

Detailed Information and Preliminary Planning Analysis

Owner: Branthaven Ninth Line

5160 and 5170 Ninth Line

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1. Proposed Development

The applicant proposes to develop the property with a six storey apartment building. A rezoning application is required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments).

Development Proposal		
Application submitted:	Received: January 18, 2022 Deemed complete: February 7, 2022	
Developer/ Owner:	Branthaven Ninth Line	
Applicant:	Korsiak Urban Planning	
Number of units:	198 units	
Proposed Gross Floor Area:	13,144 m ² (141,152 ft ²)	
Height:	6 storeys / 19.3 m (63.3 ft.)	
Floor Space Index:	2.0	
Landscaped Area:	33%	
Net Density:	272 units/ha 110 units/ac	
Anticipated Population:	434* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces	Required 1.00 space per bachelor 1.25 spaces per one bedroom unit 1.40 spaces per two bedroom unit 1.75 spaces per three bedroom unit	Provided 1.15 per unit including visitor parking
visitor spaces	254 spaces based on 0.2 spaces per unit	

Development Proposal		
Total	To be determined once unit mix is finalized	227
Green Initiatives:	<ul style="list-style-type: none"> • Green roofs • Tree planting along walkways • 92% of occupant bicycle parking is located in secure, weather protected areas within the development • Fritted glass where necessary to avoid bird collisions 	

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>:

- Planning Justification Report
- Composite Plan
- Topographic Survey
- Draft Zoning By-law Amendment
- Architectural Drawing Package including site context, site statistics, site plans, underground parking, floor plans, elevations and building sections
- Rendered perspective views
- Sun/Shadow Analysis
- Civil Engineering Drawing Package including grading plan, stormwater management plan, sanitary plan, and servicing details and design

- Functional Servicing and Stormwater Management Report
- Water Demand Table
- Environmental Impact Statement
- Arborist Report, Tree Inventory and Tree Management Plan
- Landscape Plans
- Low Impact Design Features Letter
- Truck Turning Plan
- Traffic Impact Study
- Transportation Demand Management Plan
- Waste Management Plan
- Pedestrian Wind Assessment
- Noise Study
- Hydrogeological Investigation Report
- Geotechnical Report

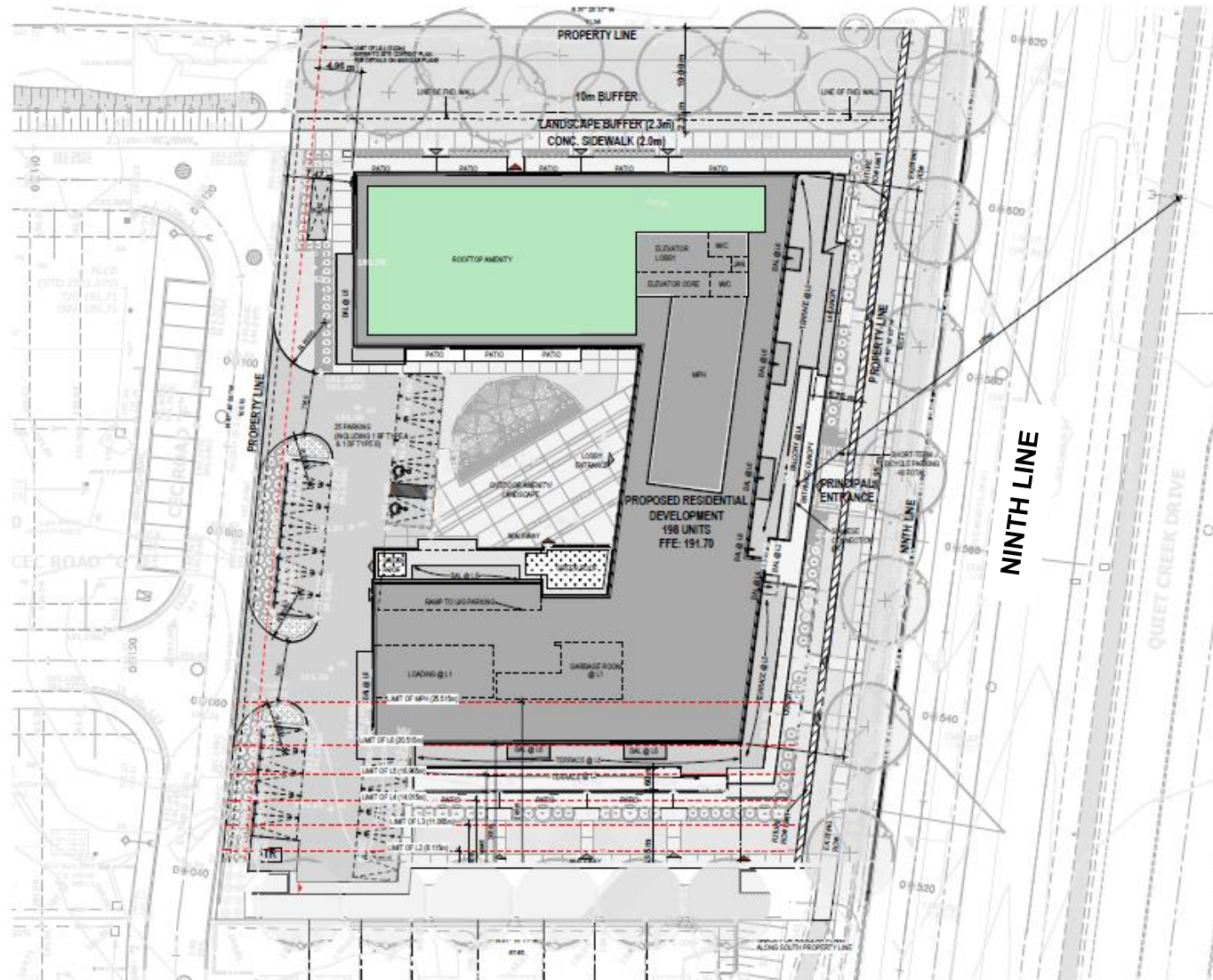
- Phase 1 Environmental Site Assessment
- Housing Report

Application Status

Upon deeming the application complete, the supporting studies and plans were circulated to City departments and external agencies for review and comment. These comments are summarized in Section 7 of this appendix and are to be addressed in future resubmissions of the application.

A virtual community meeting was held by Ward 10 Councillor, Sue McFadden, on March 23, 2022. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the application.

Concept Plan, Elevations and Renderings



Site Plan



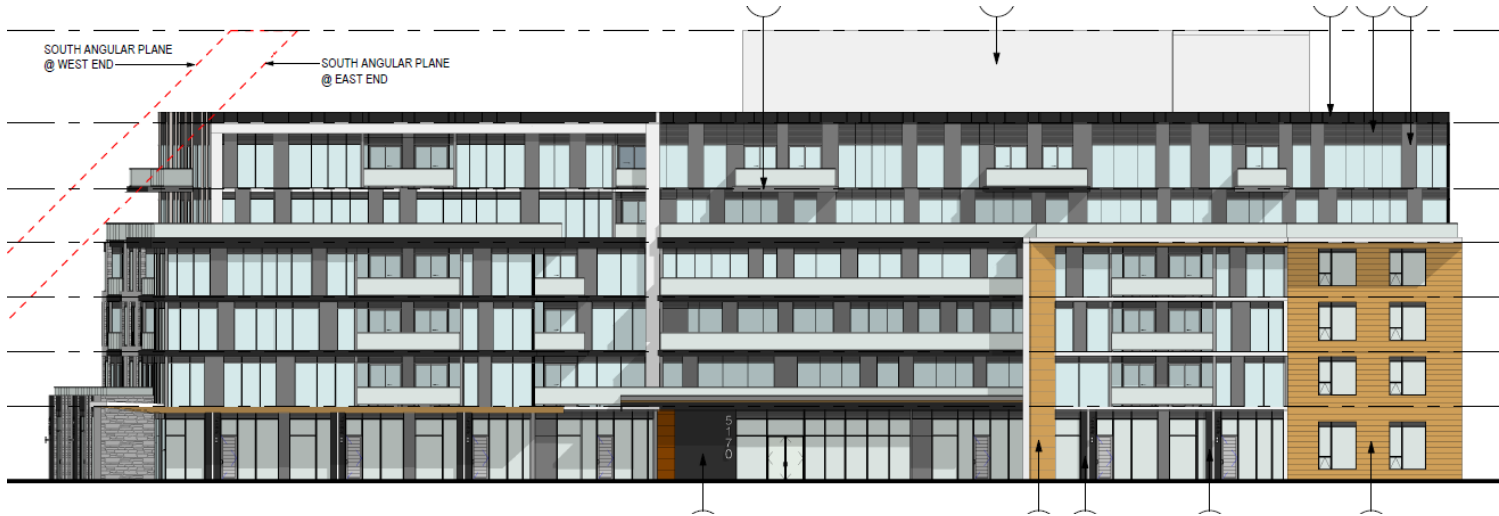
North Elevation (adjacent to Woodlot)



South Elevation (Adjacent to proposed street townhomes by Mattamy)



West Elevation



East Elevation (Front Ninth Line)



North Elevation 2
NTS 1/80'



East Elevation 1
NTS 1/80'



South Elevation 2
NTS A902



West Elevation 1
NTS A902

Applicant's Rendering

2. Site Description

Site Information

The subject property is located within the Ninth Line Neighbourhood Character Area, on the west side of Ninth Line, north of Eglinton Avenue West. The property is generally flat and occupied by an existing detached home and a commercial building used as a veterinary clinic.



Aerial Photo of 5160 and 5170 Ninth Line

Property Size and Use	
Frontages:	105 m (344.5 ft.)
Depth:	71 m (232.9 ft.)
Gross Lot Area:	0.7 ha (1.78 ac.)
Existing Uses:	Detached dwelling and a commercial building used as a veterinary clinic



Frontage of 5160 and 5170 Ninth Line

Site History

- January 1, 2010 – The Ninth Line lands (lands on the west side of Ninth Line, between Highway 401 and Highway 403) are 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. 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 approved resulting in addition of lands to 5150 Ninth Line and to create new parcels at 5160 Ninth Line and 5170 Ninth Line. Minor variance applications were also required to recognize zoning by-law deficiencies on the newly created parcels.
- April 13, 2018 – Ministry of Municipal Affairs and Housing consent to the Mississauga Official Plan Amendment (MOPA) for Ninth Line proceeding in advance of the Region of Peel Official Plan Amendment (ROPA).
- 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
- October 19, 2020 – The Ministry of Transportation completes the "407 Transitway – Brant Street to Hurontario Street" Environmental Assessment, which finalized the alignment of the proposed 407 Transitway and identified the impacts of the 407 Transitway on the subject property and greater Ninth Line corridor.

3. Site Context

Surrounding Land Uses

The surrounding area on the west side of Ninth Line is characterized by predominantly by detached dwellings on large, rural residential lots, 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 newly constructed Churchill Meadows Community Centre and Park. South and west of the property is land municipally addressed as 5150 Ninth Line, where Mattamy Homes has proposed a development consisting of 169 townhomes of various types and tenures. South of the Mattamy lands is 5034, 5054 and 5080 Ninth Line, where Your Home Developments has proposed a development consisting of six apartment buildings with heights between six and 12 storeys, 24 townhomes, and a public park on public and private roads under file OZ/OPA 21/015 W10 and T-M21004 W10.

The east side of Ninth Line, north of Eglinton Avenue West consists of low and medium density residential uses consisting of detached homes, semi-detached homes and townhomes. There is a small commercial plaza on the northeast corner of Ninth Line and Erin Centre Boulevard. The east side of Ninth Line, south of Eglinton Avenue West is the Churchill Meadows Employment Area, which consists of recently constructed commercial, office and institutional buildings.

The surrounding land uses are:

- North: Woodlot and Churchill Meadows Community Centre and Park
- East: Detached, semi detached and townhomes
- South: Proposed medium density residential development, a Listed Heritage property currently occupied by a detached home, rural residential uses and Eglinton Avenue West
- West: Proposed medium density residential development, Future 407 Transitway and Highway 407 ETR.

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, with limited agricultural uses remaining. The primary use is rural residential, with detached homes on large lots. Other existing uses include Churchill Meadows Animal Hospital, St. Peter's Mission Church, Sid's Pond and 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 area is served by the newly constructed Churchill Meadows Community Centre and Park on the west side of Ninth Line north of Erin Centre Boulevard, approximately 560 m (1,837 ft.) north of the subject lands.

On the east side of Ninth Line, south of Britannia Road West is the Churchill Meadows Neighbourhood Character Area, a low and medium density residential community consisting of a mix of detached homes, semi-detached homes and townhomes. Other uses on the east side of Ninth Line include schools, daycares, 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.



Aerial Photo of 5160 and 5170 Ninth Line

Demographics

According to the 2016 census, the Ninth Line Neighbourhood Character Area has 63 jobs and no reported population, resulting in 0.2 PPJ (persons plus jobs) per hectare (0.49 PPJ per acre). The Ninth Line 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 Mississauga Official Plan policies.

By 2031 and 2041, the population for this area is forecasted to be 3,740 and 6,800 respectively*. In addition, the number of jobs within the Ninth Line Character Area is 20. By 2031 and 2041, the number of jobs within the area will be 330 and 580 respectively.

**Mississauga's growth forecasts provide population, employment and housing forecasts for the period of 2021 to 2051. These growth forecasts have been endorsed by Mississauga's Council for infrastructure and land use planning purposes. These forecasts will undergo formal approvals as part of Peel's Municipal Comprehensive Review towards the middle of 2022.*

The following table summarizes the minimum densities that are applicable to the Ninth Line Neighbourhood Character Area at Provincial, Regional and Municipal levels:

	Minimum Densities* (People Plus 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 (2020)	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 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 calculation assumed 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 use designations. The Business Employment and Public Open Space areas account for nearly 30% of the developable area (32.4 ha 80 ac), and 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 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 be evaluated through the processing of the development applications.

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
- SPM 18/086 W8 – 3650 Platinum Drive – Site Plan approval was obtained 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
- SP 19/025 W8 – 3986 and 3990 Eglinton Avenue West – Site Plan approval was obtained a new gas bar, convenience store and drive-through
- SP 19/106 W8 – 3645 Platinum Drive – Site Plan application in process for a six storey hotel with surface parking
- SP 21/106 W10 – 5329 Ninth Line – Site Plan application in process for a two storey front addition to the existing one storey daycare.
- OZ 19/012 W10 and T-M19003 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-M19004 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
- OZ 19/018 W10 and T-M19006 W10 – 5150 Ninth Line – Rezoning and Draft Plan of Subdivision applications approved to permit a mix of condominium and freehold townhomes
- OPA 22/011 W10, OZ 20/021 W10 and T-M20005 – 5150 Ninth Line – Official Plan Amendment, Rezoning and Draft Plan of Subdivision applications in process to permit condominium townhomes

- OZ 21/015 W10 and T-M21004 – 5034, 5054, 5080 Ninth Line – Rezoning, Official Plan Amendment and Draft Plan of Subdivision applications in process to permit six apartment buildings, townhomes, and a public park on public and private roads.

These applications are well within the anticipated population forecasted for the node.

Community and Transportation Services

The Ninth Line Character Area is a greenfield neighbourhood. Therefore, services such as schools and parks will be developed and provided through the processing of development applications.

In addition to park blocks that will be conveyed to the City as the Ninth Line Character Area is developed, future residents of the proposed development will also be served by existing parks on the east side of Ninth Line, including Sparling Woods Park (approximately 282 metres (925.2 ft.) from the subject lands), McLeod Park (approximately 420 metres (1,378 ft.) from the subject lands), and Marco Muzzo Senior Memorial Woods and Park (approximately 685 metres (2247.4 ft.) from the subject lands). 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 a multi-use trail on Britannia Road West, east of Ninth Line.

The newly constructed Churchill Meadows Community Centre and Park is located on the west side of Ninth Line, between

Eglinton Avenue West and Britannia Road West, north of the subject lands.

The following major MiWay bus routes currently service the site:

- Route 9 – Ninth Line
- Route 35 – Ninth Line

The site is serviced by the Lisgar GO Station at the southwest corner of Argentia Road and Tenth Line West and 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 planned, 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. The Ministry of Transportation recently completed an Environmental Project Report for the section of the Transitway between Brant Street in Burlington and Hurontario Street in Mississauga. The report finalized the preferred alignment of the Transitway route and the impacts that the route would have on properties along the corridor. There are two Transitway stations proposed along Ninth Line at Britannia Road West and Derry Road West.

Transportation and Works staff have completed 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 EA study considered the City's planning principles to build a multi-modal city, and envisions the widening of Ninth Line to accommodate four general purpose lanes (two in each

direction), separated 2.0 m (6.6 ft.) boulevard cycle tracks, a 5.0 m (16.4 ft.) centre median which will also accommodate left turn lanes at intersections, as well as landscaping where feasible. The Official Plan identifies a designated right-of-way width of 35 m (114.8 ft.) for Ninth Line.

4. Summary of Applicable Policies, Regulations and Proposed Amendments

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 this/these application(s) have been reviewed and summarized in the table below. Only key policies relevant to the application(s) 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)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Development shall generally be directed to areas outside of hazardous lands. (PPS 3.1.1)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>
Growth Plan for the Greater Golden Horseshoe (Growth Plan)	<p>The Growth Plan applies to the area designated as the Greater Golden Horseshoe growth plan area. All decisions made on or after May 16, 2019 in respect of the exercise of any authority that affects a planning matter will conform with this Plan, subject to any legislative or regulatory provisions providing otherwise. (Growth Plan 1.2.2)</p>	<p>Within settlement areas, growth will be focused in delineated built-up areas; strategic growth areas; locations with existing or planned transit; and, areas with existing or planned public service facilities. (Growth Plan 2.2.1.2 c)</p> <p>Complete communities will feature a diverse mix of land uses; improve social equity and quality of life; provide a range and mix of housing options; provide convenient access to a range of transportation options, public service facilities, open spaces and parks, and healthy, local and affordable food options; provide a more compact built form; mitigate and adapt to climate change impacts; and, integrate green infrastructure. (Growth Plan 2.2.1.4)</p> <p>Municipalities will continue to protect any natural heritage features and areas in a manner that is consistent with the PPS and may continue to identify new systems in a manner that is consistent with the PPS. (Growth Plan 4.2.2.6)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
Region of Peel Official Plan (ROP)	<p>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.</p>	<p>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).</p> <p>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.</p> <p>ROPA 33 includes the following key policies:</p> <p>To establish the Ninth Line Lands designated greenfield area in Mississauga as a healthy, complete, transit-supportive urban community, which provides appropriate transitions to existing neighbourhoods to the east. (ROPA 33 – 5.3.5.1.1).</p> <p>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)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>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).</p> <p>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 – 5.35.2.6.c).</p> <p>That development be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner that is coordinated with the Region's Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans. (ROPA 33 – 5.3526.d).</p> <p>Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:</p> <ul style="list-style-type: none"> 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).

Mississauga Official Plan

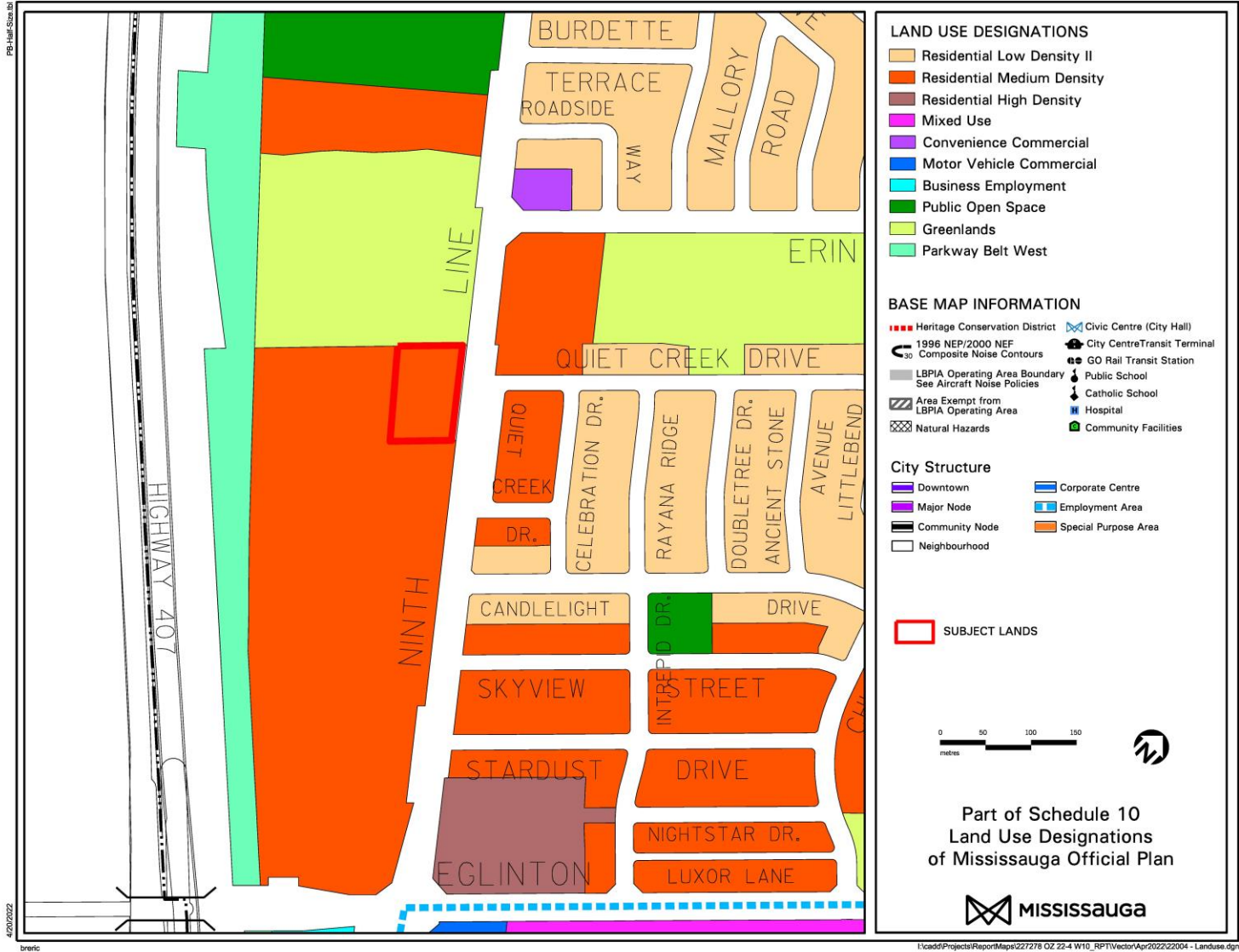
The policies of Mississauga Official Plan (MOP) implement provincial directions for growth. MOP is generally consistent with the PPS and conforms with the Growth Plan, Greenbelt Plan, PBWP and ROP. An update to MOP is currently underway to ensure MOP is consistent with and conform to changes resulting from the recently released Growth Plan, 2019 and Amendment No. 1 (2020).

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

Existing Designation

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

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.



Excerpt of Ninth Line Neighbourhood Character Area

Relevant Mississauga Official Plan Policies

The following policies are applicable in the review of these/this application(s). In some cases the description of the general intent summarizes multiple policies.

	General Intent
Chapter 5 Direct Growth	<p>Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations. (Section 5.1.5)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or by phased to coordinate with the provision of services and infrastructure. (Section 5.1.9)</p> <p>Mississauga will establish strategies that protect, enhance and expand the Green System. (Section 5.2.1)</p> <p>Where higher density uses are proposed, they should be located on sites identified by a local area review, along Corridors or in conjunction with existing apartment sites or commercial centres. (Section 5.3.5.3)</p> <p>Intensification within Neighbourhoods may be considered where the proposed development is compatible in built form and scale to surrounding development, enhances the existing or planned development and is consistent with the policies of this Plan. (Section 5.3.5.5)</p> <p>Development will be sensitive to the existing and planned context and will include appropriate transition in use, built form, density and scale. (Section 5.3.5.6)</p> <p>Development on Corridors should be compact, mixed use and transit friendly and appropriate to the context of the surrounding Neighbourhood. (Section 5.4.4)</p> <p>Where higher density uses within Neighbourhoods are directed to Corridors, development will be required to have regard for the character of the Neighbourhoods and provide appropriate transitions in height, built form and density to the surrounding lands. (Section 5.4.5)</p> <p>Land uses and building entrances will be oriented to the Corridor where possible and surrounding land use development patterns permit (Section 5.4.7)</p> <p>There are lands in the Ninth Line Neighbourhood Character Area that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe (Section 5.6)</p>

	General Intent
Chapter 6 Value The Environment	<p>Parks also have a role in creating a complete community and strong economy. The availability of a park system is a factor for residents and businesses concerned about quality of life. (6.3)</p> <p>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. (Section 6.3.7 and Section 6.3.8)</p> <p>The exact limit of components of the Natural Heritage System will be determined through site specific studies such as an Environmental Impact Study. (Section 6.3.10)</p> <p>Significant Natural Areas are areas that meet one or more of the following criteria:</p> <ul style="list-style-type: none"> c) Habitat of threatened species or endangered species; f) Significant woodlands are those that meet one or more of the following criteria: <ul style="list-style-type: none"> • Any woodland greater than 0.5 hectares that: <ul style="list-style-type: none"> • 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. (Section 6.3.12) <p>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. (Section 6.3.24.a & b)</p> <p>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. (Section 6.3.26)</p> <p>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 (6.3.29)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p> <p>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. (Section 7.2.1)</p> <p>Mississauga will provide opportunities for:</p> <ul style="list-style-type: none"> 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

	General Intent
	<p>c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</p> <p>When making planning decisions, Mississauga will ensure that housing is provided in a manner that fully implements the intent of the Provincial and Regional housing policies. (Section 7.2.3)</p>
Chapter 9 Build A Desirable Urban Form	<p>Mississauga will develop an urban form based on the urban system and the hierarchy identified in the city structure as shown on Schedule 1: Urban System. (Section 9.1.1)</p> <p>Infill and redevelopment within Neighbourhoods will respect the existing and planned character. (Section 9.1.3)</p> <p>Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the Corridor and provide appropriate transitions to neighbouring uses. (Section 9.1.5)</p> <p>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. (Section 9.1.15)</p> <p>Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>While new development need not mirror existing development, new development in Neighbourhoods will:</p> <ul style="list-style-type: none"> a. Respect existing lotting patterns; b. Respect the continuity of front, rear and side yard setbacks; c. Respect the scale and character of the surrounding area; d. Minimize overshadowing and overlook on adjacent neighbours; e. Incorporate stormwater best management practices; f. Preserve mature high quality trees and ensure replacement of the tree canopy; and g. Be designed to respect the existing scale, massing, character and grades of the surrounding area. (Section 9.2.2.3) <p>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> 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. (Section 9.2.2.6) <p>Development will be sensitive to the site and ensure that Natural Heritage Systems are protected, enhanced and restored. (Section 9.2.3.1)</p> <p>Development will be designed to:</p> <ul style="list-style-type: none"> 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;

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	<ul style="list-style-type: none"> 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. (Section 9.3.1.4) <p>Natural features, parks and open spaces will contribute to a desirable urban form by:</p> <ul style="list-style-type: none"> 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, access and safety; e. Ensuring that adjacent uses, buildings and structure 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. (Section 9.3.5.3) <p>Private open space and/or amenity areas will be required for all development. (Section 9.3.5.5.)</p> <p>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. (Section 9.3.5.6)</p> <p>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. (Section 9.5.1.1)</p> <p>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. (Section 9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare. (Section 9.5.1.11)</p> <p>Noise will be mitigated through appropriate built form and site design mitigation techniques such as fencing and berms will be discourages (Section 9.5.1.12)</p>

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	<p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors or individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p> <p>Front building facades should be parallel to the street. (Section 9.5.3.5)</p>
Chapter 11 General Land Use Designations	<p>Lands designated Residential Medium Density will permit the following uses:</p> <ul style="list-style-type: none"> a) All forms of townhouse dwellings. (Section 11.2.5.5)
Chapter 16 Neighbourhoods	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, on all lands where development is permitted. (Section 16.20.1.1)</p> <p>Land Use and Built Form Planning in the area will be based on the following land use and built form principles:</p> <ul style="list-style-type: none"> 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. (Section 16.20.2.2.1) <p>Planning in the area will be based on a series of connections including:</p> <ul style="list-style-type: none"> 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. (Section 16.20.2.2.2) <p>Parks, Open Spaces and Natural Heritage Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:</p> <ul style="list-style-type: none"> 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

	<p>General Intent</p> <p>all seasons, promote unique experiences and educational opportunities, and incorporate naturalized areas;</p> <p>c) Provides parks and open spaces in close proximity to adjacent neighbourhoods and employment areas; and</p> <p>d) Has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study (Section 16.20.2.2.3)</p> <p>Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space, as well as wayfinding and signage plans. (Section 16.20.2.3.1)</p> <p>The layout and design of blocks, streets, and boulevards will support the use of transit, walking and cycling. (Section 16.20.2.3.3)</p> <p>Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street. (Section 16.20.2.3.4)</p> <p>Buildings will be designed and massed to frame streets and support an active public realm. Pedestrian comfort will be supported through the use of landscaping and other features. (Section 16.20.2.3.5)</p> <p>The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities. (Section 16.20.3.5.1)</p> <p>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. (Section 16.20.3.5.2)</p> <p>Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment dwellings will also be permitted. (Section 16.20.4.1.1)</p> <p>For lands fronting onto Ninth Line in Precincts 2 and 5, commercial uses will be permitted at grade. (Section 16.20.4.1.2)</p> <p>The Ninth Line Neighbourhood Character Area is designed to encourage multi-modal transportation with an emphasis on transit and active transportation modes. (Section 16.20.5.1)</p>
<p>Chapter 19 Implementation</p>	<p>Development applications will be evaluated and processed in accordance with the policies of this Plan, approved streetscape studies and design guidelines and other relevant City Council policies and Provincial policies. (Section 19.4.1)</p> <p>To provide consistent application of planning and urban design principles, all development applications will address, among other matters:</p> <p>a) The compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density and built form;</p> <p>b) Conformity with the policies of this Plan;</p> <p>c) The sustainability of the development to support public transit and to be oriented to pedestrians;</p> <p>d) In circumstances where medium and high density residential uses are in proximity to developments of a lower density,</p>

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	<p>measures, such as increased setbacks, sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations;</p> <ul style="list-style-type: none"> e) The adequacy of engineering services; f) The adequacy of community infrastructure; g) The adequacy of 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 (Section 19.4.3) <p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

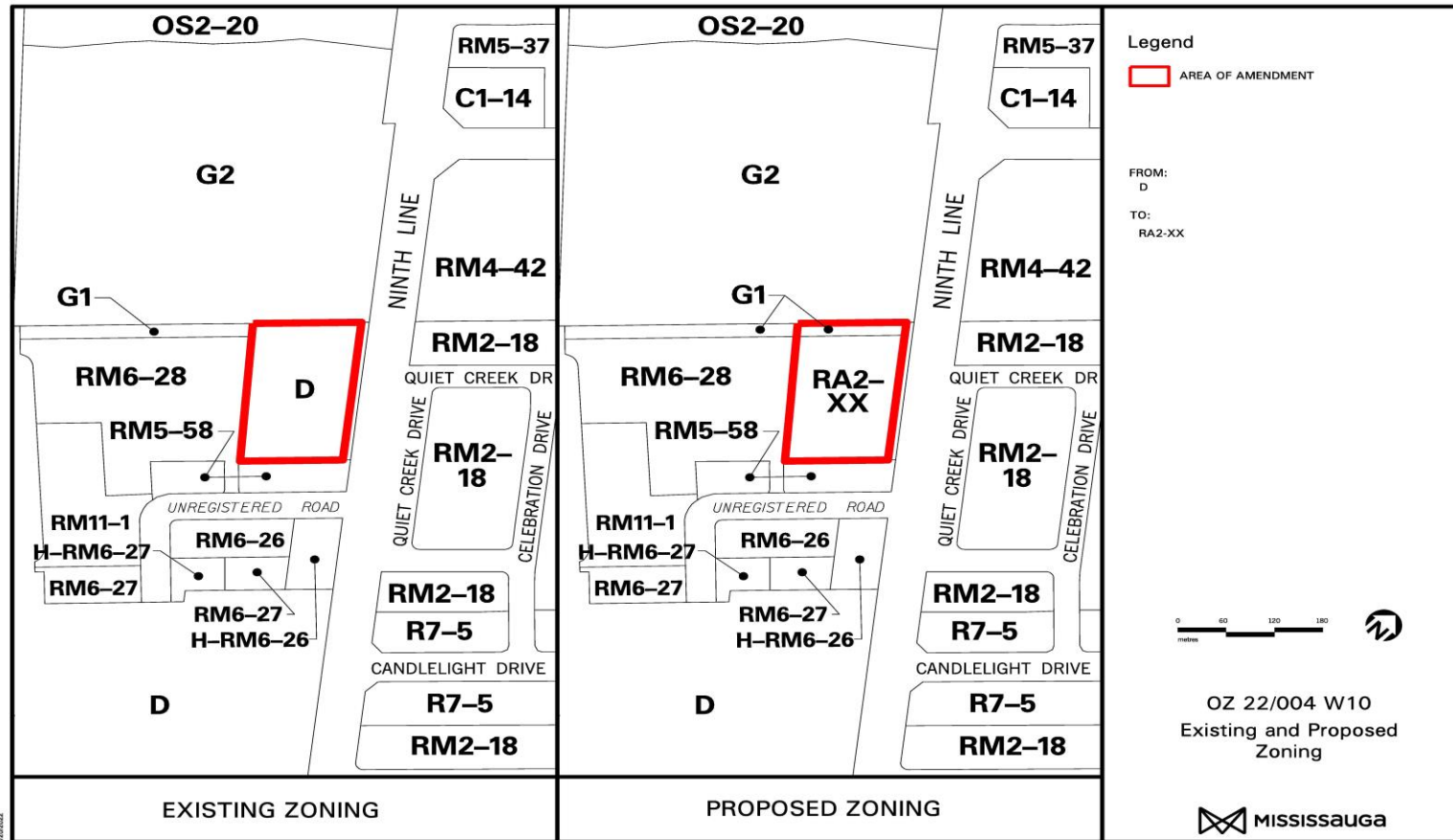
Existing Zoning

The site is currently zoned **D** (Development), which permits buildings or structures legally existing on the date of the passage 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.

Proposed Zoning

The applicant is proposing to zone the property to **RA2-Exception** (Apartments – Exception) and **G1** (Greenlands) to permit a six storey apartment building with 198 units and a natural heritage buffer block.

Through the processing of the application, staff may recommend a more appropriate zone category for the development in the Recommendation Report.



Excerpt of Zoning Map Z57

Proposed RA2 Exception Zoning Regulations

Zone Regulations	RA2 Zone Regulations	Proposed RA2-Exception Zone Regulations
Maximum Floor Space Index (FSI)	0.5-1.0	2.0
Rear Yard Setback for the portion of the dwelling with a height less than 13.0 m (42.6 ft.)	7.5 m (24.6 ft.)	7.4 m (24.2 ft.)
Rear Yard Setback for the portion of the dwelling with a height greater than 13.0 m (42.6 ft.) but less than 20.0 m (65.6 ft.)	10.0 m (32.8 ft.)	7.4 m (24.2 ft.)
Encroachment of a balcony located above the first storey , sunroom, window, chimney , pilaster, cornice, balustrade or roof eaves into a required yard	1.0 m (3.3 ft.)	1.8 m (5.9 ft.)
Parking Rate	<p>To be determined depending on final unit mix.</p> <p>1.00 space per bachelor</p> <p>1.25 spaces per one bedroom unit</p> <p>1.40 spaces per two bedroom unit</p> <p>1.75 spaces per three bedroom unit</p>	<p>1.0 space per units</p> <p>0.15 visitor space per unit</p>
Landscaped Area	40% of the lot area	33% of the lot area
<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the application is further refined. 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.</p>		

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) and Amendment No. 1 (2020), *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.

5. School Accommodation

The Peel District School Board

Student Yield	School Accommodation		
17 Kindergarten to Grade 5 5 Grade 6 to Grade 8 3 Grade 9 to Grade 12	Artesian Drive Public School	Erin Centre Middle Public School	Stephen Lewis Secondary School
	Enrolment: 513 Capacity: 698 Portables: 0	Enrolment: 817 Capacity: 766 Portables: 3	Enrolment: 1326 Capacity: 1530 Portables: 0

The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
3 Kindergarten to Grade 8 3 Grade 9 to Grade 12	St. Bernard of Clairvaux Catholic Elementary School	St. Joan of Arc Catholic Secondary School
	Enrolment: 498 Capacity: 519 Portables: 10	Enrolment: 1130 Capacity: 1371 Portables: 0

6. Community Questions and Comments

A virtual public information meeting was held by Your Homes Developments and Branthaven Ninth Line on March 23, 2022 for applications at 5034, 5054 and 5080 Ninth Line and 5160 and 5170 Ninth Line.

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

- Concern as Ninth Line cannot accommodate the current traffic volumes and the proposed development will further increase traffic
- Concern with the proposed height and density of the development
- Questions regarding timing of Ninth Line road widening relative to construction of the proposed developments on Ninth Line
- Questions regarding number of units proposed and anticipated population
- Questions regarding provision of visitor parking and retail parking

7. Development Issues

The following is a summary of comments from agencies and departments regarding the application(s):

Agency / Comment Date	Comments
Region of Peel April 2022	<p>EXISTING W/WW INFRASTRUCTURE - An existing 400 mm (15.75 in.) diameter water main is located on Ninth Line. Municipal sanitary sewer servicing will be provided through adjacent subdivision 21T-19006M.</p> <p>FSR - The Region has received the Functional Servicing & Stormwater Management Report dated November 2021 prepared by Urbantech Consulting. The Report is incomplete and outstanding information and required revisions will be provided to the consultant. The FSR must be revised as per staff comments and resubmitted to the Region for review and approval prior to Rezoning Approval.</p> <p>WASTE MANAGEMENT - The Region will provide front-end collection of garbage and recyclable materials subject to the conditions being met and labelled on a Waste Management Plan prior to Rezoning approval. Conditions are related to collection vehicle access route, collection point size, and waste storage area.</p> <p>HOUSING – The Region has reviewed the Housing Report dated December 14, 2021 prepared by Altus Group, and are supportive of the applicant's efforts to demonstrate contributions towards Peel-wide housing targets on density. The applicant should demonstrate a contribution towards the Peel-wide new housing unit target on affordability as this target applies to new developments in all areas in Peel. Once available, the applicant should provide more details on the finalized unit mix and pricing of units and affordability periods over the long term (e.g. 25 years or more) to help demonstrate stronger contributions towards the Peel-wide new housing unit target on affordability. Detailed comments have been provided for the applicant to consider to further strengthen the affordability component of this application.</p>
Dufferin-Peel Catholic District School Board and the Peel District School Board March 2022	<p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p> <p>Warning Clauses - That the applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots: (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.", and (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</p>
City Community Services Department – Park Planning Section	<p>In comments dated April 2022, Community Services indicated that the proposed development is adjacent to Churchill Meadows Community Centre and Park (P-459), as well as an adjacent City Owned Woodlot known as P-460 and considered Significant Natural Area, zoned G2 and OS1. This 20.23ha (50.0ac) park contains a woodlot, trails, play</p>

Agency / Comment Date	Comments
April 2022	<p>equipment, soccer pitches and a community centre, with potential for enhancements in future park development phases.</p> <p>Staff are reviewing the submitted Environmental Impact Statement (EIS) which recommends the preservation and addition to the natural heritage system, however there are outstanding comments. 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.</p> <p>Prior to the issuance of building permits for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O. 1990, c.P. 13, as amended) and in accordance with City's Policies and Bylaws.</p>
City Transportation and Works Department April 2022	<p>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.</p> <p>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:</p> <p><u>Stormwater</u> A Functional Servicing & Stormwater Management Report (FSR & SWM), prepared by Urbantech Consulting, dated November 2021, 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.</p> <p>The applicant is proposing to construct a new storm sewer to service the development lands, with an outlet to the existing storm sewer on Ninth Line, as well as on-site stormwater management controls for the post-development discharge.</p> <p>The applicant is required to provide further technical information to demonstrate:</p> <ul style="list-style-type: none"> • the feasibility of the proposed storm sewer; and • that there will be no impact to the City's existing drainage system including how groundwater will be managed on-site. <p><u>Traffic</u> A Traffic Impact Study (TIS), prepared by C.F. Crozier & Associates Inc. and dated December 2021, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the information provided to date, staff are not satisfied with the study and require further clarification on the information provided.</p> <p>The applicant is required to provide the following information as part of subsequent submissions, to the satisfaction of the Transportation and Works Department:</p> <ul style="list-style-type: none"> • an updated Traffic Impact Study addressing all staff comments;

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> • a review of the driveway access to ensure the adjacent municipal roads and the internal driveway can operate efficiently; • address any traffic concerns from the Community related to the proposed development. <p><u>Environmental Compliance</u> A Phase I Environmental Site Assessment (ESA) report, dated July 30, 2021, and prepared by DS Consultants LTD, was submitted in support of the proposed development. The report indicates no further Environmental Site Assessment is recommended; however, the following is to be submitted for further review:</p> <ul style="list-style-type: none"> • a letter of reliance for the Phase I ESA report; • if lands are to be dedicated to the City, a letter certified by a QP, stating that land to be dedicated to the City is environmentally suitable for the proposed use; • a Temporary Discharge to Storm Sewer Commitment Letter; • a written document prepared by a Professional Engineer that includes a plan to decommission the wells or proof of decommissioning; and • a written document prepared by a Professional Engineer that includes a plan to decommission the septic system or proof of decommissioning. <p>As the land use is changing from a less sensitive to a more sensitive use, a Record of Site Condition (RSC) is required to be filed in accordance with O. Reg. 153/04 prior to enactment of the rezoning by-law. A copy of the RSC and all supporting documentation must be provided to the City once it has been acknowledged by the Ontario Ministry of the Environment, Conservation and Parks.</p> <p><u>Noise</u> A Noise Feasibility Study prepared by HGC Engineering, dated December 15, 2021 was received for review. The 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 sources. Noise mitigation will be required in the form of acoustical barriers. A revised noise study is required as part of the next submission to address staff comments.</p> <p><u>Engineering Plans/Drawings</u> The applicant has submitted a number of technical plans and drawings, which are to be revised as part of subsequent submissions, in accordance with City standards.</p>
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - City of Mississauga - Arborist – City Property - City of Mississauga - Arborist – Private Property - City of Mississauga - MiWay - City of Mississauga - Fire and Emergency Services - Canada Post - CS Viamonde

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> - Enbridge - Greater Toronto Airport Authority (GTAA) - Ministry of Transportation - Rogers Cables - Alectra Utilities
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - City of Mississauga - Heritage Planning - City of Mississauga - Public Art - Trillium Health Partners

Development Requirements

There are engineering, traffic, urban design and planning matters 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 an application for site plan approval.

8. Section 37 Community Benefits (Bonus Zoning)

Bill 197, an amendment to the *Planning Act*, has replaced the Section 37 Bonus provisions with a new Community Benefit Charge (CBC), which will be applied to certain high density developments whether or not there is an increase in permitted height or density. The City will be implementing a new CBC by-law to meet the provincial implementation timeline of

September 2022. If a section 37 agreement or requirement in an "H" holding provision for one has not been obtained by the time the CBC by-law comes into effect, the latter will apply.

9. Next Steps

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

- Are the proposed zoning by-law exception standards appropriate?
- Are modifications to the siting of the building and/or

adjustments to the siting of certain design elements required?

Upon satisfying the requirements of various City departments and external agencies, the Planning and Building Department will bring forward a recommendation report to a future Planning and Development Committee meeting. It is at this meeting that the members of the Committee will make a decision on the applications.

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MS\Information Report - OZ 22 004 W10 - Appendix 1.docx