

# City of Mississauga Corporate Report



<p>Date: May 7, 2021</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning &amp; Building</p>	<p>Originator's files: OZ 20/021 W10 and T-M20005 W10</p>
	<p>Meeting date: May 31, 2021</p>

## Subject

### **PUBLIC MEETING INFORMATION REPORT (WARD 10)**

**Rezoning and Draft Plan of Subdivision applications to permit 47 townhomes (42 back to back townhomes and 5 condominium townhomes) on condominium roads 5150 Ninth Line, west side of Ninth Line, north of Eglinton Avenue West**  
**Owner: Mattamy (5150 Ninth Line) Limited**  
**Files: OZ 20/021 W10 T-M20005 W10**

## Recommendation

That the report dated May 7, 2021, from the Commissioner of Planning and Building regarding the applications by Mattamy (5150 Ninth Line) Limited to permit 42 back to back townhomes and 5 condominium townhomes under Files OZ 20/021 W10 and T-M20005 W10, 5150 Ninth Line, be received for information.

## Background

These applications form the second phase of a larger development proposal encompassing the entirety of 5150 Ninth Line. The first phase of the development is being reviewed under Files OZ 19/018 W10 and T-M19006 W10, 5150 Ninth Line, and proposes 122 townhomes on condominium roads and a new municipal road extending west through the subject lands from Ninth Line.

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

## PROPOSAL

The rezoning application is required to permit 42 back-to-back townhomes and 5 condominium townhomes on condominium roads and an addition to an adjacent woodlot to the north. The

zoning by-law will need to be amended from **D** (Development) and **PB1** (Parkway Belt) to **RM6-Exception** (Townhouses on a CEC-Road), **RM11-Exception** (Back to Back Townhouses on a CEC-Road) and **G1** (Greenlands) to implement this development proposal. A portion of the subject lands adjacent to the Highway 407 ETR will retain the current (Parkway Belt) zone. A plan of subdivision is required to create the residential blocks for the townhomes, the condominium roads and the woodlot block. The applicant has also submitted an application to the Ministry of Municipal Affairs and Housing to remove a portion of the subject lands from the Parkway Belt West Plan.

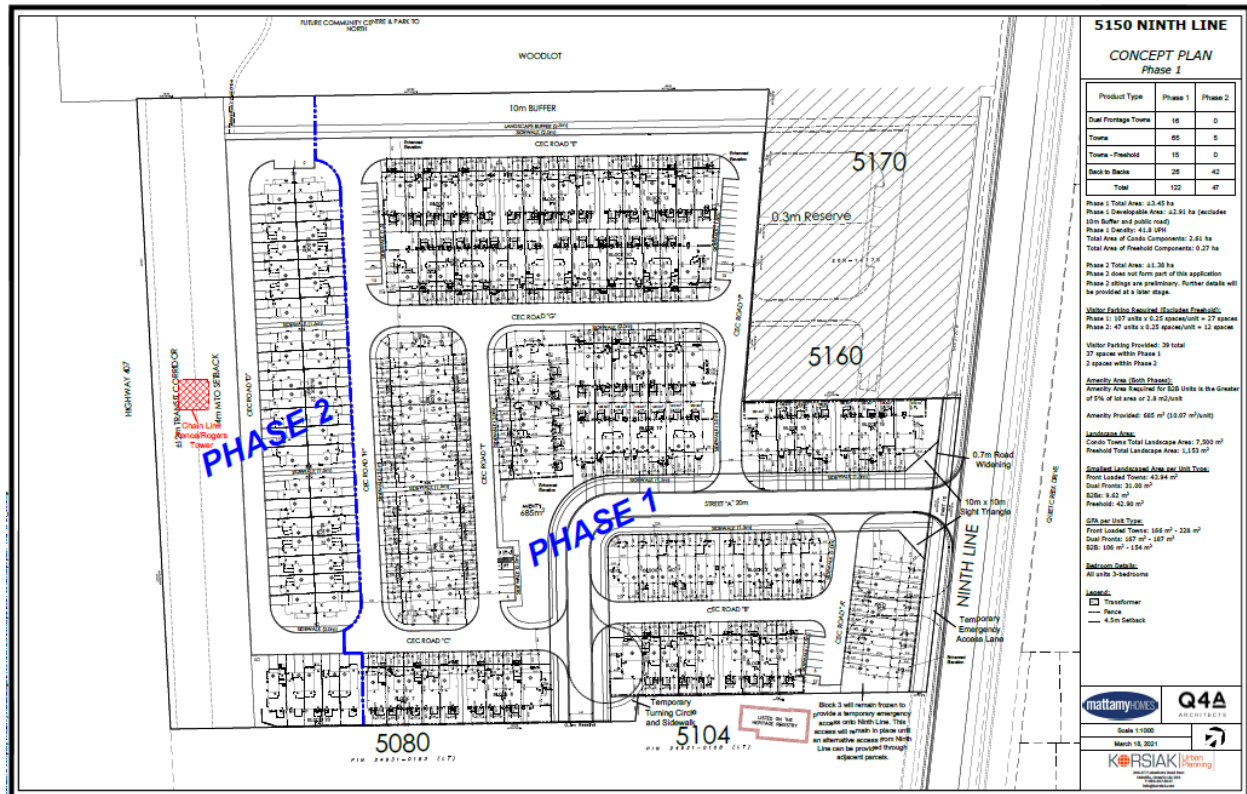
During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

## Comments

The property is located on the west side of Ninth Line, north of Eglinton Avenue West within the Ninth Line Neighbourhood Character Area. The site is occupied by a telecommunications tower.



Aerial image of 5150 Ninth Line – Phase 1 and Phase 2 lands



## Proposed Concept Plan

## LAND USE POLICIES AND REGULATIONS

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

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

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

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

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

Additional information and details are found in Appendix 1, Section 4.

### **AGENCY AND CITY DEPARTMENT COMMENTS**

Agency and department comments are summarized in Appendix 1, Section 7.

## **Financial Impact**

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

## **Conclusion**

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

- Provision of additional technical information
- Consistency with Ninth Line Neighbourhood Character Area policies of Mississauga Official Plan and the Shaping Ninth Line Urban Design Guidelines
- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lotting fabric
- Are the proposed zoning by-law exception standards appropriate
- Assessment of the proposed circulation network (i.e. multi-use trails, walkways, trails, and mid-block connections)
- Compatibility with Phase 1 of the 5150 Ninth Line development currently in process under Files OZ/19/018 W10 and T-M19006 W10
- Confirmation from the Ministry of Municipal Affairs and Housing that any required amendments to the Parkway Belt West Plan have been sought and granted
- Confirmation from the Ministry of Transportation that the proposed buffer block is adequate.

## Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Matthew Shilton, Development Planner

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

**Owner: Mattamy (5150 Ninth Line) Limited**

### **5150 Ninth Line (Phase 2)**

#### **Table of Contents**

1. Proposed Development.....	2
2. Site Description.....	7
3. Site Context .....	9
4. Summary of Applicable Policies, Regulations and Proposed Amendments.....	14
5. School Accommodation .....	31
6. Community Questions and Comments.....	31
7. Development Issues .....	32
8. Section 37 Community Benefits (Bonus Zoning) .....	35
9. Next Steps .....	36

## 1. Proposed Development

The applicant proposes to develop the property with 42 back to back townhomes and 5 condominium townhomes on condominium roads. A rezoning application is required to permit the proposed development (refer to Section 4 for details concerning the proposed amendments). A draft plan of subdivision application is required to create blocks for townhomes, woodlot buffer, MTO setback, and transitway purposes. This is the second phase of a two phase development. The first phase of the development is being reviewed under rezoning and draft plan of subdivision Files OZ 19/018 W10 and T-M19006 W10, and proposes 122 townhomes of various types and tenures on public and private roads.

Development Proposal	
Applications submitted:	Received: November 19, 2020 Deemed complete: December 14, 2020
Developer/ Owner:	Mattamy (5150 Ninth Line) Limited
Applicant:	Korsiak Urban Planning
Number of units:	47 units
Proposed Gross Floor Area:	7,474.0 m <sup>2</sup> (80,449.5 ft <sup>2</sup> )
Height:	3 storeys / 15 m (49.2 ft.)
Net Density (Phase 2)	62.7 units/hectare (154.8 units/acre)
Road Type:	Common element condominium road (CEC)
Anticipated Population:	110* *Average household sizes for all units (by type) based on the 2016 Census

Development Proposal		
Parking:	Required:	Provided:
Resident spaces	94	94
Visitor spaces	12	2*
Total	106	96
		*Phase 1 of the proposed development accommodates all required visitor parking.
Green Initiatives:	<ul style="list-style-type: none"> <li>Stormwater retention</li> <li>Landscaped bioretention area with amphibian habitat features is proposed within the 10 m (32.8 ft.) buffer adjacent to the woodlot</li> <li>LED lighting options will be integrated into buildings to reduce energy, maintenance and cooling costs</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>:

- Planning Justification Report Addendum and Zoning Matrices
- Urban Design Study
- Low Impact Design Features Memo
- Sun/Shadow Study
- Noise Study
- Arborist Report

- Easements / Restrictions on Title
- Traffic Impact Study
- Transportation Demand Management Plan
- Right-of-Way Justification
- Environmental Impact Study and Memos
- Functional Servicing & Stormwater Management Report
- Ditch Slope Stability (Top of Bank Survey)
- Geotechnical Report
- Environmental Site Assessment Phase 1
- Environmental Site Assessment Phase 2
- Record of Site Condition
- Heritage Impact Assessment
- Archaeological Assessment – Stage 1 Report and Supplementary Memo
- Archaeological Assessment – Stage 2 Report and Supplementary Memo
- Archaeological Registries for Stage 1 and 2 Reports
- Housing Report
- Affordable Housing Memo
- Lease Agreement (Rogers Communications)
- Context Map
- Concept Plan and Phasing Plan
- Draft Plan of Subdivision
- Composite Plan

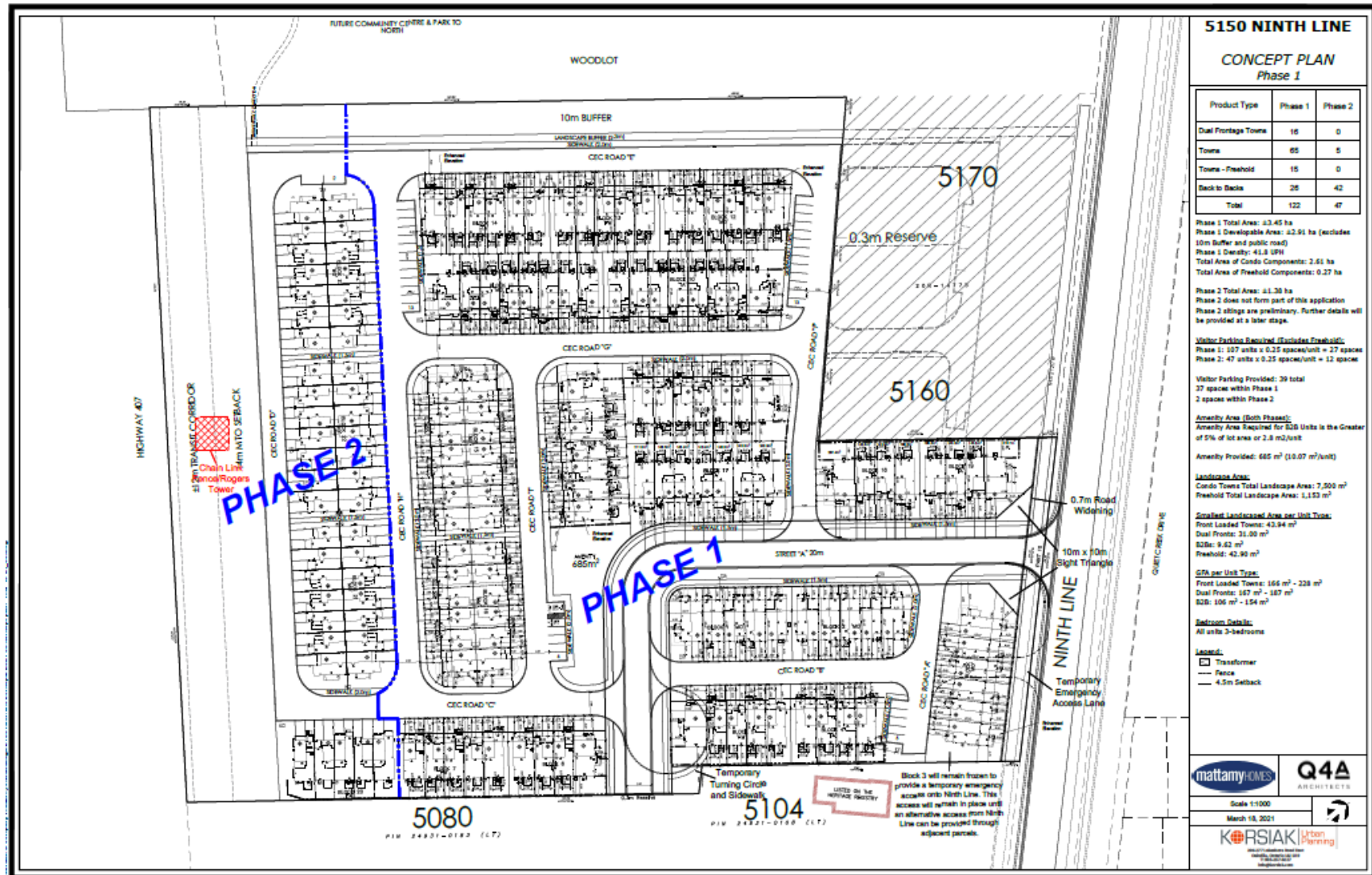
- Draft Zoning By-law Amendment
- Survey
- Building Elevations
- Civil Engineering Drawing Package (Grading, Servicing, ROW Cross Sections, Storm Drainage Plans)
- Landscape Concept Plan
- Tree Management Plan

### **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 on June 24, 2019. The community meeting was held for the proposed applications at 5150 Ninth Line (Mattamy) and the proposed applications at 5080 Ninth Line (Your Home Developments). Your Home Developments has not yet submitted development applications for 5080 Ninth Line. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received.



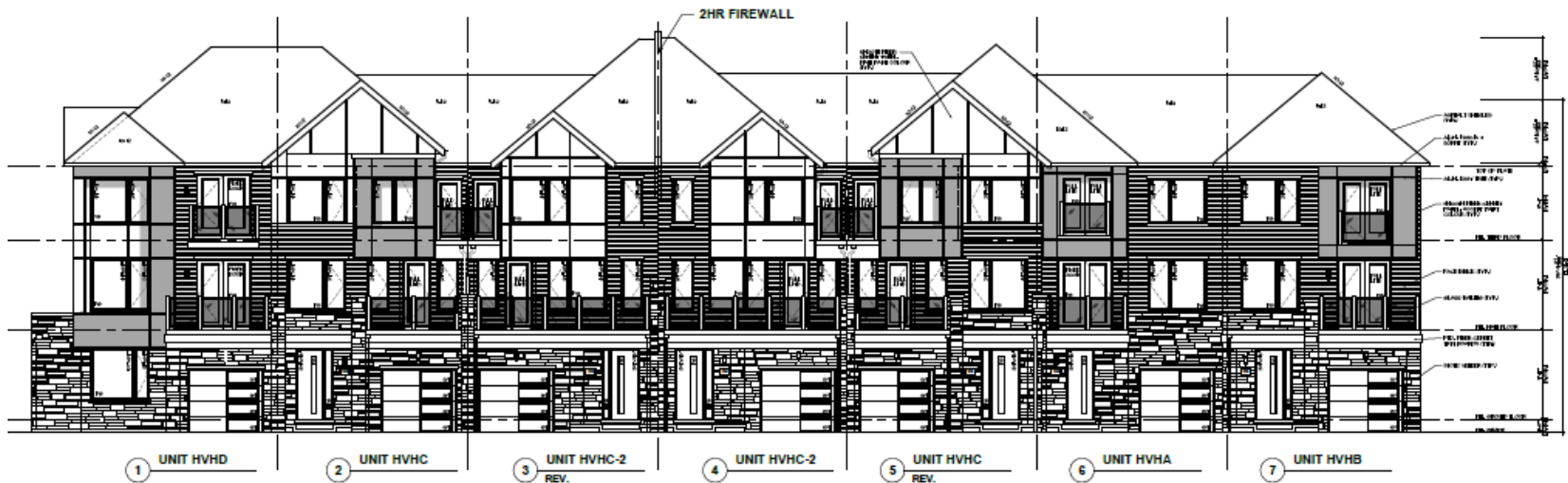


Concept Plan





Front Elevation of Street Townhomes



Front Elevation of Back-to-Back Townhomes



## 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 area consists of vacant agricultural land and existing rural residential properties. There is a small commercial development on the west side of Ninth Line, and low density residential development on the east side of Ninth Line. The vacant agricultural land forms part of the Parkway Belt West Plan area.



Aerial Photo of 5150 Ninth Line – Phase 1 and 2 lands

Property Size and Use (Includes Phase 1 Lands)	
Frontages:	99.3 m (325.8 ft.)
Depth:	248 m (813.6 ft.)
Gross Lot Area:	4.8 ha (11.9 ac.)
Existing Uses:	Vacant, with the exception of a telecommunications tower at the rear of the site.



Photo of 5150 Ninth Line from Ninth Line



Photo of 5150 Ninth Line from Highway 407 ETR

## 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 agree 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 31, 2019 – Rezoning and Draft Plan of Subdivision applications, under files OZ 19/018 W10 and T-M19006 W10, were submitted by Mattamy (5150 Ninth Line) Limited to rezone and subdivide a portion of the subject lands to permit 119 townhomes on private condominium roads and a new public road from Ninth Line. These applications were subsequently revised to permit 122 townhomes
- 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 transitway to 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 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 future Churchill Meadows Community Centre and Park (under construction).

The east side of Ninth Line consists of planned, low density residential communities consisting of detached homes, semi-detached homes and townhomes.

The surrounding land uses are:

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

#### Neighbourhood Context

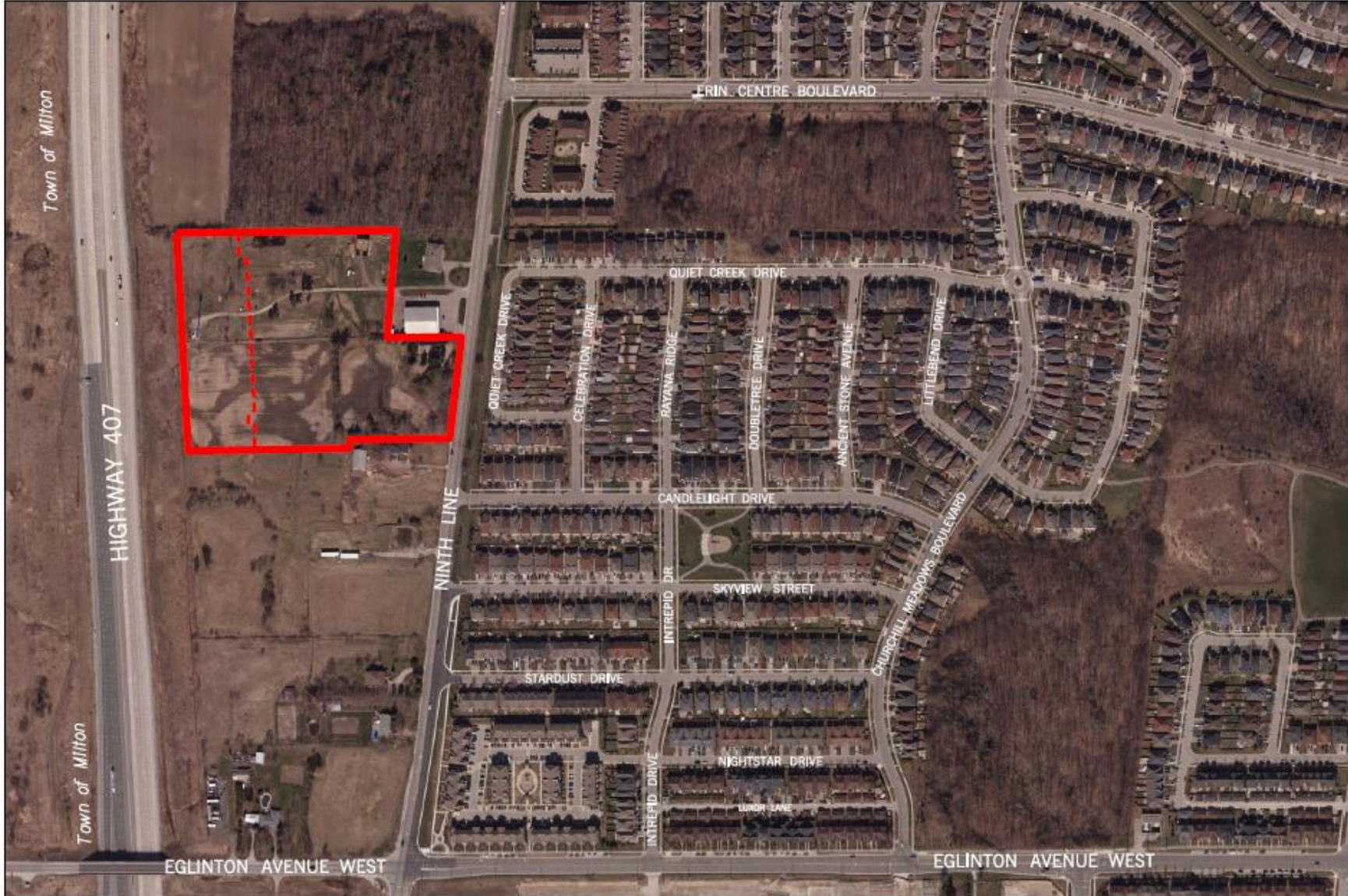
The subject lands are located in Precinct 5 (Community Park/Residential Area) of the Ninth Line Neighbourhood Character Area.

The lands on the west side of Ninth Line are predominantly vacant, with limited agricultural uses remaining. The primary

use is rural residential, with approximately 20 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 Churchill Meadows Community Centre and Park are currently under construction between Eglinton Avenue West and Britannia Road West, approximately 310 m (1,017 ft.) north of the subject lands.

On the east side of Ninth Line, 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 5150 Ninth Line - Phases 1 and 2

## 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. The City uses the 2013 Mississauga Growth Forecast to project anticipated population within specific areas of the City. Since the approved land use framework for the Ninth Line corridor did not come into effect until 2018, the anticipated population is not reflected in the 2013 Mississauga Growth Forecast.

The following table summarizes the minimum densities that are applicable to the Ninth Line Neighbourhood Character Area at 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 (2019)	Designated Greenfield Area: 50 PPJs/Ha (20.2 PPJs/Ac)
Region of Peel ROPA 33	Designated Greenfield Area: 79 PPJs/Ha (32 PPJs/Ac)
Mississauga Official Plan (MOPA 90)	82 PPJs/Ha (33.2 PPJs/Ac)

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

\*\*in effect during the Shaping Ninth Line study

The minimum density of 82 people and jobs per hectare (33.2 people and jobs 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. Although the Business Employment and Public Open Space areas account for nearly 30% of the developable area (32.4 ha 80 ac.), they are expected to contribute very few people and jobs towards the overall density. Therefore, other lands (i.e. lands designated Residential medium Density and Mixed Use) need to reach higher densities to achieve the overall planned average of 82 people and jobs per hectare (33.2 people and jobs per acre).

It should 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 Minor application in process for a sports playing field and parking lot expansion at Sherwood Heights Private School
- SP 18/113 W8 – 3665 Odyssey Drive – Site Plan approval was obtained for 2, one-storey, multi-unit employment buildings
- SP 19/025 W8 – 3986 and 3990 Eglinton Avenue West – Site Plan application in process for a new gas bar, convenience store and drive-through
- SP 19/106 W8 – 3645 Platinum Drive – Site Plan application in process for a 6 storey hotel with surface parking
- 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 in process to permit a mix of condominium and freehold townhomes.

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

**Community and Transportation Services**

The Ninth Line Character Area is a greenfield neighbourhood. Therefore, services such as a school site 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 (which is approximately 280 metres (918.6 ft.) from the subject lands), McLeod Park (which is approximately 250 metres (820.2 ft.) from the subject lands), and Marco Muzzo Senior Memorial Woods and Park (which is approximately 560 metres (1,837.3 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 Churchill Meadows Community Centre and Park is currently under construction on the west side of Ninth Line, between Eglinton Avenue West and Britannia Road West.

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 commenced the Ninth Line Environmental Assessment (EA) Study for the 6.2 km (3.2 miles) corridor between Eglinton Avenue West and Derry Road West. An introductory Open House was held on February 20, 2020, and subsequent virtual consultation occurred between June 25, 2020 and July 17, 2020, as well as January 13, 2021 and February 3, 2021.

The purpose of the study is to review, evaluate and recommend multi-modal transportation solutions for the Ninth Line corridor in order to accommodate future transportation needs and to complete Phases 1 through 4 of the Municipal Class EA process. The Official Plan identifies a designated right-of-way width of 35 m (114.8 ft.) for Ninth Line.

#### 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>Natural features and areas shall be protected for the long term. (PPS 2.1.1)</p> <p>Development and site alteration shall not be permitted in habitat of endangered species and threatened species, except in accordance with provincial and federal requirements. (PPS 2.1.7)</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
<p><b>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</b></p>	<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>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>
<p><b>Parkway Belt West Plan (PBWP)</b></p>	<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>Portions of the subject lands are within the Public Use Area of the Parkway Belt West Plan and are designated <b>Road</b> and <b>Inter-Urban Transit</b>.</p> <p>Permitted uses in Public Use Area:</p> <ul style="list-style-type: none"> <li>a) Legally existing uses</li> <li>b) Linear facilities (e.g. linear transportation, communication and utility facilities)</li> <li>c) Other public uses (subject to specific conditions including preservation of natural features, size of structures, landscaping, etc.)</li> <li>d) Interim uses (subject to specific conditions)</li> <li>e) Additions to existing uses (subject to specific conditions) (PBWP 5.4.1)</li> </ul> <p>Public Works in Public Use Area:</p> <ul style="list-style-type: none"> <li>a) Linear facilities <ul style="list-style-type: none"> <li>i) Constructed to minimize detrimental effects on natural features</li> <li>ii) Transportation facilities will be constructed to restrict the number and capacity of traffic routes connecting Urban Areas and to retain the open space character of the area covered by the Plan.</li> <li>iv) Landscaping and buffers will be provided where appropriate, both</li> </ul> </li> </ul>

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>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>a) 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>
<b>Halton Region Official Plan</b>	<p>Regional Official Plan Amendment 28 (ROPA 28) came into force and effect on December 21, 2005 and implemented the Ninth Line Corridor Policy Area policies and schedules.</p> <p>Regional Plan Amendment 38 (ROPA 38) subsequently deleted all policies and schedules implemented through ROPA 28 as a result of the land transfer to the Region of Peel / City of Mississauga. ROPA 38 was approved by the Minister of Municipal Affairs and Housing on November 24, 2011 and subsequently appealed to the Ontario Municipal Board (OMB), who approved the ROPA through a series of decisions between February 2014 and April 2017.</p>	<p>There are no current Halton Region Official Plan policies for the Ninth Line. As part of Regional Official Plan Amendment 38 (ROPA 38), the land use schedules and specific policies implemented by Regional Official Plan Amendment 28 (ROPA 28) were removed to reflect that the lands were no longer within Halton Region.</p>
<b>Region of Peel Official Plan (ROP)</b>	<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>

Policy Document	Legislative Authority/Applicability	Key Policies
		<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 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).

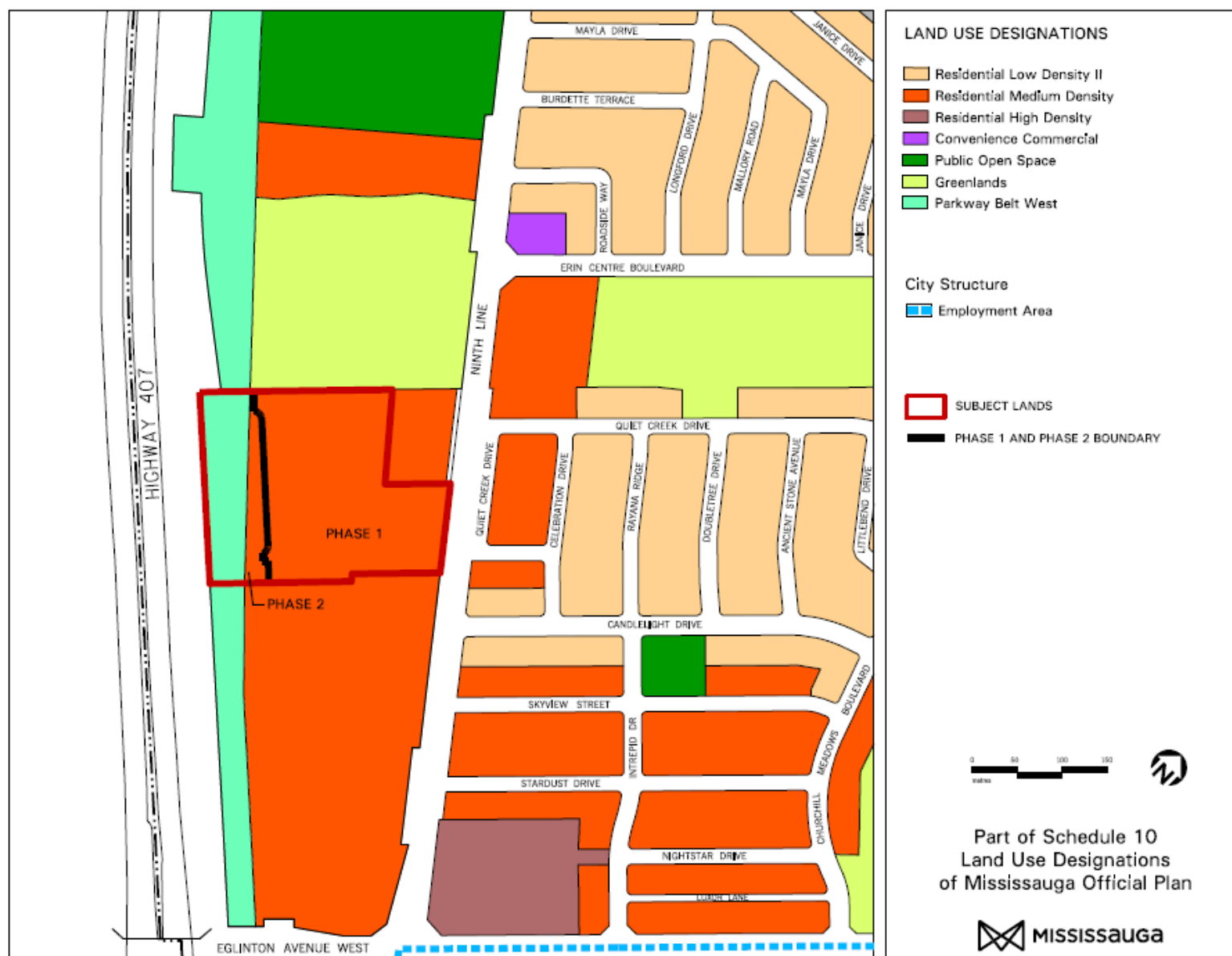
**Existing Designations**

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 subject lands is three to six storeys.

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 amending MOP.

Ninth Line is identified as a Corridor in MOP.



Excerpt of Ninth Line Neighbourhood Character Area



**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.

	<b>General Intent</b>
<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> <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><b>General Intent</b></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"> <li>c) Habitat of threatened species or endangered species;</li> <li>f) Significant woodlands are those that meet one or more of the following criteria: <ul style="list-style-type: none"> <li>• Any woodland greater than 0.5 hectares that: <ul style="list-style-type: none"> <li>• Supports old growth trees (greater than or equal to 100 years old);</li> <li>• Supports a significant linkage function as determined through an Environmental Impact Study approved by the City in consultation with the appropriate conservation authority</li> <li>• Is located within 100 m (328.1 ft.) of another Significant Natural Area supporting a significant ecological relationship between the two features;</li> <li>• Is located within 30 m (98 ft.) of a watercourse or significant wetland; or</li> <li>• Supports significant species or communities. (Section 6.3.12)</li> </ul> </li> </ul> </li> </ul> <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 &amp; b).</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>
<p><b>Chapter 7 Complete Communities</b></p>	<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"> <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>

<p><b>Chapter 8</b> <b>Create a Multi-Modal City</b></p>	<p><b>General Intent</b></p> <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>
<p><b>Chapter 9</b> <b>Build A Desirable Urban Form</b></p>	<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> <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>Neighbourhoods are stable areas where limited growth is anticipated. 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>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><b>General Intent</b></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 resources 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> <ol style="list-style-type: none"> <li>Contribute to the conservation of the heritage attribute of the resource and the heritage character of the area;</li> <li>Emphasize the visual prominence of cultural heritage resources; and</li> <li>Provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources. (Section 9.2.4.2).</li> </ol> <p>Development will be designed to:</p> <ol style="list-style-type: none"> <li>Respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks;</li> <li>Respect cultural heritage features such as designated buildings, landmarks and districts;</li> <li>Accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources;</li> <li>Achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible;</li> <li>Meet universal design principles;</li> <li>Address new development and open spaces;</li> <li>Be pedestrian oriented and scaled and support transit use;</li> <li>Be attractive, safe and walkable;</li> <li>Accommodate a multi-modal transportation system; and</li> <li>Allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate. (Section 9.3.1.4).</li> </ol> <p>Natural features, parks and open spaces will contribute to a desirable urban form by:</p> <ol style="list-style-type: none"> <li>Assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System;</li> <li>Connecting to the city's system of trails and pathways;</li> <li>Connecting to other natural areas, woodlands, wetlands, parks and open spaces, including streets, schools, cemeteries and civic spaces;</li> <li>Ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety;</li> <li>Ensuring that adjacent uses, buildings and structure front onto them, with direct access, and encouraging natural surveillance; and,</li> <li>Appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible. (Section 9.3.5.3).</li> </ol> <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><b>General Intent</b></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 discourages (Section 9.5.1.12).</p> <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>
<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 (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> </ul>

	<b>General Intent</b>
	<ul style="list-style-type: none"> <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> <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><b>General Intent</b></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>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 16.20.5.6).</p>
<p><b>Chapter 19 Implementation</b></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> <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> </ul>

	<p><b>General Intent</b></p> <p>k) Site specific opportunities and constraints; l) Sustainable design strategies; and m) Urban form and public health (Section 19.4.3).</p> <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 portion of the site proposed for redevelopment under these applications 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 is not permitted.

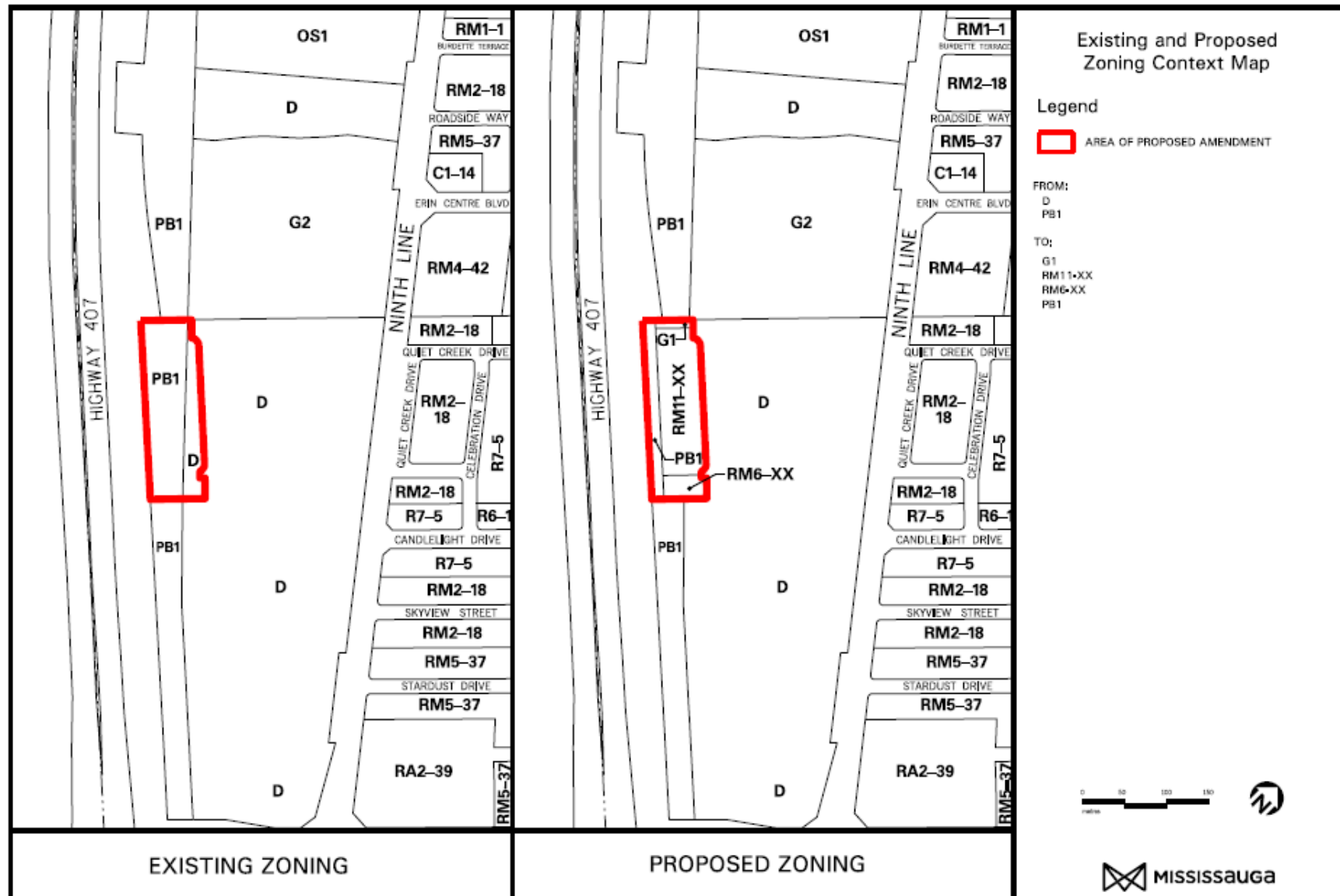
The **PB1** (Parkway Belt) zone implements the provisions and regulations of the Parkway Belt West Plan. The **PB1** zone permits passive recreational uses and conservation uses.

### Proposed Zoning

The applicant is proposing to zone a portion of the property **RM6 – Exception** (Townhouses on a CEC - Road – Exception) to permit 5 townhomes, **RM11 – Exception** (Back To Back Townhouses on a CEC - Road – Exception) to permit 42 back to back townhomes, and **G1** (Greenlands) to permit a 10 m (32.8 ft.) vegetative buffer. A portion of the subject lands will remain **PB1** (Parkway Belt) in order to implement the provisions and regulations of the Parkway Belt West Plan and facilitate the 407 Transitway.

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





Zone Regulations	Existing RM6 Zone Regulations	Proposed Amended Zone RM6 Regulations
Minimum <b>rear yard</b> setback – <b>interior lot / CEC - corner lot</b>	7.5 m (24.6 ft.)	5.8 m (19 ft.)
Maximum <b>height</b>	10.7 m (35.3 ft.) & 3 <b>Storeys</b>	15.0 m (49.2 ft.) & 3 <b>Storeys</b>
Minimum <b>landscaped area</b>	25%	24%
Maximum <b>encroachment</b> of <b>porch</b> or <b>deck</b> inclusive of stairs located at and accessible from the <b>first story</b> or below the <b>first storey</b> into the required <b>front</b> and <b>exterior side yards</b>	1.5 m (4.9 ft.)	2.5 m (8.2 ft.)
Maximum <b>encroachment</b> of a <b>balcony</b> , window, <b>chimney</b> , pilaster or corbel, window well, & stairs with a maximum of 3 risers, into the required <b>rear yard</b>	1.0 m (3.3 ft.)	2.5 m (8.2 ft.)
Maximum <b>driveway</b> width	3.0 m (9.8 ft.)	3.2 m (10.5 ft.)
Minimum width of sidewalk (CEC)	2.0 m (6.5 ft.)	1.5 m (4.9 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined.		

### Proposed RM11 Exception Zoning Regulations

Zone Regulations	Existing Zone Regulations	Proposed Amended Zone Regulations
Minimum <b>front yard</b> – <b>interior lot / CEC - corner lot</b>	4.5 m (14.8 ft.)	4.0 m (13.1 ft.)
Minimum <b>exterior side yard</b> – lot with an <b>exterior side lot line</b> that is a <b>street line</b>	7.5 m (24.6 ft.)	4.0 m (13.1 ft.)
Maximum <b>driveway</b> width	2.6 m (8.5 ft.)	3.4 m (11.2 ft.)
Minimum width of a sidewalk not traversed by a <b>driveway</b>	2.0 m (6.5 ft.)	1.5 m (4.9 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as		

Zone Regulations	Existing Zone Regulations	Proposed Amended Zone Regulations
the applications are further refined.		

### 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.

As the applications proposes less than 50 units, the City's affordable housing requirements are not applicable.

## 5. School Accommodation

### The Peel District School Board

Student Yield	School Accommodation			
11 Kindergarten to Grade 5 5 Grade 6 to Grade 8 5 Grade 9 to Grade 12	Artesian Drive Public School	Erin Centre Middle School	Stephen Lewis Secondary School	
	Enrolment: 574 Capacity: 698 Portables: 0	Enrolment: 806 Capacity: 766 Portables: 3	Enrolment: 1535 Capacity: 1530 Portables: 0	

### The Dufferin-Peel Catholic District School Board

Student Yield	School Accommodation	
4 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: 567 Capacity: 519 Portables: 8	Enrolment: 1116 Capacity: 1371 Portables: 0

## 6. Community Questions and Comments

A pre-application community meeting was held by Mattamy (5150 Ninth Line) Limited and Your Homes Developments 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.

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

- Concern as Ninth Line cannot accommodate the current traffic volumes and the proposed development will further increase traffic.
- Concern with the proposed density of the development.

## 7. Development Issues

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

Agency / Comment Date	Comments
<p>Region of Peel (April 20, 2021)</p>	<p><b>Region of Peel – Water and Wastewater Servicing:</b>  The development is located within the Pressure Zone 4W of the Region's water distribution system. Through the associated subdivision application to the east, a 300 mm (11.8 inch) watermain is proposed within the new public road (Street A) west of Ninth Line and will connect to the existing 400 mm (15.7 inch) watermain on Ninth Line. Local, looped watermain are proposed within the private roads to service the development. All proposed units will be provided with individual water service connections in accordance with Region design criteria. Hydrant testing and water modelling will be conducted as part of the detailed engineering design to confirm adequate fire flow is available.</p> <p>The development is located within the Erin Centre and Motorway Sewersheds of the west trunk system, which ultimately discharge to the Clarkson Water Pollution Control Plant. Through the associated subdivision application to the east, a new 375 mm (14.7 inch) sanitary trunk sewer is proposed along Ninth Line that will connect to an existing 900 mm (35.4 inch) sanitary sewer located just north of the subject site at Erin Centre Boulevard and Ninth Line. The new sanitary sewer will be extended through the proposed Street A to provide a drainage outlet for future developments to the south. The extension of the watermain along Ninth Line and through Street A will provide adequate servicing capacity to accommodate this site, the associated development to the east and future development to the south. The location of the proposed sanitary sewer is subject to the Ninth Line EA study. The design of the sewer will be reviewed and commented on by Region of Peel staff following an engineering submission for the infrastructure and confirmation of the new Ninth Line right-of-way design at an advanced stage of the EA study for this section of Ninth Line.</p> <p>The Region of Peel does not have any objections to the proposed water and wastewater servicing proposal for this development. Approval of this development is subject to approval of the associated subdivision application to the east and its infrastructure – T-M19006.</p> <p><b>Region of Peel – Waste Collection:</b>  The Region of Peel will provide curbside collection of garbage, recyclable materials, household organics and yard waste. The Region of Peel does not have any objections to the proposed waste collection design for this development.</p>
<p>Dufferin-Peel Catholic District School Board and the Peel District School Board (January 6, 2021)</p>	<p>Both School Boards responded that they are satisfied with the current provision of educational facilities for the catchment area and, as such, the school accommodation condition as required by City of Mississauga Council Resolution 152-98 pertaining to satisfactory arrangements regarding the adequate provision and distribution of educational facilities need not be applied for these development applications.</p> <p>Both School Boards require their standard warning clauses to be placed within the Development Agreement to advise that some of the children from the development may have to be accommodated in temporary facilities or bused to schools.</p>

Agency / Comment Date	Comments
	In addition, if approved, the Peel District School Board and the Dufferin-Peel Catholic District School Board also require certain conditions be added to the applicable Development Agreements and to any purchase and sale agreements.
City Community Services Department – Park Planning Section (February 11, 2021)	<p>In comments dated February, 11 2021 Community Services indicated that the proposed development is adjacent to Churchill Meadows Community Centre and Park (P-459), zoned G2 and OS1. This 20.23ha (50.0ac) park contains a woodlot, trails, play equipment, soccer pitches and a community centre, with potential for enhancements in future park development phases.</p> <p>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). Additional, 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>
Mississauga Fire and Emergency Services (January 25, 2021)	Fire is withholding their review of the Phase 2 development until the emergency access issues associated with the Phase 1 development are addressed.
City Transportation and Works Department (March 16, 2021)	<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 both the rezoning and draft plan of subdivision applications, as follows:</p> <p><b>Stormwater</b> A Functional Servicing &amp; Stormwater Management Report (FSR &amp; SWM), prepared by Urbantech Consulting, dated November 2020, 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 second phase of the development requires that the services be constructed through the first phase first, including a new storm sewer to service the development lands and the public road, with an outlet to the existing storm sewer on Ninth Line, as well as on-site stormwater management controls for the post development discharge. The proposed plan requires additional approvals such as the Ministry of Transportation.</p> <p>The applicant is required to provide further technical information to:</p> <ul style="list-style-type: none"> <li>• Demonstrate the feasibility of the proposed storm sewer;</li> <li>• Develop an acceptable strategy to accommodate external drainage from the adjacent properties;</li> <li>• Demonstrate that there will be no impact on the City's existing drainage system; and</li> </ul>

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>Verify that the internal SWM strategy satisfies the criteria and overall principles of the Ninth Line Corridor Scoped Subwatershed Study (SWS).</li> </ul> <p><b>Traffic</b> A Traffic Impact Study (TIS) prepared by C.F. Crozier &amp; Associates Inc. dated November 2020 was submitted in support of the proposed development. 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. The Traffic Impact Study is to be updated to include:</p> <ul style="list-style-type: none"> <li>The development of 5080 Ninth Line in the background development analysis;</li> <li>A section to address community concerns identified through the public meetings.</li> </ul> <p><b>Environmental Compliance</b> A Phase One ESA (18-748-100), dated 2019-02-11 and Phase Two ESA (18-748-100), dated 2019-10-16, both prepared by DS Consultants Ltd were submitted in support of the proposed development. Based on these reports a Record of Site Conditions has been filed for the property.</p> <p>The applicant is required to provide further information as part of subsequent submissions, as follows:</p> <ul style="list-style-type: none"> <li>Reliance Letter for the Phase One and Phase Two Environmental Site Assessment;</li> <li>The Temporary Discharge to Storm Sewer Commitment Letter;</li> <li>Proof of the Above Ground Tank removal;</li> <li>Written document which includes a plan to decommission the wells or proof of decommissioning if already completed;</li> <li>Written document which includes a plan to decommission or abandon the septic system, or proof of decommissioning if already completed;</li> <li>Certification letter which confirms suitability of lands to be dedicated to the City.</li> </ul> <p><b>Noise</b> An Acoustical Feasibility Study prepared HGC Engineering Ltd., dated November 17, 2020, was submitted for review. The Noise Study evaluates the potential impact both to and from the proposed development and recommends mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road and rail traffic. Further information from the applicant is required to confirm that any noise mitigation measure is based on the latest concept configuration and grading information.</p> <p><b>Engineering Plans/Drawings</b> The applicant has submitted a number of technical plans and drawings (i.e. grading and servicing plans), which need to be revised as part of subsequent submissions, in accordance with City Standards.</p>
Credit Valley Conservation (January 4, 2021)	The proposal shows that the lands subject to natural heritage features, hazards and woodlot buffer are proposed to be zoned G1. CVC staff recommend that the appropriate restrictive zoning be placed over all lands beyond the approved limit of development (natural heritage features and hazards) including buffers (i.e. vegetation protection zone), and placed into public ownership for long term protection and maintenance.
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:

Agency / Comment Date	Comments
	<ul style="list-style-type: none"> <li>• City of Mississauga – City Community Services Department – Heritage Planning Section</li> <li>• City of Mississauga – City Community Services Department – Public Art</li> <li>• City of Mississauga – Planning and Building Department – Economic Development</li> <li>• Bell Canada</li> <li>• Greater Toronto Airports Authority</li> <li>• Alectra Utilities</li> <li>• Hydro One Network</li> </ul>
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> <li>• Region of Halton</li> <li>• Town of Milton</li> <li>• Trillium Health Partners</li> <li>• Enbridge Gas Inc. (Formerly Union Gas)</li> <li>• Enbridge Pipelines Inc.</li> <li>• Enbridge Gas Distribution</li> <li>• TransCanada Pipelines</li> <li>• Ministry of Transportation</li> <li>• Canada Post</li> <li>• Rogers Cable</li> <li>• Conseil Scolaire Viamonda</li> <li>• Conseil Scolaire de District Catholique Centre-Sud</li> <li>• Peel Regional Police</li> <li>• City of Mississauga – Corporate Services Department – Realty Services</li> <li>• City of Mississauga – Transportation and Works Department – MiWay</li> <li>• City of Mississauga – Fire and Emergency Services</li> </ul>

### Development Requirements

There are engineering, traffic, 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)

Section 37 community benefits (bonus zoning) is not considered applicable for the current proposal as no official plan amendment is required and the proposed zoning is



implementing the in force Mississauga Official Plan policies.

## 9. Next Steps

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

- Is the proposed development consistent with Ninth Line Neighbourhood Character Area policies of Mississauga Official Plan and the Shaping Ninth Line Urban Design Guidelines
- Is the proposed development compatible with the existing and planned character of the area given the proposed massing, building height, and lot fabric
- Are the proposed zoning by-law exception standards appropriate
- Assessment of the proposed circulation network (i.e. multi-use trails, walkways, trails, and mid-block connections)
- Confirmation from the Ministry of Municipal Affairs and Housing that any required amendments to the Parkway Belt West Plan have been sought and granted
- Confirmation from the Ministry of Transportation that the proposed buffer block is adequate

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.