

City of Mississauga
Corporate Report



<p>Date: August 28, 2024</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ/OPA 21-15 W10 and T-M21004 W10</p>
	<p>Meeting date: September 16, 2024</p>

Subject

PUBLIC MEETING RECOMMENDATION REPORT (WARD 10)

Official Plan Amendment, Rezoning and Subdivision applications to permit 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

5034, 5054, and 5080 Ninth Line, west side of Ninth Line, north of Eglinton Avenue West

Owner: Your Home Developments (Mississauga) Inc.

Files: OZ/OPA 21-15 W10 & T-M21004 W10

Recommendation

1. That City Council amend Mississauga Official Plan Map 16-20.1 to permit building heights of 10 and 12 storeys on a portion of the lands and 12 storeys on the remaining lands for 5034, 5054 and 5080 Ninth Line, in accordance with the provisions contained in the staff report dated August 28, 2024 from the Commissioner of Planning and Building
2. That City Council amend Zoning By-law 0225-2007 to **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) for 5034, 5054 and 5080 Ninth Line, in accordance with the provisions contained in the staff report dated August 28, 2024 from the Commissioner of Planning and Building.
3. That Council acknowledges that the Commissioner of Planning and Building, in accordance with the Commissioner's delegated authority, is contemplating approval of the draft conditions requested by the City, outlined in Appendix 3 attached to the staff report dated August 28, 2024 from the Commissioner of Planning and Building for the draft plan of subdivision under File T-M21004 W10 and that further draft conditions from other departments and external agencies be included prior to issuing draft approval.

4. That City Council direct the applicant to satisfy all requirements of the City and any other external agency concerned with the development.
5. That City Council's approval of the rezoning application be considered null and void, and a new development application be required unless a zoning by-law is passed within 36 months of the Council decision.

Executive Summary

- Official plan amendment, rezoning and draft plan of subdivision applications have been submitted to permit six apartment buildings with heights of 6, 8, 10, 12, 12, and 12 storeys containing 1,243 dwelling units with ground floor commercial uses, 36 stacked townhomes and a public park all on public and private roads
- The applicant has made minor revisions to the proposal to address issues raised at the Public Meeting and by staff, including: receiving approval from the Province to amend the Parkway Belt West Plan; improving building massing to transition to the surrounding neighborhood and improving connectivity throughout the site
- Staff are satisfied with the changes to the proposal and find them to be acceptable from a planning standpoint, and recommend that the applications be approved based on the following:
 - Ninth Line is a designated Corridor intended for higher density uses
 - The proposal represents an appropriate form of intensification and introduces a new built form, increasing the variety of housing options in the area
 - There is adequate water and wastewater capacity for the proposal
 - Future residents will be serviced by local MiWay transit, be able to access the future 407 transitway, schools, parkland and community services

Background

A public meeting was held by the Planning and Development Committee on May 30, 2022, at which time an Information Report <https://pub-mississauga.escribemeetings.com/filestream.ashx?DocumentId=26353> was received for information. Recommendation PDC-0048-2022 was then adopted by Council on June 8, 2022.

1. That the report dated May 6, 2022, from the Commissioner of Planning and Building regarding the applications by Your Home Developments (Mississauga) Inc. to permit six apartment buildings with heights of 6, 8, 10, 12, 12, and 12 storeys containing 1,246 dwelling units with commercial uses at ground level fronting Ninth Line, 24 three storey back to back townhomes, additions to the 407 Transitway and a public park on public

Originator's files: OZ/OPA 21-15 W10 & T-M21004 W10

and private roads, under Files OZ/OPA 21-015 W10 & T-M21004 W10, 5034, 5054, and 5080 Ninth Line, be received for information.

There were some technical matters that needed to be resolved before the Planning and Building Department could make a recommendation on the applications. Given the amount of time since the public meeting, full notification was provided.



Aerial Image of 5034, 5054 and 5080 Ninth Line

Comments

REVISED DEVELOPMENT PROPOSAL

The applicant has made minor modifications to the proposed concept plan including:

- Received Ministry of Municipal Affairs and Housing approval of the Parkway Belt West Plan on the subject lands
- Reduced the total number apartment units from 1,246 units to 1,243 units and the increased the number of three storey back to back townhomes from 24 to 36
- Modified building massing and footprints and the road network to improve transition to surrounding lands, internal site layout and general connectivity
- Providing structural and landscaped screening on site to address wind and noise concerns and other technical revisions to improve site functionality

COMMUNITY ENGAGEMENT

Notice signs were placed on the subject lands advising of the proposed development applications and draft plan of subdivision. All property owners within 120 m (393 ft.) were notified of the applications on May 5, 2022 and August 22, 2024. A virtual community meeting was held by Ward 10 Councillor, Sue McFadden, on March 23, 2022. 42 people attended the meeting and 3 written submissions were received. Supporting studies were posted on the City's website at <http://www.mississauga.ca/portal/residents/development-applications>.

The public meeting was held on May 30, 2022. No members of the public made deputations regarding the applications. Responses to the issues raised at the public meeting and from correspondence received can be found in Appendix 2.

PLANNING ANALYSIS SUMMARY

The *Planning Act* allows any property owner within the Province of Ontario the ability to make a development application to their respective municipality in order to accommodate a particular development proposal on their site. Upon the submission of mandated technical information, the municipality is obligated under the *Planning Act* to process and consider the application within the rules set out in the Act.

The Province identifies through its *Provincial Policy Statement* matters that are of provincial interest, which require the development of efficient land use patterns and sustainability in urban areas that already exist. The Province has also set out the *Growth Plan for the Greater Golden Horseshoe*, which is designed to promote economic growth, increase housing supply and build communities that are affordable and safe, among other items. The Growth Plan requires municipalities to manage growth within already existing built up areas to take advantage of existing services to achieve this mandate. In order to meet required housing supply projections, the *Planning Act* instructs municipalities to make planning decisions that are consistent with the *Provincial Policy Statement* and the Growth Plan.

A detailed Planning Analysis is found in Appendix 2. The applications are consistent with the *Provincial Policy Statement* and conform to the *Growth Plan for the Greater Golden Horseshoe*, Parkway Belt West Plan (PBWP), the Region of Peel Official Plan and Mississauga Official Plan. An official plan amendment is required to change the Ninth Line Neighbourhood Character Area height limits associated with the subject site from 3-6 storeys and 4-10 storeys to 3-10 storeys and 4-12 storeys.

The applications have been found to be acceptable based upon the following:

- The proposal represents an appropriate form of intensification and has been designed to be compatible with and sensitive to the surrounding area
- The proposal implements the principles of the Shaping Ninth Line study and corresponding Ninth Line Neighbourhood Character Area policies

- Ninth Line is a designated Corridor in Mississauga Official Plan (MOP) and higher density uses are to be directed to Corridors in Neighbourhoods
- The proposal introduces a new built form, increasing the variety of housing options in the Ninth Line Neighbourhood Character Area and aligns with the goals and objectives of the Provincial Policy Statement, Growth Plan and Mississauga Official Plan
- The proposed development includes a variety of housing tenures, including purpose built rental units within the 6 storey Building E, while maintaining the affordability goals and objectives of the Mississauga Official Plan

Strategic Plan

The applications are consistent with the Connect pillar of the Strategic Plan by contributing a choice of housing type to residents that supports the principle of building complete communities to accommodate growth.

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

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. 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 official plan amendment, rezoning and draft plan of subdivision applications are acceptable from a planning standpoint and should be approved subject to the conditions contained in this report.

Originator's files: OZ/OPA 21-15 W10 & T-M21004 W10

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.

Attachments

- Appendix 1: Information Report
- Appendix 2: Detailed Planning Analysis
- Appendix 3: City Conditions of Approval



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

Prepared by: Emma Bunting, Development Planner

City of Mississauga Corporate Report



<p>Date: May 6, 2022</p> <p>To: Chair and Members of Planning and Development Committee</p> <p>From: Andrew Whittemore, M.U.R.P., Commissioner of Planning & Building</p>	<p>Originator's files: OZ/OPA 21-015 W10 and T-M21004 W10</p>
	<p>Meeting date: May 30, 2022</p>

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 10)

**Official Plan Amendment, Rezoning and Draft Plan of Subdivision applications to permit six apartment buildings with heights of 6, 8, 10, 12, 12 and 12 storeys containing 1,246 dwelling units with commercial uses at ground level fronting Ninth Line, 24 three storey back to back townhomes and a public park on public and private roads
5034, 5054, and 5080 Ninth Line, West Side of Ninth Line, North of Eglinton Avenue West
Owner: Your Home Developments (Mississauga) Inc.
Files: OZ/OPA 21-015 W10 & T-M21004**

Recommendation

That the report dated May 6, 2022, from the Commissioner of Planning and Building regarding the applications by Your Home Developments (Mississauga) Inc. to permit six apartment buildings with heights of 6, 8, 10, 12, 12, and 12 storeys containing 1,246 dwelling units with commercial uses at ground level fronting Ninth Line, 24 three storey back to back townhomes, additions to the 407 Transitway and a public park on public and private roads, under Files OZ/OPA 21-015 W10 & T-M21004 W10, 5034, 5054, and 5080 Ninth Line, be received for information.

Background

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 official plan amendment and rezoning applications are required to permit six apartment buildings with heights of 6, 8, 10, 12, 12, and 12 storeys containing 1,246 dwelling units with

commercial uses at ground level fronting Ninth Line, 24 three storey back to back townhomes and a public park on public and private roads. The applicant is proposing to amend the official plan to permit building heights of 10 and 12 storeys on the portion of the lands where the official plan only permits building heights of 3 to 6 storeys and to permit building heights of 12 storeys on the portion of the lands where the official plan only permits buildings heights of 6 to 10 storeys. The zoning by-law will also need to be amended from **D** (Development) and **PB1** (Parkway Belt West) to **RA2 - Exception** and **RA3-Exception** (Apartments - Exception), **RM11-Exception** (Back to Back Townhouses on a CEC – Road - Exception), **OS1** (Open Space) and **PB1** (Parkway Belt West) to implement this development proposal. A plan of subdivision is also required to create three residential blocks, a public park block, a block for the extension of Street “A”, a multi-use trail block, a block to accommodate the required 14 m (46 ft.) Ministry of Transportation (MTO) setback and a block that is required for the future 407 Transitway.

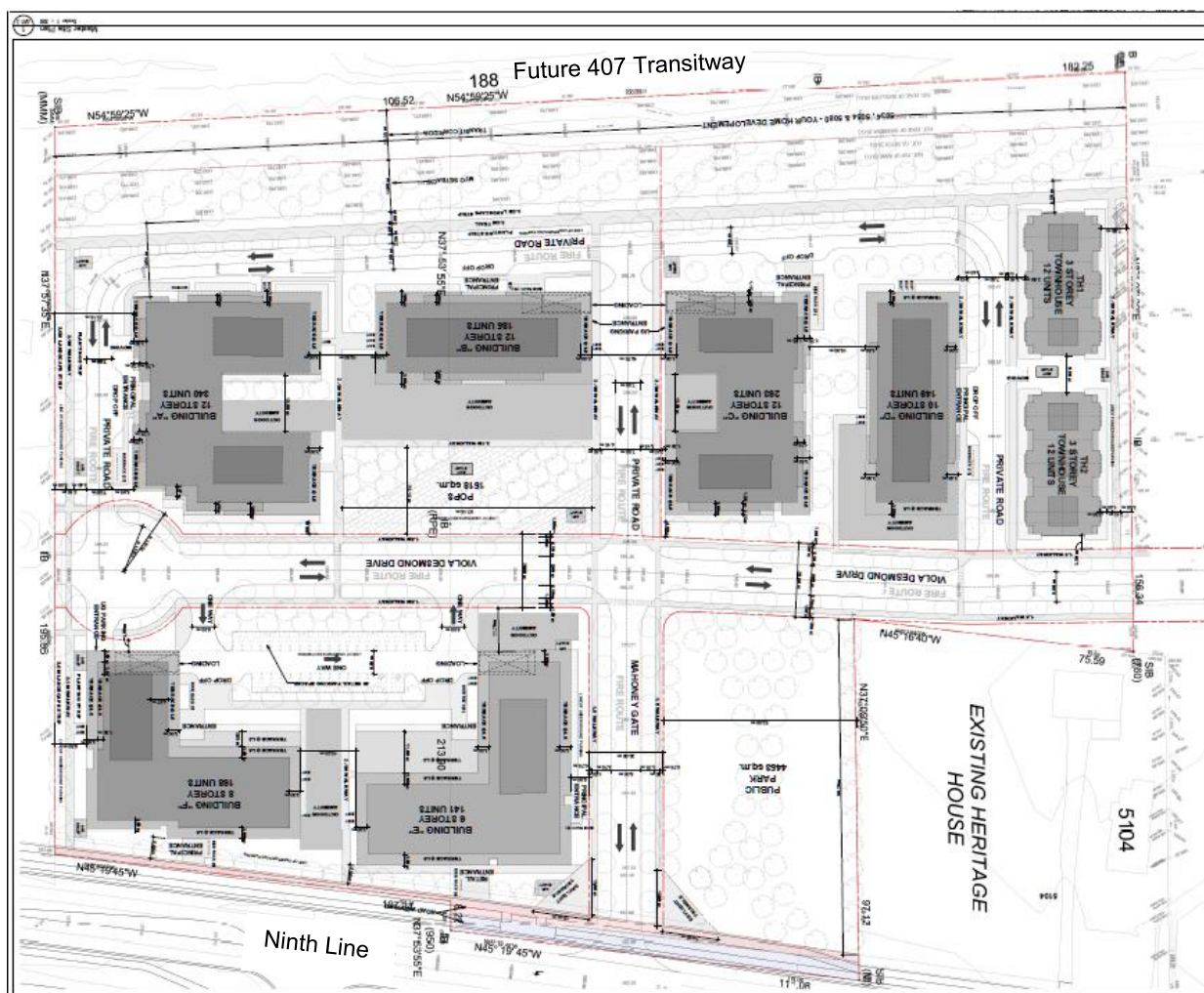
During the ongoing review of these applications, staff may recommend different land use designations and zoning categories to implement the proposal.

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 currently occupied by three detached dwellings and accessory structures.



Aerial image of 5034, 5054 and 5080 Ninth Line



Applicant's Site 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 provincially prepared plan intended to designate and protect land needed for linear regional infrastructure, including transit, utility and electric power facility corridors. It also 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 “**Inter-Urban Transit – Public Use Area**” and “**Road**”, which is intended to be used for Inter-Urban Transit. Within the City of Mississauga, lands within the PBWP are found within the City’s Green System and are therefore intended 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.

Conformity of this proposal with the policies of Mississauga Official Plan is under review.

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

COMMUNITY, AGENCY AND CITY DEPARTMENT COMMENTS

Community comments are summarized in Appendix 1, Section 6.

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

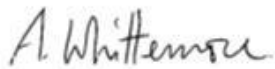
All agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the outstanding issues have been resolved. The matters to be addressed include: Ministry of Municipal Affairs and Housing approval of the applicant’s proposed amendment to the Parkway Belt West Plan; revisions to the location and orientation of certain site features and

Originator's files: OZ/OPA 21-015 W10 & T-M21004 W10

elements; provision of additional technical information, suitability of proposed parking standards, appropriateness of the proposed zoning standards, appropriateness of the proposed building heights and ensuring compatibility of new buildings with the existing and planning context of the area.

Attachments

Appendix 1: Detailed Information and Preliminary Planning Analysis



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

Prepared by: Matthew Shilton, MCIP, RPP, Development Planner

Detailed Information and Preliminary Planning Analysis

Owner: Your Home Developments (Mississauga) Inc.

5034, 5054 and 5080 Ninth Line

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1. Proposed Development

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

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

Development Proposal		
Road Type:	Public extension of Street "A" (Viola Desmond Drive) / Private Condominium roads	
Anticipated Population:	2,801* *Average household sizes for all units (by type) based on the 2016 Census	
Parking: resident spaces	Required 1.00 space per bachelor 1.25 spaces per one bedroom unit 1.40 spaces per two bedroom unit 1.75 spaces per three bedroom unit	Provided 1,316 space for residential units including 14 accessible spaces
visitor spaces	254 spaces based on 0.2 spaces per unit	254 visitor spaces
Retail spaces	35 spaces	35 spaces
Total	To be determined once unit mix is finalized.	1,605 spaces
Green Initiatives:	<ul style="list-style-type: none"> • Vegetative swales located along the north property border and at key sections along the MTO transitway corridor setback • Minimal hard surface areas • Green building technologies for mechanical systems, energy needs and construction materials • Lighting levels will be reduced to minimum levels to reduce impact to sensitive fauna • Bicycle parking 	

Supporting Studies and Plans

The applicant has submitted the following information in support of the applications which can be viewed at:

<http://www.mississauga.ca/portal/residents/development-applications>:

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

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

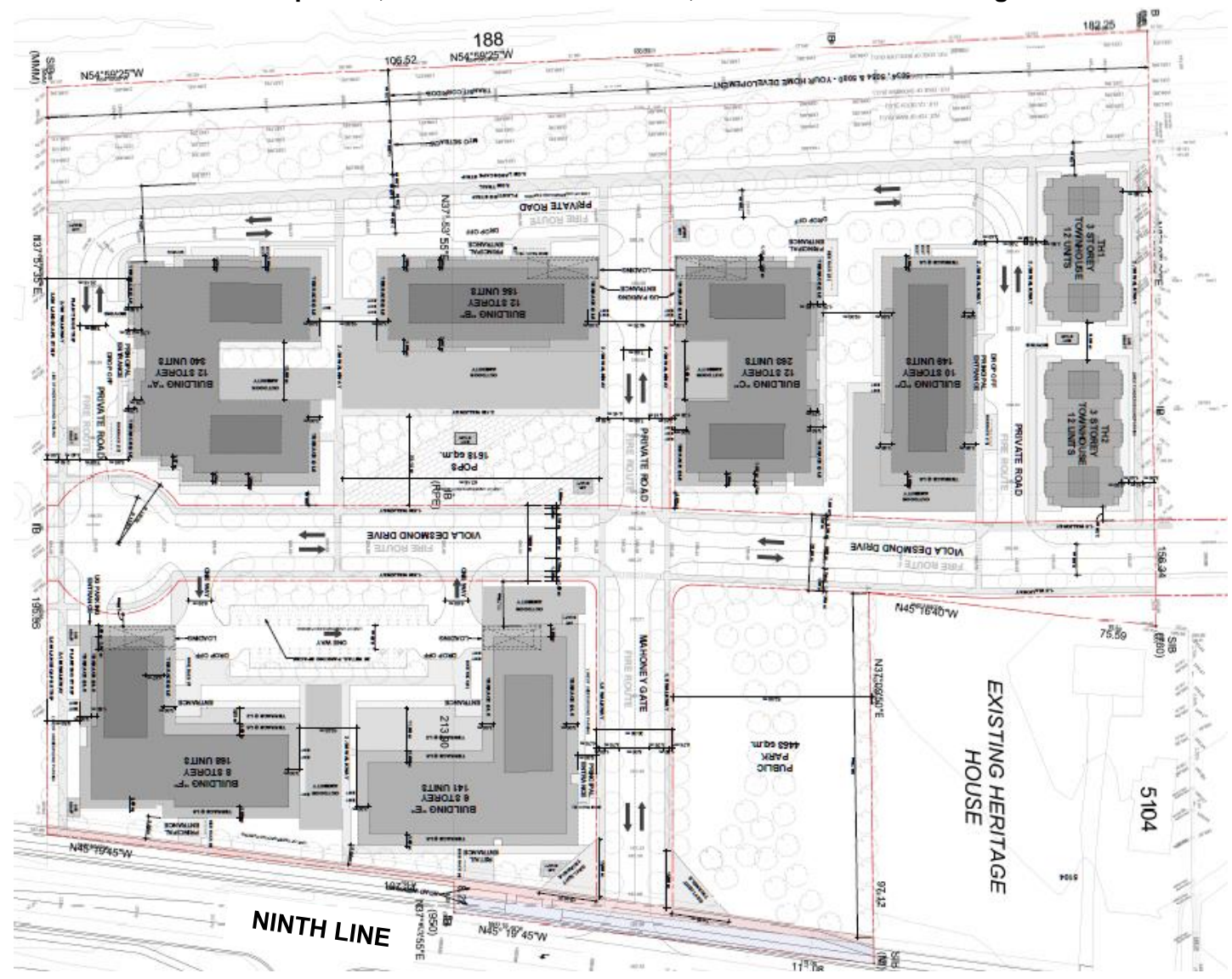
The application was reviewed by the Urban Design Advisory Panel on December 15, 2020. The Urban Design Advisory Panel is an advisory body and makes recommendations to staff for consideration. Panel's suggestions have been incorporated into staff comments.

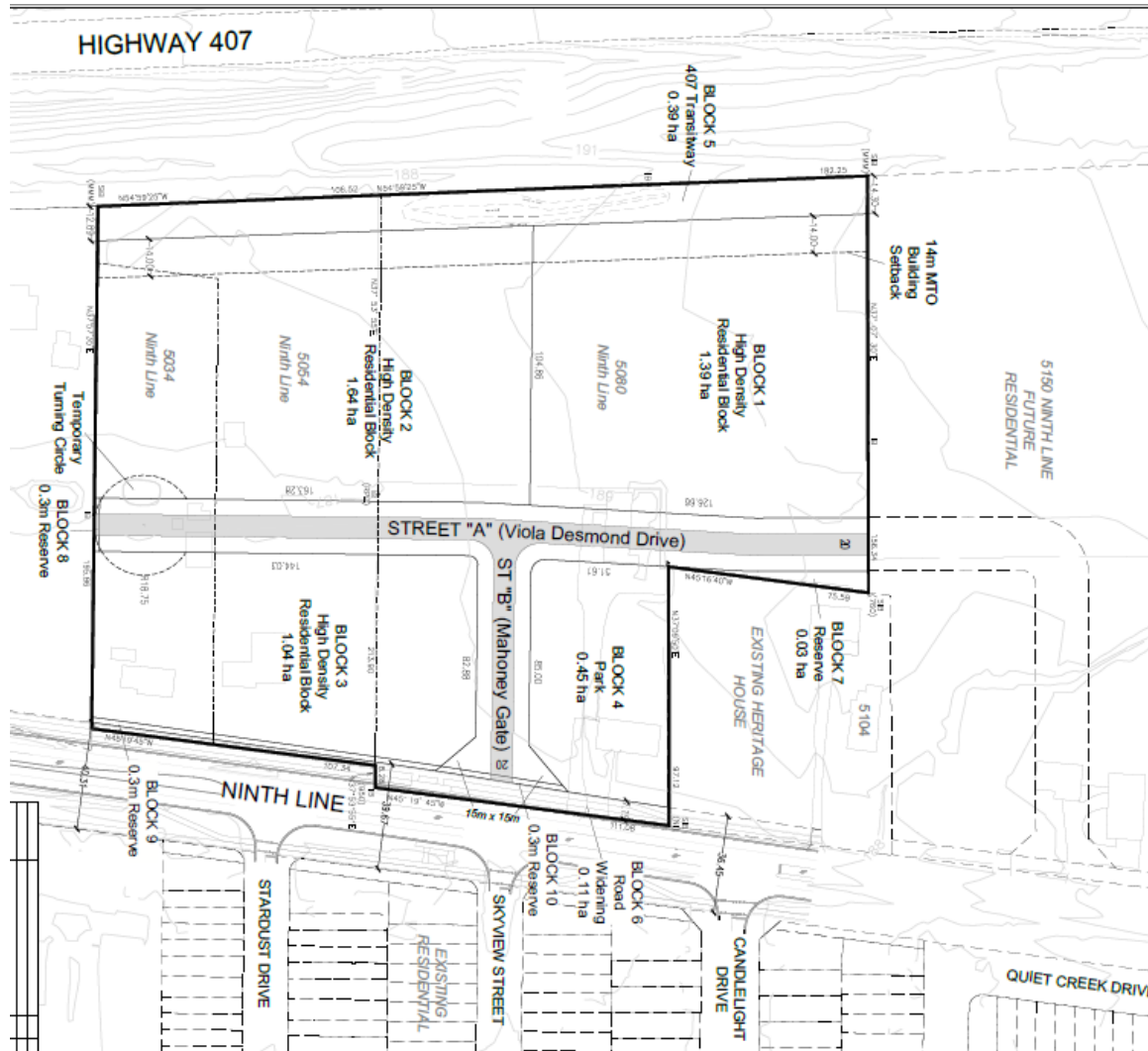
Application Status

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

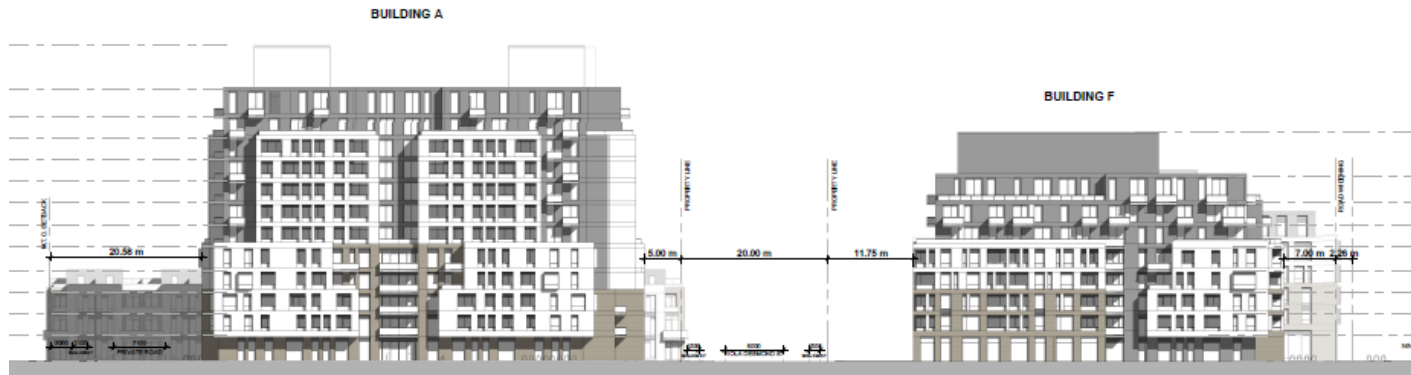
A pre-application community meeting was held by Ward 10 Councillor, Sue McFadden, on June 24, 2019. A subsequent virtual community meeting was held on March 23, 2022. Refer to Section 6 of this appendix for a summary of comments received at the community meeting and from written submissions received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

Concept Plan, Draft Plan of Subdivision, Elevations and Renderings





Draft Plan of Subdivision



South Property Line Elevation



North Property Elevation

Elevations

Appendix 1, Page 8
Files: OZ/OPA 21-015 W10 & T-M21004
Date: 2022/05/06



Building "C" Perspective



Building "D" Perspective

Appendix 1, Page 9
Files: OZ/OPA 21-015 W10 & T-M21004
Date: 2022/05/06





Building 10 Perspective



Building 11 Perspective

Applicant's Renderings

2. Site Description

Site Information

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



5034, 5054 and 5080 Ninth Line

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



Subject Property looking Northwest along Ninth Line



Subject Property looking Southwest along Ninth Line

Site History

- January 1, 2010 – The Ninth Line lands (lands on the west side of Ninth Line, between Highway 401 and Highway 403) are transferred to the Region of Peel / City of Mississauga as a result of a municipal boundary realignment with the Region of Halton / Town of Milton
- October 2011 – City Council directed staff to commence the Ninth Line Lands Study; a two phase joint project between the City of Mississauga and the Region of Peel to study the 350 hectares (870 acres) of lands on the west side of Ninth Line. This study resulted in the development of a land use concept used to advance a Region of Peel Official Plan Amendment and the development of Mississauga Official Plan policies, associated zoning and urban design guidelines for the lands
- April 13, 2018 – Ministry of Municipal Affairs and Housing consent to the Mississauga Official Plan Amendment (MOPA) for Ninth Line proceeding in advance of the Region of Peel Official Plan Amendment (ROPA)
- June 18, 2018 – Planning and Development Committee approve staff recommendation report to bring forward amendments to Mississauga Official Plan and Zoning By-law 0225-2007 for Ninth Line lands (PDC-005-2018)
- July 2, 2018 – By-law 0168-2018 (amending Zoning by-law) came into effect, which rezoned the Ninth Line lands from the Town of Milton "A1" and "GA" zones to City of Mississauga "OS1" (Open Space – Community Park), "G1" (Greenlands – Natural Hazards), "G2" (Greenlands –Natural Features), "PB1" (Parkway Belt) and "D" (Development) zones
- August 1, 2018 – By-law 0167-2018 (MOPA 90 implementing by-law) came into effect, which created the new Ninth Line Neighbourhood Character Area and designated the Ninth Line lands **Residential Medium Density, Mixed Use, Business Employment, Public Open Space, Greenlands, Parkway Belt West, Utility and Natural Hazard**, and to add Transitway Route and Transitway Stations
- October 19, 2020 – The Ministry of Transportation completes the “407 Transitway – Brant Street to Hurontario Street” Environmental Assessment, which finalized the alignment of the proposed 407 Transitway and identified the impacts of the 407 Transitway on the subject property and greater Ninth Line corridor.

3. Site Context

Surrounding Land Uses

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

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

The surrounding land uses are:

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

East: Detached homes, semi-detached homes and townhomes

South: Rural Residential uses and Eglinton Avenue West

West: Future 407 Transitway and Highway 407 ETR

Neighbourhood Context

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

The lands on the west side of Ninth Line are predominantly vacant, with limited agricultural uses remaining. The primary use is rural residential, with detached homes on large lots. Other existing uses include Churchill Meadows Animal Hospital, St. Peter's Mission Church, Sid's Pond and Gardenscape (a landscaping supply business), an outdoor storage operation, and the Enbridge/Union Gas/TransCanada Joint Operating Facility (a natural gas transmission and distribution pumping station). The area is served by the newly constructed Churchill Meadows Community Centre and Park on the west side of Ninth Line north of Erin Centre Boulevard, approximately 850 m (2,788 ft.) north of the subject lands.

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

Other uses on the east side of Ninth Line include schools, daycares, a Montessori School, parkland and open space, and some commercial uses, including a small commercial plaza and a gas station. Further north, are a number of large scale industrial buildings, the Garry W. Morden Centre and a driving range.



Aerial Photo of 5034, 5054 and 5080 Ninth Line

Demographics

According to the 2016 census, the Ninth Line Neighbourhood Character Area has 63 jobs and no reported population, resulting in 0.2 PPJ (persons plus jobs) per hectare (0.49 PPJ per acre). The Ninth Line Character Area contains the last remaining greenfield lands in the City of Mississauga. Significant growth is proposed for this community, resulting from the Shaping Ninth Line study and Mississauga Official Plan policies.

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

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

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

	Minimum Densities* (People Plus Jobs = PPJs)
Growth Plan for the Greater Golden Horseshoe (2017)**	Designated Greenfield Area: 80 PPJs/Ha (32.4 PPJs/ac.)
Growth Plan for the Greater Golden Horseshoe (2020)	Designated Greenfield Area: 50 PPJs/Ha (20.2 PPJs/ac.)
Region of Peel ROPA 33	Designated Greenfield Area: 79 PPJs/Ha (32 PPJs/ac.)
Mississauga Official Plan (MOPA 90)	82 PPJs/Ha (33.2 PPJs/ac.)

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

**in effect during the Shaping Ninth Line study

The minimum density of 82 people and jobs per hectare (33.2 people and jobs per acre) was established through the Shaping Ninth Line study and is an average density for all of the Ninth Line lands. The density for the Ninth Line lands was determined based on the total developable land area and the projected population and jobs for each land use designation in the Official Plan. The density calculation assumed 110 ha (271.8 ac) of developable land area on Ninth Line, which includes **Residential Medium Density, Mixed Use, Business Employment, and Public Open Space** land use designations. The Business Employment and Public Open Space areas account for nearly 30% of the developable area (32.4 ha 80 ac.), and are expected to contribute very few people and jobs towards the overall density. Therefore, other lands (i.e. lands designated Residential medium Density and Mixed Use) need to reach higher densities to achieve the overall planned average of 82 people and jobs per hectare (33.2 people and jobs per acre).

It should be noted that the densities in the Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and Mississauga Official Plan (MOP) are minimum densities.

Exceedances to these planned densities would not necessitate an Official Plan Amendment; however, the appropriateness of any exceedances would be evaluated through the processing of development applications.

Other Development Applications

The following development applications are in process or were recently approved in the immediate vicinity of the subject property:

- SP 17/001 W10 – 5320 Ninth Line – Approval was obtained for the Churchill Meadows Community Centre and Park
- SP 18/061 W8 – 3560, 3580, 3610 and 3630 Odyssey Drive – Site Plan approval was obtained for four multi-tenant employment buildings
- SPM 18/086 W8 – 3650 Platinum Drive – Site Plan approval was obtained for a sports playing field and parking lot expansion at Sherwood Heights Private School
- SP 18/113 W8 – 3665 Odyssey Drive – Site Plan approval was obtained for 2, one storey, multi-unit employment buildings
- SP 19/025 W8 – 3986 and 3990 Eglinton Avenue West – Site Plan approval was obtained a new gas bar, convenience store and drive-through
- SP 19/106 W8 – 3645 Platinum Drive – Site Plan application in process for a six storey hotel with surface parking
- SP 21/106 W10 – 5329 Ninth Line – Site Plan application in process for a two storey front addition to the existing one storey daycare
- OZ 19/012 W10 and T-M19003 W10 – 6432, 6500 and 0 Ninth Line – Rezoning and Draft Plan of Subdivision applications in process to permit a mix of residential dwelling types, parkland and school uses
- OZ 19/013 W10 and T-M19004 W10 – 6136, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400 and 6432 Ninth Line – Rezoning and Draft Plan of Subdivision applications in process to permit a mix of residential dwelling types, parkland and school uses
- OZ 19/018 W10 and T-M19006 W10 – 5150 Ninth Line – Rezoning and Draft Plan of Subdivision applications approved to permit a mix of condominium and freehold townhomes
- OPA 22/011 W10, OZ 20/021 W10 and T-M20005 – 5150 Ninth Line – Official Plan Amendment, Rezoning and Draft Plan of Subdivision applications in process to permit condominium townhomes
- OZ 22/004 W10 – 5160 Ninth Line – Rezoning application to permit a six storey apartment building

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

Community and Transportation Services

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

In addition to park blocks that will be conveyed to the City as the Ninth Line Character Area is developed, future residents of the proposed development will also be served by existing parks on the east side of Ninth Line, including Sparling Woods Park (approximately 430 metres (1,410.7 ft.) from the subject lands), McLeod Park (approximately 250 metres (820.2 ft.) from the subject lands), and Marco Muzzo Senior Memorial Woods and Park (approximately 500 metres (1,640.4 ft.) from the subject lands). These parks are connected by an existing trail network to be shared by cyclists and pedestrians, which connect to other parks within the community. There are additional cycling facilities within the community as well, including a multi-use trail on Britannia Road West, east of Ninth Line.

The newly constructed Churchill Meadows Community Centre and Park is located on the west side of Ninth Line, between Eglinton Avenue West and Britannia Road West.

The following major MiWay bus routes currently service the site:

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

The site is serviced by the Lisgar GO Station at the southwest corner of Argentia Road and Tenth Line West and the Milton GO Train and GO Bus Lines. GO Train service is available Monday to Friday, during the morning and evening peak hours. GO Bus service is offered Monday to Friday during non-peak hours.

The 407 Transitway is a planned, 150 km (93 miles) high-speed interregional transit service extending from Brant Street in Burlington to Highways 35/115 in Pickering. The Transitway will be a two-lane, grade separated transit facility on an exclusive right-of-way, running parallel to the existing Highway 407 ETR. The Ministry of Transportation recently completed an Environmental Project Report for the section of the Transitway between Brant Street in Burlington and Hurontario Street in Mississauga. The report finalized the preferred alignment of the Transitway route and the impacts that the route would have on properties along the corridor. There are two Transitway stations proposed along Ninth Line at Britannia Road West and Derry Road West.

Transportation and Works staff have completed the Ninth Line Environmental Assessment (EA) Study for the 6.2 km (3.9 miles) corridor between Eglinton Avenue West and Derry Road West.

The EA study considered the City's planning principles to build a multi-modal city and envisions the widening of Ninth Line to accommodate four general purpose lanes (two in each direction), separated 2.0 m (6.6 ft.) boulevard cycle tracks, a 5.0 m (16.4 ft.) centre median which will also accommodate left turn

lanes at intersections, as well as landscaping where feasible. The Official Plan identifies a designated right-of-way width of 35 m (114.8 ft.) for Ninth Line.

4. Summary of Applicable Policies, Regulations and Proposed Amendments

The *Planning Act* requires that Mississauga Official Plan be consistent with the Provincial Policy Statement and conform with the applicable provincial plans and Regional Official Plan. The policy and regulatory documents that affect these applications have been reviewed and summarized in the table below. Only key policies relevant to the applications have been

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

Policy Document	Legislative Authority/Applicability	Key Policies
Provincial Policy Statement (PPS)	<p>The fundamental principles set out in the PPS apply throughout Ontario. (PPS Part IV)</p> <p>Decisions of the council of a municipality shall be consistent with PPS. (PPS 4.1)</p> <p>The Official Plan is the most important vehicle for implementation of the Provincial Policy Statement (PPS 4.6)</p>	<p>Settlement areas shall be the focus of growth and development. (PPS 1.1.3.1)</p> <p>Land use patterns within settlement areas will achieve densities and a mix of uses that efficiently use land, resources, infrastructure, public service facilities and transit. (PPS 1.1.3.2.a)</p> <p>Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment. (PPS 1.1.3.3)</p> <p>Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected needs of current and future residents of the regional market area. (PPS 1.4.3)</p> <p>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>Growth Plan for the Greater Golden Horseshoe (Growth Plan)</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>Parkway Belt West Plan (PBWP)</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>The applicant has applied to amend the Parkway Belt West Plan to remove those lands that are no longer required to accommodate the approved 407 Transitway alignment and to facilitate their proposed development.</p>	<p>Portions of the subject lands are within the Public Use Area of the Parkway Belt West Plan and are designated Inter-Urban Transit – Public Use Area and Road</p> <p>Permitted uses in Public Use Area:</p> <ol style="list-style-type: none"> a) Legally existing uses b) Linear facilities (e.g. linear transportation, communication and utility facilities) c) Other public uses (subject to specific conditions including preservation of natural features, size of structures, landscaping, etc.) d) Interim uses (subject to specific conditions) e) Additions to existing uses (subject to specific conditions) (PBWP 5.4.1) <p>Public Works in Public Use Area:</p> <ol style="list-style-type: none"> a) Linear facilities <ol style="list-style-type: none"> i) Constructed to minimize detrimental effects on natural features ii) Transportation facilities will be constructed to restrict the number

Policy Document	Legislative Authority/Applicability	Key Policies
		<p>and capacity of traffic routes connecting Urban Areas and to retain the open space character of the area covered by the Plan.</p> <p>iv) Landscaping and buffers will be provided where appropriate, both along and between facility rights-of-way. (PBWP 5.4.3)</p> <p>Specific Objection</p> <p>h) Minimize the number of transportation routes crossing this Link and connecting the Oakville Urban Area to the Mississauga Urban Area and connecting the Milton East Future Urban Area to the Mississauga Northwest Urban Area (PBWP 6.7.2)</p> <p>Implementing Actions</p> <p>Restrict the number of transportation routes crossing the Link to</p> <p>i) Existing facilities and their essential expansions;</p> <p>ii) Highway 403, inter-urban transit facilities, and other essential new facilities consistent with the Plan. (PBWP 6.7.3).</p>
<p>Region of Peel Official Plan (ROP)</p>	<p>The Region of Peel approved MOP on September 22, 2011, which is the primary instrument used to evaluate development applications. The proposed development applications were circulated to the Region who has advised that in its current state, the applications meet the requirements for exemption from Regional approval. Local official plan amendments are generally exempt from approval where they have had regard for the <i>Provincial Policy Statement</i> and applicable Provincial Plans, where the City Clerk has certified that processing was completed in accordance with the <i>Planning Act</i> and where the Region has advised that no Regional official plan amendment is required to accommodate the local official plan amendment. The Region provided additional comments which are discussed in Section 8 of this Appendix.</p>	<p>On March 12, 2020, the Council of the Regional Municipality of Peel passed By-law 18-2020 to adopt Regional Official Plan Amendment 33 (ROPA 33).</p> <p>The purpose and effect of ROPA 33 is to delete and replace the Ninth Line Lands policies, which amend the Region of Peel Official Plan to expand the Regional Urban Boundary to include the Ninth Line Lands and establish an updated planning framework.</p> <p>ROPA 33 includes the following key policies:</p> <p>To establish the Ninth Line Lands designated greenfield area in Mississauga as a healthy, complete, transit-supportive urban community, which provides appropriate transitions to existing neighbourhoods to the east. (ROPA 33 – 5.3.5.1.1).</p> <p>To achieve compact urban form and densities which are supportive of transit and active transportation as key components of the transportation network. (ROPA 33 – 5.3.5.1.2)</p> <p>To recognize, protect, and enhance a linked natural heritage system within the Ninth Line Lands including features of Provincial and Regional significance which form part of the Region's Core Areas of the Greenlands System (ROPA 33 – 5.3.5.1.3).</p> <p>That a well-connected and sustainable natural heritage system be designated to identify, protect and enhance natural heritage features in conformity with the</p>

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Policy Document	Legislative Authority/Applicability	Key Policies
		<p>Ninth Line Scoped Subwatershed Study. (ROPA 33 – 5.35.2.6.c).</p> <p>That development be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner that is coordinated with the Region’s Capital Plan, Peel Water and Wastewater Master Plan, and Transportation Master Plans. (ROPA 33 – 5.3526.d).</p> <p>Development within the designated Greenfield areas shall be designed to meet or exceed the following minimum densities:</p> <ul style="list-style-type: none"> • City of Mississauga: 79 residents and jobs combined per hectare (32 residents and jobs combined per acre) (applicable to existing designated greenfield area as shown on Schedule D4) (ROPA 33 – 5.5.4.2.2).

Mississauga Official Plan

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

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

Existing Designations

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

In Precinct 5, the **Residential Medium Density** designation permits all forms of townhomes, low and mid-rise apartments, and at grade commercial uses on lands fronting onto Ninth Line. The permitted building height on the northern portion of the subject lands is three to six storeys, and four to ten storeys on the southern portion of the subject lands.

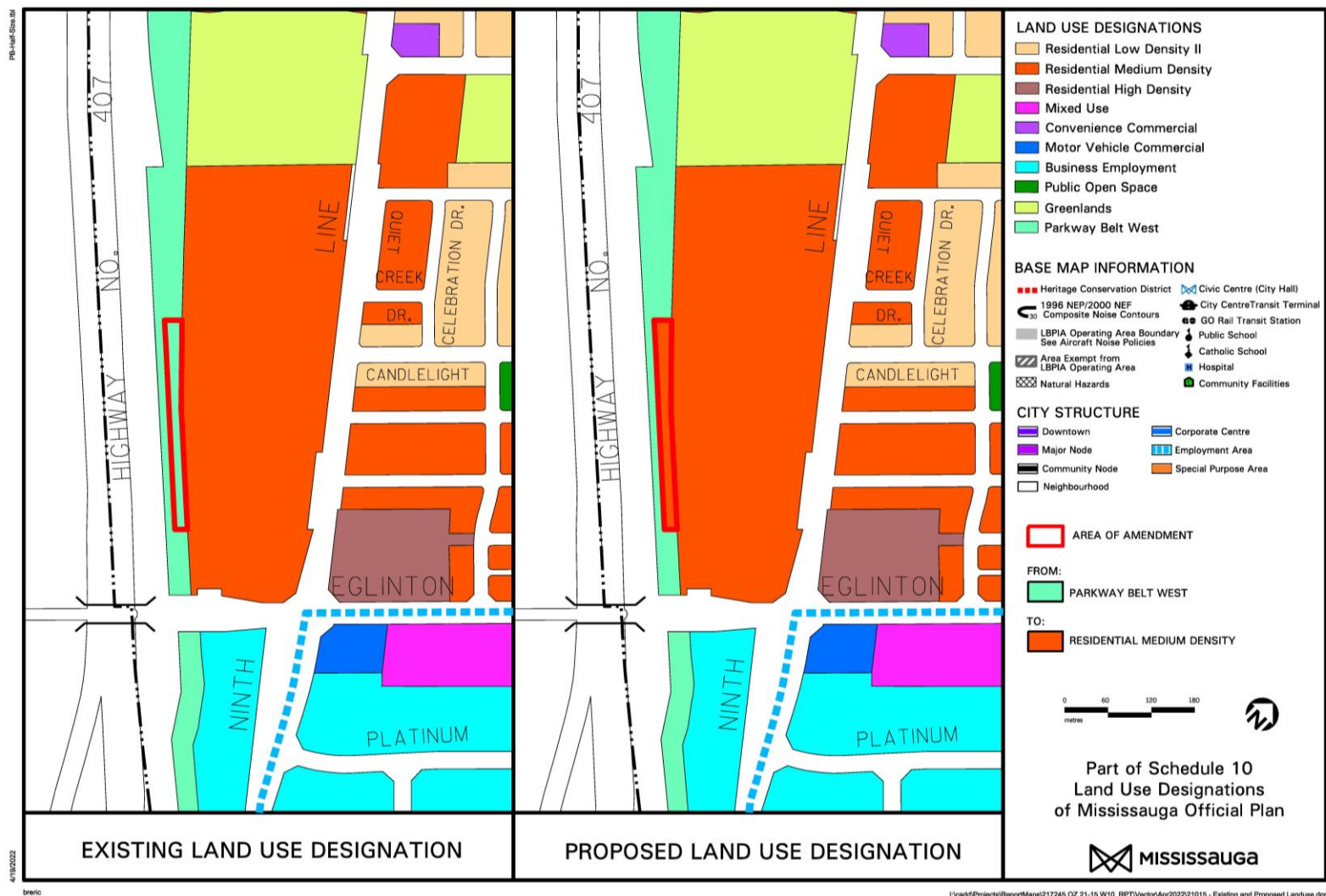
Lands designated **Parkway Belt West** are governed by the provisions of the *Parkway Belt West Plan*. Once the *Parkway Belt West Plan* is amended, the land use designations shown on Reference Maps M1-M3 in MOP come into effect without requiring an amendment to MOP.

Ninth Line is identified as a Corridor in MOP.

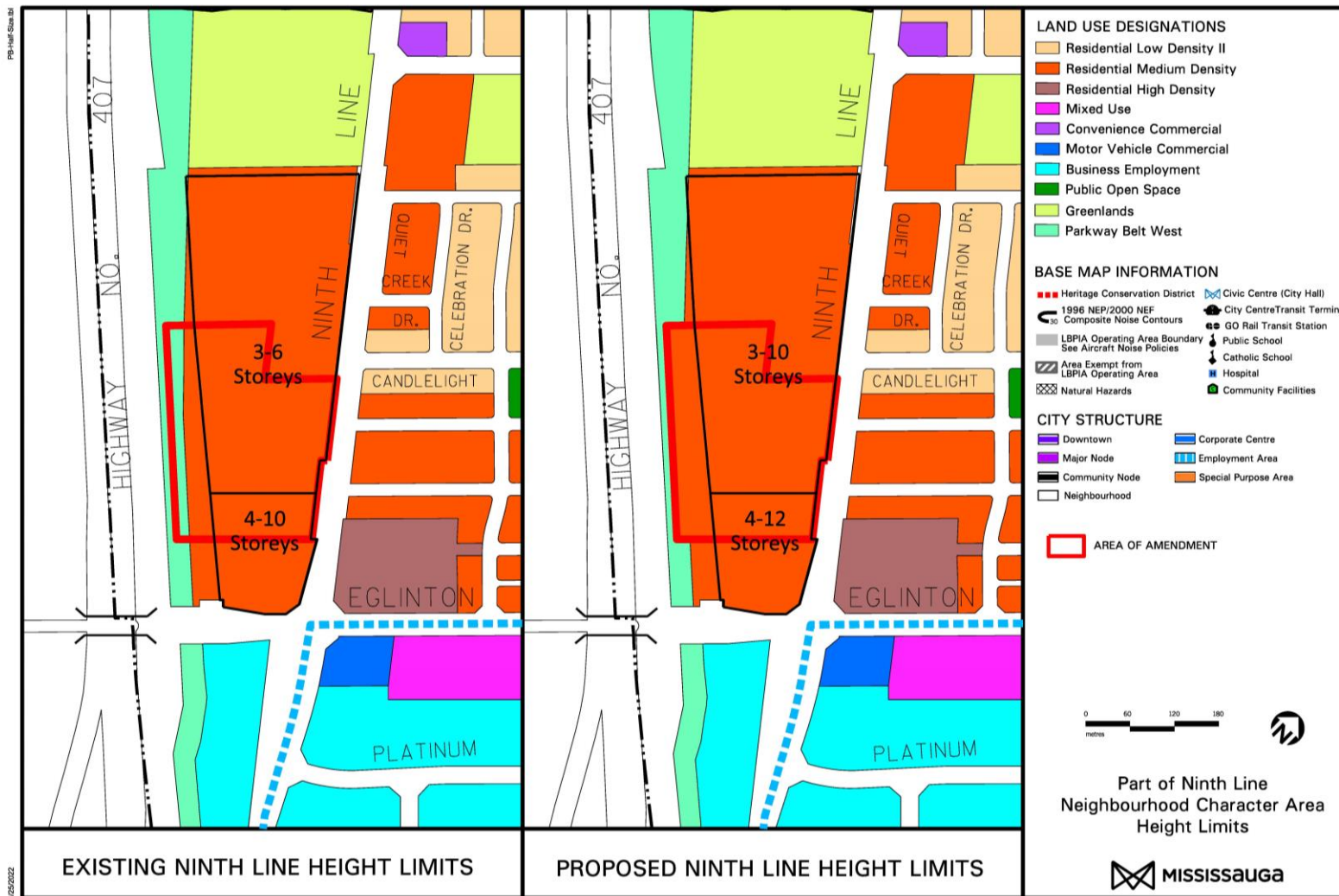
Proposed Designation

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

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



Excerpt of Ninth Line Character Area



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

Relevant Mississauga Official Plan Policies

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

	General Intent
Chapter 5 Direct Growth	<p>Mississauga will ensure that the City's natural, environmental, and cultural resources are maintained for present and future generations. (Section 5.1.5)</p> <p>Mississauga encourages compact, mixed use development that is transit supportive, in appropriate locations, to provide a range of local live/work opportunities. (Section 5.1.6)</p> <p>New development will not exceed the capacity of existing and planned engineering services, transit services and community infrastructure. Development proposals may be refused if existing or planned servicing and/or infrastructure are inadequate to support the additional population and employment growth that would be generated or by phased to coordinate with the provision of services and infrastructure. (Section 5.1.9)</p> <p>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>
Chapter 6 Value The Environment	<p>Parks also have a role in creating a complete community and strong economy. The availability of a park system is a factor for residents and businesses concerned about quality of life. (6.3)</p>
Chapter 7 Complete Communities	<p>Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs. (Section 7.1.6)</p>

	General Intent
	<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> <ol style="list-style-type: none"> a. the development of a range of housing choices in terms of type, tenure and price; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and c. the production of housing for those with special needs, such as housing for the elderly and shelters. (Section 7.2.2) <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>Chapter 8 Create a Multi-Modal City</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> <ol style="list-style-type: none"> a. a transportation system that provides mobility and accessibility to all users; b. opportunities for transit priorities; c. pedestrian and cycling access and routes; and d. priority truck routes for the efficient movement of goods. (Section 8.2.2.2) <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>Chapter 9 Build A Desirable Urban Form</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>

	General Intent
	<p>New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purpose of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities. (Section 9.1.15)</p> <p>Where increases in density and a variety of land uses are considered in Neighbourhoods, they will be directed to Corridors. Appropriate transitions to adjoining areas that respect variations in scale, massing and land uses will be required. (Section 9.2.2)</p> <p>Development on Corridors will be encouraged to:</p> <ol style="list-style-type: none"> a. Assemble small land parcels to create efficient development parcels; b. Face the street, except where predominate development patterns dictate otherwise; c. Not locate parking between the building and the street; d. Site buildings to frame the street; f. Support transit and active transportation modes; h. Provide concept plans that show how the site can be developed with surrounding lands. (Section 9.2.2.6) <p>Heritage properties, districts and landscapes create a unique sense of place and local identity. (Section 9.2.4)</p> <p>Opportunities to conserve and incorporate cultural heritage resources into community design and development should be undertaken in a manner that enhances the heritage resource and makes them focal points for the community. (Section 9.2.4.1)</p> <p>Development and open spaces adjacent to significant cultural heritage resources will:</p> <ol style="list-style-type: none"> a. Contribute to the conservation of the heritage attribute of the resource and the heritage character of the area; b. Emphasize the visual prominence of cultural heritage resources; and c. Provide a proper transition with regard to the setting, scale, massing and character to cultural heritage resources. (Section 9.2.4.2) <p>Development will be designed to:</p> <ol style="list-style-type: none"> a) Respect the natural heritage features, such as forests, ridges, valleys, hills, lakes, rivers, streams and creeks; b) Respect cultural heritage features such as designated buildings, landmarks and districts; c) Accentuate the significant identity of each Character Area, its open spaces, landmarks and cultural heritage resources; d) Achieve a street network that connects to adjacent streets and neighbourhoods at regular intervals, wherever possible; e) Meet universal design principles; f) Address new development and open spaces; g) Be pedestrian oriented and scaled and support transit use; h) Be attractive, safe and walkable; i) Accommodate a multi-modal transportation system; and j) Allow common rear laneways or parallel service streets to provide direct access for lots fronting arterial roads and major collector roads, when appropriate. (Section 9.3.1.4) <p>Natural features, parks and open spaces will contribute to a desirable urban form by:</p> <ol style="list-style-type: none"> a) Assisting with the protection, enhancement, restoration and expansion of the Natural Heritage System;

	General Intent
	<p>a) Connecting to the city's system of trails and pathways;</p> <p>b) Connecting to other natural areas, woodlands, wetlands, parks and open spaces, including streets, schools, cemeteries and civic spaces;</p> <p>c) Ensuring that all new parks and Open Spaces address the street, providing clear visibility, access and safety;</p> <p>d) Ensuring that adjacent uses, buildings and structure front onto them, with direct access, and encouraging natural surveillance; and,</p> <p>e) Appropriately sizing parks and open spaces to meet the needs of a community and ensuring they are able to accommodate social events and individual needs, inclusive of recreation, playgrounds, sports and community gardens, where possible. (Section 9.3.5.3)</p> <p>Open Spaces will be designed as places where people can socialize, recreate and appreciate the environment. (Section 9.3.5.4)</p> <p>Private open space and/or amenity areas will be required for all development. (Section 9.3.5.5.)</p> <p>Residential developments of significant size, except for freehold developments, will be required to provide common outdoor on-site amenity areas that are suitable for the intended users. (Section 9.3.5.6)</p> <p>The design of all development will foster the improvement of connections and accessibility for transit uses and promote active transportation modes. (Section 9.4.1.1)</p> <p>Buildings and site design will be compatible with site conditions, the surrounding context and surrounding landscape of the existing or planned character of the area. (Section 9.5.1.1)</p> <p>Development proposals will demonstrate compatibility and integration with surrounding land uses and the public realm by ensuring adequate privacy, sunlight and sky views are maintained. (Section 9.5.1.9)</p> <p>New residential development abutting major roads should be designed with a built form that mitigates traffic noise and ensures the attractiveness of the thoroughfare. (Section 9.5.1.11)</p> <p>Noise will be mitigated through appropriate built form and site design. Mitigation techniques such as fencing and berms will be discouraged. (Section 9.5.1.12)</p> <p>Sites that have exposure to parks or double exposure to both Provincial Highways and public streets will be required to be designed with upgraded building elevations and landscaping facing all parks, public highways and public streets. (9.5.1.14)</p> <p>Where direct vehicular access to development is not permitted from major roads, buildings should be designed with front doors of individual units oriented towards the major road with vehicular access provided from a side street, service road or rear laneways. (Section 9.5.2.4)</p> <p>Front building facades should be parallel to the street. (Section 9.5.3.5)</p>

	General Intent
Chapter 11 General Land Use Designations	<p>Lands designated Residential Medium Density will permit the following uses:</p> <ul style="list-style-type: none"> a) All forms of townhouse dwellings (Section 11.2.5.5) <p>Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan. (Section 11.2.13.1)</p>
Chapter 16 Neighbourhoods	<p>For lands within Neighbourhoods, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements. (Section 16.1.1.1)</p> <p>The Ninth Line Neighbourhood Character Area will be planned to achieve a minimum density of 82 residents and jobs combined per hectare, on all lands where development is permitted. (Section 16.20.1.1)</p> <p>Land Use and Built Form Planning in the area will be based on the following land use and built form principles:</p> <ul style="list-style-type: none"> a) Provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing which is affordable as outlined in the City's housing strategy; c) Provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors; d) Work in collaboration with the school boards to determine the need for educational facilities. The location of these facilities will be determined through the development application process. f) Recognize the significance of cultural heritage sites and landscapes including the natural heritage system; g) Support transit and active transportation as key components of the transportation network; h) Complement existing and future transportation facilities including taller, more compact mixed use buildings at the 407 Transitway Stations; i) Demonstrate distinct and appropriate design of all buildings, streets and open spaces; and j) Provide appropriate transition to neighbourhoods to the east. (Section 16.20.2.2.1) <p>Planning in the area will be based on a series of connections including:</p> <ul style="list-style-type: none"> a) A network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands; b) Safe pedestrian crossings of Ninth Line; c) Key access points d) Pedestrian supportive streets; and e) Integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads. (Section 16.20.2.2.2) <p>Parks, Open Spaces and Natural Heritage Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:</p> <ul style="list-style-type: none"> a) Creates a well-connected and sustainable natural heritage system; b) Provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons, promote unique experiences and educational opportunities, and incorporate naturalized areas; c) Provides parks and open spaces in close proximity to adjacent neighbourhoods and employment areas; and d) Has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study. (Section 16.20.2.2.3)

	General Intent
	<p>Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space, as well as wayfinding and signage plans. (Section 16.20.2.3.1)</p> <p>Trails and sidewalks should link 407 Transitway Stations, community facilities, parks and commercial and employment areas. The layout and design of blocks, streets, and boulevards will support the use of transit, walking and cycling. (Section 16.20.2.3.2)</p> <p>The layout and design of blocks, streets, and boulevards will support the use of transit, walking and cycling. (Section 16.20.2.3.3)</p> <p>Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street. (Section 16.20.2.3.4)</p> <p>Buildings will be designed and massed to frame streets and support an active public realm. Pedestrian comfort will be supported through the use of landscaping and other features. (Section 16.20.2.3.5)</p> <p>A significant amount of land in the Ninth Line area is designated Parkway Belt as per the Parkway Belt West Plan. Once the alignment of the 407 Transitway is finalized, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. Once the PBWP is amended, the land use designations shown on Reference Maps (M1-M3) will come into force and effect, without further amendment to this Plan. (Section 16.20.2.6)</p> <p>The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities. (Section 16.20.3.5.1)</p> <p>Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits. (Section 16.20.3.5.2)</p> <p>Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment dwellings will also be permitted. (Section 16.20.4.1.1)</p> <p>For lands fronting onto Ninth Line in Precincts 2 and 5, commercial uses will be permitted at grade. (Section 16.20.4.1.2)</p> <p>The Ninth Line Neighbourhood Character Area is designed to encourage multi-modal transportation with an emphasis on transit and active transportation modes. (Section 16.20.5.1)</p> <p>All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities. (Section 16.20.5.4)</p> <p>Local roads will be designed to serve all modes of transportation including pedestrians, cyclists and transit users. (Section 16.20.5.7)</p>

	General Intent
Chapter 19 Implementation	<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> <ol style="list-style-type: none"> a) The compatibility of the proposed development to existing or planned land uses and forms, including the transition in height, density and built form; b) Conformity with the policies of this Plan; c) The sustainability of the development to support public transit and to be oriented to pedestrians; 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; e) The adequacy of engineering services; f) The adequacy of community infrastructure; g) The adequacy of multi-modal transportation systems; h) The suitability of the site in terms of size and shape, to accommodate the necessary on site functions, parking, landscaping and on site amenities; i) The relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm; j) The impact of the height and form of development, in terms of overshadowing and amenity loss, on neighbouring residential and park uses; k) Site specific opportunities and constraints; l) Sustainable design strategies; and m) Urban form and public health (Section 19.4.3) <p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> • the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; • that a municipal comprehensive review of the land use designation or a five year review is not required; • the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; • there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; • a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. (Section 19.5.1)

Mississauga Zoning By-law

Existing Zoning

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

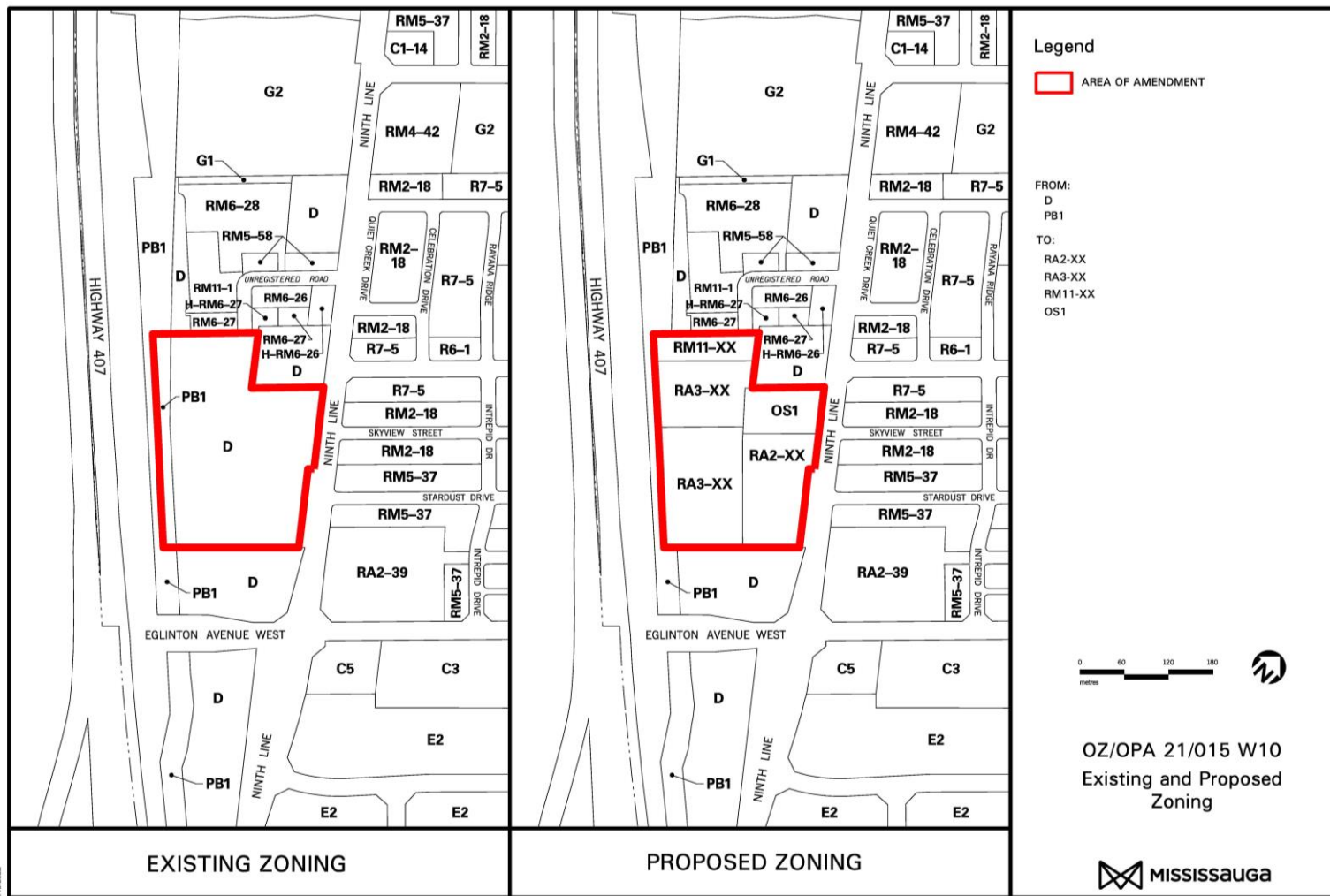
The **D** (Development) zone permits buildings or structures legally existing on the date of the passage of the By-law and the existing legal use of such building or structure. New buildings or structures and the enlargement or replacement of existing buildings and structures is not permitted.

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

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



4/19/2022

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Excerpt of Zoning Map Z57

Proposed RA2 Zoning Regulations

Zone Regulations	RA2 Base Zone Regulations	Proposed RA2-Exception Zone Regulations
Maximum Floor Space Index (FSI)	1.0	2.3 - 2.6
Front Yard and Exterior Side Yard Setbacks For the portion of the dwelling with a height of less than or equal to 13.0 m (42.6 ft.) For the portion of the dwelling with a height greater than 13.0 (42.6 ft.) m and less than or equal to 20.0 m (65.6 ft.) For the portion of the dwelling with a height greater than 20.0 (65.6 ft.) m and less than or equal to 26.0 m (85.3 ft.) For the portion of the dwelling with a height greater than 26.0 m (85.3 ft.)	7.5 m (24.6 ft.) 8.5 m (27.9 ft.) 9.5 m (31.2 ft.) 10.5 m (34.4 ft.)	Front Yard – 4.9 m (16.1 ft.) to 5.5 m (18 ft.) Exterior Side Yard – 5.0 m (16.4 ft.) to 6.0 m (19.6 ft.) N/A Front Yard – 4.9 m (16.1 ft.) to 8.5 m (27.9 ft.) Exterior Side Yard – 5.0 m (16.4 ft.) to 9.0 m (29.5 ft.) Front Yard – 8.5 m (27.9 ft.) Exterior Side Yard – 7.9 m (25.9 ft.) to 9.0 m (29.5 ft.)
Parking Rates	To be determined depending on final unit mix. 1.00 space per bachelor 1.25 spaces per one bedroom unit 1.40 spaces per two bedroom unit 1.75 spaces per three bedroom unit	1.0 parking space per unit + 0.2 visitor spaces per unit.

Zone Regulations	RA2 Base Zone Regulations	Proposed RA2-Exception Zone Regulations
Setback from a waste enclosure/loading area to a street line	10.0 m (32.8 ft.)	8.9 m (29.2 ft.)
Landscaped area	40% of the lot area	26% of the lot area
Amenity Area	Greater of 5.6 m ² (60.3 ft. ²) per dwelling unit or 10% of the site area	4.0 m ² (43 ft. ²) per dwelling unit
<p>Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.</p>		

Proposed RA3 Zoning Regulations

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

Zone Regulations	RA3 Base Zone Regulations	Proposed RA3-Exception Zone Regulations
Parking Spaces	To be determined depending on final unit mix. 1.00 space per bachelor 1.25 spaces per one bedroom unit 1.40 spaces per two bedroom unit 1.75 spaces per three bedroom unit	1.0 per unit + 0.2 visitor spaces per unit
Setback from a waste enclosure/loading area to a street line	10.0 m (32.8 ft.)	8.9 m (29.2 ft.)
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

Proposed RM11 Zoning Regulations

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

Zone Regulations	RM11 Base Zone Regulations	Proposed RM11-Exception Zone Regulations
parking space		
Setback between a parking space and a street	3.0 m (9.8 ft.)	0.9 m (3.0 ft.)
Parking Spaces	2 per unit	1 per unit
Visitor Parking Spaces per unit	0.25 per unit	0.2 per unit
Note: The provisions listed are based on information provided by the applicant, which is subject to revisions as the applications are further refined. In addition to the regulations listed, other minor and technical variations to the implementing by-law may also apply, including changes that may take place before Council adoption of the by-law, should the application be approved.		

Affordable Housing

In October 2017 City Council approved *Making Room for the Middle – A Housing Strategy for Mississauga* which identified housing affordability issues for low and moderate incomes in the city. In accordance with the Provincial Growth Plan (2019) and Amendment No. 1 (2020), *Provincial Policy Statement (2020)*, Regional Official Plan and Mississauga Official Plan (MOP), the City requests that proposed multi-unit residential developments incorporate a mix of units to accommodate a diverse range of incomes and household sizes.

Applicants proposing non-rental residential developments of 50 units or more requiring an official plan amendment or rezoning for additional height and/or density beyond as-of-right permissions will be required to demonstrate how the proposed development is consistent with/conforms to Provincial, Regional and City housing policies. The City's official plan indicates that

the City will provide opportunities for the provision of a mix of housing types, tenures and at varying price points to accommodate households. The City's annual housing targets by type are contained in the Region of Peel Housing and Homelessness Plan 2018-2028

<https://www.peelregion.ca/housing/housinghomelessness/pdf/plan-2018-2028.pdf>.

To achieve these targets, the City is requesting that a minimum of 10% of new ownership units be affordable. The 10% contribution rate will not be applied to the first 50 units of a development. The contribution may be in the form of on-site or off-site units, land dedication, or financial contributions to affordable housing elsewhere in the city.

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

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

5. School Accommodation

The Peel District School Board

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

The Dufferin-Peel Catholic District School Board

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

6. Community Questions and Comments

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

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

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

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

7. Development Issues

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

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

Agency / Comment Date	Comments
	<p>prepared by Urbantech Consulting. The report is not yet satisfactory and capacity has not been confirmed. The FSR and servicing plans must be revised as per staff comments and resubmitted to the Region for review and approval.</p> <p><u>Waste Management</u> - The Region will provide front-end collection of garbage and recyclable materials subject to the conditions being met and labelled on a Waste Management Plan prior to the Official Plan Amendment, Rezoning, and Draft Plan of Subdivision approval. Conditions are related to collection vehicle access route, overhead clearance at the collection point, collection point size, and waste storage room.</p> <p><u>Housing</u> – The Region has reviewed the Housing report dated September 17, 2021 prepared by Altus Group, and are supportive of the applicant's efforts to demonstrate contributions towards Peel-wide needs-based housing targets on density, rental tenure, and affordability and to provide a range and mix of housing options. Comments have been provided for the applicant to consider to further strengthen the affordability component of this application.</p>
<p>Dufferin-Peel Catholic District School Board (December 2021) and the Peel District School Board (January 2022)</p>	<p>Based on the Dufferin-Peel Catholic District School Board's School Accommodation Criteria, the Board is satisfied with the current provision of educational facilities for the catchment area in which the subject application is located. The City of Mississauga school accommodation condition need not be applied.</p> <p>That the applicant shall agree in the Development and/or Subdivision Agreement to include the following warning clauses in all offers of purchase and sale of residential lots: (a) "Whereas, despite the best efforts of the Dufferin-Peel Catholic District School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the neighbourhood, and further, that students may later be transferred to the neighbourhood school.", and (b) "That the purchasers agree that for the purpose of transportation to school, the residents of the subdivision shall agree that children will meet the bus on roads presently in existence or at another place designated by the Board."</p> <p>The developer shall agree to erect and maintain signs at the entrances to the development which shall advise prospective purchasers that due to present school facilities, some of the children from the development may have to be accommodated in temporary facilities or bused to schools, according to the Peel District Board's Transportation Policy.</p> <p>The Peel District School Board requires the following clause be placed in any agreement of purchase and sale entered into with respect to any units on this plan, from the date of registration of the development agreement:</p> <p>Warning clauses –</p> <p>a) "Whereas, despite the efforts of the Peel District School Board, sufficient accommodation may not be available for all anticipated students in the neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy. You are advised to contact the School Accommodation department of the Peel District School Board to determine the exact schools."</p> <p>b) "The purchaser agrees that for the purposes of transportation to school the residents of the development shall agree that the children will meet the school bus on roads presently in existence or at another designated place convenient to the Peel District School Board. Bus stop locations will be assessed and selected by the Student</p>

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 Date: 2022/05/06

Agency / Comment Date	Comments
City Community Services Department – Park Planning Section (January 2022)	<p style="text-align: center;"><u>Transportation of Peel Regions Bus Stop Assessment procedure and process (STOPR012)."</u></p> <p>The Community Services Department notes that future residents of the proposed development will be served by Churchill Meadows Community Centre and Sports Park (P-459), which is within approximately 260 m (853 ft.) of the subject property. This 20.2 ha (50.0 ac) park contains a woodlot, trails, a playground, a spray pad, a skatepark, multi-purpose court and outdoor fitness equipment. In addition, there are two lit outdoor artificial turf soccer fields and a community centre. Through future phases of development, additional park amenities and improvements are planned for this park. In addition to the existing City Parkland, the applicant is proposing a 0.44 ha (1.1 ac) community park in the proposed development. This park will support day-to-day parkland needs of the future residents. Proposed size and location of this park is acceptable. A Multi-use Trail is also being proposed, which is in keeping with the Shaping Ninth Line Urban Design Guideline dated 2017, connecting the neighbourhood to the Churchill Meadows Community Centre and Sports Park and surrounding community. Should this application be approved, parkland dedication and securities will be required for park clean-up, parkland protection, and hoarding. Cash-in-Lieu of Parkland for the balance of lots/units may be required prior to the issuance of building permits, for each lot or block, cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the <i>Planning Act</i> and in accordance with City Policies and Bylaws.</p>
City Transportation and Works Department April 22, 2022	<p>Technical reports and drawings have been submitted and are under review to ensure that engineering matters related to noise, grading, servicing, stormwater management, traffic and environmental compliance can be satisfactorily addressed to confirm the feasibility of the project, in accordance with City requirements.</p> <p>Based on a review of the materials submitted to date, the owner has been requested to provide additional technical details and revisions prior to the City making a recommendation on the application, as follows:</p> <p><u>Stormwater</u> A Stormwater Management & Functional Servicing Report (FSR) is to be submitted in support of the proposed development. The purpose of the report will be to evaluate the proposed development impact on the municipal drainage system (e.g. storm sewers, watercourses, etc.) and to mitigate the quality and quantity impacts of stormwater run-off generated from the site. Mitigation measures may include improvements to existing stormwater servicing infrastructure, new infrastructure and/or on-site stormwater management controls.</p> <p>The applicant will be required to construct a new storm sewer to service the development lands, as well as on-site stormwater management controls for the post development discharge. Approval of the proposed plan is also required from the Ministry of Transportation.</p> <p>The applicant is also required to provide further technical information to:</p> <ul style="list-style-type: none"> • demonstrate on-site stormwater management controls for the post development discharge; • demonstrate the feasibility of the proposed storm sewer; and • demonstrate that there will be no impact on the City's existing drainage system including how groundwater will be managed on-site. <p><u>Traffic</u> A Traffic Impact Study (TIS), prepared by C.F. Crozier & Associates Inc. dated October 2021, was submitted in support of the proposed development and a full review and audit was completed by Transportation and Works staff. Based on the</p>

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

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 Date: 2022/05/06

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

Development Requirements

There are engineering, traffic, urban design and planning matters that will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the

City will require the submission and review of an application for site plan approval.

8. Section 37 Community Benefits (Bonus Zoning)

Bill 197, an amendment to the *Planning Act*, has replaced the Section 37 Bonus provisions with a new Community Benefit Charge (CBC), which will be applied to certain high density developments whether or not there is an increase in permitted height or density. The City will be implementing a new CBC by-law to meet the provincial implementation timeline of September 2022. If a section 37 agreement or requirement in an "H" holding provision for one has not been obtained by the time the CBC by-law comes into effect, the latter will apply.

9. Next Steps

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

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

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

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

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:

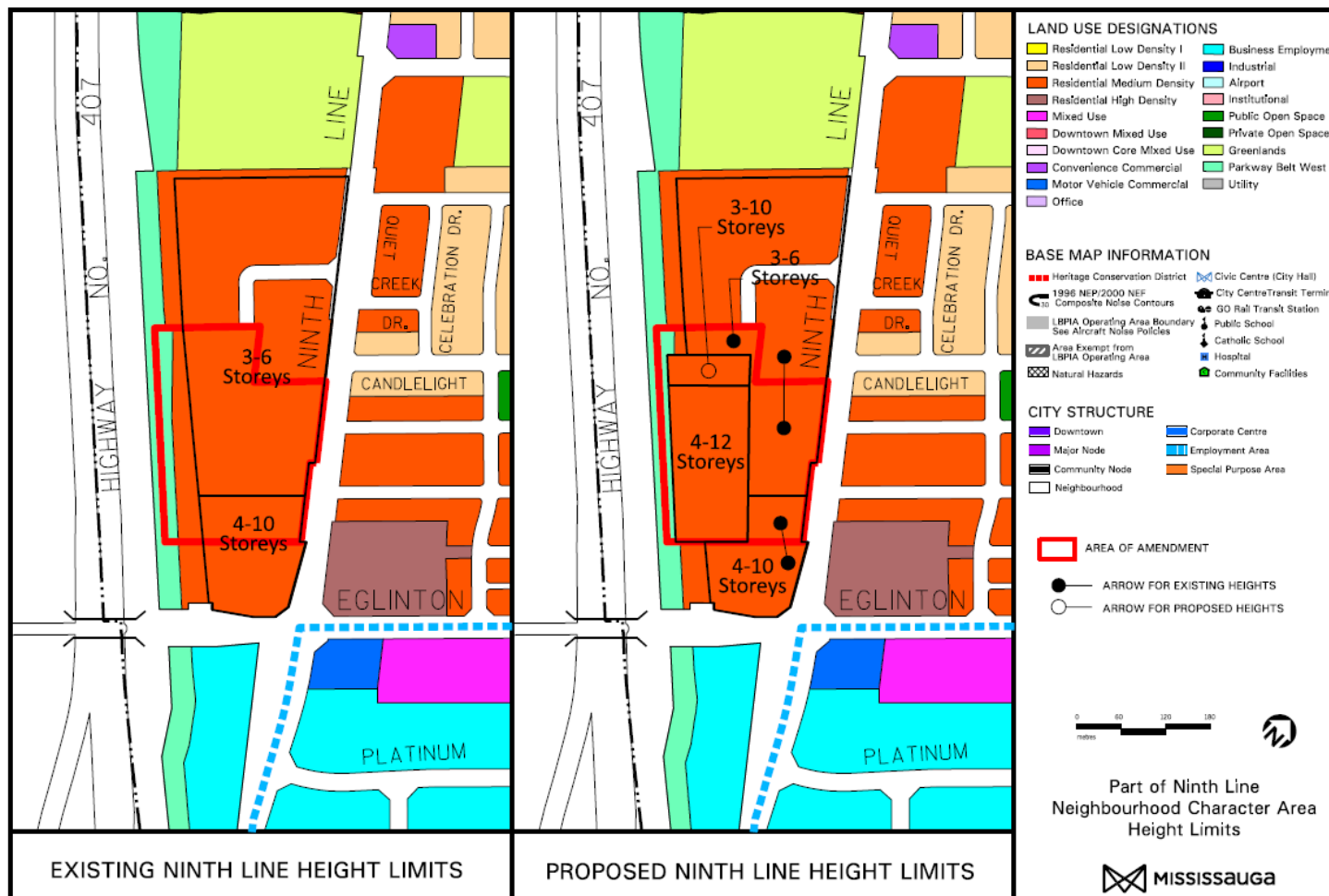
- Route 35 Eglinton having direct access to the Erin Mills Town Centre and Kipling subway station
- Route 9 to City Centre Transit Terminal is within 400 m (1,312 ft.) of the site

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.

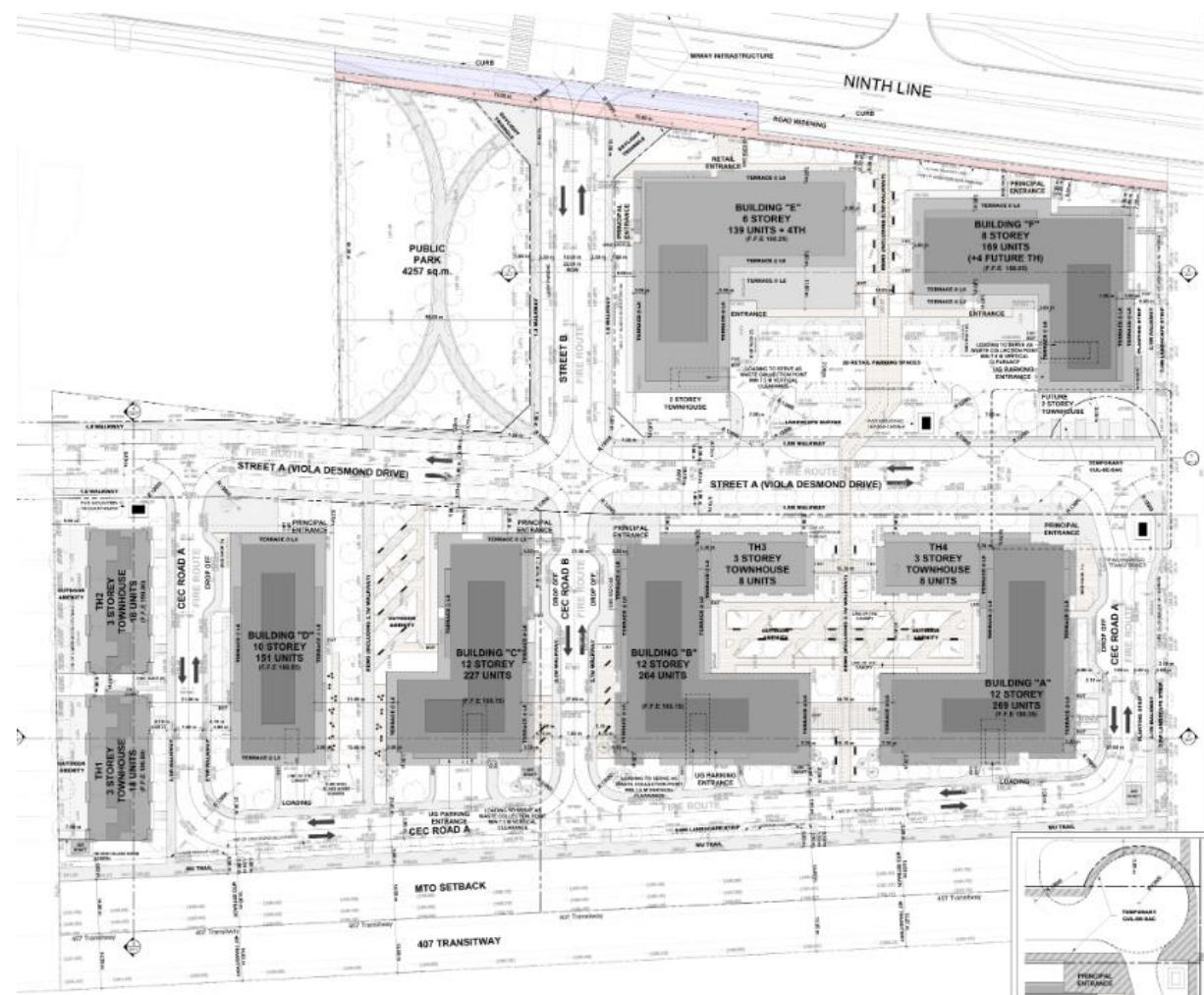
The Region of Peel has advised that there is adequate water and sanitary sewer capacity to service this site. Additionally, staff has advised the proposed development has demonstrated a satisfactory stormwater servicing concept.

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.



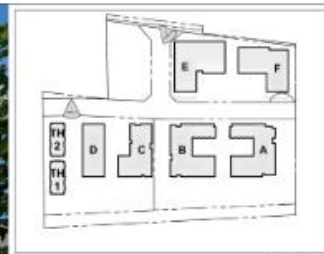
8. Revised Site Plan and Elevations

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



Revised Proposed Site Plan

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Files: OZ/OPA 21-15 W10 & T-M21004 W10
Date: 2024/08/28



Key Plan

Building 'E' Perspective



Building 'D' + 'F' Perspective

Views looking west from Ninth Line and Viola Desmond Drive

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Date: 2024/08/28



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.)

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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

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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.		

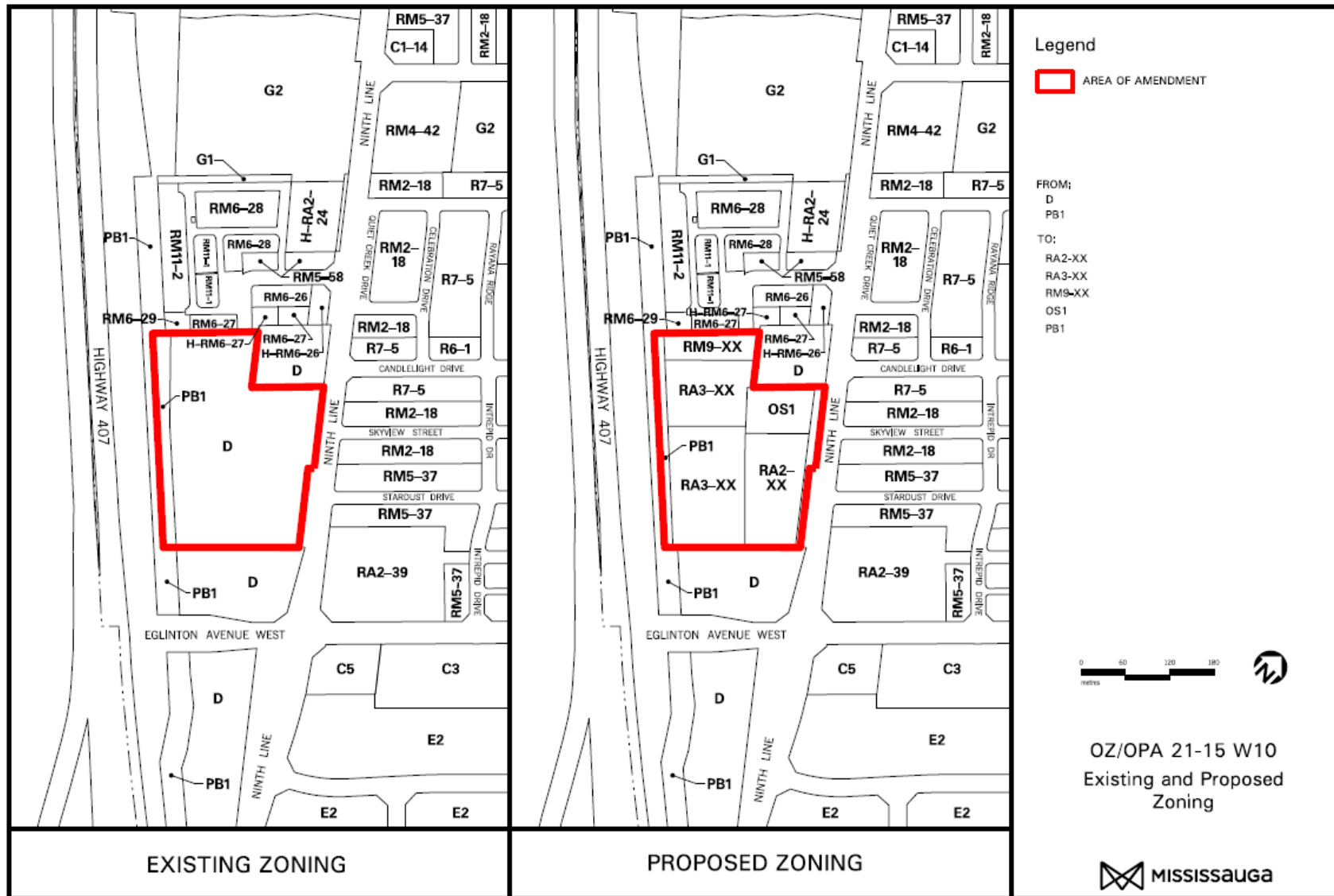
Proposed RM9-Exception (Back to Back and Stacked Townhouses) Zone

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.)

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 Files: OZ/OPA 21-15 W10 & T-M21004 W10
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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.		

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 Files: OZ/OPA 21-15 W10 & T-M21004 W10
 Date: 2024/08/28



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.



**SCHEDULE A
CONDITIONS OF APPROVAL**

NOTICE OF DECISION TO APPROVE:	TBD
FILE:	T-M21004 W10
SUBJECT:	Draft Plan of Subdivision CON 9 NS PT LT 1 5034, 5054 and 5080 Ninth Line City of Mississauga Your Homes Developments (Mississauga) Inc.

In accordance with By-law 1-97, as amended, the Commissioner, Planning and Building Department has made a decision to approve the above noted draft plan of subdivision subject to the lapsing provisions and conditions listed below.

Approval of a draft plan of subdivision granted under Section 51 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, will be valid until approval is either withdrawn or the plan is registered. Approval may be withdrawn by the Commissioner, Planning and Building Department if approval of the final plan has not been given three (3) years after the date of approval of the draft plan.

NOTE: City is "The Corporation of the City of Mississauga"

- 1.0 Approval of the draft plan applies to the plan dated December 20, 2023.
- 2.0 That the owner agree, in writing, to satisfy all the requirements, financial and otherwise of the City.
- 3.0 The applicant/owner shall enter into a Subdivision Agreement including Municipal Infrastructure Schedules, and any other necessary agreements, in a form satisfactory to the City, prior to ANY development within the plan. These agreements may deal with matters including, but not limited to, the following: engineering matters such as municipal services, road widenings, land dedications, public easements, construction and reconstruction, signals, grading, fencing, noise mitigation, and warning clauses; financial issues such as cash contributions, levies (development charges), land dedications or reserves, securities or letters of credit; planning matters such as residential reserve blocks, buffer blocks, site development plan and landscape plan approvals; conservation and environmental matters; phasing and insurance. THE DETAILS OF THESE REQUIREMENTS ARE CONTAINED IN COMMENTS FROM DEPARTMENTS OF THE CITY AND REGION AS CONTAINED IN THE APPLICATION STATUS REPORT DATED SEPTEMBER 2, 2024, THAT CORRESPONDS WITH THE SUBMISSION DATED JULY 4, 2024 AND REMAIN APPLICABLE. THESE

COMMENTS HAVE BEEN PROVIDED TO THE APPLICANT OR THEIR CONSULTANTS AND FORM PART OF THESE CONDITIONS.

- 4.0 All processing and administrative fees shall be paid prior to the registration of the plan. Such fees will be charged at prevailing rates of approved City Policies and By-laws on the day of payment.
- 5.0 The applicant/owner shall agree to convey/dedicate, gratuitously, any required road or highway widenings, 0.3 m (1 ft.) reserves, walkways, sight triangles, buffer blocks and utility or drainage easements to the satisfaction of the City.
- 6.0 The applicant/owner shall provide all outstanding reports, plans or studies required by departmental comments.
- 7.0 That a Zoning By-law for the development of these lands shall have been passed under Section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, and be in full force and effect prior to registration of the plan.
- 8.0 The proposed streets shall be named to the satisfaction of the City. In this regard, a list of street names shall be submitted to the City Transportation and Works Department as soon as possible after draft plan approval has been received and prior to any servicing submissions. The owner is advised to refer to the Region of Peel Street Names Index to avoid proposing street names which conflict with the approved or existing street names on the basis of duplication, spelling, pronunciation, and similar sounding.
- 9.0 Prior to execution of the Subdivision Agreement, the developer shall name to the satisfaction of the City Transportation and Works Department the telecommunications provider.
- 10.0 Prior to execution of the Subdivision Agreement, the developer must submit in writing, evidence to the Commissioner of the City Transportation and Works Department, that satisfactory arrangements have been made with the telecommunications provider, Cable TV and Hydro for the installation of their plant in a common trench, within the prescribed location on the road allowance.
- 11.0 That prior to signing of the final plan, the Commissioner of Planning and Building is to be advised that all of the above noted conditions have been carried out to the satisfaction of the appropriate agencies and the City.

THE REQUIREMENTS OF THE CITY WILL BE EFFECTIVE FOR THIRTY-SIX (36) MONTHS FROM THE DATE THE CONDITIONS ARE APPROVED BY THE COMMISSIONER, PLANNING AND BUILDING DEPARTMENT. AFTER THIS DATE REVISED CONDITIONS WILL BE REQUIRED. NOTWITHSTANDING THE SERVICING REQUIREMENTS MENTIONED IN SCHEDULE A, CONDITIONS OF APPROVAL, THE STANDARDS IN EFFECT AT THE TIME OF REGISTRATION OF THE PLAN WILL APPLY.