and rail traffic. Noise mitigation will be required, including acoustical barriers for some outdoor amenity areas and upgraded building construction.

Mitigation details will be confirmed through the Site Plan and Building Permit processes. Potential vibration from the future Transitway corridor is not expected to affect the development. Potential noise sources that may be generated by this development will be mitigated through detailed design at site plan stage.

Stormwater

The applicant has demonstrated a satisfactory stormwater servicing concept. Infiltration will be pursued on site. Further details related to the construction of the municipal storm sewer on Street 'A', internal stormwater tank, infiltration features to meet the water balance requirement, as well as the overall refinement of the stormwater management report can be addressed as part of the detailed design in support of the Subdivision Agreement prior to registration of the Draft Plan of Subdivision.

Traffic

A total of four (4) traffic impact study (TIS) submissions were provided by C.F. Crozier & Associates Inc. in support of the proposed development. The final study, dated February 2021, complied with the City's TIS guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 60 (14 in, 46 out) and 74 (46 in, 28 out) two-way site trips for the weekday AM and PM peak hours in 2024 respectively.

With the traffic generated by the proposed development, the study area intersections and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact on existing traffic conditions.

Environmental Compliance

Based on the Phase One Environmental Site Assessment (ESA), dated 2019-02-11; Phase Two ESA, dated 2019-10-16; both prepared by DS Consultants Ltd, and the Record of Site Conditions, the site meets the applicable standards.

Other Engineering Matters

As part of this development proposal, a temporary turning circle for the terminus of Street 'A' is required, as well as a temporary secondary emergency services access connecting Ninth Line to Street 'A'. These temporary works will remain until Street 'A' is extended to the south and the road network is completed as part of the redevelopment of the lands to the south.

Other site-specific details including, but not limited to, municipal infrastructure design and construction, servicing, land dedications, easements and road works are required in support of this development and will be dealt with through the related Subdivision Agreement and draft conditions of approval.

School Accommodation

On May 27, 1998, Council adopted Resolution 152-98 which, among other things requires that a Bill 20 development application include the following as a 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.

3. Provincial Policy Statement, 2020 (PPS) and the Growth Plan for the Greater Golden Horseshoe (Growth Plan) 2019 and Amendment No. 1 (2020)

The *Provincial Policy Statement* (PPS) and the *Growth Plan for the Greater Golden Horseshoe* (Growth Plan) provide policy direction on matters of provincial interest related to land use planning and development and directs the provincial government's plan for growth and development that supports economic prosperity, protects the environment and helps communities achieve a high quality of life.

Both the PPS and the Growth Plan recognize that the official plan is the most important vehicle for implementation of these policies as "comprehensive, integrated and long-term planning is best achieved through official plans".

Under the *Planning Act*, all planning decisions must be consistent with the PPS and conform to the Growth Plan.

4. Consistency with PPS

Section 1.1.3.6 of the PPS states that "*new development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.*"

Section 5 of Mississauga Official Plan (MOP) (Direct Growth) has policies that identify the Ninth Line Neighbourhood

Character Area as a designated greenfield area. Section 16.20.2.1 of MOP establishes the vision for the Ninth Line Neighbourhood Character Area and states that "*existing and future residents will have access to a well connected and sustainable natural heritage system, multi-use trails, parks and open spaces, higher order transit, community uses and facilities. A variety of housing choices and employment opportunities to meet their needs will also be accommodated.*" The Ninth Line Neighbourhood Character Area is 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 will be based on providing a mix of housing (including affordable housing), providing a diversity of community infrastructure and facilities, recognizing the significance of cultural heritage sites and natural heritage systems, supporting transit (including the 407 Transitway) and active transportation, and providing an appropriate transition to neighbourhoods to the east.

Section 7 of MOP (Complete Communities) contains policies that require developments to be compact in nature to support public health and safety, and to provide a range of housing choices in terms of type, tenure and price. The proposed development is compact in nature, providing 122 units over 2.92 hectares (7.2 ac), and features a common amenity area and access to nearby planned and existing recreational facilities. Further, the proposed development features a variety of townhome typologies including freehold street townhomes, condominium townhomes, and condominium back to back townhomes.

Section 9 of MOP (Build a Desirable Urban Form) has a range of policies that encourages intensification in Neighbourhoods, provided that the design is appropriate and context sensitive to the surrounding area. The Ninth Line Neighbourhood Character Area is generally undeveloped, but the proposed development is consistent with the planned character of the area.

The relevant MOP policies in this report are consistent with the PPS.

5. Conformity with Growth Plan

Section 2.2.2.3 in the Growth Plan directs municipalities to "identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas". The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

Section 5.3.5.5 of MOP states that intensification may be considered in neighbourhoods 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 the plan.

Section 5.3.5.6 of MOP requires development in neighbourhoods to be sensitive to the existing and planned context and include appropriate transitions in use, built form, density and scale.

The relevant MOP policies in this report conform with the Growth Plan for the Greater Golden Horseshoe.

The policies of the Greenbelt Plan and the Parkway Belt Plan are not applicable to these applications.

6. Region of Peel Official Plan

The subject property is located within the Urban System within the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve healthy complete urban communities that contain living, working and recreational opportunities, which respect the natural environment, resources and the characteristics of existing communities.

Section 9.1 of MOP (Introduction – Build a Desirable Urban Form) states that urban form refers to the physical layout and design of the city. This section addresses the natural and built environments and influences that lead to successful cities. This section also emphasizes where growth will be directed and other areas where limited growth will occur. It envisions that growth may be directed to Neighbourhood Character Areas where the proposed development is compatible in built form and scale with the surrounding area.

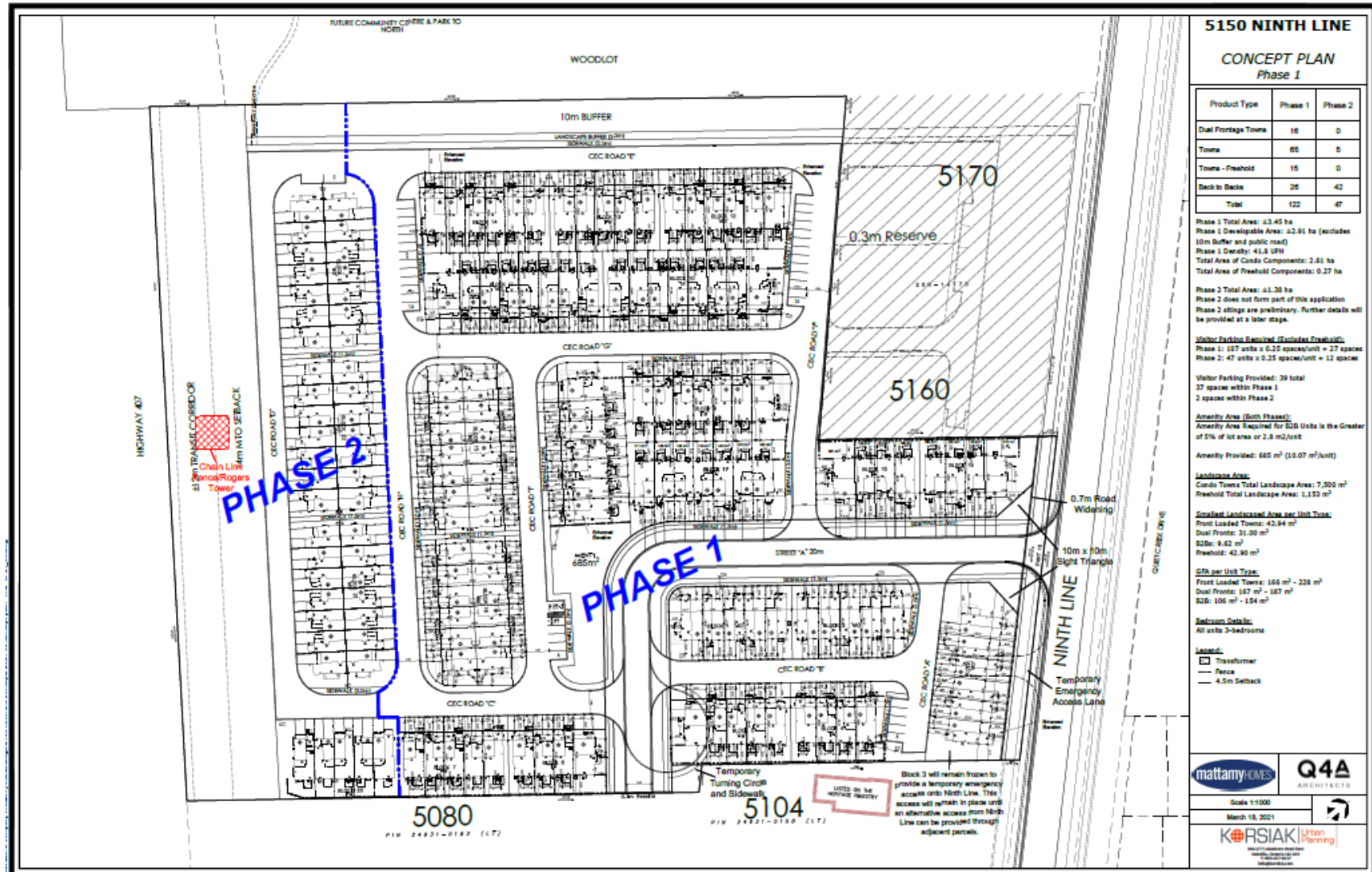
The relevant MOP policies in this report are in conformity with the Region of Peel Official Plan.

7. Mississauga Official Plan (MOP)

The proposal does not require an amendment to the Mississauga Official Plan Policies for the Ninth Line Neighbourhood Character Area. Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP during the review of the subject development applications.

8. Revised Site Plan and Elevations

The applicant has provided a revised site plan and elevations as follows:



[illegible]

Front Load Townhome – Front Elevation

9. Zoning

The site is currently zoned **D** (Development) and **PB1** (Parkway Belt).

A zoning by-law amendment is required to rezone a portion of the lands to **RM5-58** (Street Townhouses – Exception), **RM6-26** (Townhouses on a CEC Road – Exception), **H-RM6-26** (Townhouses on a CEC Road – Exception with a Holding Provision) **RM6-27** (Townhouses on a CEC Road – Exception), **H-RM6-27** (Townhouses on a CEC Road – Exception with a Holding Provision), **RM6-28** (Townhouses on a CEC Road – Exception), and **RM11-1** (Back to Back Townhouses on a CEC Road – Exception) to permit 122 townhomes (16 dual frontage townhomes, 65 condominium townhomes, 15 street townhomes and 26 back to back townhomes) on condominium and a new public road from Ninth Line. A 10 m (32.8 ft.) wide strip of land adjacent to the woodlot will be rezoned to G1 (Greenlands) to permit a landscaped buffer block between the woodlot and the proposed townhouses.

Below is an updated summary of the proposed site specific zoning provisions:

Proposed RM5-58 Zoning Regulations

Zone Regulations	RM5 Zone Regulations	Proposed RM5-58 Zone Regulations
Minimum lot area - interior lot	200 m ² (2153 ft ²)	145 m ² (1560 ft ²)
Minimum lot area – corner lot	280 m ² (3014 ft ²)	240 m ² (2583 ft ²)
Minimum lot frontage - interior lot	6.8 m (22.3 ft.)	6.0 m (19.7 ft.)
Maximum dwelling height – flat roof	10.7 m (351 ft.) and 3 storeys	15 m (49.2 ft.) and 3 storeys
Minimum front yard	4.5 m (14.8 ft.)	2.5 m (8.2 ft.)
Minimum exterior side yard	4.5 m (14.8 ft.)	3.5 m (11.5 ft.)
Minimum rear yard	7.5 m (24.6 ft.)	5.7 m (18.7 ft.)
Maximum gross floor area - residential	0.75 times the lot area	1.5 times the lot area
Maximum driveway width	5.2 m (17 ft.)	6.2 m (20.3 ft.)

Proposed RM6-26 (Dual Frontage) Zoning Regulations

Zone Regulations	RM6 Zone Regulations	Proposed RM6-26 Zone Regulations
Minimum lot area – CEC - corner lot	190 m ² (2045 ft ²)	189m ² (2034 ft ²)
Minimum front yard – CEC - corner lot	4.5 m (14.8 ft.)	3.1 m (10.2 ft.)
Minimum exterior side yard	7.5 m (24.6 ft.)	3.4 m (11.1 ft.)
Maximum dwelling height – flat roof	10.7 m (351 ft.) and 3 storeys	13.5 m (44.3 ft.) and 3 storeys
Minimum rear yard – CEC - corner lot	7.5 m (24.6 ft.)	3.7 m (12.1 ft.)
Minimum landscaped area	25 % of lot area	22 % of lot area
Maximum driveway width	3.0 m (9.8 ft.)	3.5 m (11.5 ft)

Proposed RM6-27 Zoning Regulations

Zone Regulations	RM6 Zone Regulations	Proposed RM6-27 Zone Regulations
Minimum exterior side yard for a lot with an exterior side lot line that is a street line of a designated right of way 20.0 of greater	7.5 m (24.6 ft.)	3.1 m (10.2 ft.)
Minimum exterior side yard for a lot with an exterior side lot line abutting a CEC sidewalk	3.3 m (10.8 ft)	1.5 m (4.9 ft)
Minimum rear yard for an interior lot / CEC – corner lot	7.5 m (24.6 ft.)	5.8 m (18.7 ft.)
Maximum dwelling height	10.7 m (351 ft.) and 3 storeys	15 m (49.2 ft.) and 3 storeys
Maximum driveway width	3.0 m (9.8 ft.)	6.2 m (20.3 ft)

Proposed RM6-28 Zoning Regulations

Zone Regulations	RM6 Zone Regulations	Proposed RM6-28 Zone Regulations
Minimum lot area – CEC - corner lot	190 m ² (2045 ft ²)	158m ² (1700 ft ²)
Minimum lot frontage – CEC - corner lot	8.3 m (27.2 ft.)	7.8 m (25.6 ft.)
Maximum dwelling height – flat roof	10.7 m (351 ft.) and 3 storeys	15 m (49.2 ft.) and 3 storeys
Minimum exterior side yard for a lot with an exterior side lot line abutting a CEC sidewalk	3.3 m (10.8 ft.)	1.2 m (3.9 ft.)
Minimum rear yard for an interior lot/CEC – corner lot	7.5 m (24.6 ft.)	5.8 m (18.7 ft.)
Maximum driveway width	3.0 m (9.8 ft.)	6.2 m (20.3 ft.)

Proposed RM11-1 Zoning Regulations

Zone Regulations	RM11 Zone Regulations	Proposed RM1-1 Zone Regulations
Minimum front yard – interior lot/CEC - corner lot	4.5 m (14.8 ft.)	3.6 m (11.8 ft.)
Minimum exterior side yard for a lot with an exterior side lot line that is a street line	7.5 m (24.1 ft.)	5.4 m (17.7 ft.)
Maximum driveway width	2.6 m (8.5 ft.)	3.4 m (11.2 ft.)

In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.

10. Bonus Zoning

The proposal has been reviewed for applicability with Section 37 Community Benefits (Bonus Zoning) policies of MOP. The development does not meet the criteria for a Section 37 agreement as no Official Plan Amendment is required. The proposed zoning is implementing the Mississauga Official Plan policies.

11. "H" Holding Symbol

Should this application be approved by Council, staff will request an "H" Holding Symbol be applied to a portion of the lands which can be lifted upon:

- Confirmation from Mississauga Fire and Emergency Services that the temporary emergency access lane off of Ninth Line is no longer required
- Confirmation from Transportation and Works Department that the turning circle at the terminus of the proposed Street "A" is no longer required
- Completion of the road network, including but not limited to the provision of updated reports, drawings and other documentation as might be applicable for the construction/extension of Street 'A' to the lands on the south and connecting Ninth Line; removal of the temporary cul-de-sac; and removal of the temporary second emergency services access, to the satisfaction of the City, the Region and any other applicable authority.

12. Site Plan

Prior to the development of the lands, the applicant will be required to obtain site plan approval. A site plan application (SP 20-084 W10) was submitted to the Planning and Building Department for review on August 10, 2020. A subsequent submission made on December 4, 2020, and comments were provided to the applicant on February 5, 2021.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will need to address matters such as adherence to the City's various development engineering, landscaping and urban design standards.

13. Green Development Initiatives

The applicant has identified a number of green development initiatives will be incorporated into the development including the following:

- A landscaped bioretention area with amphibian habitat features is proposed within the 10 m (32.8ft.) buffer adjacent to the woodlot.
- An underground infiltration stormwater tank is proposed below the communal amenity area.
- Landscaping plantings will target a minimum 50% native species.
- Reduced lighting levels to negate impacts on sensitive fauna while reducing energy consumption.
- Participation in the Natural Resources Canada's Energy Star for New Homes Program, resulting in up to 20% energy efficiencies.

14. Draft Plan of Subdivision

The proposed draft plan of subdivision creates 11 blocks of land for the following purposes:

- 5 blocks for townhouses
- 1 block for a woodlot buffer
- 1 block for a road widening on Ninth Line
- 3 blocks for 0.3m reserves
- 1 block for the new public road from Ninth Line

The proposed plan of subdivision was reviewed by City Departments and agencies and is acceptable subject to certain conditions attached as Appendix 3.

The lands are the subject of a Draft Plan of Subdivision. Development will be subject to the completion of services and registration of the plan.

15. Conclusions

In conclusion, City staff have evaluated the applications to permit 122 townhouse dwellings on condominium roads and a new public road against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, The Parkway Belt West Plan, Region of Peel Official Plan, Mississauga Official Plan and Shaping Ninth Line Urban Design Guidelines.

The applications are seeking to develop greenfield lands within the Ninth Line Neighbourhood Character Area in accordance with the Medium Density Designation of MOP. The proposed

development offers various housing types and tenures, adequate amenity space, sufficient parking. The proposed development exhibits a compatible built form and scale to the surrounding area, and enhances the existing and planned local context.

Staff are of the opinion that the applications are consistent with and conform to Provincial, Regional and City planning instruments, and have no objection to the approval of the applications subject to the recommendations provided in this report.