

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

**Owner: Your Home Developments (Mississauga) Inc.**

**5034, 5054 and 5080 Ninth Line**

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## 1. Proposed Development

The applicant proposes to develop the property with six apartment buildings with heights of 6, 8, 10, 12, 12, and 12 storeys containing 1,246 dwelling units with commercial uses at ground level fronting Ninth Line, 24 three storey back to back townhomes, additions to the 407 Transitway and a public park on public and private roads. Official plan amendment and rezoning applications are required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments). A plan of subdivision is required to create 3 residential blocks, a public park block, a block for the extension of Street "A", a multi-use trail block, a block to accommodate the required 14 m (46 ft.) Ministry of Transportation (MTO) setback and a block that is required for the future 407 Transitway.

Development Proposal	
Applications submitted:	Received: November 4, 2021 Deemed complete: December 6, 2021
Developer/ Owner:	Your Home Developments (Mississauga) Inc.
Applicant:	Korsiak Urban Planning
Number of units:	1,270 units
Proposed Gross Floor Area:	94,828.6 m <sup>2</sup> (1,020,726.6 ft <sup>2</sup> )
Height:	6 to 12 storeys 26.3 m to 43.0 m (86.3 ft. to 141.1 ft.)
Floor Space Index:	2.35
Landscaped Area:	53%
Net Density:	218 units/ha 88 units/ac

Development Proposal		
Road Type:	Public extension of Street "A" (Viola Desmond Drive) / Private Condominium roads	
Anticipated Population:	2,801* *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 1,316 space for residential units including 14 accessible spaces
visitor spaces	254 spaces based on 0.2 spaces per unit	254 visitor spaces
Retail spaces	35 spaces	35 spaces
Total	To be determined once unit mix is finalized.	1,605 spaces
Green Initiatives:	<ul style="list-style-type: none"> <li>• Vegetative swales located along the north property border and at key sections along the MTO transitway corridor setback</li> <li>• Minimal hard surface areas</li> <li>• Green building technologies for mechanical systems, energy needs and construction materials</li> <li>• Lighting levels will be reduced to minimum levels to reduce impact to sensitive fauna</li> <li>• Bicycle parking</li> </ul>	

## 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>:

- Topographic Survey
- Draft Plan of Subdivision
- Draft Official Plan Amendment
- Draft Zoning By-law Amendment
- Architectural Drawing Package including site plan, site statistics, underground parking plans, floor plans, elevations and building sections
- 3D modelling
- Sun/Shadow Analysis and Study
- Grading Plan
- Existing/Proposed Storm Drainage Plan
- Servicing Details
- Functional Servicing and Stormwater Management Report
- Planning Justification Report
- Landscape Master Plan
- Urban Design Brief with Low Impact Design Features
- Arborist Report, Tree Inventory, Tree Preservation Plan
- Vehicle Turning Figures
- Traffic Impact Study
- Transportation Demand Management Plan
- Waste Management Plan
- Pedestrian Wind Assessment

- Noise Study
- Geotechnical Report
- Phase 1 and 2 Environmental Site Assessment
- Stage 1 and 2 Archeological Assessment
- Heritage Impact Assessment
- Housing Report

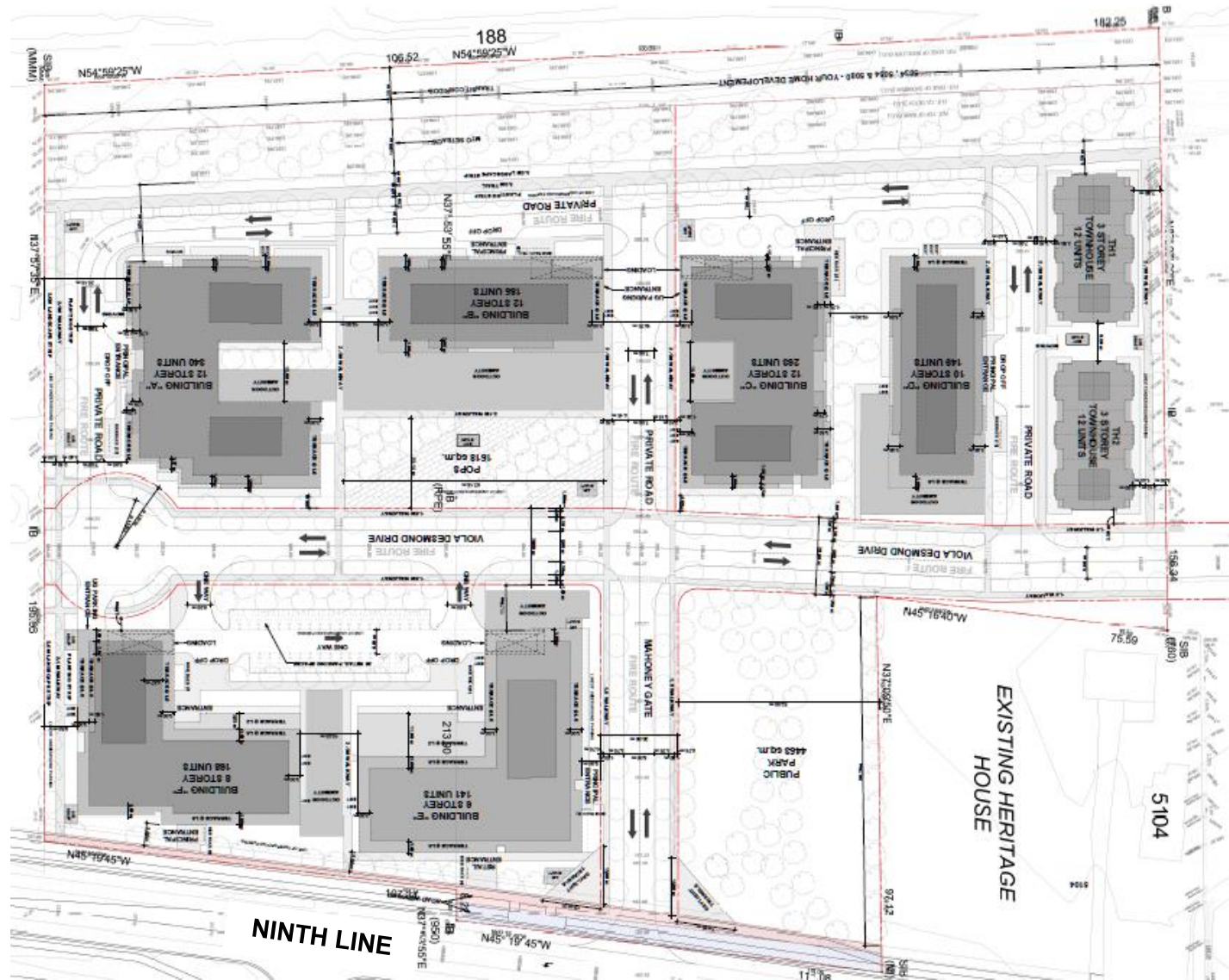
The application was reviewed by the Urban Design Advisory Panel on December 15, 2020. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.

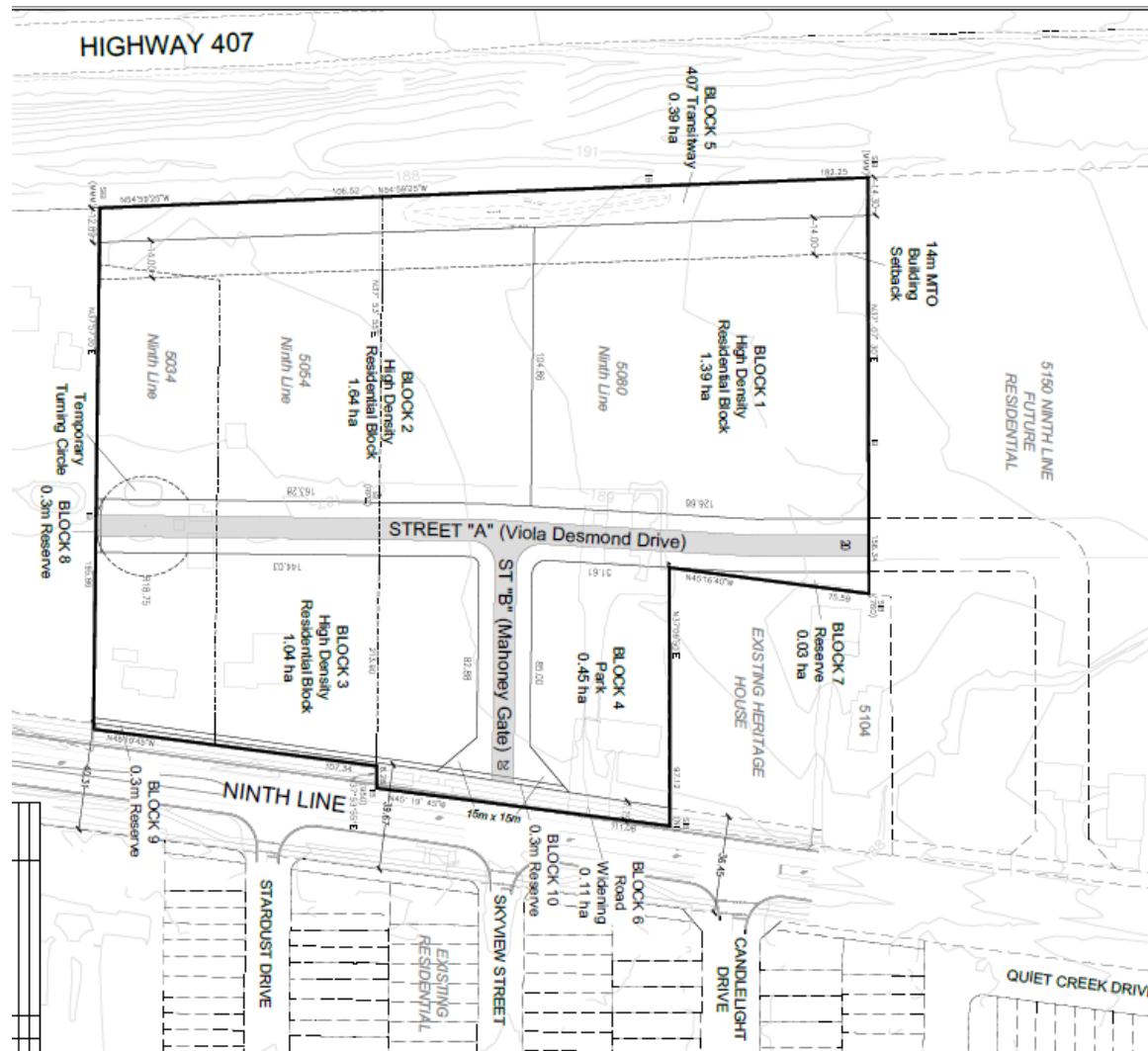
### Application Status

Upon deeming the applications 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 applications.

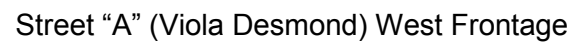
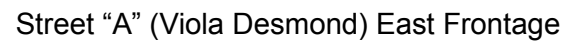
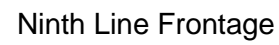
A pre-application community meeting was held by Ward 10 Councillor, Sue McFadden, on June 24, 2019. A subsequent virtual community meeting was held on March 23, 2022. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received about the applications.

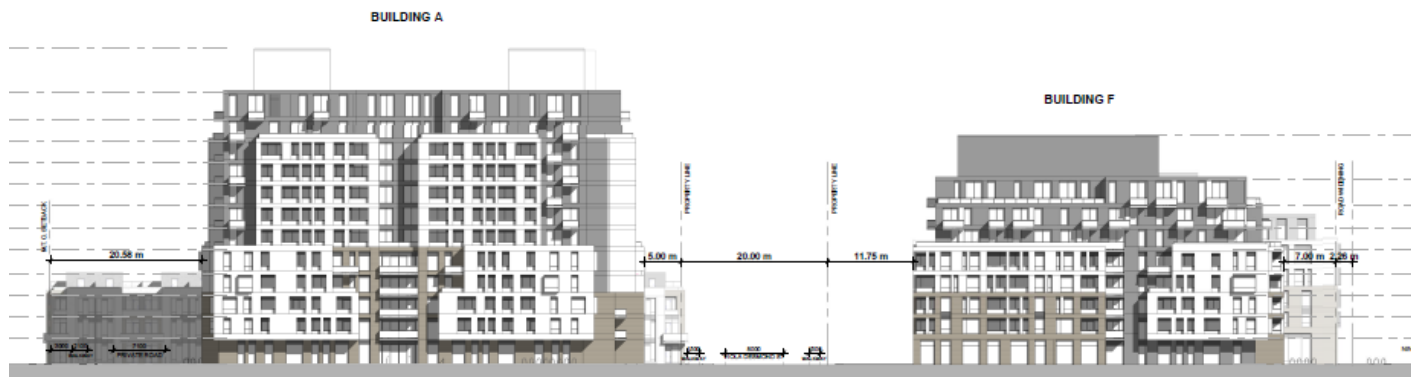
### Concept Plan, Draft Plan of Subdivision, Elevations and Renderings





**Draft Plan of Subdivision**





South Property Line Elevation



North Property Elevation

### Elevations











Applicant's Renderings

## 2. Site Description

### Site Information

The subject lands consist of three separate parcels located on the west side of Ninth Line, north of Eglinton Avenue West. The subject lands are generally flat, and sparsely vegetated. Each of the three parcels is occupied by a detached home and accessory structure, used for residential purposes.



5034, 5054 and 5080 Ninth Line

Property Size and Use	
Frontages:	218 m (715.2 ft.) on Ninth Line
Depth:	195 m (639.8 ft.)
Gross Lot Area:	5.82 ha (14.4 ac.)
Existing Uses:	3 detached homes and associated accessory structures



Subject Property looking Northwest along Ninth Line



Subject Property looking Southwest along 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
- 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 predominantly by detached homes on large, rural residential lots, small scale commercial uses and community service uses. Immediately north of the property and fronting Ninth Line, there is an existing detached home municipally addressed as 5104 Ninth Line which is listed on the City of Mississauga Heritage Register. North of 5104 Ninth Line and the subject lands, are lands owned by Mattamy Homes, where a development consisting of 169 townhomes of various types and tenures is proposed. North of the Mattamy lands is a City owned woodlot known as P-460. South of the City owned woodlot but north of the Mattamy lands, is a property municipally addressed as 5160 and 5170 Ninth Line, which is currently occupied by a detached home and commercial building used as a veterinary clinic but which is also subject to a development application under file OZ 22/004 W10 proposing a six storey apartment building. Beyond the woodlot is the site of the newly constructed Churchill Meadows Community Centre and Park.

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: Listed Heritage Property occupied by a detached home, proposed residential development, existing veterinary clinic, woodlot, Churchill Meadows Community Centre and Park

East: Detached homes, semi-detached homes and townhomes

South: Rural Residential uses and Eglinton Avenue West

West: 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 850 m (2,788 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 5034, 5054 and 5080 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:

	<b>Minimum Densities* (People Plus Jobs = PPJs)</b>
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 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 22/004 W10 – 5160 Ninth Line – Rezoning application to permit a six storey apartment building

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 430 metres (1,410.7 ft.) from the subject lands), McLeod Park (approximately 250 metres (820.2 ft.) from the subject lands), and Marco Muzzo Senior Memorial Woods and Park (approximately 500 metres (1,640.4 ft.) from the subject lands). These parks are connected by an existing trail network to be shared by cyclists and pedestrians, which connect 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.

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 these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

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

Policy Document	Legislative Authority/Applicability	Key Policies
<b>Provincial Policy Statement (PPS)</b>	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</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>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)</p> <p>Sites with contaminants in land or water shall be assessed and remediated. (PPS 3.2.2)</p>

Policy Document	Legislative Authority/Applicability	Key Policies
<b><i>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</i></b>	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>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>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)</p> <p>To achieve minimum intensification and density targets, municipalities will develop and implement urban design and site design official plan policies and other supporting documents that direct the development of high quality public realm and compact built form. (Growth Plan 5.2.5.6)</p>
<b>Parkway Belt West Plan (PBWP)</b>	<p>The policies of MOP generally conform with the PBWP. Lands within the PBWP are within the City's Green System and are therefore intended to be preserved and enhanced through public acquisition.</p> <p>Lands within the PBWP are appropriately designated and zoned in the Mississauga Official Plan and Zoning By-law to implement the provisions and regulations of the Parkway Belt West Plan.</p> <p>The applicant has applied to amend the Parkway Belt West Plan to remove those lands that are no longer required to accommodate the approved 407 Transitway alignment and to facilitate their proposed development.</p>	<p>Portions of the subject lands are within the Public Use Area of the Parkway Belt West Plan and are designated <b>Inter-Urban Transit – Public Use Area</b> and <b>Road</b></p> <p>Permitted uses in Public Use Area:</p> <ol style="list-style-type: none"> <li>Legally existing uses</li> <li>Linear facilities (e.g. linear transportation, communication and utility facilities)</li> <li>Other public uses (subject to specific conditions including preservation of natural features, size of structures, landscaping, etc.)</li> <li>Interim uses (subject to specific conditions)</li> <li>Additions to existing uses (subject to specific conditions) (PBWP 5.4.1)</li> </ol> <p>Public Works in Public Use Area:</p> <ol style="list-style-type: none"> <li>Linear facilities <ol style="list-style-type: none"> <li>Constructed to minimize detrimental effects on natural features</li> <li>Transportation facilities will be constructed to restrict the number</li> </ol> </li> </ol>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>and capacity of traffic routes connecting Urban Areas and to retain the open space character of the area covered by the Plan.</p> <p>iv) Landscaping and buffers will be provided where appropriate, both along and between facility rights-of-way. (PBWP 5.4.3)</p> <p>Specific Objection</p> <p>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)</p> <p>Implementing Actions</p> <p>Restrict the number of transportation routes crossing the Link to</p> <p>i) Existing facilities and their essential expansions;</p> <p>ii) Highway 403, inter-urban transit facilities, and other essential new facilities consistent with the Plan. (PBWP 6.7.3).</p>
<p><b>Region of Peel Official Plan (ROP)</b></p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. 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> <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</p>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>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"> <li>• 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).</li> </ul>



### 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 Designations

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** 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 northern portion of the subject lands is three to six storeys, and four to ten storeys on the southern portion of the subject lands.

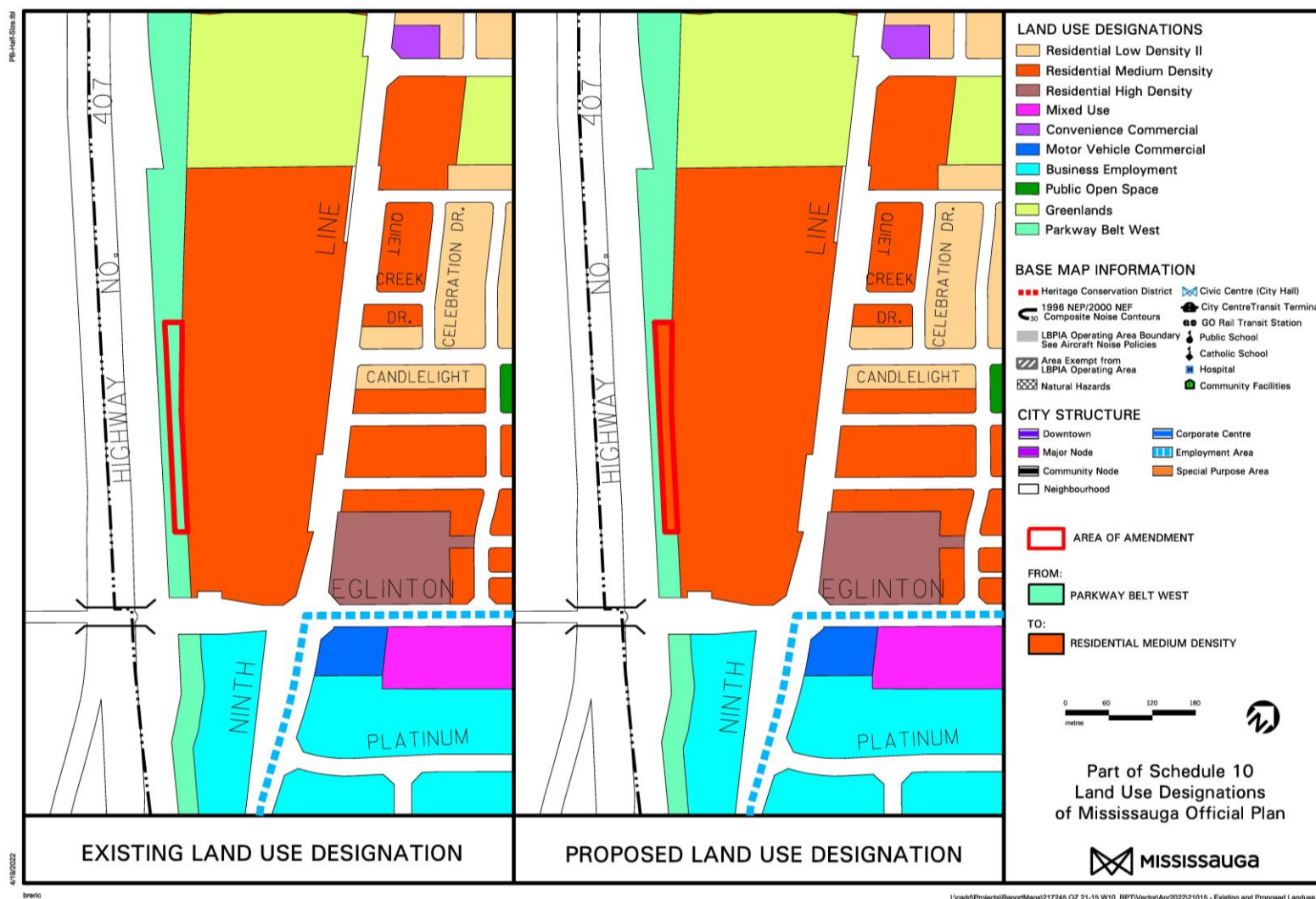
Lands designated **Parkway Belt West** are governed by the provisions of the *Parkway Belt West Plan*. Once the *Parkway Belt West Plan* is amended, the land use designations shown on Reference Maps M1-M3 in MOP come into effect without requiring an amendment to MOP.

Ninth Line is identified as a Corridor in MOP.

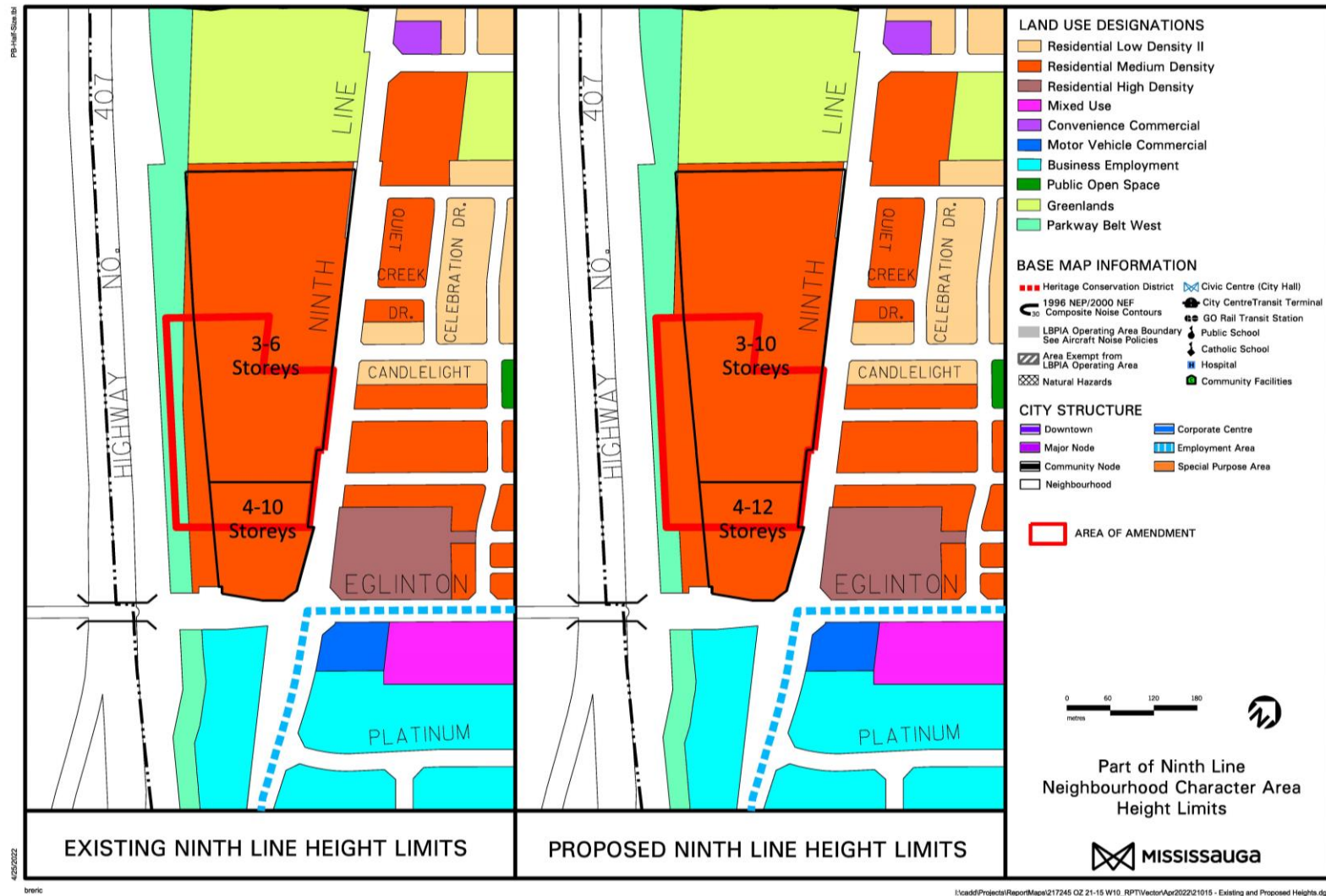
### Proposed Designation

The applicant is proposing to change Map 16-20-1: Ninth Line Character Area Height Limits to permit maximum building heights of 10 and 12 storeys within the **Residential Medium Density** designation across the entirety of the subject lands. The applicant will need to demonstrate consistency with the intent of MOP and shall have regards for the appropriateness of the proposed built form in terms of compatibility with the surrounding context and character of the area. The applicant is also proposing to change the portion of their property designated **Parkway Belt West** to a **Residential Medium Density** designation to permit residential uses.

Through the processing of the applications, staff may recommend a more appropriate designation to reflect the proposed development in the Recommendation Report.



Excerpt of Ninth Line Character Area



Excerpt of Ninth Line Character Area with Permitted and Proposed Building Heights

### Relevant Mississauga Official Plan Policies

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

	General Intent
<b>Chapter 5 Direct Growth</b>	<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>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>
<b>Chapter 6 Value The Environment</b>	<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>
<b>Chapter 7 Complete Communities</b>	<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><b>General Intent</b></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"> <li>a. the development of a range of housing choices in terms of type, tenure and price;</li> <li>b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and</li> <li>c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2)</li> </ul> <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> <p>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. (Section 7.4.1.12)</p> <p>Development adjacent to a cultural property will be encouraged to be compatible with the cultural heritage property. (Section 7.4.2.3)</p>
<b>Chapter 8 Create a Multi-Modal City</b>	<p>Mississauga will ensure that transportation corridors are identified and protected to meet current and projected needs for various travel modes. (Section 8.1.9)</p> <p>Mississauga will create a multi-modal road network through:</p> <ul style="list-style-type: none"> <li>a. a transportation system that provides mobility and accessibility to all users;</li> <li>b. opportunities for transit priorities;</li> <li>c. pedestrian and cycling access and routes; and</li> <li>d. priority truck routes for the efficient movement of goods. (Section 8.2.2.2)</li> </ul> <p>Mississauga will strive to create a fine-grained system of roads that seeks to increase the number of road intersections and overall connectivity throughout the city. (Section 8.2.2.3)</p>
<b>Chapter 9 Build A Desirable Urban Form</b>	<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>Mississauga will promote a built environment that protects and conserves heritage resources. (Section 9.1.7)</p> <p>Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes. (Section 9.1.9)</p>

	<b>General Intent</b>
	<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>Development on Corridors will be encouraged to:</p> <ul style="list-style-type: none"> <li>a. Assemble small land parcels to create efficient development parcels;</li> <li>b. Face the street, except where predominate development patterns dictate otherwise;</li> <li>c. Not locate parking between the building and the street;</li> <li>d. Site buildings to frame the street;</li> <li>f. Support transit and active transportation modes;</li> <li>h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6)</li> </ul> <p>Heritage properties, districts and landscapes create a unique sense of place and local identity. (Section 9.2.4)</p> <p>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. (Section 9.2.4.1)</p> <p>Development and open spaces adjacent to significant cultural heritage resources will:</p> <ul style="list-style-type: none"> <li>a. Contribute to the conservation of the heritage attribute of the resource and the heritage character of the area;</li> <li>b. Emphasize the visual prominence of cultural heritage resources; and</li> <li>c. Provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources. (Section 9.2.4.2)</li> </ul> <p>Development will be designed to:</p> <ul style="list-style-type: none"> <li>a) Respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;</li> <li>b) Respect cultural heritage features such as designated buildings, landmarks and districts;</li> <li>c) Accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;</li> <li>d) Achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;</li> <li>e) Meet universal design principles;</li> <li>f) Address new development and open spaces;</li> <li>g) Be pedestrian oriented and scaled and support transit use;</li> <li>h) Be attractive, safe and walkable;</li> <li>i) Accommodate a multi-modal transportation system; and</li> <li>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)</li> </ul> <p>Natural features, parks and open spaces will contribute to a desirable urban form by:</p> <ul style="list-style-type: none"> <li>a) Assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System;</li> </ul>



	<b>General Intent</b>
	<ul style="list-style-type: none"> <li>a) Connecting to the city's system of trails and pathways;</li> <li>b) Connecting to other natural areas, woodlands, wetlands, parks and open spaces, including streets, schools, cemeteries and civic spaces;</li> <li>c) Ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety;</li> <li>d) Ensuring that adjacent uses, buildings and structure front onto them, with direct access, and encouraging natural surveillance; and,</li> <li>e) 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)</li> </ul> <p>Open Spaces will be designed as places where people can socialize, recreate and appreciate the environment. (Section 9.3.5.4)</p> <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>The design of all development will foster the improvement of connections and accessibility for transit uses and promote active transportation modes. (Section 9.4.1.1)</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 discouraged. (Section 9.5.1.12)</p> <p>Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets. (9.5.1.14)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p> <p>Front building facades should be parallel to the street. (Section 9.5.3.5)</p>



	<b>General Intent</b>
<b>Chapter 11 General Land Use Designations</b>	<p>Lands designated Residential Medium Density will permit the following uses:</p> <ul style="list-style-type: none"> <li>a) All forms of townhouse dwellings (Section 11.2.5.5)</li> </ul> <p>Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan. (Section 11.2.13.1)</p>
<b>Chapter 16 Neighbourhoods</b>	<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"> <li>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;</li> <li>c) Provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors;</li> <li>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.</li> <li>f) Recognize the significance of cultural heritage sites and landscapes including the natural heritage system;</li> <li>g) Support transit and active transportation as key components of the transportation network;</li> <li>h) Complement existing and future transportation facilities including taller, more compact mixed use buildings at the 407 Transitway Stations;</li> <li>i) Demonstrate distinct and appropriate design of all buildings, streets and open spaces; and</li> <li>j) Provide appropriate transition to neighbourhoods to the east. (Section 16.20.2.2.1)</li> </ul> <p>Planning in the area will be based on a series of connections including:</p> <ul style="list-style-type: none"> <li>a) A network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands;</li> <li>b) Safe pedestrian crossings of Ninth Line;</li> <li>c) Key access points</li> <li>d) Pedestrian supportive streets; and</li> <li>e) Integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads. (Section 16.20.2.2.2)</li> </ul> <p>Parks, Open Spaces and Natural Heritage Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:</p> <ul style="list-style-type: none"> <li>a) Creates a well-connected and sustainable natural heritage system;</li> <li>b) Provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons, promote unique experiences and educational opportunities, and incorporate naturalized areas;</li> <li>c) Provides parks and open spaces in close proximity to adjacent neighbourhoods and employment areas; and</li> <li>d) Has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study. (Section 16.20.2.2.3)</li> </ul>

	<b>General Intent</b>
	<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>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. (Section 16.20.2.3.2)</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>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. (Section 16.20.2.6)</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, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits. (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>All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities. (Section 16.20.5.4)</p> <p>Local roads will be designed to serve all modes of transportation including pedestrians, cyclists and transit users. (Section 16.20.5.7)</p>

	<b>General Intent</b>
<b>Chapter 19 Implementation</b>	<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> <ul style="list-style-type: none"> <li>a) The compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density and built form;</li> <li>b) Conformity with the policies of this Plan;</li> <li>c) The sustainability of the development to support public transit and to be oriented to pedestrians;</li> <li>d) In circumstances where medium and high density residential uses are in proximity to developments of a lower density, measures, such as increased setbacks, sensitive building location, transition and design; and landscaping, may be required to ensure compatibility with the lower density designations;</li> <li>e) The adequacy of engineering services;</li> <li>f) The adequacy of community infrastructure;</li> <li>g) The adequacy of multi-modal transportation systems;</li> <li>h) The suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping and on site amenities;</li> <li>i) The relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm;</li> <li>j) The impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses;</li> <li>k) Site specific opportunities and constraints;</li> <li>l) Sustainable design strategies; and</li> <li>m) Urban form and public health (Section 19.4.3)</li> </ul> <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"> <li>• 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;</li> <li>• that a municipal comprehensive review of the land use designation or a five year review is not required;</li> <li>• the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands;</li> <li>• there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application;</li> <li>• 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)</li> </ul>

## Mississauga Zoning By-law

### Existing Zoning

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

The **D** (Development) zone 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 in 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 property to **RA2-Exception** (Apartments – Exception), **RA3-Exception** (Apartments – Exception), **RM11-Exception** (Back to Back Townhomes on a CEC – Road – Exception), and **OS1** (Open Space) to permit six apartment buildings with heights of 6, 8, 10, 12, 12, and 12 storeys containing 1,246 dwelling units with commercial uses at ground level fronting Ninth Line, 24 three storey back to back townhomes and a public park on public and private roads.

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



### Proposed RA2 Zoning Regulations

Zone Regulations	RA2 Base Zone Regulations	Proposed RA2-Exception Zone Regulations
<b>Maximum Floor Space Index (FSI)</b>	1.0	2.3 - 2.6
<b>Front Yard and Exterior Side Yard Setbacks</b>		
For the portion of the dwelling with a <b>height</b> of less than or equal to 13.0 m (42.6 ft.)	7.5 m (24.6 ft.)	Front Yard – 4.9 m (16.1 ft.) to 5.5 m (18 ft.) Exterior Side Yard – 5.0 m (16.4 ft.) to 6.0 m (19.6 ft.)
For the portion of the dwelling with a <b>height</b> greater than 13.0 (42.6 ft.) m and less than or equal to 20.0 m (65.6 ft.)	8.5 m (27.9 ft.)	N/A
For the portion of the dwelling with a <b>height</b> greater than 20.0 (65.6 ft.) m and less than or equal to 26.0 m (85.3 ft.)	9.5 m (31.2 ft.)	Front Yard – 4.9 m (16.1 ft.) to 8.5 m (27.9 ft.) Exterior Side Yard – 5.0 m (16.4 ft.) to 9.0 m (29.5 ft.)
For the portion of the dwelling with a <b>height</b> greater than 26.0 m (85.3 ft.)	10.5 m (34.4 ft.)	Front Yard – 8.5 m (27.9 ft.) Exterior Side Yard – 7.9 m (25.9 ft.) to 9.0 m (29.5 ft.)
<b>Parking Rates</b>	<p>To be determined depending on final unit mix.</p> <p>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</p>	1.0 parking space per unit + 0.2 visitor spaces per unit.

Zone Regulations	RA2 Base Zone Regulations	Proposed RA2-Exception Zone Regulations
Setback from a waste enclosure/loading area to a <b>street line</b>	10.0 m (32.8 ft.)	8.9 m (29.2 ft.)
<b>Landscaped area</b>	40% of the lot area	26% of the lot area
<b>Amenity Area</b>	Greater of 5.6 m <sup>2</sup> (60.3 ft. <sup>2</sup> ) per dwelling unit or 10% of the site area	4.0 m <sup>2</sup> (43 ft. <sup>2</sup> ) per dwelling unit
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are 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.		

### Proposed RA3 Zoning Regulations

Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
Maximum <b>Floor Space Index (FSI)</b>	1.0	2.3
<b>Front Yard and Exterior Side Yard Setbacks</b>		
For the portion of the dwelling with a <b>height</b> of less than or equal to 13.0 m (42.7 ft.)	7.5 m (24.6 ft.)	Front Yard – 5.6 m (18.4 ft.) Exterior Side Yard – 3.0 m (9.8 ft.)
For the portion of the dwelling with a <b>height</b> greater than 13.0 (42.7 ft.) m and less than or equal to 20.0 m (65.6 ft.)	8.5 m (27.9 ft.)	Exterior Side Yard – 6.0 m (19.7 ft.)
For the portion of the dwelling with a <b>height</b> greater than 20.0 (65.6 ft.) m and less than or equal to 26.0 m (85.3 ft.)	9.5 m (31.2 ft.)	Front Yard – 8.6 m (28.2 ft.) Exterior Side Yard – 6.0 m (19.6 ft.)
For the portion of the dwelling with a <b>height</b> greater than 26.0 m (85.3 ft.)	10.5 m (34.4 ft.)	Front Yard – 8.6 m (28.2 ft.) Exterior Side Yard – 6 m (19.6 ft.)



Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
<b>Parking Spaces</b>	To be determined depending on final unit mix.  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	1.0 per unit + 0.2 visitor spaces per unit
Setback from a waste enclosure/loading area to a <b>street line</b>	10.0 m (32.8 ft.)	8.9 m (29.2 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are 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.		

### Proposed RM11 Zoning Regulations

Zone Regulations	RM11 Base Zone Regulations	Proposed RM11-Exception Zone Regulations
<b>Lot Frontage – CEC – Corner Lot</b>	8.3 m (27.2 ft.)	7.2 m (23.6 ft.)
<b>Front Yard – Interior Lot / CEC – Corner Lot</b>	4.5 m (14.8 ft.)	2.0 m (6.6 ft.)
<b>Interior Side Lot Line abutting a Landscape Buffer</b>	4.5 m (14.8 ft.)	2.6 m (8.5 ft.)
Setback from a <b>porch</b> , exclusive of stairs, located at or accessible from the <b>first storey</b> to a <b>CEC – Road</b> , sidewalk or	2.5 m (8.2 ft.)	2.0 m (6.6 ft.)

Zone Regulations	RM11 Base Zone Regulations	Proposed RM11-Exception Zone Regulations
<b>parking space</b>		
Setback between a <b>parking space</b> and a <b>street</b>	3.0 m (9.8 ft.)	0.9 m (3.0 ft.)
<b>Parking Spaces</b>	2 per unit	1 per unit
<b>Visitor Parking Spaces per unit</b>	0.25 per unit	0.2 per unit
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are 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.		

### 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.

The applicant is proposing to include a purpose built rental building in the development. Planning and Building staff have requested additional information from the applicant and will

continue to work with the applicant to implement the proposed purpose built rental building through the processing of the applications.

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation		
116 Kindergarten to Grade 5 50 Grade 6 to Grade 8 51 Grade 9 to Grade 12	Artesian Drive Public School	Erin Gate Middle Public School	Stephen Lewis Secondary School
	Enrolment: 513 Capacity: 698 Portables: 0	Enrolment: 817 Capacity: 766 Portables: 2	Enrolment: 1,326 Capacity: 1,530 Portables: 0

### The Dufferin-Peel Catholic District School Board

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

## 6. Community Questions and Comments

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

A subsequent virtual public information centre was held by Your Homes Developments and Branthaven 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 and retail parking

## 7. Development Issues

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

Agency / Comment Date	Comments
Region of Peel April 21, 2022	<p>ROPA - This application will not require a Regional Official Plan Amendment.</p> <p><u>Existing Water/Wastewater Infrastructure</u> - Municipal sanitary sewer facilities existing in the vicinity of the proposed development is a 1050 mm (41 in.) sanitary sewer along Ninth Line north of Erin Centre Blvd and a 900 mm (35.4 in.) sanitary sewer along Erin Centre Blvd. Existing water infrastructure in the vicinity of the development is a 400 mm (15.7 in.) watermain on Ninth Line.</p> <p><u>FSR</u> - The Region has received the Functional Servicing &amp; Stormwater Management Report dated September 2021</p>

Agency / Comment Date	Comments
	<p>prepared by Urbantech Consulting. The report is not yet satisfactory and capacity has not been confirmed. The FSR and servicing plans must be revised as per staff comments and resubmitted to the Region for review and approval.</p> <p><u>Waste Management</u> - 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 the Official Plan Amendment, Rezoning, and Draft Plan of Subdivision approval. Conditions are related to collection vehicle access route, overhead clearance at the collection point, collection point size, and waste storage room.</p> <p><u>Housing</u> – The Region has reviewed the Housing report dated September 17, 2021 prepared by Altus Group, and are supportive of the applicant's efforts to demonstrate contributions towards Peel-wide needs-based housing targets on density, rental tenure, and affordability and to provide a range and mix of housing options. 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 (December 2021) and the Peel District School Board (January 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>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> <p>The developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy.</p> <p>The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:</p> <p>Warning clauses –</p> <p>a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."</p> <p>b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student</p>

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City Community Services Department – Park Planning Section (January 2022)	<p>Transportation of Peel Regions Bus Stop Assessment procedure and process (STOPR012)."</p> <p>The Community Services Department notes that future residents of the proposed development will be served by Churchill Meadows Community Centre and Sports Park (P-459), which is within approximately 260 m (853 ft.) of the subject property. This 20.2 ha (50.0 ac) park contains a woodlot, trails, a playground, a spray pad, a skatepark, multi-purpose court and outdoor fitness equipment. In addition, there are two lit outdoor artificial turf soccer fields and a community centre. Through future phases of development, additional park amenities and improvements are planned for this park. In addition to the existing City Parkland, the applicant is proposing a 0.44 ha (1.1 ac) community park in the proposed development. This park will support day-to-day parkland needs of the future residents. Proposed size and location of this park is acceptable. A Multi-use Trail is also being proposed, which is in keeping with the Shaping Ninth Line Urban Design Guideline dated 2017, connecting the neighbourhood to the Churchill Meadows Community Centre and Sports Park and surrounding community. Should this application be approved, parkland dedication and securities will be required for park clean-up, parkland protection, and hoarding. Cash-in-Lieu of Parkland for the balance of lots/units may be required 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 <i>Planning Act</i> and in accordance with City Policies and Bylaws.</p>
City Transportation and Works Department April 22, 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 Stormwater Management &amp; Functional Servicing Report (FSR) is to be submitted in support of the proposed development. The purpose of the report will be to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, 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 will be required to construct a new storm sewer to service the development lands, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed plan is also required from the Ministry of Transportation.</p> <p>The applicant is also required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• demonstrate on-site stormwater management controls for the post development discharge;</li> <li>• demonstrate the feasibility of the proposed storm sewer; and.</li> <li>• demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site.</li> </ul> <p><u>Traffic</u>  A Traffic Impact Study (TIS), prepared by C.F. Crozier &amp; Associates Inc. dated October 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</p>



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	<p>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"> <li>• an updated Traffic Impact Study addressing all staff comments;</li> <li>• turning movement diagrams to evaluate the internal site circulation and access points;</li> <li>• a review of the driveway accesses to ensure all public roads and internal driveways can operate efficiently;</li> <li>• satisfactory plans for the future road network including right of way widths, road configuration and other property requirements;</li> <li>• address interim conditions with details on the hold out properties, road connections and future access; and,</li> <li>• address traffic concerns from the community related to the proposed development.</li> </ul> <p><u>Environmental Compliance</u>  Phase One Environmental Site Assessment (ESA) 5034 Ninth Line, dated August 12, 2019, Phase One ESA 5080 Ninth Line, dated April 29, 2019, Phase Two ESA 5080 Ninth Line, dated August 22, 2019, and Phase One ESA 5054 Ninth Line, dated March 6, 2020, all prepared by S2S Environmental Inc. were submitted in support of the proposed development. The purpose of these documents is to identify if actual or potential environmental sources of contamination may be present in soil or groundwater as a result of current or former activities on the site, and to determine if further investigation or remediation is required. Based on the information received to date, staff are not satisfied and additional information and documentation is required.</p> <p>The applicant is required to provide the following as part of subsequent submissions:</p> <ul style="list-style-type: none"> <li>• a Letter of reliance for each ESA report;</li> <li>• a Phase Two ESA report for 5034 Ninth Line;</li> <li>• a revised Phase One ESA 5054 Ninth Line, signed by a Qualified Person (QP);</li> <li>• a Certification letter that the well has been decommissioned or describes a decommissioning plan in accordance with all applicable legislation and guidelines;</li> <li>• a Temporary discharge to storm sewer commitment letter; and,</li> <li>• a Certification letter that land dedicated to the City meets the site condition standards in accordance with O. Reg. 153/04 and are suitable for the intended land use.</li> </ul> <p><u>Noise</u>  A Noise Feasibility Study prepared by HGC Engineering, dated September 17, 2021, was received for review. The study evaluates the potential impact of environmental noise 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, and noise mitigation will be required in the form of an acoustical wall and/or a berm. A revised noise study is required as part of the next submission to address staff comments.</p>

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	<u>Engineering Plans/Drawings</u> The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which are to be revised as part of subsequent submissions, in accordance with City standards.
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: <ul style="list-style-type: none"> <li>- City of Mississauga - Arborist – Private Property</li> <li>- City of Mississauga - Arborist – Streetscape</li> <li>- City of Mississauga - Economic Development</li> <li>- City of Mississauga - Fire and Emergency Services</li> <li>- City of Mississauga - Heritage Planning</li> <li>- City of Mississauga - Municipal Parking</li> <li>- City of Mississauga - Public Art</li> <li>- City of Mississauga - MiWay</li> <li>- City of Mississauga - Development Services</li> <li>- Trillium Health Partners</li> <li>- Canada Post</li> <li>- Rogers Communications</li> <li>- Bell</li> <li>- Enbridge</li> <li>- CS Viamonde</li> <li>- Ministry of Transportation</li> <li>- Alectra Utilities</li> </ul>
	The following City Departments and external agencies were circulated the applications but provided no comments: <ul style="list-style-type: none"> <li>- Conservation Halton</li> <li>- Credit Valley Conservation</li> <li>- Hydro One</li> </ul>

### 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.

- Are modifications required to improve how buildings address Street "A" (Viola Desmond Drive)
- Does the proposal protect for the future extension and logical development of lands immediately south of the property?

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.

## 9. Next Steps

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

- The applicant must obtain Ministry of Municipal Affairs and Housing approval to amend the Parkway Belt West Plan to permit residential uses on the western portion of the site
- Is the proposed amendment to the Ninth Line Character Area Height Map appropriate?
- Are the proposed zoning by-law exception standards appropriate?
- Are the proposed parking rates appropriate?
- Are modifications to the siting of the proposed apartment buildings and townhomes required?

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