

## Recommendation Report Detailed Planning Analysis

**Owner: Derry Britannia Developments Limited (Mattamy Homes)**

**6136, 0, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400, 6423, 6500 and 0 Ninth Line  
(Part of Lots 6, 7, 8, and 9, Concession 9, N.S)**

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Files: Originator's files: OZ 19/12 W10, T-M19003 W10, OZ 19/13 W10 and T-M19004 W10

Date: November 22, 2023

## 1. Community Comments

Comments from the public were generally directed towards the proposed density and traffic on Ninth Line. Below is a summary and response to the specific comments heard.

### Comment

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

### Response

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

The applicant has submitted a Traffic Impact Study, which has been reviewed by City of Mississauga Traffic staff and has been found to be acceptable. See Section 2 of this appendix for further details.

### Comment

Concern that the development is too dense.

### Response

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

The Shaping Ninth Line planning study contemplates a minimum density for all lands within the Ninth Line Neighbourhood Character Area of 82 people and jobs per hectare (33.2 people and jobs per acre). The study established a vision for a medium density residential community, with a variety of housing types. The proposed development, excluding the apartment blocks which will be zoned at a later date, has a density of 40 people and jobs per hectare (16.2 people and jobs per acre). The estimated density once the apartment blocks are zoned will be 72 to 78 people and jobs per hectare (29 to 31.6 people and jobs per acre). The proposed development is consistent with the Medium Density residential policies in the Official Plan and proposes minor deviations from the City's Zoning By-law regulations for the various townhome types proposed.

## 2. Updated Agency and City Department Comments

### UPDATED AGENCY AND CITY DEPARTMENT COMMENTS

The applications were circulated to all City departments and commenting agencies on August 30, 2019. Subsequent resubmissions were circulated on June 11, 2020, November 30, 2021, May 16, 2023 and October 12, 2023.

A summary of the comments are contained in the Information Report attached as Appendix 1.

Updated comments are as follows:

### **Transportation and Works Department**

On November 16, 2023, the Transportation and Works Department provided the following comments on the applications:

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

### **Stormwater**

A final Functional Servicing and Stormwater Management Report (FSR), prepared by Urbantech Consulting dated October 2023, was submitted in support of the proposed development and to address all staff comments. The report indicated that an increase in stormwater runoff will occur with the redevelopment of the site. In order to mitigate the change in impervious areas from the proposed development and/or impact to the receiving municipal drainage system, on-site stormwater management control for the post-development discharge is required. In addition, the applicant is proposing to construct a storm system and pond to service the development lands, with an outlet to Sixteen Mile Creek. Water reuse and infiltration is proposed to retain stormwater on site. The applicant has demonstrated a satisfactory stormwater servicing concept. The overall refinement of the functional servicing and stormwater management report can be addressed prior to Site Plan approval and through the related Subdivision Agreement and detailed design of municipal infrastructure.

### **Traffic**

Five Traffic Impact Study (TIS) submissions were provided by C.F. Crozier & Associates Inc. in support of the proposed development. The final study, dated September 2023, complied with the City's TIS Guidelines and is deemed satisfactory. The study concluded that the proposed development, including both the north and south phases, is anticipated to generate 875 (309 in, 566 out) and 774 (473 in, 301 out) two-way site trips for the weekday AM and PM peak hours in 2031, respectively.

With the estimated traffic generated by the proposed development, the study area intersections are expected to operate at acceptable levels of service subject to the planned widening of Ninth Line from two lanes to four lanes.

### **Environmental Compliance (T-M19003)**

A Phase I Environmental Site Assessment (ESA) dated May 29, 2019; a Phase I ESA dated May 31, 2019; a Phase I ESA dated July 14, 2021; a Phase II ESA dated June 17, 2019; and a Phase II ESA dated June 28, 2019; all prepared by DS Consultants Ltd., have been received in support of the proposed development.

The reports confirm the presence of contamination on site. As such, the applicant is required to provide a Remedial Action Plan (RAP) prior to subdivision registration that appropriately addresses the contamination. Additional information may be required depending on the results of that report, and outstanding items, including a letter of reliance and storm sewer use form can be submitted as part of the detailed engineering review. The implementation of the

recommendations from the RAP can be addressed through the related Subdivision Agreement.

### **Environmental Compliance (T-M19004)**

A Phase I Environmental Site Assessment (ESA) dated May 30, 2019; a Phase II ESA dated June 17, 2019; a Phase I ESA dated May 30, 2019; and a Phase 1 ESA dated July 14, 2021; all prepared by DS Consultants Ltd., have been received in support of the proposed development.

The Phase I ESA report dated May 30, 2019 for Parcels G-J indicated the possibility of contamination of the subject lands. Therefore, we require that a Phase II (ESA) be submitted to the Transportation and Works Department for review.

The Phase I ESA dated July 14, 2021 indicated that a Phase II ESA is required for 6288 Ninth Line. Therefore, a Phase II ESA is required to be submitted to the Transportation and Works Department for review.

The Phase II ESA dated June 17, 2019 report for parcels E and F indicated that additional investigation in order to delineate the presence of soil/groundwater contamination is required. As such, the applicant is required to provide a Remedial Action Plan (RAP) that appropriately addresses the contamination.

Additional information may be required depending on the results of the above noted reports, and outstanding items including reliance letter, storage tank decommissioning, and storm sewer

use can be submitted during the engineering submission review stage and prior to the Lifting of the Holding provision.

### **Noise**

A Noise Report prepared by YCA Engineering Limited, dated November 2021 and revised May 2023, was submitted in support of the proposed development. The Noise Report evaluates the potential acoustical 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 traffic (Highway 407, Ninth Line, Derry Road, and Britannia Road), rail traffic, future Transitway, proximity of the adjacent Parkway Union Gas facility, and proximity of the proposed elementary school. The submitted noise assessment confirms that noise mitigation will be required, including sound barriers for outdoor living areas, ventilation requirements such as provisions for central air conditioning, and upgrading building materials, the details of which will be confirmed through the detailed design of the subdivision and through the site plan application and building permit processes.

### **Other Engineering Matters**

The applicant has submitted a number of technical plans that will need to be revised through detailed design and prior to Removal of the Holding zone provision. Additional requirements and clauses related with the development of the lands will be captured through the Lifting of the Holding zone provision and the related Subdivision Agreement.

**Community Services Department**

In comments dated November 14, 2023, Parks and Culture Planning and Forestry Sections, Community Services Department provide following comments:

The subject property is in the Ninth Line Community Node Character Area. As established in the 2022 Parks Plan, the parkland provision standard of 1.2 ha per 1000 people is being achieved and additional parkland is secured under the plan of subdivision applications to address immediate neighbourhood parkland needs.

A total of 2.53 ha (6.25 ac.) of parkland will be dedicated to the City, 0.76 ha (1.88 ac.) under application 21T-M19003 and 1.77 ha (4.4 ac.) under 21T-M19004, in consideration of the proposed population increase and facility needs in the community. The proposed parkland will help achieve the 400 metre (1,312 ft.) walking distance to a City owned playground including additional recreational facilities to future residents.

In addition to new parkland to be secured through these development proposals, staff note that the subject site is within 260 m (865 ft.) of Lisgar Fields (P-359). Lisgar Fields provides a community playground and open space including a ball diamond. Cordingley Park (P-364) is also on the east side of Ninth Line at a distance of 20 m (65 ft.) with amenities such as a soccer pitch and ball diamond.

Staff note that the subject site contains components of the City's Natural Heritage System (NHS). All NHS features within the subject site are to be removed. Impacts from this loss will be

mitigated by the creation of a new natural heritage system block focused on the Sixteen Mile Creek tributary situated between the Highway 407 and the future transit way. This concept conforms with the intent of the Scoped Ninth Line Subwatershed Study and vision of the Ninth Line Secondary Plan. Extensive restoration and monitoring of this block will be required to ensure performance. The new natural heritage block will be gratuitously dedicated to the City. The interim and ultimate maintenance access to the NHS block, including restoration and clean up requirements for parkland and greenlands will be reviewed and finalized through the future engineering submission (development agreement) process.

The NHS losses that cannot be restored/recreated within the new natural heritage block will be compensated for by a combination of off-site restoration undertaken by the proponent and cash-in-lieu provided to the City for future restoration on city-owned properties within the Ninth Line Corridor / Sixteen Mile Creek subwatershed.

**Region of Peel**

In comments dated November 14, 2023, the Region of Peel confirmed that the proposed Official Plan Amendment application is exempt from Regional approval and a ROPA is not required. The Region has delegated approval authority to the City for both the official plan amendment and draft plan of subdivision.

There are no major concerns regarding water and waste water infrastructure capacity. The Region will require technical revisions to some of the supporting studies. Additional

information will be required via the engineering submissions for the subdivisions (such as the Functional Servicing Report and Hydrogeological Report) prior to clearing conditions of registration.

The proposed street network presents a feasible solution for the waste management plan. Waste management for the proposed apartment blocks (9N and 13S) will be reviewed through future planning applications at a later date.

### **Halton Region Conservation Authority**

Conservation Halton (CH) provided comments on the second submission of the High Level Concept Plan (HLCP) and Block 2 Comprehensive Environmental Impact and Integration Study (CEIIS) as well as the third/fourth submissions of the North/South subdivisions and zoning by-law amendments (ZBAs) in a letter dated July 20, 2023.

CH subsequently met with the applicant's consulting team and staff from the City of Mississauga to discuss prior comments, and to discuss the coordination of Ninth Line road works relative to the applicant's proposed development.

### **Ontario Regulation 162/06**

Based on review of materials submitted, it has generally been demonstrated that the 'Interim Condition' proposed for Block 2 will not increase flood risks for upstream or downstream properties, that the proposed valley and floodplain alteration would appropriately address flooding and erosion hazards, and that the proposed valley and floodplain alteration will maintain

or improve upon the existing valley's flood storage discharge relationship.

Although staff has reviewed the concept for an 'Ultimate Condition' when the 407 Transitway is developed, CH's review is not to be interpreted as acceptance or approval of the Ultimate Condition as shown. Future works outside of the Block 2 Interim Condition will be further reviewed as part of future applications (e.g., CEIIS, 407 Transitway detailed design, etc.).

CH permits will be required for all watercourse and hazard land alterations, wetland removals and restoration, and development (e.g., site alteration, access roads, paths, SWM outfalls, etc.) within the regulated area.

### **Provincial Policy Statement (Sections 3.1.1-3.1.7)**

CH reviews applications based on its delegated responsibility to represent the Province on the natural hazard policies of the PPS (3.1.1-3.1.7 inclusive). Prior to subdivision registration, the proposed flooding and erosion hazard alterations will need to be completed to the satisfaction of CH and the City of Mississauga such that proposed lots are outside of the hazardous lands and safe access is provided. As such, the proposed development is consistent with the natural hazards policies of the PPS.

### **Recommendation**

Based on review of the materials submitted, CH has no objection to the approval of the proposed North and South Zoning By-law Amendments and Draft Plans of Subdivision.

**Ministry of Transportation**

On November 22, 2023, the Ministry of Transportation offered the following comments on the applications:

This site is within MTO's limits of permit control, and Ministry building/land-use permits are required prior to any grading or construction taking place on these lands.

We have no objection in principle to the proposed rezoning and plan of sub-division applications.

All access must be secured via the internal municipal road infrastructure. Municipal road access to all properties must be assured. Direct access to Highway 407 (or 407 Transitway where applicable) will not be permitted.

This draft plan of subdivision affects land that is owned by the ministry that is currently being used by 407 ETR to access the stormwater management pond from Ninth Line. MTO notes that access to the SWM Pond will be provided by Street 'A' when the subdivision has been completed/constructed and the new roads of the sub-division are opened. This will be acceptable to the MTO provided that clear and unobstructed access from Ninth Line to the SWM Pond is provided by the proponent at all times during the development of this sub-division, and provided that the proponent has permission from the Ministry to access, use and purchase the land to include in the subdivision.

The Ministry's EA for the 407 Transitway is completed, and the integrity of this EA must be maintained during this and any future development process, where applicable. MTO will not

permit direct access to the 407 Transitway, nor at-grade crossing of the Transitway. Any crossing of the Transitway ROW must be grade separated, and meet with MTO review and approval.

This Ministry requires a minimum 14m (46 ft.) setback from the 407 ETR and the 407 Transitway right-of-way.

All above and below ground structures and features which are essential to the viability of the site (including but not limited to, frontage roads, fire routes, stormwater management facilities [ponds/drainage channels], retaining walls and servicing/utilities) must be setback a minimum of 14.0m (46 ft.) from all ministry property limits (including the transitway). Please show the 14m (46 ft.) setback on all plans, and ensure that the ministry's setback requirements are stipulated in the zoning by-law.

Noise Attenuation features (e.g. earth berms) must be contained within the subject lands and setback a minimum of 0.3m (1 ft.) from all ministry property limits.

Encroachment onto the highway or transitway right-of-way will not be permitted.

All external illumination must be directed away from the highway and transitway right-of-way.

The limits of the 407 ETR and the 407 Transitway, as has been designated, must be shown and labelled on all plans. The plans

must also clearly show and label all other land ownerships and property limits adjacent to this development.

### **School Accommodation**

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

Prior to final approval, the City of Mississauga shall be advised by the School Boards that satisfactory arrangements regarding the adequate provision and distribution of educational facilities have been made between the developer/applicant and the School Boards for this plan.

In comments, dated September 19, 2019 and reconfirmed on November 14, 2023 the Dufferin-Peel Catholic District School Board indicated that there adequate capacity to accommodate students generated by these applications.

In comments dated October 16, 2019 and reconfirmed on November 13, 2023 the Peel District School Board indicated that despite the efforts of the Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood.

As such, Block 16 on the draft plan of subdivision associated with file T-M19004 is proposed to be transferred to the Peel District School Board for public elementary purposes.

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

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

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

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

### **4. Consistency with PPS**

The Public Meeting Report dated November 8, 2019 provides an overview of relevant policies found in the PPS. The PPS includes policies that allow for a range of intensification opportunities and appropriate development standards, including:

Section 1.1.3.2 of the PPS requires development to reflect densities and a mix of land uses which efficiently use land and resources, are appropriate for and efficiently use infrastructure and public service facilities and are transit supportive.

Section 1.1.3.3 of the PPS states that planning authorities shall identify and promote opportunities for intensification and redevelopment where this can be accommodated, taking into account existing building stock.

Section 1.1.3.4 of the PPS states that appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while maintaining appropriate levels of public health and safety.

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

Section 1.6.8.1 of the PPS states that Planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems that meet current and projected needs.

Section 2.1.1 of the PPS states that Natural features and areas shall be protected for the long term.

The subject site and proposal represents an opportunity to intensify and increase the range of housing in the area, as well as provide new institutional uses and recreational opportunities for existing and future residents. The proposal also considers and responds to existing natural features by establishing a permanent natural heritage corridor and preserves a right of way for the future 407 Transitway.

The proposed development represents an efficient land use pattern that avoids environmental health or safety concerns. As outlined in this report, the proposed development supports the general intent of the PPS.

## 5. Conformity with Growth Plan

The Growth Plan was updated August 28, 2020, in order to support the "More Homes, More Choice" government action plan that addresses the needs of the region's growing population. The new plan is intended, amongst other things, to increase the housing supply and make it faster and easier to build housing. Pertinent changes to the Growth Plan include:

- The Vision for the Growth Plan now includes the statement that the Greater Golden Horseshoe will have sufficient housing supply that reflects market demand and what is needed in local communities.
- Section 2.2.2.3 requires municipalities to encourage intensification generally throughout the delineated built-up area. Previous wording referred to encouraging intensification to generally achieve the desired urban structure.

- Section 2.2.2.3 also directs municipalities to identify the appropriate type and scale of development in strategic growth areas and transition of built form to adjacent areas.

The PPS and Growth Plan indicate that development must be governed by appropriate standards including density and scale.

The proposed development conforms to the Growth Plan as it provides for intensification within a delineated built-up area, in a manner which is consistent with the existing and planned character of the immediate area.

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

The policies of the Parkway Belt West Plan (PBWP) are applicable to these applications. The subject lands were previously included in the Parkway Belt West Plan, within the Oakville-Mississauga Mini-Belt and were designated 'Inter-Urban Transit' within the 'Public Use Area'. On April 25, 2022, the Ministry of Municipal Affairs and Housing approved Amendment No. 236 and Amendment No. 242 to the Plan, which removed portions of the subject lands from the PBWP.

## 6. Region of Peel Official Plan

As summarized in the public meeting report dated November 8, 2019 (Appendix 1), the proposed development does not require an amendment to the Region of Peel Official Plan.

The subject property is located within the Urban System of the Region of Peel. General Objectives in Section 5.3.1 and General Policies in Section 5.5 direct development and redevelopment to the Urban System to achieve an intensified and compact form of development and provide a mix of land uses in appropriate areas to efficient use land, services infrastructure and public finances while taking into account the characteristics of existing communities and infrastructure.

The proposed development conforms to the ROP as it is an appropriate development that efficiently uses land to contribute to housing choices in the neighbourhood.

## 7. Mississauga Official Plan (MOP)

The proposal does not require an amendment to the Mississauga Official Plan Policies for the Ninth Line Neighbourhood Character Area Character Area, to permit a residential subdivision consisting of residential homes (range between 1,260 and 1,360), institutional (school), open space and greenland uses.

The City will need to update Schedule 10 of the Official Plan to identify public roads and public parks and to remove the Parkway Belt West Overlay from the subject lands.

Planning staff have undertaken an evaluation of the relevant policies of the PPS, Growth Plan and MOP, including those found in Section 19.5.1 against this proposed development application.

The following is an analysis of the key policies and criteria:

### *Directing Growth*

The subject site is located in the Ninth Line Neighbourhood Character Area. Although Neighbourhoods are generally not appropriate areas for significant intensification, MOP acknowledges that Neighbourhoods will not remain static and that new development should be sensitive to the existing and planned character. Intensification within Neighbourhoods is to be compatible to surrounding development in built form and scale and enhance the existing and planned development (S.5.3.5.5 and S.5.3.5.6). In accordance with MOP, higher density uses are to be directed to specific locations, including along Corridors (S.5.3.5.3).

The subject site is designated **Residential Medium Density** within the Ninth Line Neighbourhood Character Area which permits all forms of townhouse dwellings as well as low-rise and mid-rise apartments.

Based on the location of the property within the Ninth Line Neighbourhood Character Area and along a designated Corridor, City staff consider the subject site appropriate for residential intensification and higher density uses.

### *Compatibility with the Neighbourhood*

The site is located within the Ninth Line Neighbourhood Character Area, which is intended to accommodate a variety of medium and high density housing, employment, and an

extensive open space network. The surrounding lands east of the subject site are located in the Lisgar Neighbourhood Character Area and are designated **Residential Low Density II**, which permits detached, semi-detached, and townhouse dwellings with individual frontages. The subdivision and rezoning applications propose between 1,260 and 1,360 residential homes, institutional, open space and Greenland uses. The proposed housing typologies are consistent with Official Plan permissions and similar to the surrounding neighbourhood. The proposed apartment blocks will be evaluated through a (future) planning report or new application process to ensure that they are designed in a compatible and context sensitive manner.

The development has been designed to enhance the existing natural heritage feature along the west side of the property and to protect for the future 407 transitway expansion. The development is centred on a linear right of way network with a large park block and future public school. There is a variety of low rise housing types which are organized in an efficient lot and block pattern to facilitate active transportation, walkability and easy access to the planned park network.

### *Services and Infrastructure*

Based on the comments received from the applicable City Departments and external agencies, the existing infrastructure is adequate to support the proposed development.

The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site.

The site is currently serviced by the following MiWay Transit route:

- Route 39 Britannia at Ninth Line and Osprey Boulevard providing all day, two way service between Meadowvale Town Centre and Renforth Station.

There is a transit stop on Osprey Boulevard and Ninth Line within 30 m (98 ft.) of the site.

The lands on the west side of Ninth Line are predominantly vacant and are characterized by rural residential uses. To the north of the site, there is the Enbridge/Union Gas/TransCanada Joint Operating Facility (a natural gas transmission and distribution pumping station). To the south of the site, the Churchill Meadows Community Centre and Park were recently developed between Eglinton Avenue West and Britannia Road West. On the east side of Ninth Line are the Lisgar (north of Britannia Road West) and Churchill Meadows (south of Britannia Road West) Neighbourhood Character Areas. These areas are low and medium-density residential communities, consisting of a mix of detached, semi-detached and townhomes. Other uses on the east side of Ninth Line include schools, daycares and Montessori Schools, parkland and open space, and some commercial uses including a small commercial plaza with service and retail commercial uses and a gas station. Further north, there are a number of large scale industrial / warehouse buildings, the Garry W Morden Centre, and a driving range.

For these reasons, these applications are consistent with MOP, the Region of Peel Official Plan, the Growth Plan for the Greater Horseshoe and the PPS.

### 8. Revised Site Plan and Elevations

Revised site plan and elevations have been provided as follows



Concept Plan



Concept Plan

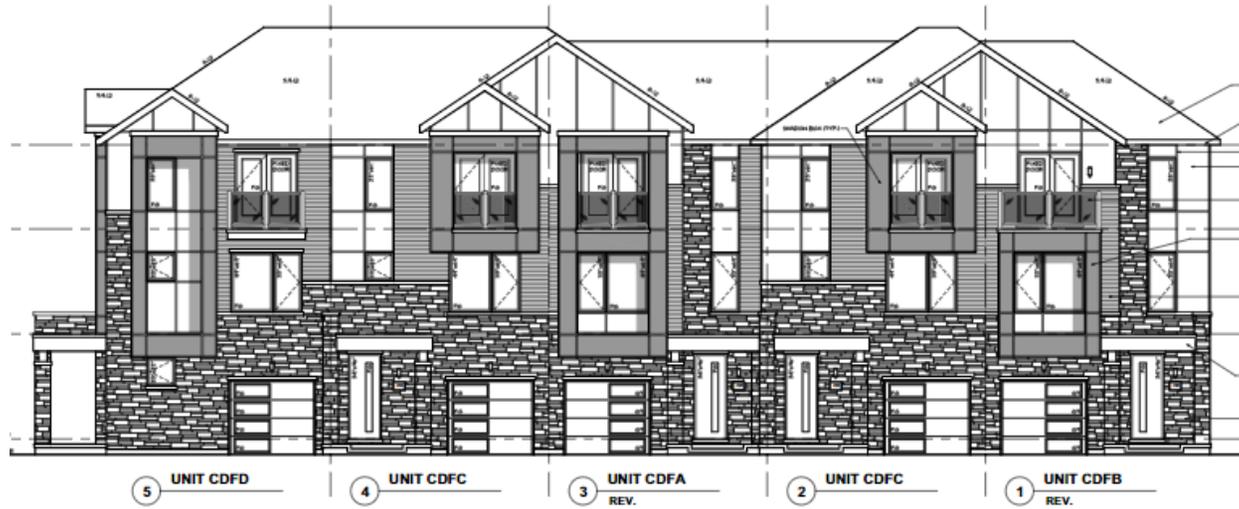


Rear Lane Detached Dwelling Front Elevations

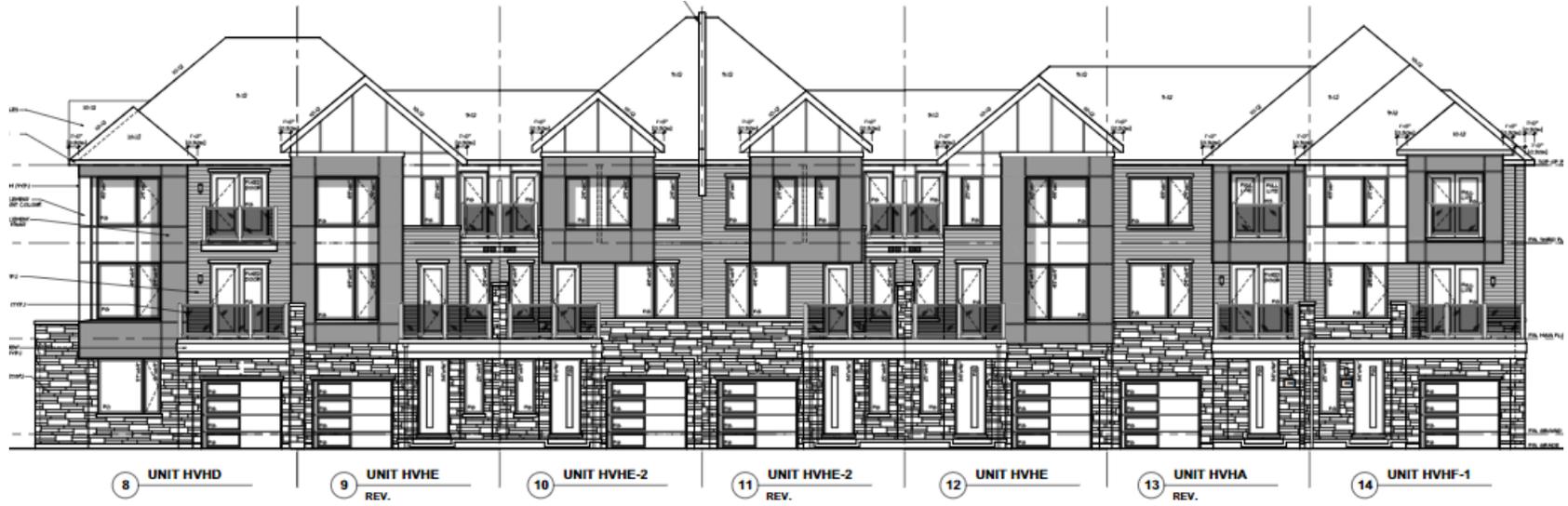


Rear Lane Townhome Front and Rear Elevations

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Files: Originator's files: OZ 19/12 W10, T-M19003 W10, OZ 19/13 W10 and T-M19004 W10  
Date: November 22, 2023



Dual Frontage Townhome Elevations



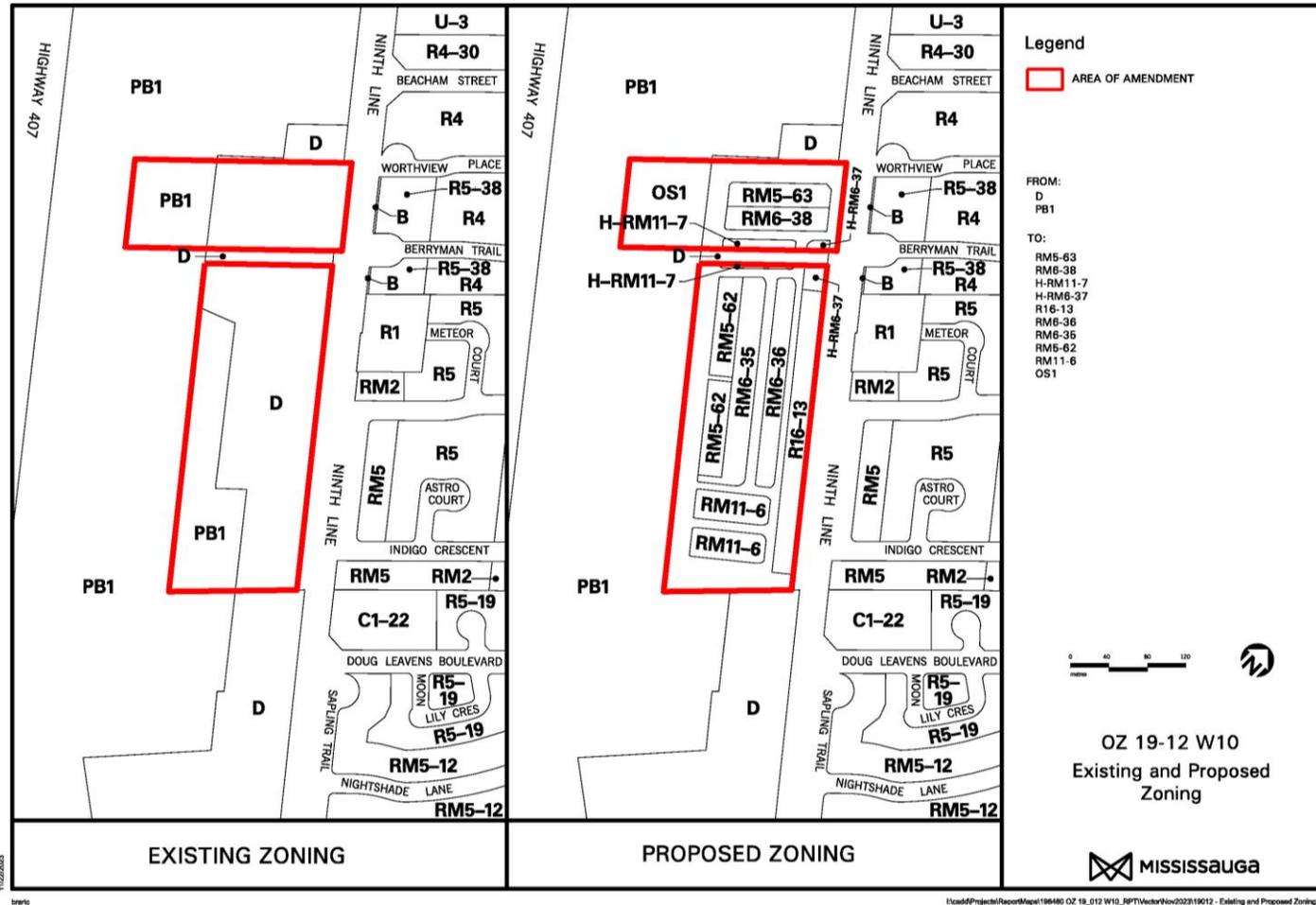
Back to Back Townhome Elevations

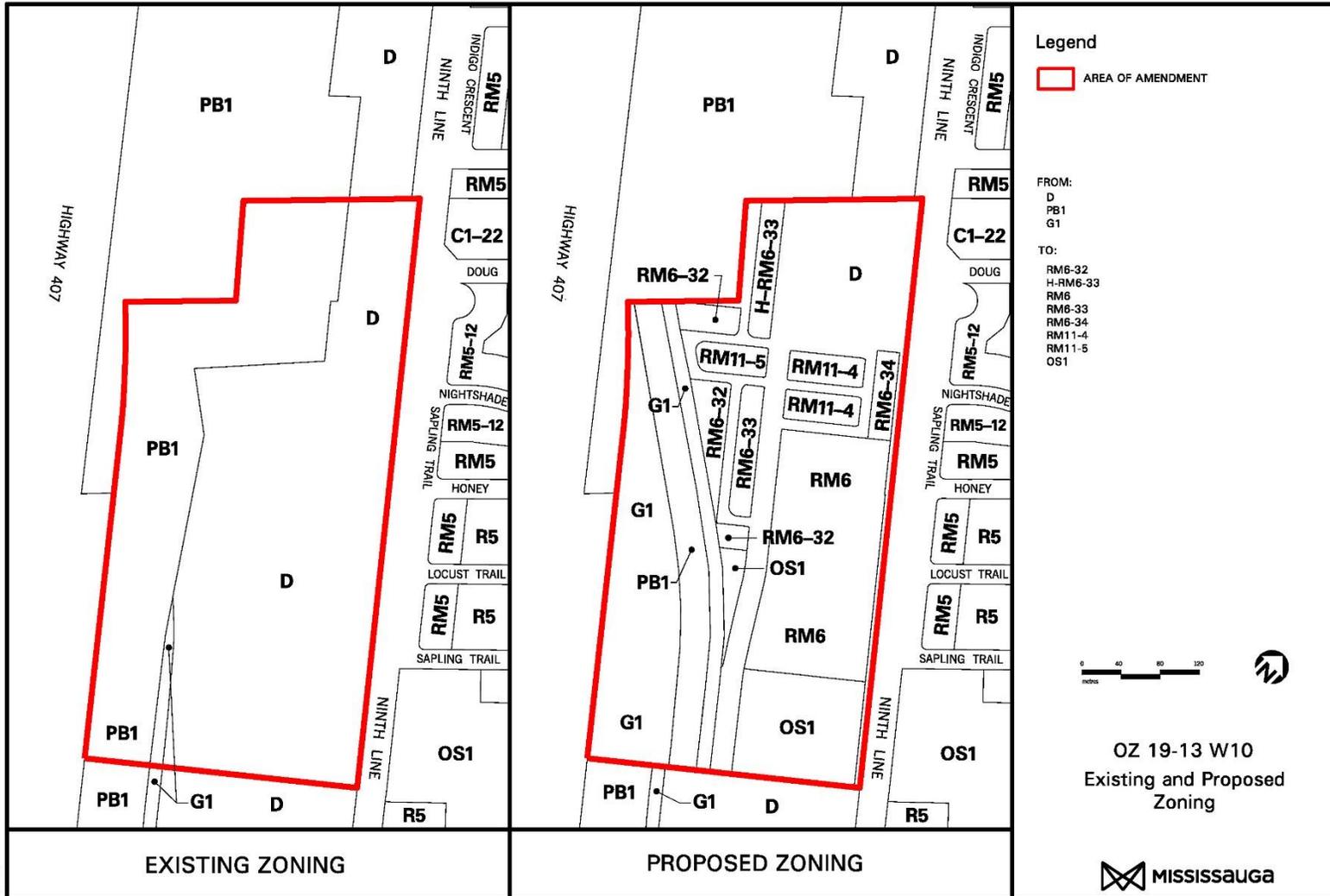


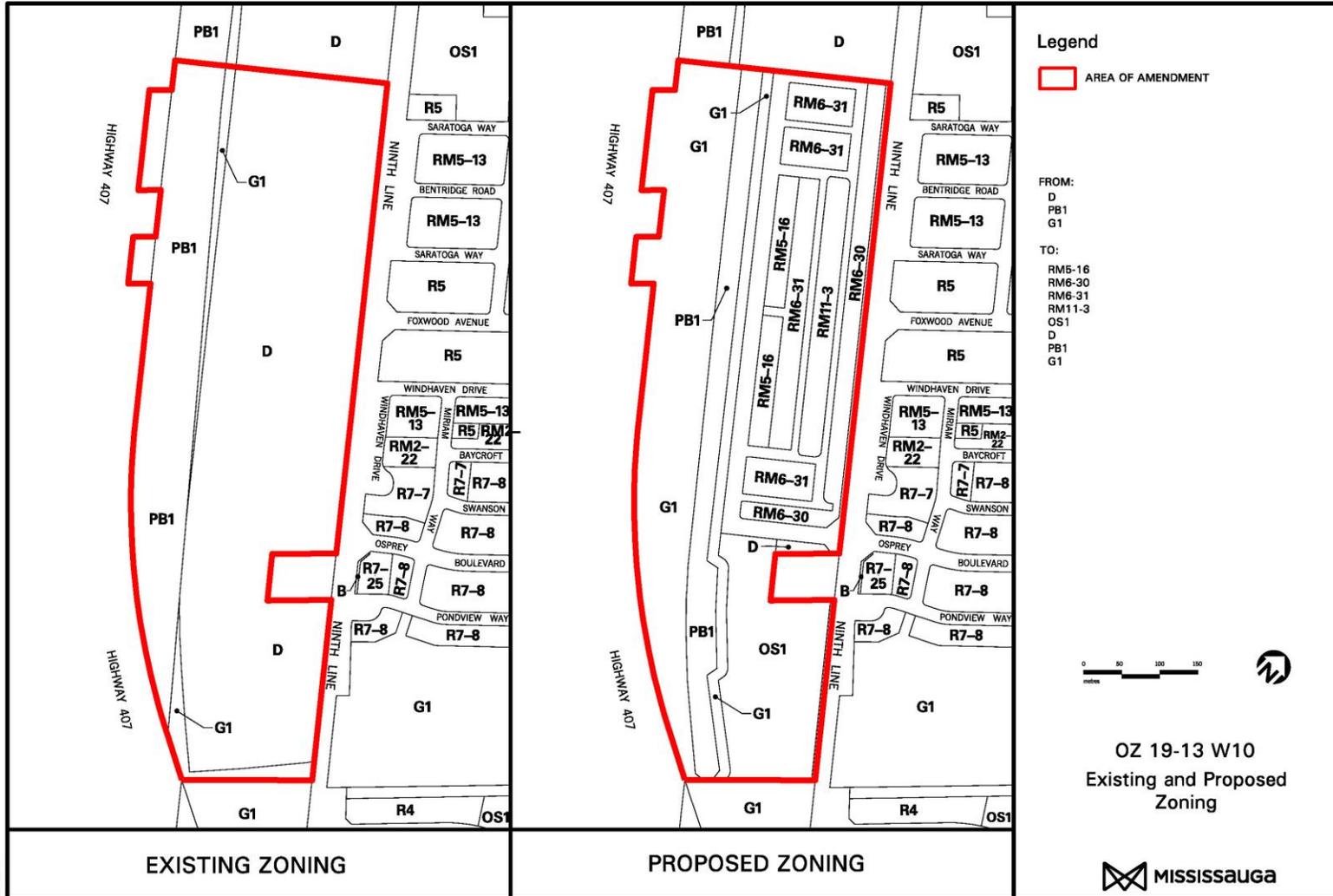
Street Townhome Elevations

## 9. Zoning

Below is an updated summary of the proposed zoning provisions:







11/17/2023  
 btrac

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The proposal is comprised of four principal development areas, each of which is further broken down into proposed lots and blocks, some of which will form future condominium plans.

Each of these future condominium plans provide an even distribution of visitor parking and private amenity areas at varying rates which, when combined, yield a total of 156 visitor parking spaces whereas 154 visitor parking spaces are required, and a total of 2,553 m<sup>2</sup> (27,480 ft<sup>2</sup>) of amenity area whereas 1,190 m<sup>2</sup> (12,809 ft<sup>2</sup>) of amenity area is required. Visitor parking and amenity area regulations will be implemented with various site specific zones in accordance with the approved development plans.

Common Element Condominium (CEC) roads, aisles, and sidewalks will be permitted to be shared with abutting **R16-13**, **RM5-Exception**, **RM6-Exception** and **RM11-Exception** zones.

The proposed parkland will be zoned **OS1** (Open Space – Community Park). The proposed stormwater management pond will be zoned **G1** (Greenlands – Natural Hazards). The proposed natural heritage system will be zoned **G2** (Greenlands – Natural Features). The proposed transitway block and associated buffer will remain zoned **PB1** (Parkway Belt). The proposed school block will be zoned **RM6** (Townhouses on A CEC Road)

The proposed **R16-13 Exception** (Detached Dwellings On A CEC - Road - Exception Holding Provision), **RM5-61** (Street Townhouses - Exception), **H-RM5-62 Exception** (Street Townhouses Holding Provision - Exception Holding Provision), **RM5-63 Exception** (Street Townhouses - Exception), **RM6-30 Exception** (Townhouses On A CEC Road - Exception), **RM6** (Townhouses On A CEC - Road - Exception), **RM6-31 Exception** (Townhouses On A CEC - Road - Exception), **RM6-32 Exception** (Townhouses On A CEC - Road - Exception), **H-RM6-33 Exception** (Townhouses On A CEC - Road - Exception Holding Provision), **RM6-34 Exception** (Townhouses On A CEC - Road - Exception), **RM6-35 Exception** (Townhouses On A CEC - Road - Exception), **RM6-36 Exception** (Townhouses On A CEC - Road - Exception), **H-RM6-37 Exception** (Townhouses On A CEC - Road - Exception Holding Provision), **H-RM6-38 Exception** (Townhouses On A CEC - Road - Exception Holding Provision), **RM11-3 Exception** (Back to Back Townhouses On A CEC - Road - Exception), **RM11-4 Exception** (Back to Back Townhouses On A CEC - Road - Exception), **RM11-5** (Back to Back Townhouses On A CEC - Road - Exception), **RM11-6** (Back to Back Townhouses On A CEC - Road - Exception), **H-RM11-7** (Back to Back Townhouses On A CEC - Road - Exception Holding Provision) zones are appropriate to accommodate the proposed development.

In addition to the regulations listed above and below, 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 R16-13 Zoning Regulations  
(Dual Front Detached Dwellings)**

<b>Zone Regulations</b>	<b>R16 Zone Regulations</b>	<b>Proposed R16-13 Exception Zone Regulations</b>
<b>Minimum Lot Area</b>		
<b>Interior Lot</b>	550 m <sup>2</sup> (5,920.2 ft <sup>2</sup> )	239 m <sup>2</sup> (2,572.6 ft <sup>2</sup> )
<b>Corner Lot</b>	720 m <sup>2</sup> (7,750 ft <sup>2</sup> )	239 m <sup>2</sup> (2,572.6 ft <sup>2</sup> )
<b>Minimum Lot Frontage</b>		
<b>Interior Lot</b>	15.0 m (49.2 ft.)	10.5 m (34.4 ft.)
<b>Corner Lot</b>	19.5 m (64 ft.)	10.5 m (34.4 ft.)
<b>Maximum Lot Coverage</b>	35%	60%
<b>Minimum Front Yard</b>	7.5 m (24.6 ft.)	5 m (16.4 ft.)
Minimum setback from a <b>garage face</b> to a <b>street, CEC – Road</b> or CEC Sidewalk	7.5 m (24.6 ft.)	6.0 m (19.6 ft.)
<b>Minimum Exterior Side Yard – Lot</b>	3.3 m (10.8 ft.)	2 m (6.5 ft.)

<b>Zone Regulations</b>	<b>R16 Zone Regulations</b>	<b>Proposed R16-13 Exception Zone Regulations</b>
with an <b>exterior side lot line</b> abutting a CEC Sidewalk		
<b>Minimum Interior Side Yard</b>	1.2 m (3.9 ft.)	0.6 m (2 ft.) where an attached private garage is provided; otherwise 1.2 m (3.9 ft.)
<b>Minimum Rear Yard</b>	7.5m (24.6 ft.)	4.5 m (14.8 ft.)
<b>Maximum height</b>	10.7 m (35.1 ft.)	15 m (49.2 ft.)

**Proposed RM5-61, RM5-62 an RM5-63 Zoning Regulations  
(Freehold Street Townhouse)**

<b>Zone Regulations</b>	<b>RM5 Zone Regulations</b>	<b>Proposed RM5-61, RM5-62 and RM5-63 Exception Zone Regulations</b>
<b>Minimum Lot Area</b>		
<b>Interior Lot</b>	200 m <sup>2</sup> ( 2,152.2 ft <sup>2</sup> )	239 m <sup>2</sup> ( 2,572.6 ft <sup>2</sup> )
<b>Corner Lot</b>	280 m <sup>2</sup> (3,013.9 ft <sup>2</sup> .)	239 m <sup>2</sup> ( 2,572.6 ft <sup>2</sup> )

Zone Regulations	RM5 Zone Regulations	Proposed RM5-61, RM5-62 and RM5-63 Exception Zone Regulations
Minimum Lot Frontage		
Interior Lot	6.8 m (22.3 ft.)	6.0 m (19.6 ft.)
Corner Lot	9.8 m (32.1 ft.)	7.2 m (23.6 ft.)
Minimum Front Yard	4.5 m (14.8 ft.)	3.3 m (10.8 ft.)
Minimum Exterior Side Yard	4.5 m (14.8 ft.)	2.5 m (8.2 ft.)
Minimum Rear Yard	7.5m (24.6 ft.)	6.0 m (19.6 ft.)
Maximum height	10.7 m (35.1 ft.) and 3 storeys	15 m (49.2 ft.)
Minimum landscaped area	25% of lot area	20% of lot area

**Proposed RM6-31, RM6-32, RM6-35, and RM6-38 Zoning Regulations (Condominium Street Townhouse)**

Zone Regulations	RM6 Zone Regulations	Proposed RM6-31, RM6-32, RM6-35, and RM6-38 Exception Zone Regulations
Minimum Lot Area – Corner Lot	190 m <sup>2</sup> (2,045.1 ft <sup>2</sup> .)	176 m <sup>2</sup> ( 1,894.4 ft <sup>2</sup> )

Zone Regulations	RM6 Zone Regulations	Proposed RM6-31, RM6-32, RM6-35, and RM6-38 Exception Zone Regulations
Minimum Lot Frontage – Corner Lot	8.3 m (27.2 ft.)	7.2 m (23.6 ft.)
Minimum Exterior Side Yard abutting a street	4.5 m (14.8 ft.)	3.3 m (10.8 ft.)
Minimum Rear Yard	7.5m (24.6 ft.)	6.0 m (19.6 ft.)
Maximum height	10.7 m (35.1 ft.) and 3 storeys	15 m (49.2 ft.)
Minimum landscaped area	25% of lot area	20% of lot area

**Proposed RM6-30, RM6-33, RM6-34 and RM6-37 Zoning Regulations (Dual Front Townhouse)**

Zone Regulations	RM6 Zone Regulations	Proposed RM6-30, RM6-33, RM6-34 and RM6-37 Exception Zone Regulations
Minimum Lot Area – Corner Lot	190 m <sup>2</sup> (2,045.1 ft <sup>2</sup> .)	176 m <sup>2</sup> ( 1,894.4 ft <sup>2</sup> )
Minimum Front Yard	4.5 m (14.8 ft.)	4.4 m (14.4 ft.)

Zone Regulations	RM6 Zone Regulations	Proposed RM6-30, RM6-33, RM6-34 and RM6-37 Exception Zone Regulations
		Street "A" and Ninth Line shall be considered the Front Yard
Minimum <b>Exterior Side Yard</b> abutting a CEC – Road	4.5 m (14.8 ft.)	4.4 m (14.4 ft.)
Minimum <b>Rear Yard</b>	7.5m (24.6 ft.)	6.0 m (19.7 ft.)
Maximum <b>height</b>	10.7 m (35.1 ft.) and 3 storeys	15 m (49.2 ft.)
Minimum <b>landscaped area</b>	25% of lot area	20% of lot area
Minimum <b>Rear Yard</b>	7.5m (24.6 ft.)	6.0 m (19.6 ft.)
Maximum <b>height</b>	10.7 m (35.1 ft.)	15 m (49.2 ft.)

**Proposed RM6-36 Zoning Regulations  
(Rear Lane Townhouses)**

Zone Regulations	RM6 Zone Regulations	Proposed RM6-36 Exception Zone Regulations
Minimum <b>Lot Area – Corner Lot</b>	190 m <sup>2</sup> (2,045 ft <sup>2</sup> .)	176 m <sup>2</sup> ( 1,894 ft <sup>2</sup> )

Zone Regulations	RM6 Zone Regulations	Proposed RM6-36 Exception Zone Regulations
Minimum <b>Lot Frontage – Corner Lot</b>	8.3 m (27.2 ft.)	7.2 m (23.6 ft.)
Minimum <b>Exterior Side Yard</b> abutting a street	4.5 m (14.88 ft.)	3.3 m (10.8 ft.)
Minimum <b>landscaped area</b>	25% of lot area	20% of lot area
Minimum <b>Rear Yard</b>	7.5m (24.6 ft.)	6.0 m (19.6 ft.)
Maximum <b>height</b>	10.7 m (35.1 ft.) and 3 storeys	15 m (49.2 ft.)

**Proposed RM11-3, RM11-4, RM11-5, RM11-6 and RM11-7  
Zoning Regulations (Back to Back Townhomes)**

Zone Regulations	RM11 Zone Regulations	Proposed RM11-3, RM11-4, RM11-5, RM11-6 and RM11-7 Exception Zone Regulations
Minimum <b>Lot Frontage – Corner Lot</b>	8.3 m (27.2 ft.)	8.0 m (26.2 ft.)
Minimum <b>Front Yard</b>	4.5 m (14.8 ft.)	4.3 m (14.1 ft.)

Zone Regulations	RM11 Zone Regulations	Proposed RM11-3, RM11-4, RM11-5, RM11-6 and RM11-7 Exception Zone Regulations
Minimum <b>Exterior Side Yard</b> abutting a street	7.5 m (24.6 ft.)	3.5 m (11.5 ft.) from the building wall  2 m (6.5 ft.) from the porch

## 10. Bonus Zoning

Schedule 17 of Bill 197, *COVID-19 Economic Recovery Act*, 2020, amended the *Planning Act*. The Section 37 Height/Density Bonus provisions are replaced with the Community Benefit Charge (CBC) provisions, implemented by a CBC By-law passed by Council. Section 37 of the *Planning Act* now allows municipalities to impose a CBC on land to fund costs related to growth. Funds collected under CBC will be to fund projects City-wide and Council will be requested at budget time each year to spend or allocate CBC funds to specific projects in accordance with the CBC Strategy and Corporate Policy.

In response to this legislative change, Council passed the City's new CBC By-law on June 22, 2022, which will be administered by the Corporate Services Department, Finance Division. The by-law specifies to which types of development and redevelopment the charge applies, the amount of the charge,

exemptions and timing of charge payment. The CBC is 4% of the value of the land. A land appraisal is required in order to determine the applicable CBC in each case.

The subject proposal does not meet the minimum threshold of both 5 or more storeys and 10 or more residential units to qualify for CBC. Any future development of the high density blocks on the north and south side of Street B may qualify, depending on what the applicant proposes.

## 11. "H" Holding Provision

Should this application be approved by Council, staff will request an "H" Holding Provision be applied to certain lots or blocks for environmental site assessment reports and remedial action plans, to facilitate temporary turning circles, and to ensure for appropriate phasing of the development. The "H" Holding Provisions can be lifted upon:

- Completion of public and private road networks
- Completion of public and private services
- Incorporation of any additional lands into the proposed concept plan
- Receipt of updated environmental site assessment reports and associated remedial action plans
- Any other technical matters as determined by the City of Mississauga

## 12. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. As the future site plan applications will be processed under Bill 109 legislation, implementing zoning by-laws will need to be enacted, and the associated plans of subdivision will need to be registered prior to applications for site plan approval being submitted to the City for review.

While the applicant has worked with City departments to address many site plan related issues through review of the rezoning concept plan, further revisions will be needed to address matters such as building elevations, landscaping, amenity areas, and private servicing. Through the site plan process, further refinements are anticipated for the design of the proposed condominium blocks.

## 14. Draft Plans of Subdivision

The lands are the subject of two Draft Plans of Subdivision. A Plan of Subdivision is required to create lots and blocks for homes, natural heritage, transitway, public road, park, and a stormwater pond. Development will be subject to the completion of services and registration of the plans.

The proposed plans of subdivision were reviewed by City Departments and agencies and are acceptable subject to certain conditions attached as Appendices 3 and 4.

## 15. Conclusions

In conclusion, City staff has evaluated the applications to permit 685 townhomes of varying types, 27 detached dwellings, institutional (school), transitway, open space (park) and greenlands uses on a public and private roads against the *Provincial Policy Statement*, the *Growth Plan for the Greater Golden Horseshoe*, Region of Peel Official Plan and Mississauga Official Plan.

The proposal meets the general intent of the Mississauga Official Plan and Shaping Ninth Line Urban Design Guidelines by introducing a variety of dwelling unit types, new parks and trails and new roads to the Ninth Line Neighborhood Character Area. The lot and block pattern of the proposal represents a logical and efficient use of land. The proposal also conforms with the intent of the Scoped Subwatershed Study and 407 Transitway Environmental Assessment by creating a Natural Heritage System corridor and preserving a right-of-way for the future Transitway.

The proposed rezoning and draft plan of subdivision applications are acceptable from a planning standpoint and should be approved.