

Recommendation Report Detailed Planning Analysis

Owner: Your Home Developments (Mississauga) Inc.

5034, 5054 and 5080 Ninth Line

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1. Community Comments

Comments from the public were generally directed towards appropriateness of increased heights and densities, increased traffic volumes on Ninth Line, parking supply and anticipated future population. Below is a summary and response to the specific comments.

Comment

The proposed height and density of the development is not appropriate within the Ninth Line neighbourhood.

Response

Mississauga Official Plan (MOP) permits maximum building heights of six and 10 storeys in Precincts 5 and 6 as identified in the Ninth Line Neighbourhood Character Area. The proposed development includes six mid rise buildings. The two buildings fronting Ninth Line are six and eight storeys respectively, conform with the MOP and provide an appropriate transition to the low rise residential neighbourhood along Ninth Line. The remaining four buildings are set back from Ninth Line and are adjacent to Highway 407. The proposed three storey townhouses provided transition to the north and the three 12 storey buildings to the south are separated from the south property line by landscaping and an internal CEC driveway. The proposed development has been designed to be compatible with the existing and planned land uses and represents the appropriate intensification of an underutilized site along a Corridor.

Comment

Ninth Line cannot accommodate the current traffic volumes, the planned road widening has not yet occurred and the proposed development will further increase traffic.

Response

A Traffic Impact Study (TIS) was provided by C.F. Crozier & Associates Inc. in support of the proposed development. The study concluded that the proposed development is anticipated to generate 400 (106 in, 294 out) and 488 (297 in, 191 out) total two-way site trips for the weekday AM and PM peak hours in 2031 respectively.

Transportation and Works staff advise that with the traffic generated by the proposed development, the study area intersections and proposed access are expected to operate at acceptable levels of service, with minimal impact to existing traffic conditions.

Comment

The number of residential units proposed and anticipated population are too high.

Response

This development proposal includes 1,279 residential units housing approximately 3,069 residents on a 5.8 ha (14.4 ac.) parcel of land. Utilizing Hemson Consulting's assumptions from the Shaping Ninth Line Study of 2.4 persons per unit (ppu), the proposal achieves a density of approximately 527 residents per ha (213 residents per ac.). The proposal's density does not exceed the density targets identified through the Shaping Ninth

Line Study and is within the planned density for the Ninth Line Neighbourhood Character Area.

Comment

The amount of visitor and retail parking will be inadequate.

Response

The City of Mississauga Zoning By-law requires 1.0 resident parking space and 0.2 visitor spaces per residential apartment unit. As such, 1,282 resident parking spaces and 286 visitor parking spaces, totalling 1,567 parking spaces are required. The proposed development includes 1,342 resident parking spaces with 295 visitor parking spaces for a total of 1,637 parking spaces, which meets the zoning requirements. Staff are satisfied with the amount of parking provided.

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 July 4, 2024. A summary of the comments is contained in the Information Report attached as Appendix 1. Below are updated comments.

Transportation & Works Department

Comments updated August 7, 2024, state that based on a review of the information submitted to date, staff are generally satisfied that the materials are in accordance with City

requirements. However, additional technical details are required to facilitate the implementation of the engineering requirements, as follows:

Stormwater:

The Functional Servicing and Stormwater Management Report indicates that an increase in stormwater runoff will occur with the redevelopment of the site. To mitigate the change in impervious area from the proposed development and/or its impact on the receiving municipal drainage system, onsite stormwater management controls for the post-development discharge are required.

In general, the applicant has demonstrated a satisfactory stormwater servicing concept. The applicant is proposing new public storm sewers that ultimately connect to the existing storm sewer running along Ninth Line. The public storm sewer systems for the site will connect from Viola Desmond Drive along unnamed public road Street 'B', into the existing municipal storm sewer on Ninth Line. Further technical information is required to address staff comments related to the implementations of low impact design features for the City 5 mm (0.2 in.) water balance requirement.

Traffic:

Four TIS submissions were provided by C.F. Crozier and Associates in support of the proposed development. Each submission was reviewed and audited by the City's Transportation and Works Department. Based on the fourth submission dated March 2024, the study complied with the

City's TIS Guidelines and is deemed satisfactory. The study concluded that the proposed development is anticipated to generate 400 (106 in, 294 out) and 488 (297 in, 191 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 and proposed vehicular access are expected to operate at acceptable levels of service with minimal impact to existing traffic conditions.

Environmental Compliance:

Based on the Phase One ESA dated April 9, 2020, the Phase Two ESA dated May 8, 2020, and Environmental Certification Letter dated July 2, 2024, all prepared by S2S Environmental Inc., the site is suitable for the proposed use. No further investigation is required at this time.

Noise:

A Noise Report prepared by HGC Engineering dated August 29, 2023, and Addendum Letter, dated April 11, 2024, were submitted in support of the proposed development. The Noise Report evaluated the potential acoustical impact to the proposed development and recommended mitigation measures to reduce any negative impacts. Noise sources that may have an impact on this development include road traffic (Highway 407, Ninth Line, and Eglinton Avenue West). The submitted noise assessment confirms that noise mitigation will be required, including ventilation requirements such as provisions for central air conditioning, building façade material upgrades,

and acoustic barriers, the details of which will be confirmed through the detailed design of the subdivision, and through the site plan and building permit processes.

Other Engineering Matters:

The applicant has submitted a number of technical plans and drawings and staff are generally satisfied with the details provided to confirm feasibility of the development proposal from an engineering standpoint.

New municipal infrastructure will be required to support this development. The review of the detailed engineering drawings, including but not limited to grading, servicing, drainage features and supporting reports will be further evaluated as part of the municipal infrastructure detailed design.

Any outstanding items required to facilitate the implementation of the zoning by-law and approval of the Draft Plan of Subdivision can be addressed prior to by-law enactment, the Draft Plan Conditions and/or through the Subdivision Agreement as applicable.

Community Services Department

In comments dated August 16, 2024, the Park Planning Section, Community Services Department note that the subject property is within the Churchill Meadows Neighbourhood Character Area and as established in the 2022 Parks Plan, the parkland provision standard of 1.2 ha per 1,000 people is being achieved. However, additional parkland will be required as part of this plan of subdivision to address daily neighbourhood needs. 0.4 ha (1.1 ac.) of Parkland will be dedicated through this application

given the proposed population increase and facility needs of the community. The proposed parkland provides 400 m (1,312 ft.) walking distance access to future residents. Public consultation for facilities/amenities including park design will occur once parkland is dedicated to the City.

Staff also note the subject site is located within 240 m (790 ft.) of McLeod Park (P-485). McLeod Park has a playground, open space and walking trails.

Cash-in-lieu of Parkland will be required for the balance of parkland owing, 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* and in accordance with City's policies and by-laws.

Cash contributions for street tree plantings on public street frontages will also be required.

Region of Peel

Comments updated on August 12, 2024 state that the Region is in receipt of the revised Functional Servicing Report, prepared by Urbantech and dated July 2024. The report was reviewed and it was determined that there is existing water and wastewater capacity for the proposed development. Detailed comments on the report and capacity modelling results are pending through the associated subdivision application.

The Region is in receipt of the Hydrogeological Assessment Report, prepared by S2S Environmental Inc. dated May 2023. The report was reviewed through the previous submission cycles and is satisfactory to the Region.

The waste collection requirements have been successfully addressed in compliance with the Waste Collection Design Standards Manual. Therefore, the Region will provide front-end collection of both garbage and recyclable materials.

School Accommodation

Peel District School Board Student Yield		
Kindergarten to Grade 5	Grade 6 to Grade 8	Grade 9 to Grade 12
127	44	26

Peel District School Board School Accommodation		
Artesian Drive Public School (Kindergarten to Grade 5)	Erin Centre Middle Public School (Grade 6 to Grade 8)	Stephen Lewis Secondary School (Grade 9 to Grade 12)
Enrolment: 471 Capacity: 698 Portables: 0	Enrolment: 768 Capacity: 766 Portables: 1	Enrolment: 1,326 Capacity: 1,530 Portables: 0

In comments updated July 23, 2024, the Peel District School Board responded that 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 July 5, 2024, the Dufferin-Peel Catholic District School Board 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 this development application.

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 May 6, 2022 (Appendix 1) 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.

This development proposal represents an opportunity to appropriately intensify and increase the range of housing in the

Ninth Line Neighbourhood Character Area. 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 May 16, 2019, 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 will intensify an underutilized site and provide an appropriate mix of housing types and densities within the Ninth Line Neighbourhood Character Area.

The policies of the Parkway Belt West Plan (PBWP) are applicable to these applications. Lands within the PBWP are within the City's Green System and are, therefore, intended to be preserved and enhanced through public acquisition. These lands are appropriately designated and zoned in the Mississauga Official Plan and Zoning By-law to implement the provisions and regulations of the plan. The applicant applied to the Province to amend the PBWP and approval was granted to remove those lands that are no longer required to accommodate the approved 407 Transitway alignment. The proposed development is now in conformity with the Greenbelt and PBWP.

6. Region of Peel Official Plan

As summarized in the public meeting report dated May 6, 2022 (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 and is a designated Greenfield Area. General Objectives in Section 5.6 and General Policies in Section 5.6 direct development and redevelopment to the Urban System to achieve intensified and compact built form and a mix of land uses that efficiently use land while taking into account the characteristics of the existing community.

7. Mississauga Official Plan (MOP)

The proposal requires an amendment to the Mississauga Official Plan Policies for the Ninth Line Neighbourhood Character Area, to permit buildings with heights of 10 and 12 storeys. Section 19.5.1 of Mississauga Official Plan provides the following criteria for evaluating site specific Official Plan Amendments:

- ***Will the proposal adversely impact or destabilize the overall intent, goals and objectives of the Official Plan; and the development or functioning of the remaining lands which have the same designation, or neighbouring lands?***
- ***Are the lands suitable for the proposed uses, and are the proposed land uses compatible with existing and future uses of the surrounding lands?***
- ***Are there adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application?***
- ***Has 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 been provided by the applicant?***

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

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, the 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). 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 Ninth Line Neighbourhood Character Area 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 within Churchill

Meadows Neighbourhood Character Area and are designated **Residential Low Density II**, which permits detached, semi-detached, and townhouse dwellings.

The rezoning application proposes six and eight storey apartment buildings along Ninth Line, three, 12 storey buildings, one, ten storey building and 36, three storey townhomes between the proposed public road, Viola Desmond Drive and Highway 407. The apartment buildings and site layout have been designed to complement the approved townhome development to the north. The apartment buildings have also incorporated significant building setbacks and landscaped buffers along the public right of ways to mitigate overlook and privacy concerns on the abutting planned townhouse development, their associated rear yards and existing dwellings.

Further, the proposed development has incorporated public park land, private outdoor amenity space and a continuation of the Ninth Line multiuse trail that functions as a buffer to the existing neighbourhood from this development. The southern most building, the eight storey Building F, incorporates an 8 m (26.2 ft.) buffer from the property line, providing transition to the south with landscaped areas and walkways. In staff's opinion, the proposed development has been designed to be compatible with the existing and planned land uses in the surrounding area.

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 site is currently serviced by the following MiWay Transit routes:

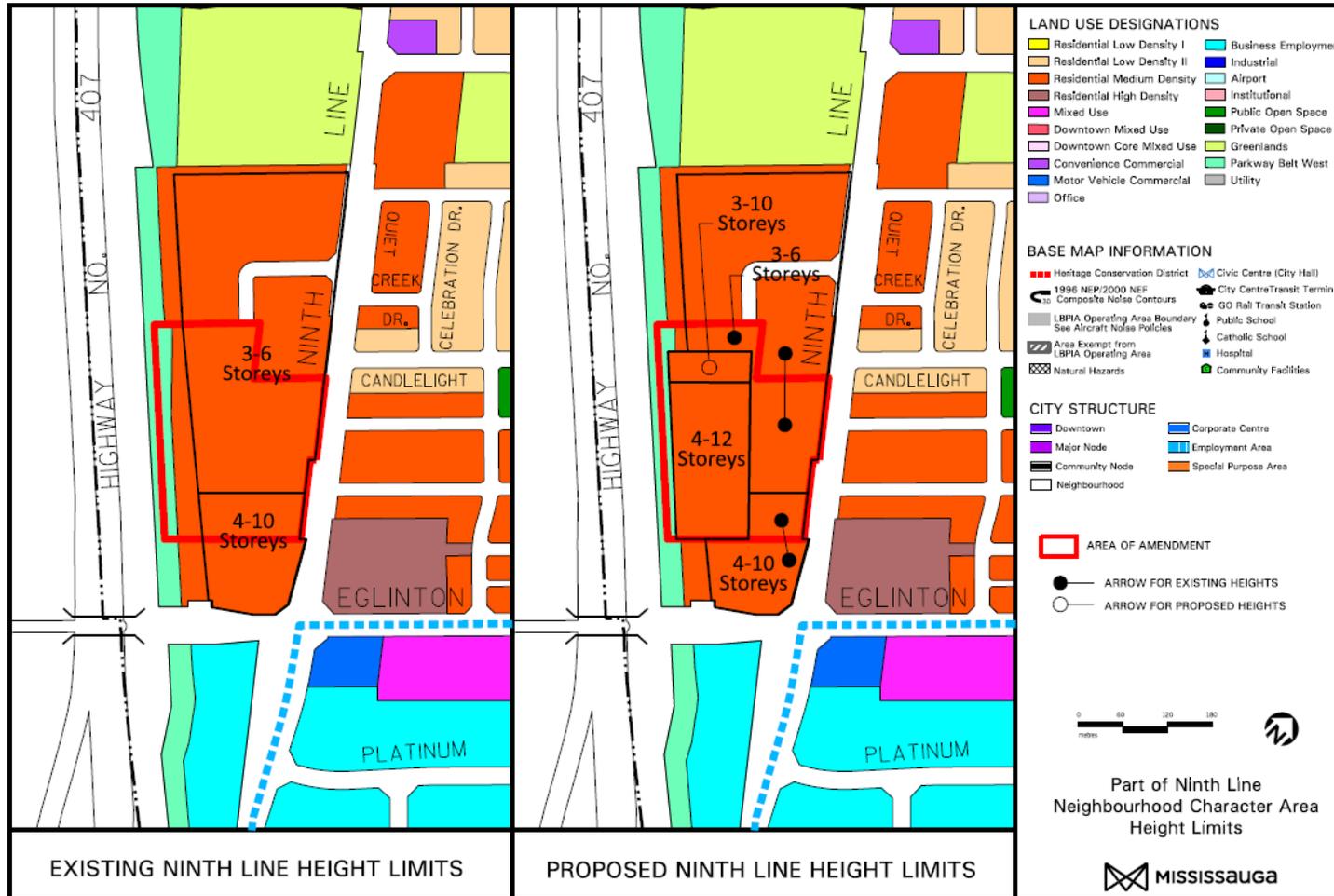
- Route 35 Eglinton having direct access to the Erin Mills Town Centre and Kipling subway station
- Route 9 to City Centre Transit Terminal is within 400 m (1,312 ft.) of the site

The subject site is also located in close proximity to the planned 407 Transitway, which has a planned transit stop at Ninth Line and Britannia Road West.

The area is served by several trails and parks, including Churchill Meadows Community Centre and Mattamy Sports Park, McLeod Park, and Marco Muzzo Senior Memorial Woods & Park. The Erin Mills Centre located at Ninth Line and Eglinton Avenue West provides convenient access to several retail and service uses.

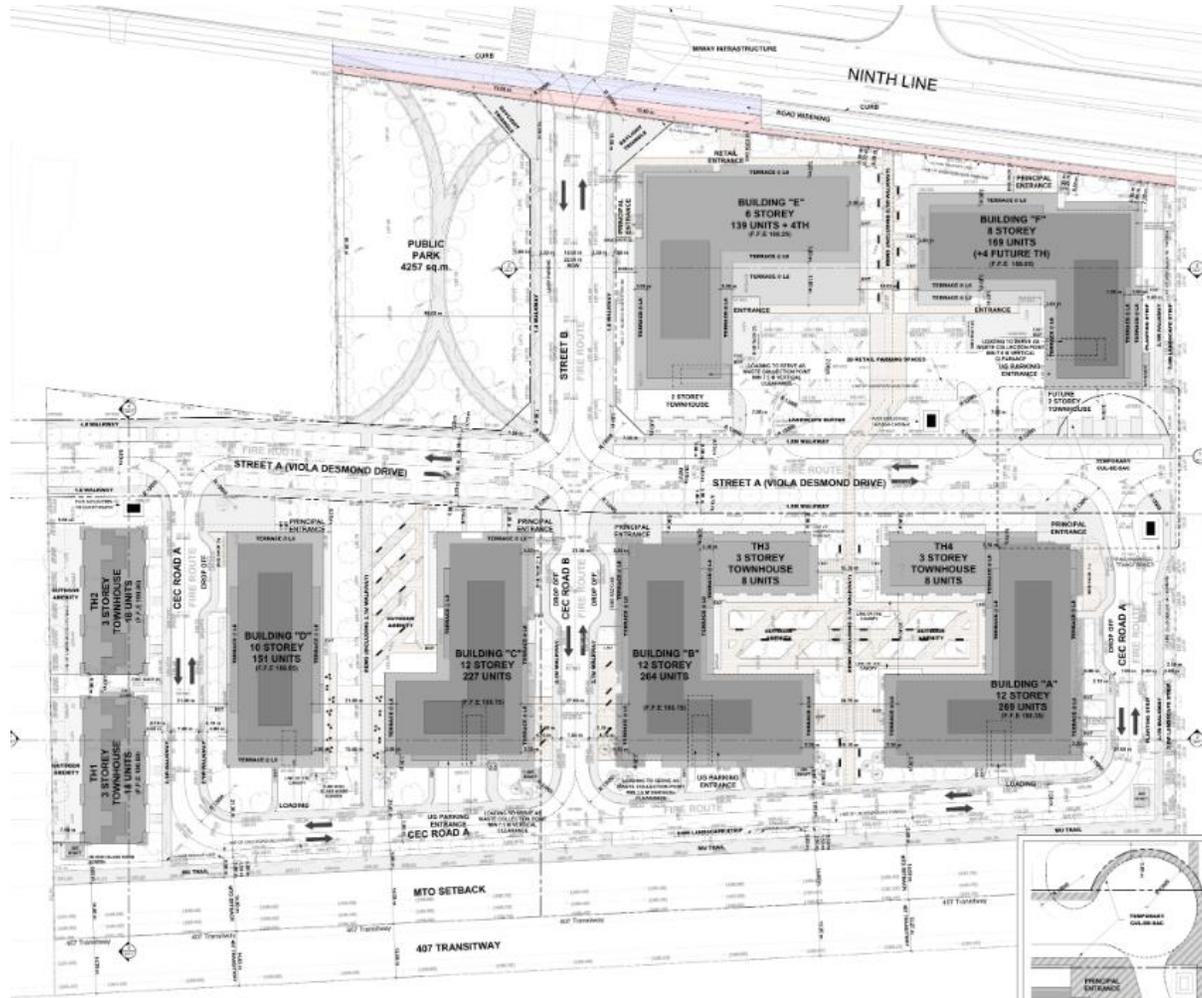
The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site. Additionally, staff has advised the proposed development has demonstrated a satisfactory stormwater servicing concept.

The location of the proposed development has adequate access to services and infrastructure, and the proposed zoning standards 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

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



Revised Proposed Site Plan



Views looking west from Ninth Line and Viola Desmond Drive



Views looking southeast from Viola Desmond Drive and northeast from within the courtyard of Buildings A and B

9. Zoning

The proposed **RA2-Exception** (Apartments - Exception), **RA3-Exception 1** (Apartments - Exception), **RA3-Exception 2** (Apartments - Exception), **RM9-Exception** (Back to Back and Stacked Townhouses), and **OS1 (Open Space)** is appropriate to accommodate the proposed six apartment buildings with heights ranging between 6 and 12 storeys (containing a total of 1,243 dwelling units and ground floor retail space), 36 townhomes and a public park all on public or private roads. Some of the Parkway Belt zone is retained to facilitate the multiuse trail and buffer areas along the west side of the site.

Prior to enactment of the proposed by-law, the applicant is required to submit a memorandum identifying additional wind mitigation measures to improve the identified uncomfortable wind comfort conditions.

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

Proposed RA2-Exception (Apartments - Exception) Zone

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Zone Regulations
Permitted Uses	Apartment, Long-Term Care Building, Retirement Building	Apartment, Long-Term Care Building, Retirement Building and Townhouses

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Zone Regulations
Minimum Floor Space Index - Apartment Zone	0.5	2.0
Maximum Floor Space Index - Apartment Zone	1.0	3.0
Maximum Height	26.0 m (85.3 ft.) and 8 storeys	34.5 m (113.2 ft.) and 8 storeys
Minimum Front Yard - for portion of dwelling with a height greater than 26.0 m (85.3 ft.)	10.5 m (34.4 ft.)	5.0 m (16.4 ft.)
Minimum Exterior Side Yard - for portion of dwelling with a height greater than 26.0 m (85.3 ft.)	10.5 m (34.4 ft.)	4.5 m (14.8 ft.)
Minimum Interior Side Yard - for portion of dwelling with a height greater than 26.0 m (85.3 ft.)	9.0 m (29.5 ft.)	8.5 m (27.9 ft.)
Minimum Rear Yard - for portion of dwelling with a height less than or	7.5 m (24.6 ft.)	3.5 m (11.5 ft.)

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Zone Regulations
equal to 13.0 m (42.7 ft.)		
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m (14.8 ft.)	3.2 m (10.5 ft.)
Front lot line	N/A	Ninth Line will be deemed to be the front lot line
Centreline Setbacks	N/A	Notwithstanding General Provision 2.1.14 for a minimum centerline setback to a building , maximum encroachment of a structure into a required yard - 2.5 m (8.2 ft.)
Parking Regulations	N/A	Required parking may be located in any lot or zone of a shared parking facility

Zone Regulations	Proposed RA2 Base Zone Regulations	Proposed RA2-Exception Zone Regulations
General Provision	N/A	All site development plans shall comply with Schedule RA2-xx of this Exception
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

Proposed RA3-Exception 1 (Apartments - Exception) Zone

Zone Regulations	Proposed RA3 Base Zone Regulations	Proposed RA3-Exception 1 Zone Regulations
Permitted Uses	Apartment, Long-Term Care Building, Retirement Building	Apartment, Long-Term Care Building, Retirement Building and Townhouses
Minimum Floor Space Index - Apartment Zone	0.5	2.0
Maximum Floor Space Index - Apartment Zone	1.0	3.0
Maximum Height	38.0 m (124.7 ft.) and 12 storeys	46.5 m (152.6 ft.) and 12 storeys
Minimum Front Yard - for portion of	10.5 m (34.4 ft.)	4.5 m (14.8 ft.)

Zone Regulations	Proposed RA3 Base Zone Regulations	Proposed RA3-Exception 1 Zone Regulations
dwelling with a height greater than 26.0 m (85.3 ft.)		
Minimum Exterior Side Yard - for portion of dwelling with a height greater than 26.0 m (85.3 ft.)	10.5 m (34.4 ft.)	4.5 m (14.8 ft.)
Minimum setback from a waste enclosure/loading area to a street line	10.0 m (32.8 ft.)	5.0 m (16.4 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m (14.8 ft.)	1.0 m (3.3 ft.)
Front lot line	N/A	Viola Desmond Dr will be deemed the front lot line
Parking Regulations	N/A	Required parking may be located in any lot or

Zone Regulations	Proposed RA3 Base Zone Regulations	Proposed RA3-Exception 1 Zone Regulations
		zone of a shared parking facility
General Provision	N/A	All site development plans shall comply with Schedule RA3-xx of this Exception
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

Proposed RA3-Exception 2 (Apartments - Exception) Zone

Zone Regulations	Proposed RA3 Base Zone Regulations	Proposed RA3-Exception 2 Zone Regulations
Permitted Uses	Apartment, Long-Term Care Building, Retirement Building	Apartment, Long-Term Care Building, Retirement Building and Townhouses
Minimum Floor Space Index - Apartment Zone	0.5	2.0
Maximum Floor Space Index - Apartment Zone	1.0	3.0

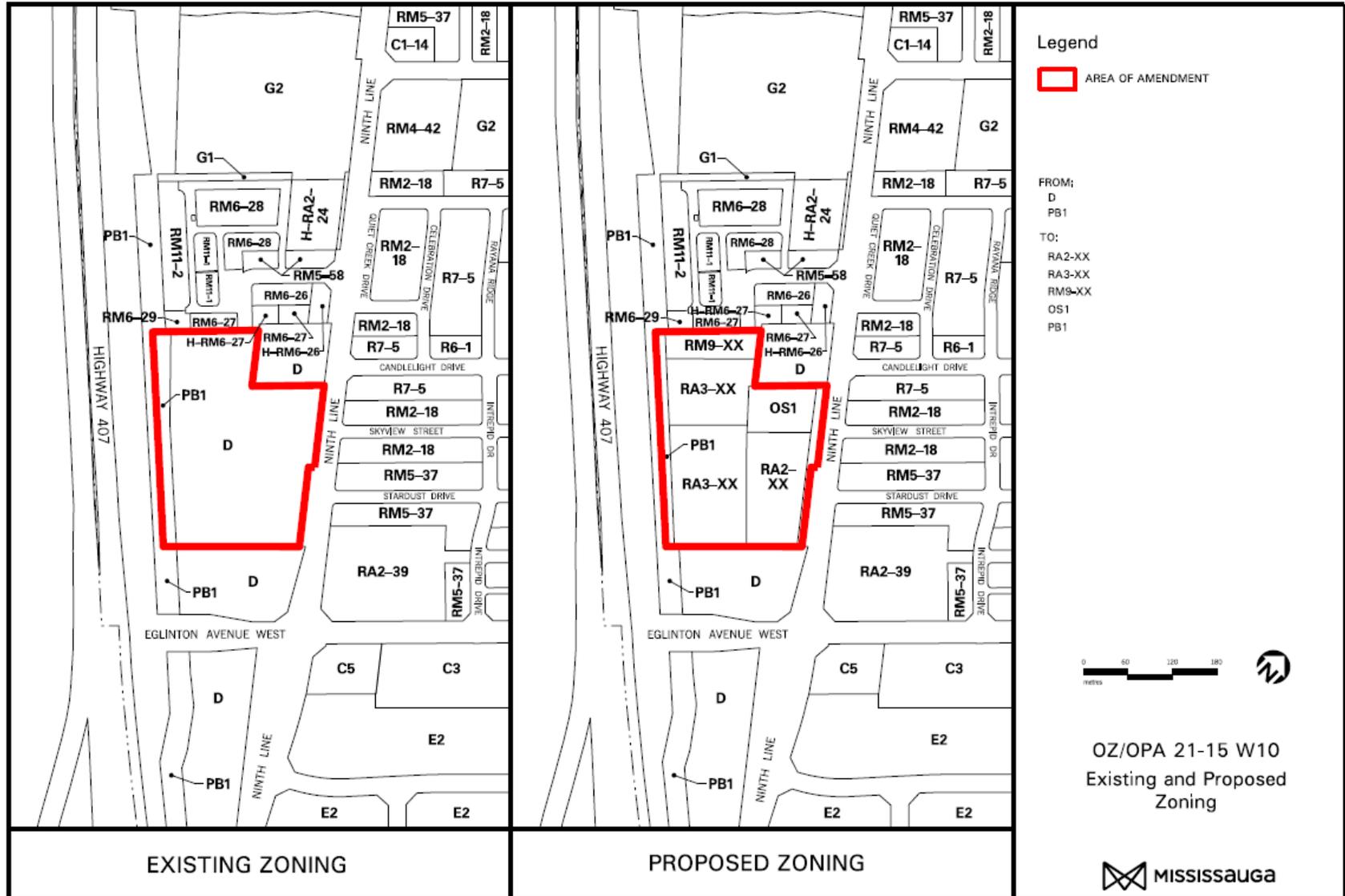
Zone Regulations	Proposed RA3 Base Zone Regulations	Proposed RA3-Exception 2 Zone Regulations
Maximum Height	38.0 m (124.7 ft.) and 12 storeys	46.5 m (152.6 ft.) and 12 storeys
Minimum Front Yard - for portion of dwelling with a height greater than 26.0 m (85.3 ft.)	10.5 m (34.4 ft.)	5.9 m (19.4 ft.)
Minimum Exterior Side Yard - for portion of dwelling with a height greater than 26.0 m (85.3 ft.)	10.5 m (34.4 ft.)	3.9 m (12.8 ft.)
Minimum setback from a waste enclosure/loading area to a street line	10.0 m (32.8 ft.)	5.0 m (16.4 ft.)
Minimum depth of a landscaped buffer abutting a lot line that is a street line and/or abutting lands with an Open Space, Greenlands and/or a Residential Zone with the exception of an Apartment Zone	4.5 m (14.8 ft.)	1.8 m (5.9 ft.)

Zone Regulations	Proposed RA3 Base Zone Regulations	Proposed RA3-Exception 2 Zone Regulations
Front lot line	N/A	Viola Desmond Dr will be deemed the front lot line
Parking Regulations	N/A	Required parking may be located in any lot or zone of a shared parking facility
General Provision	N/A	All site development plans shall comply with Schedule RA3-xx of this Exception
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

Proposed RM9-Exception (Back to Back and Stacked Townhouses) Zone

Zone Regulations	Proposed RM9 Base Zone Regulations	Proposed RM9-Exception Zone Regulations
Minimum Front Yard	7.5 m (24.6 ft.)	4.5 m (14.8 ft.)
Minimum setback from an amenity area to a building	3 m (9.8 ft.)	0 m (0 ft.)

Zone Regulations	Proposed RM9 Base Zone Regulations	Proposed RM9-Exception Zone Regulations
and to any type of road		
Maximum projection of a porch exclusive of stairs into the required front yard	N/A	2.5 m (8.2 ft.)
Front lot line	N/A	CEC Road A will be deemed the front lot line
Parking Regulations	N/A	Required parking may be located in any lot or zone of a shared parking facility
General Provision	N/A	All site development plans shall comply with Schedule RM9-xx of this Exception
In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		



10. Site Plan

Prior to development of the lands, the applicant will be required to obtain site plan approval. No site plan application has been submitted to date for the proposed development.

The the applicant has worked with City departments to address many site layout related issues through review of the rezoning concept plan. Through the site plan application, further revisions will be needed to address matters such as grading, landscaping, and the integration of detailed urban design standards to address the Shaping Ninth Urban Design Guidelines.

11. Draft Plan of Subdivision

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

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

12. Conclusions

In conclusion, City staff have evaluated the applications to permit six apartment buildings with heights ranging between 6 and 12 storeys (containing a total of 1,243 dwelling units and some ground floor retail space), 36 townhomes, and a public park all on public or private roads against the *Provincial Policy*

Statement, the *Growth Plan for the Greater Golden Horseshoe*, *Region of Peel Official Plan* and *Mississauga Official Plan*. Staff found that the proposed Official Plan Amendment to increase the designated heights within the Ninth Line Neighbourhood Character Area to 10 and 12 storeys conforms with the relevant provincial, regional and city policies for appropriate land use.

The proposed rezoning to permit **RA2-Exception** (Apartments - Exception), **RA3-Exception 1** (Apartments - Exception), **RA3-Exception 2** (Apartments - Exception), **RM9-Exception** (Back to Back and Stacked Townhouses) and **OS1** (Open Space - Community Park) contain acceptable performance regulations.

The proposed development maintains the goals and objectives of the Mississauga Official Plan and is compatible with the surrounding context. It provides for an efficient use of an underutilized property on a designated Corridor with access to existing infrastructure, community services and transit. The proposal is well designed to be compatible with adjacent land uses and provides for a built form that supports a mix of housing types including rental apartments. The proposed development is sensitive to the existing and planned character of the neighborhood while providing an appropriate transition to existing and planned adjacent residential developments and public spaces. The proposed development directs growth to an appropriate location along a designated Corridor and supports the planned intensification of the Ninth Line Neighbourhood Character Area.

The proposed official plan amendment, rezoning and draft plan of subdivision applications are acceptable from a planning

standpoint and should be approved. Should the applications be approved by Council, the implementing official plan amendment and zoning by-law will be brought forward to Council at a future date.