

PLANNING JUSTIFICATION REPORT

MATTAMY (5150 NINTH LINE) LIMITED

5150 NINTH LINE

CITY OF MISSISSAUGA



PLANNING JUSTIFICATION REPORT

Zoning By-Law Amendment and Draft Plan of Subdivision

Proposed Medium Density Residential Development

5150 Ninth Line

Parts 1, 2, 6, 7, 9, 10 on Plan 20R-21132

City of Mississauga

October 30, 2019

Prepared for:

Mattamy (5150 Ninth Line) Limited

Prepared by:

Korsiak Urban Planning

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1.0 INTRODUCTION

Korsiak Urban Planning has been retained by Mattamy (5150 Ninth Line) Limited to prepare this Planning Justification Report in support of Zoning By-law Amendment (ZBA) and Draft Plan of Subdivision (DPS) applications required to permit the proposed phased residential subdivision development of lands located at 5150 Ninth line. The lands are located between Hwy 407 Express Toll Route (ETR) and Ninth Line, north of Eglinton Ave West (*Figure 1 – Aerial Photo*). The applications represent the first phase, with the second phase anticipated to proceed once the developable area is determined. The purpose of this report is to outline the nature of the proposal and to evaluate the development in the context of the policies of the Provincial Policy Statement, the Growth Plan, the Region of Peel, and the City of Mississauga.

1.1 SUPPORTING STUDIES

The following required studies (plans and reports) identified in the DARC Pre-Consultation meeting on June 12, 2019 have been prepared under separate cover by specialized consultants retained by the applicant in support of the proposed application:

- Aerial Photo, Context Map, Concept & Composite Plans – Korsiak Urban Planning
- Archaeological Assessment (Stage 1) – Archaeological Services Inc.
- Building Elevations – Q4 Architects & VA3 Design
- Arborist Report, & Tree Inventory / Tree Preservation Plan (TIPP) – LGL Limited
- Environmental Impact Study (EIS) – SAVANTA
- Functional Servicing Report (FSR) & Stormwater Management (SWM) Report – Urbantech Consulting
- Geotechnical Report, Ditch Slope Stability – DS Consultants Ltd.
- Heritage Impact Assessment (HIA) – Archaeological Research Associates Ltd.
- Noise / Acoustical Feasibility Study – YCA Engineering Ltd.
- Phase 1 Environmental Site Assessment (ESA) – DS Consultants Ltd.
- Sun / Shadow Study – NAK Urban Strategies
- Traffic Impact Study (TIS), Transportation Demand Management (TDM) Strategy, & Traffic Brief – C.F. Crozier & Associates Inc.
- Urban Design Brief & Low Impact Design (LID) Features – NAK Urban Strategies

AERIAL PHOTO

5150 Ninth Line
 Part of Lot 1, Concession 9 NS
 GEOGRAPHIC TOWNSHIP OF TRAFALGAR
 (FORMERLY IN THE TOWN OF MILTON)
 NOW IN THE CITY OF MISSISSAUGA
 REGIONAL MUNICIPALITY OF PEEL

**Future City Park -
 Community Centre to North**

Erin Centre Boulevard

Highway 407



Quiet Creek Drive

Celebration Drive

Candlelight Drive

Skyview St

Stardust Drive

Ninth Line

SCALE 1:2000

October 10, 2019



S:\Korsiak & Company\MATTAMY\Mississauga\5150 Ninth Line\Aerial Photo\Context Map and Aerial Photo - Oct 10 19_se.dwg

KORSIAK Urban Planning
 206-277 Lakeshore Road East
 Oakville, Ontario L6J 3H9
 T: 905-257-0327
 info@korsiak.com



**FIGURE 1
 AERIAL PHOTO**

1.2 SITE DESCRIPTION AND CONTEXTUAL ANALYSIS

The site, 5150 Ninth Line (hereinafter “the subject lands”), is located on the west side of Ninth Line and east side of the Highway 407 Express Toll Route (ETR), north of Eglinton Avenue West and south of Britannia Road West (*Figure 1 – Aerial Photo*). The subject lands are approximately 4.83 hectares in area, on an irregular L-shaped lot, wrapping around 5170 Ninth Line to the northeast. The site has a frontage of approximately 100 metres along Ninth Line and has a lot depth of approximately 248.3 metres. The site is currently occupied by a single residential dwelling unit, two accessory structures related to existing agricultural uses on the lands and a cellular tower. There is an existing easement agreement on both the subject lands and 5170 Ninth line to allow access to the cellular tower for servicing, due to lapse in 2019. The lands are within the Credit Valley Conservation regulated limits, in the Sawmill Creek watershed.

The surrounding areas are characterized as follows (*Figure 2 – Context Map*):

- North: Woodlot, future “Churchill Meadows Community Centre and Park” currently under development serviced by Transit, and future Transit Hub at Britannia Road;
- East: Ninth Line, established low density residential, woodlot, and McLeod Park;
- West: Future 407 Transitway, existing Hwy 407 ETR, Town of Milton Rural Lands; and
- South: Residential (future development), Lower Base Line / Eglinton Avenue (future gateway), future Transit Connection for Hwy 403 Busway and 407 Transitway, and future Commercial.

Ninth Line is identified as an arterial road with an ultimate 35-metre right-of-way (ROW) that has been provided for in front of the site. To the northeast at 5170 Ninth Line, is an existing veterinary hospital and residence designated to permit medium-density residential uses. To the southeast at 5104 Ninth Line is a single-storey dwelling listed under the City of Mississauga Heritage Register. To the south at 5080 Ninth Line is a proposed development for medium-density apartment buildings. The future 407 Transitway Corridor to the west requires a 14-metre buffer, with a future trail system to the future community centre and park. The area is well served by commercial and recreational uses, schools and transit (*Figure 2 – Context Map*). There are ten existing public and private elementary, middle and secondary schools within a twenty-minute walk (1,600 metres radius). Regional and local commuting for the future occupants is available to other City routes and GO Transit. The subject lands are well served by transit with local bus routes 9 and 35, and school route 341, providing access to secondary schools, the City Centre Transit Terminal, Streetsville, Erin Mills Town Centre, Kipling GO Station and Islington TTC subway station. A new “Churchill Meadows” Bus Stop at the Community Centre is proposed with revised routes for 2020.



FIGURE 2
CONTEXT MAP

2.0 PLANNING HISTORY

The Ninth Line lands, a corridor from Highway 401 to Highway 403, were originally part of the Town of Milton, in the Region of Halton. In the early 2000's, planning began for this greenfield development.

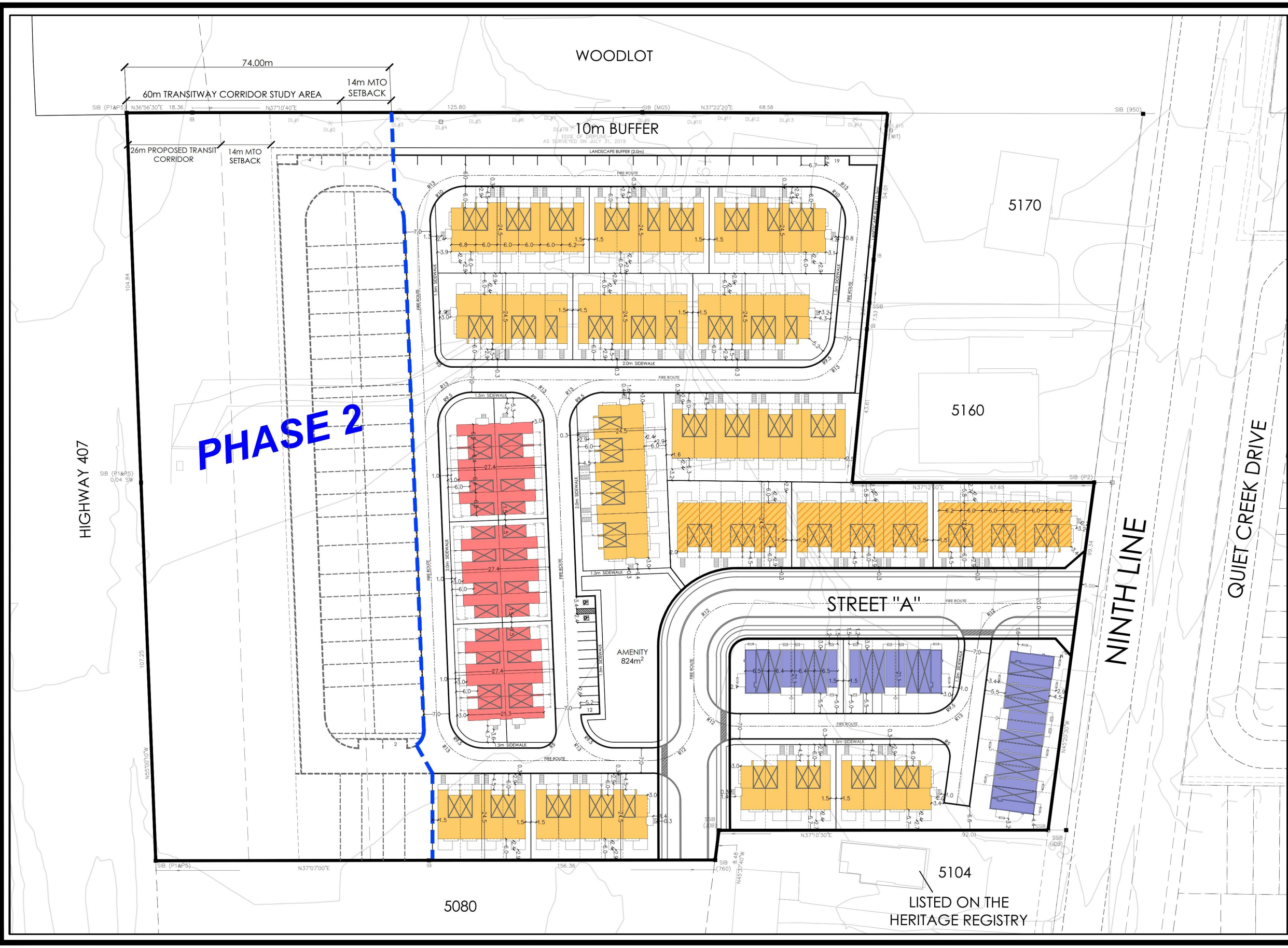
- 2000, Highway 407 physically and functionally separated the Ninth Line lands from Milton.
- 2010, Ninth Line Lands were transferred to the City of Mississauga.
- 2014, the City of Mississauga started planning for future development.
- 2017, *Shaping Ninth Line Urban Design Guidelines* were adopted.
- 2018, an Official Plan Amendment, *Ninth Line Neighbourhood Character Area* was approved, with the subject lands designated as "Residential Medium Density" and "Parkway Belt West".
- 2018, Zoning was created with applicable "Development (D)" and "Parkway Belt 1 (PB1)" zones.
- 2018, an Environmental Assessment (EA) for the 407 Transitway was initiated. A public consultation was held in the fall of 2018, with a second meeting anticipated for the fall of 2019.

Part of the subject lands are included in the Transitway Corridor EA, which will determine the ultimate width and potential adjustment of lands designated Parkway Belt West. Road widening of Ninth Line to 4 lanes is anticipated with construction in the near future. Rezoning is required as per the proposal.

3.0 THE PROPOSED DEVELOPMENT

Mattamy (5150 Ninth Line) Limited is proposing a medium density residential development that features a combination of traditional front loading, back-to-back, and dual-front / rear-lane townhouses. The site will contain private condominium lanes to provide internal connectivity and a 20-metre public road from Ninth Line to the abutting lands at 5080 Ninth Line to the south that loops back to Ninth Line at Stardust Drive (*Figure 3 – Conceptual Site Plan and Figure 4 – Composite Concept*). The subject lands are partially located within Transitway Planning Study Zone for the planned 407 Transitway Corridor. An Environmental Assessment in progress will determine the ultimate required lands for the Transitway to be dedicated. The Transitway Corridor Study Zone is 74 metres in depth includes a 14.0 metre building setback, which divides the development in two phases. The current applications represent Phase 1, with the second phase to proceed once the ultimate Transitway Corridor has been determined. To protect the woodlot to the north, a 10-metre buffer has been provided with an additional 2.0 metre landscape buffer. Outdoor private amenity space is provided in a central location, in addition to private amenity areas.

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5150 NINTH LINE
CONCEPT PLAN

Product Type	Unit Count
Dual Frontage Towns	15
Towns	63
Towns - Freehold	17
Back to Backs	24
Total	119

Site Area = ±2.73 ha (excluding transit corridor, 14m MTO setback, 10m Buffer, public road)
Density = 43.6 UPH

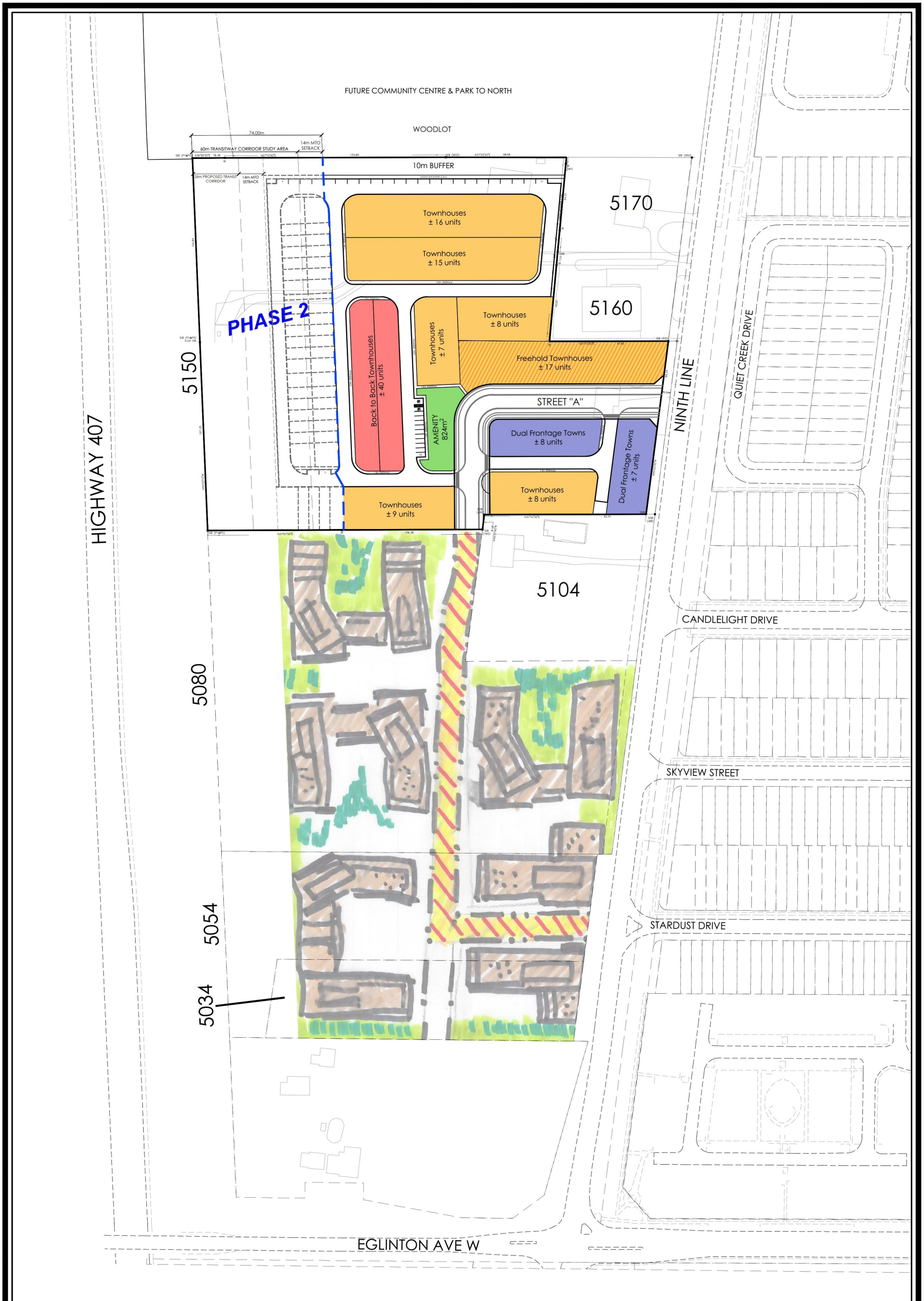
Visitor Parking Required (excluding freehold):
102 units x 0.25 spaces/unit = 26 spaces

Visitor Parking Provided: 31 spaces

Scale 1:1000
October 28, 2019

206-277 Lakeshore Road East
Oakville, Ontario L6J 1H9
T: 905-257-0227
info@korsiak.com

FIGURE 3
CONCEPTUAL SITE PLAN



**MATTAMY
HOMES/YOUR HOME
DEVELOPMENTS**

Composite Concept

For Discussion Purposes

5150 NINTH LINE

Product Type	Unit Count
Dual Frontage Towns	15
Towns	63
Towns - Freehold	17
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Total	119

Site Area = ±2.73 ha (excluding transit corridor,
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102 units x 0.25 spaces/unit = 26 spaces

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Scale 1:2000

October 16, 2019



KORSIAK Urban
Planning
206-277 Lakeshore Road East
Oakville, Ontario L6J 3H9
T: 905-257-0227
info@korsiak.com

**FIGURE 4
COMPOSITE CONCEPT**

In total, the development proposes 164 residential units achieving a net density of 47.6 units per hectare (uph) based on 3.45 hectares of developable land (i.e., excluding a public road, proposed 26-metre Transitway Corridor and 14.0 metre building setback). Using the Region of Peel 2041 Growth Management forecast of 2.33 persons per townhouse unit (year 2031), the proposed development would achieve approximately 111 residents per hectare. Residential parking is provided at a minimum of 2.0 spaces per condominium unit and visitor parking at 0.25 spaces per unit for 32 surface parking spaces. A Plan of Subdivision (Appendix V) is required to subdivide the land for the proposed public road. As the site is currently zoned “Parkway Belt West 1” (PB1) and “Development” (D), a Zoning By-law Amendment is required.

4.0 POLICY FRAMEWORK

4.1 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement, 2014 (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The policies set out in the PPS help to protect provincial resources, public health and safety, and the quality of the natural and built environment. Land use planning is one tool to implement the PPS, which contributes to more effective and efficient development patterns, thereby enhancing the quality of life for all Ontarians. Policies that pertain to this proposal include:

Policies in Section 1.1 for ‘*Development and Land Use Patterns*’ state:

1.1.1 Healthy, livable and safe communities are sustained by:

- a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- b) accommodating an appropriate range and mix of residential (including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs; and*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs.*

1.1.2 Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.

The proposal is consistent with Section 1.1.1 and 1.1.2 of the PPS as it proposes the redevelopment of an underutilized site with a cost-effective development pattern that will provide a range and mix of dwelling types that are well served by existing commercial, employment, institutional and recreational uses.

Policies in the 'Settlement Areas' sub-section state:

1.1.3.1 Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

1.1.3.2 Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:

- 1. efficiently use land and resources;*
- 2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- 4. support active transportation; and*
- 5. are transit-supportive, where transit is planned, exists or may be developed.*

b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in Policy 1.1.3.3, where this can be accommodated.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

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

1.1.3.7 Planning authorities shall establish and implement phasing policies to ensure:

- a) that specified targets for intensification and redevelopment are achieved prior to, or concurrent with, new development within designated growth areas; and*
- b) the orderly progression of development within designated growth areas and the timely provision of the infrastructure and public service facilities required to meet current and projected needs.*

The proposal is consistent with the ‘Settlement Areas’ policies of the PPS for a number of reasons: the proposal is within a defined settlement area serviced by existing infrastructure and services; is adjacent to the existing built up area, is in a compact form that will contribute to intensification goals; and has given regard to the phasing development of the lands for the future 407 Transitway, as per Phasing shown on the Draft Plan of Subdivision (Appendix V). The proposed medium density development also offers transit supportive densities, makes efficient use of land and resources, and supports active transportation by providing access to existing and proposed cycling networks.

Policies in Section 1.4 for ‘Housing’ state:

1.4.1 To provide for an appropriate range and mix of housing types and densities required to meet projected requirements of current and future residents of the regional market area, planning authorities shall:

- a) maintain at all times the ability to accommodate residential growth for a minimum of 10 years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development; and*
- b) maintain at all times where new development is to occur, land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans.*

1.4.3 Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

- b) permitting and facilitating:*
 - 1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements.*
- c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

- d) *promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed; and*
- e) *establishing development standards for residential intensification, redevelopment and new residential development which minimize the cost of housing and facilitate compact form, while maintaining appropriate levels of public health and safety.*

The first phase proposed at 119 townhouse units achieves a net density of 42.6 uph and 100 residents per hectare. In total, the development proposed could support 164 residential units achieving a net density of 47.6 uph and 111 residents per net hectare, which is consistent with the ‘Housing’ policies as it provides a mix of medium density residential units (Back to Backs, Dual-Front / Rear-Lane Towns, and Traditional Front Loaded Townhouses) to contribute to the range and mix of housing types and densities in the City of Mississauga and the Province of Ontario. In addition, it optimizes existing and proposed infrastructure, land, resources, and public services.

Policies in Section 1.5 for ‘Public Spaces, Recreation, Parks, Trails and Open Space’ state:

1.5.1 Healthy, active communities should be promoted by:

- a) *planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity; and*
- b) *planning and providing for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parklands, public spaces, open space areas, trails and linkages, and, where practical, water-based resources.*

The proposal includes the provision of a private central amenity area with a public road (20-metre right-of-way), connecting the proposed development to the development south at 5080 Ninth Line.

Section 1.6 provides policies for ‘Infrastructure and Public Service Facilities’, which include:

1.6.3 Before consideration is given to developing new infrastructure and public service facilities:

- a) *the use of existing infrastructure and public service facilities should be optimized.*

The proposal is located in an area with established infrastructure and public service facilities, with sufficient capacity, thereby reducing the burden on Mississauga and the Region of Peel by utilizing existing services to achieve growth targets.

Policies in the ‘*Sewage, Water and Stormwater*’ sub-section state:

1.6.6.1 Planning for sewage and water services shall:

- a) direct and accommodate expected growth or development in a manner that promotes the efficient use and optimization of existing:

 - 1. municipal sewage services and municipal water services.**
- b) ensure that these systems are provided in a manner that:

 - 1. can be sustained by the water resources upon which services rely;*
 - 2. is feasible, financially viable and complies with all regulatory requirements; and*
 - 3. protects human health and the natural environment.**
- c) promote water conservation and water use efficiency; and*
- d) integrate servicing and land use considerations at all stages of the planning process.*

1.6.6.2 Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

1.6.6.7 Planning for stormwater management shall:

- a) minimize, or, where possible, prevent increases in contaminant loads;*
- b) minimize changes in water balance and erosion;*
- c) not increase risks to human health and safety and property damage;*
- d) maximize the extent and function of vegetative and pervious surfaces; and*
- e) promote stormwater management best practices, including stormwater attenuation and re-use, and low impact development.*

The proposal includes municipal sewage and water services from Ninth Line, thereby providing growth in a way that optimizes the use of existing services. Stormwater management will be addressed on-site through a variety of means, including Low Impact Development (LID) features.

Policies in the ‘*Transportation Systems*’ section state:

1.6.7.2 Efficient use shall be made of existing and planned infrastructure, including through the use of transportation demand management strategies, where feasible.

1.6.7.4: A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicles trips and support current and future use of transit and active transportation.

The proposed medium density development provides transit supportive densities along Ninth Line to support current and future planned transit services. The concept is a modified grid to improve walkability and promote active transportation, with the subject lands located within walking distances to various existing and future services and amenities.

Policies in the ‘*Transportation and Infrastructure Corridors*’ sub-section state:

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

1.6.8.3 Planning authorities shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose(s) for which it was identified. New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities.

The Ministry of Transportation (MTO) proposed an interim Transitway Planning Zone of 60 metres plus a 14-metre building setback until the Environmental Assessment is completed for the abutting Transitway Corridor. The Phasing Plan is depicted on the Draft Plan of Subdivision (Appendix V) for the proposed development shows this area within the second phase. The proposed built form, of back-to-back townhouses, is compatible with the corridor and will help to minimize the negative impacts from 407 corridor vehicular noises.

Policies in the ‘*Long-Term Economic Prosperity*’ section state:

1.7.1. Long term economic prosperity should be supported by:

- b) optimizing the long-term availability and use of land, resources, infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities; and*
- d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.*

The proposed development supports planning authorities' achievement of the aforementioned objectives as it is designed to make efficient use of land, thereby optimizing the long-term availability of land, resources and infrastructure. Additionally, the character of the community will be further defined through quality urban design and the conservation and enhancement of the future NHS features.

Policies in Section 1.8, 'Energy Conservation, Air Quality and Climate Change' state:

- 1.8.1 Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and climate change adaptation through land use and development patterns which:*
 - a) promote compact form and a structure of nodes and corridors;*
 - b) promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;*
 - e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*

The proposed development is consistent with these policies as it offers a compact form on a grid design supports active transportation and provides easy access to existing transit services that will help to reduce greenhouse gas emissions and support energy conservation.

The proposed development (the Proposal) is consistent with the provincial mandate set out in the Provincial Policy Statement for the following reasons:

- Sustains healthy, livable and safe communities through redevelopment of an underutilized site with a cost-effective development pattern;

- Provides new development within a Settlement Area that optimizes existing infrastructure and services, with transit supportive densities and land use patterns for active transportation;
- Offers a range and mix of dwelling types to contribute to the housing mix;
- Provides public open spaces and public access to parks and the natural heritage system;
- Utilizes existing municipal water and sewage systems, and manages stormwater onsite;
- Considers planning for the future transportation corridor with appropriate phasing of land;
- Supports energy conservation and climate change with a compact built form; and
- Provides intensification in a location that can accommodate medium density development.

4.2 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)

A Place to Grow: The Growth Plan for the Greater Golden Horseshoe, 2019 (Growth Plan) came into full force and effect on May 16, 2019. This plan provides the framework for implementing Ontario's vision for building stronger, prosperous communities by better managing growth in the Greater Golden Horseshoe (GGH) region for the land use planning horizon to 2041. The Growth Plan establishes a long-term structure for where and how the region will achieve complete communities that are compact, transit supportive, and make effective use of investments in infrastructure and public service facilities. This plan is structured to increase housing supply, expand economic prosperity and streamline the approval process while protecting important natural heritage and agricultural lands. The Growth Plan defines Strategic Growth Areas to include urban growth centres, major transit station areas, and other major opportunities that may include infill, redevelopment, brownfield sites, the expansion or conversion of existing buildings, or greyfields. Lands along major roads, arterials, or other areas with existing or planned frequent transit service or higher order transit corridors may also be identified as strategic growth areas.

The subject lands are located within the 'Settlement Area' and are within the 'Designated Greenfield Area' as shown on Schedule 2, A Place to Grow Concept (Appendix I). The lands are also identified as *Strategic Growth Area* being located along a major road and adjacent to a future transit corridor with existing and planned frequent transit service. The lands are within the recently expanded Urban Boundary and are a major opportunity to develop some of the last remaining available greenfield lands in the City.

Within the Growth Plan, the following Provincial Policies pertain to this proposal:

1.2.1 Guiding Principles

- *Support the achievement of complete communities that are designed to support healthy and active living and meet people’s needs for daily living throughout an entire lifetime;*
- *Prioritize intensification and higher densities in strategic growth areas to make efficient use of land and infrastructure and support transit viability;*
- *Support a range and mix of housing options, including second units and affordable housing, to serve all size, incomes, and ages of households;*
- *Improve the integration of land use planning with planning and investment in infrastructure and public service facilities, including integrated service delivery through community hubs, by all levels of government.*

The proposed development adheres to the Guiding Principles of the Growth Plan by providing residential intensification near existing and future commercial, employment and amenity services. The development includes a mix of housing types and sizes to support different sizes, incomes, and ages of households. The integration with existing and proposed transit services and community hubs will improve pedestrian connectivity, which supports healthy and active lifestyles and the achievement of complete communities.

2.2.1 Managing Growth

2. *Forecasted growth to the horizon of this Plan will be allocated based on the following:*
 - a) *the vast majority of growth will be directed to settlement areas that:*
 - ii. *have existing or planned municipal water and wastewater systems; and*
 - iii. *can support the achievement of complete communities.*
 - c) *within settlement areas, growth will be focused in:*
 - ii. *strategic growth areas;*
 - iii. *locations with existing or planned transit, with a priority on higher order transit where it exists or is planned; and*
 - iv. *areas with existing or planned public service facilities.*
4. *Applying the policies of this Plan will support the achievement of complete communities that:*
 - a) *feature a diverse mix of land uses, including residential and employment uses, and convenient access to local stores, services, and public service facilities;*
 - b) *improve social equity and overall quality of life, including human health, for people of all ages, abilities, and incomes;*

- c) *provide a diverse range and mix of housing options, including second units and affordable housing, to accommodate people at all stages of life, and to accommodate the needs of all household sizes and incomes;*
- d) *expand convenient access to:*
 - i. *a range of transportation options, including options for the safe, comfortable and convenient use of active transportation;*
 - ii. *public service facilities, co-located and integrated in community hubs;*
 - iii. *an appropriate supply of safe, publicly-accessible open spaces, parks, trails, and other recreational facilities;*
- e) *provide for a more compact built form and vibrant public realm, including public open spaces;*
- f) *mitigate and adapt to climate change impacts, improve resilience and reduce greenhouse gas emissions, and contribute to environmental sustainability; and*
- g) *integrate green infrastructure and appropriate low impact development.*

The subject lands are within the Settlement Area, identified as a *Strategic Growth Area*. Although the site is outside of the existing Built-up area, the Ninth Line lands are readily serviced by existing and planned water and wastewater systems, transit services and parks. The proposed development will provide a range of medium density residential dwelling units and public accessible open spaces and trails. The future Churchill Meadows Community Centre and Park, currently under construction, is located approximately 400 metres to the north, making the site an appropriate location for growth. The compact built form will integrate green infrastructure features for a complete community.

2.2.4 Transit Corridors and Station Areas

- 10. *Lands adjacent to or near to existing and planned frequent transit should be planned to be transit-supportive and supportive of active transportation and a range and mix of uses and activities.*
- 11. *In planning lands adjacent to or near higher order transit corridors and facilities, municipalities will identify and protect lands that may be needed for future enhancement or expansion of transit infrastructure, in consultation with Metrolinx, as appropriate.*

The lands are adjacent to the planned 407 Transitway Corridor and are within proximity to a future transit connection area at Eglinton Avenue West and Ninth Line. The proposal incorporates transit supportive densities and a 14-metre building setback with phasing of the development, which considers the review and consultation with Metrolinx for the transit planning zone. The requested ZBA would permit the densities required to support ‘Transit Corridors and Station Areas’.

2.2.6 Housing

3. *To support the achievement of complete communities, municipalities will consider the use of available tools to require that multi-unit residential developments incorporate a mix of unit sizes to accommodate a diverse range of household sizes and incomes.*

The proposed development will provide a mix of unit types with traditional, back-to-back, dual-front towns, and rear-lane townhouses that can accommodate a range of household sizes and incomes, therefore supporting the development of a complete community.

2.2.7 Designated Greenfield Areas

1. *New development taking place in designated greenfield areas will be planned, designated, zoned and designed in a manner that:*
 - a) *supports the achievement of complete communities;*
 - b) *supports active transportation; and*
 - c) *encourages the integration and sustained viability of transit services.*
2. *The minimum density target applicable to the designated greenfield area of each upper-and single-tier municipality is as follows:*
 - a) *The Cities of Barrie, Brantford, Guelph, Hamilton, Orillia and Peterborough and the Regions of Durham, Halton, Niagara, Peel, Waterloo and York will plan to achieve within the horizon of this Plan a minimum density target that is not less than 50 residents and jobs combined per hectare.*

The proposed development supports active transportation and transit services by providing transit supportive densities and a modified grid street network to increase walkability and support the achievement of complete communities. The proposed development achieves the minimum density target of the Growth Plan by providing density of 47.6 uph and 111 residents per hectare.

3.2.6 Water and Wastewater Systems

2. *Municipal water and wastewater systems and private communal water and wastewater systems will be planned, designed, constructed, or expanded in accordance with the following:*
 - a) *opportunities for optimization and improved efficiency within existing systems will be prioritized and supported by strategies for energy and water conservation and water demand management; and*
 - b) *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets of this plan.*

The proposed development will utilize existing municipal water and wastewater systems along Ninth Line, thereby optimizing the established system. In addition, the proposal will provide growth that supports the achievement of the minimum intensification and density targets of the plan without placing unnecessary additional servicing costs on the City of Mississauga and Region of Peel.

4.2.10 Climate Change

1. *Upper- and single-tier municipalities will develop policies in their official plans to identify actions that will reduce greenhouse gas emissions and address climate change adaptation goals, aligned with other provincial plans and policies for environmental protection, that will include:*
 - a) *supporting the achievement of complete communities as well as the minimum intensification and density targets in this Plan;*
 - b) *reducing dependence on the automobile and supporting existing and planned transit and active transportation; and*
 - d) *undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green infrastructure and low impact developments.*

The proposed development will contribute to reducing greenhouse gas emissions by providing density and intensification on a transit corridor, encouraging the use of public transit, by being located within walking distance of many amenities, encouraging active transportation, and through quality urban design. The proposal will also address stormwater on site through multiple means, including Low Impact Development (LID) features.

The proposal conforms to the aforementioned Growth Plan policies for the following reasons:

- Located within a Settlement Area and Designated Greenfield Area;
- Provides growth in a *Strategic Growth Area* appropriate for medium density residential uses;
- Provides a range of unit types and sizes for different household sizes, incomes, and ages;
- Helps to achieve the minimum density target within the Peel Region Designated Greenfield Area;
- Supportive of active transportation, transit corridors, and public transit services;
- Enhances the vitality and viability of the Ninth Line lands and the City of Mississauga; and
- Increases long-term economic prosperity by optimizing land, infrastructure, and public services.

4.3 PROVINCIAL TRANSPORTATION POLICIES

4.3.1 PARKWAY BELT WEST PLAN (2008)

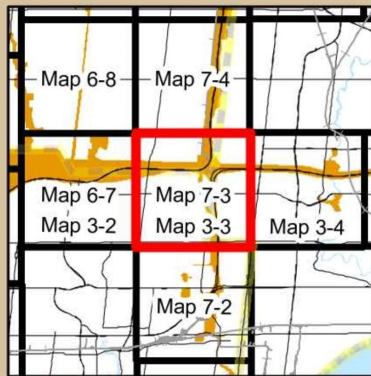
The Parkway Belt West Plan (PBWP) was approved in 1978 to facilitate the creation of a multi-purpose urban separator, to integrate and link urban systems, reserve land for utilities, and link open spaces. Today the primary intent of the plan is to designate and protect land for regional transportation infrastructure such as utility, transit and electric power facility corridors. In 2017, the Ministry of Transportation (MTO) sought municipal feedback on proposed amendments that would impact the lands within the PBWP. The proposed amendment is currently under review with no date set for potential approval.

A very small portion of the site is located within the Parkway Belt West lands on Map 3-3 / 7-3 (Figure 5 – Parkway Belt West). Portions of the property are located within areas designated as “Public Open Space and Buffer Area” and “Road” intended for Inter-Urban Transit. Public Use Areas are to be used for public uses such as transit corridors, open spaces and linear facilities.

4.3.2 407 TRANSITWAY: BRANT STREET TO HURONTARIO

The MTO has made commitments since the 1970s to protect lands for the implementation of a fully grade separated Transitway designated within the PBWP. The extent, type of service and location within the PBWP have been further defined in later studies. The Transitway will provide 150 kilometres of a two-lane fully grade separated transit facility running along the 407 Transit Corridor with approximately 50 station stops. It will initially be implemented as a Bus Rapid Transit (BRT) with the opportunity to convert

Parkway Belt West Plan
Map division and enlargement



LEGEND

Public Use Area

- PUBLIC OPEN SPACE AND BUFFER AREA
- UTILITY
- ELECTRIC POWER FACILITY
- ROAD
- INTER-URBAN TRANSIT

Complementary Use Area

- GENERAL COMPLEMENTARY USE AREA
- SPECIAL COMPLEMENTARY USE AREA

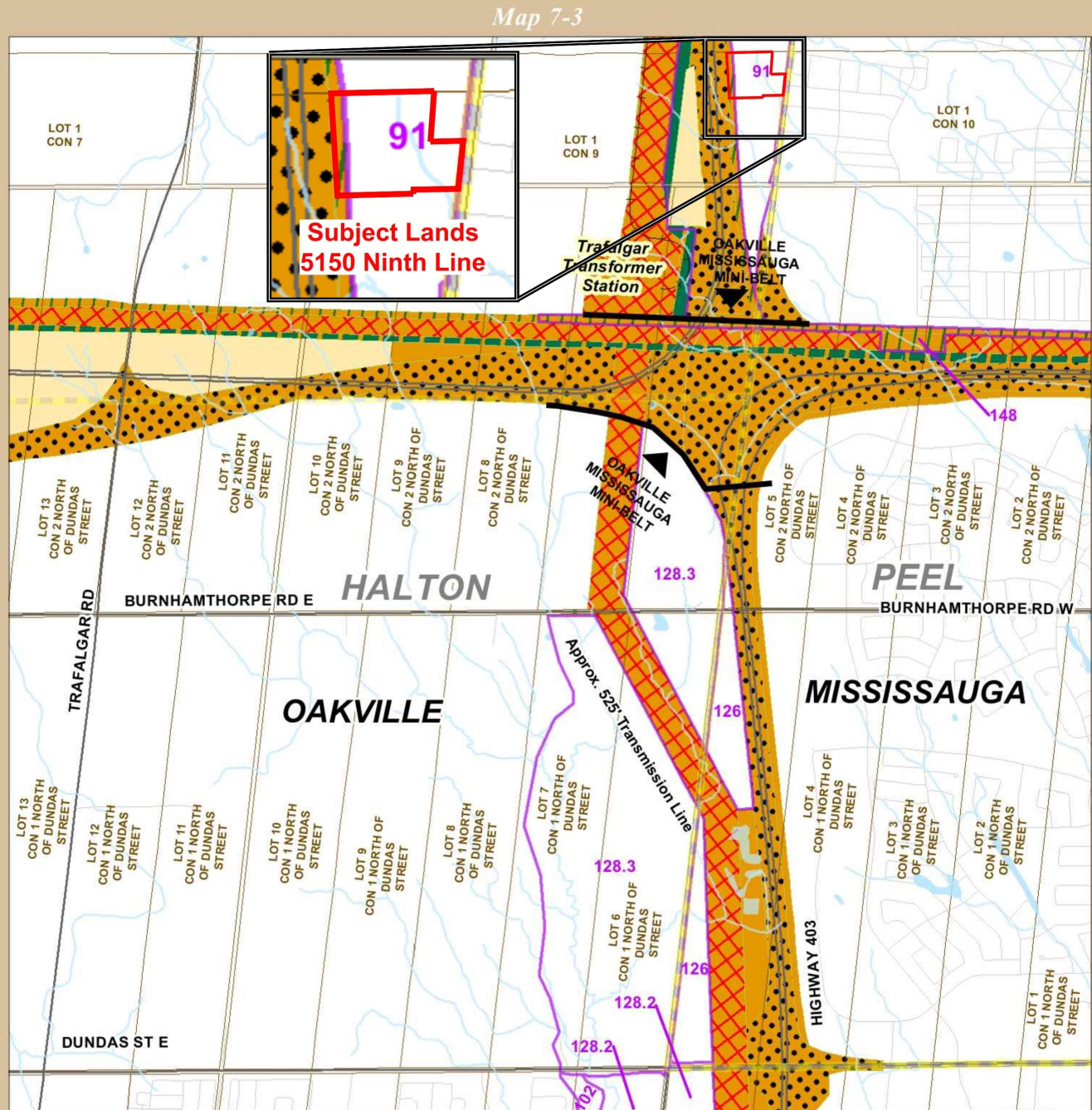
Base Information

- LOWER / SINGLE TIER BOUNDARY
- 125 PARKWAY BELT WEST PLAN AMENDMENT
- LOT AND CONCESSION
- WATER
- RAILWAY
- MAJOR ROADS
- LOCAL ROADS
- CREEKS

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This map constitutes part of the Plan and should be read together with the text. This map illustrates the Plan as amended to June 2008. This map is provided for information purposes only, and is not meant to constitute legal or planning advice. For an accurate understanding, the original PBWP and amendments must be considered. In the event of any discrepancy between this map and the original map and amendments, the latter prevail.

0.25 0.125 0 0.25 0.5 0.75 1
Kilometres



Parkway Belt West Plan

FIGURE 5
PARKWAY BELT WEST PLAN

to Light Rail Transit (LRT) in the future. The Brant Street to Hurontario study segment is 43 kilometres in length and will provide 23 station stops between Burlington and Mississauga. A Public Information Centre (PIC) was held for the Transitway project on November 28th and 29th of 2018, with the next PIC scheduled for the fall of 2019. The study is in the pre-Transit Project Assessment Process (TPAP). The formal 120-day consultation and documentation TPAP period, as well as the environmental Project Report are to be released at a future date.

A portion of the property is within the boundary of the 407 Transitway Corridor Environmental Assessment (EA) study area. The lands within the EA study area are not part of the current applications. Following the EA process, a new Rezoning application will be filed for lands determined not required for the Transitway Corridor. The proposed development conforms to the PBWP with any portion of the subject lands within the finalized Transitway Corridor designated to be dedicated to the Province for the future 407 Transitway and revised PBWP. A 14-metre building setback will be provided to these lands.

4.3.3 2041 REGIONAL TRANSPORTATION PLAN

On March 8, 2018, the Metrolinx Board of Directors adopted the 2041 Regional Transportation Plan (2041 RTP). The 2041 RTP is the successor to The Big Move, the GTHA's first long range transportation plan. The 2041 RTP sets out a vision for 2041 in which *"the GTHA will have a sustainable transportation system that is aligned with land use, and supports healthy and complete communities. The system will provide safe, convenient and reliable connections, and support a high quality of life, a prosperous and competitive economy, and a protected environment."* The 2041 RTP also outlines how the addition of transportation corridors, nodes, and areas to the Growth Plan will help achieve the Province's objective for land use intensification and development of complete communities.

As shown on Map 5: 2041 Frequent Rapid Transit Network (Appendix II), an express bus is proposed along the Highway 407 corridor parallel to Ninth Line. An existing regional bus operates along Highway 403. Additionally, a Priority Bus is planned along Eglinton Avenue between Highway 407 and Eastgate Parkway. The subject lands are in proximity to Provincially designated Higher Order Transit Corridors, therefore special consideration has been given for both the transportation and intensification roles of the subject lands. The proposed development will complement the implementation of the planned transit services by providing transit supportive densities along Ninth Line, and help to provide a higher quality of life.

4.4 REGION OF PEEL OFFICIAL PLAN

The subject lands are part of the Ninth Line Lands transferred from the Town of Milton in the Region of Halton into the Region of Peel and the City of Mississauga in 2010. The existing Region of Peel Official Plan defers policies for Ninth Line lands to the Region of Halton Official Plan. However, recent amendments to the Region of Halton Official Plan removed all references to the Ninth Line lands. A draft Peel Regional Official Plan Amendment (ROPA) to include the Ninth Line lands in the Peel Regional Urban Boundary and establish a planning framework was prepared in 2017. However, as the Peel 2041 Official Plan Review is underway, the Government of Ontario indicated that the proposed ROPA should be incorporated as part of the Regional review. The Region of Peel has indicated the Ninth Line lands will be included in the ROP by 2021. A review of the draft Peel ROPA has been provided. The draft ROPA identifies the subject lands as part of the ‘Urban System’, as shown on Schedule D: Regional Structure (Appendix III). The proposed 2031 Regional Urban Boundary is also shown on the draft Schedule D4 of the ROPA (Figure 6 – The Growth Plan Policy Areas in Peel), which shows the subject lands as part of the ‘Designated Greenfield Area’. Relevant proposed ROPA policies include:

5.3.5.1 Ninth Line Lands Policy Area - Objectives

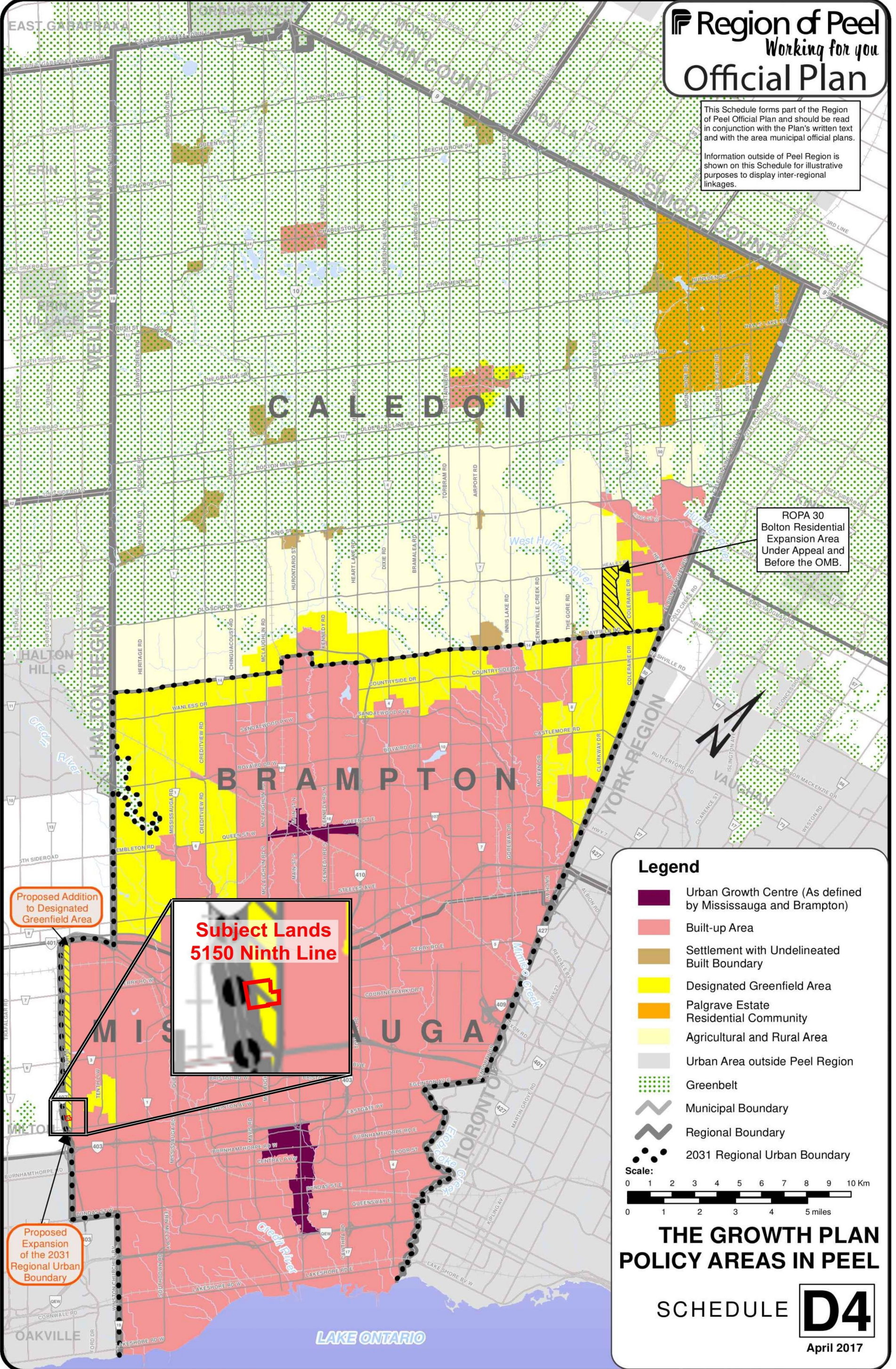
- 5.3.5.1.1 *To establish the Ninth Line Lands designated greenfield area in Mississauga as a healthy, complete, transit-supportive urban community, which provides appropriate transitions to existing neighbourhoods to the east.*
- 5.3.5.1.2 *To achieve compact urban form and densities which are supportive of transit and active transportation as key components of the transportation network.*
- 5.3.5.1.3 *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.*
- 5.3.5.1.4 *To plan for the provision of major infrastructure, including the Provincial rapid transit corridor along Highway 407 and other transit infrastructure, while minimizing the financial impact on Peel Region and member area municipalities.*
- 5.3.5.1.5 *To achieve orderly, cost effective and timely development.*

The proposed development will provide a compact urban form that provides transit supportive densities and increases active transportation opportunities by considering the City’s pedestrian and cycling

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.

ROPA 30
Bolton Residential
Expansion Area
Under Appeal and
Before the OMB.



Legend

- Urban Growth Centre (As defined by Mississauga and Brampton)
- Built-up Area
- Settlement with Undelineated Built Boundary
- Designated Greenfield Area
- Palgrave Estate Residential Community
- Agricultural and Rural Area
- Urban Area outside Peel Region
- Greenbelt
- Municipal Boundary
- Regional Boundary
- 2031 Regional Urban Boundary

Scale:
0 1 2 3 4 5 6 7 8 9 10 Km
0 1 2 3 4 5 miles

**THE GROWTH PLAN
POLICY AREAS IN PEEL**

SCHEDULE **D4**
April 2017

**FIGURE 6
GROWTH PLAN POLICY AREAS IN PEEL**

network, which provides convenient access to goods and services. Furthermore, the development would protect and provide for the future 407 Transitway by providing land to be dedicated to the Transitway Corridor as determined following the EA process, with a 14-metre building setback. The proposed development would meet the intent of the proposed ROPA policies.

4.5 CITY OF MISSISSAUGA OFFICIAL PLAN

As previously stated, the Ninth Line lands were brought into the Region of Peel and City of Mississauga by way of annexation in 2010. While the policies of the Region of Peel Official Plan are not in effect for the subject lands, the Province has permitted the Region to allow the City of Mississauga to bring the Ninth Line Lands into their Official Plan prior to the approval of the Regional Official Plan Amendment.

The City of Mississauga Official Plan provides clear direction to how growth and development should take place to create a sustainable and resilient city that meets the current and future needs of its residents. As per Schedule 1: Urban System (Figure 7), the subject lands are identified within a 'Neighbourhood', are located within the 'Green System' and front onto the designated Ninth Line 'Corridor'. The subject lands are designated 'Residential Medium Density' and 'Parkway Belt West', as per Schedule 10: Land Use Designations (Figure 8) and are within the 'Ninth Line Neighbourhood Character Area', as per Schedule 9: Character Areas (Figure 9). Furthermore, as per Schedule 6: Long Term Transit Network (Figure 10), the proposed 407 Transitway is identified along the western boundary of the subject lands and the 'Bus Rapid Transit Corridor' is in close proximity to the site, along Highway 403.

General relevant policies include:

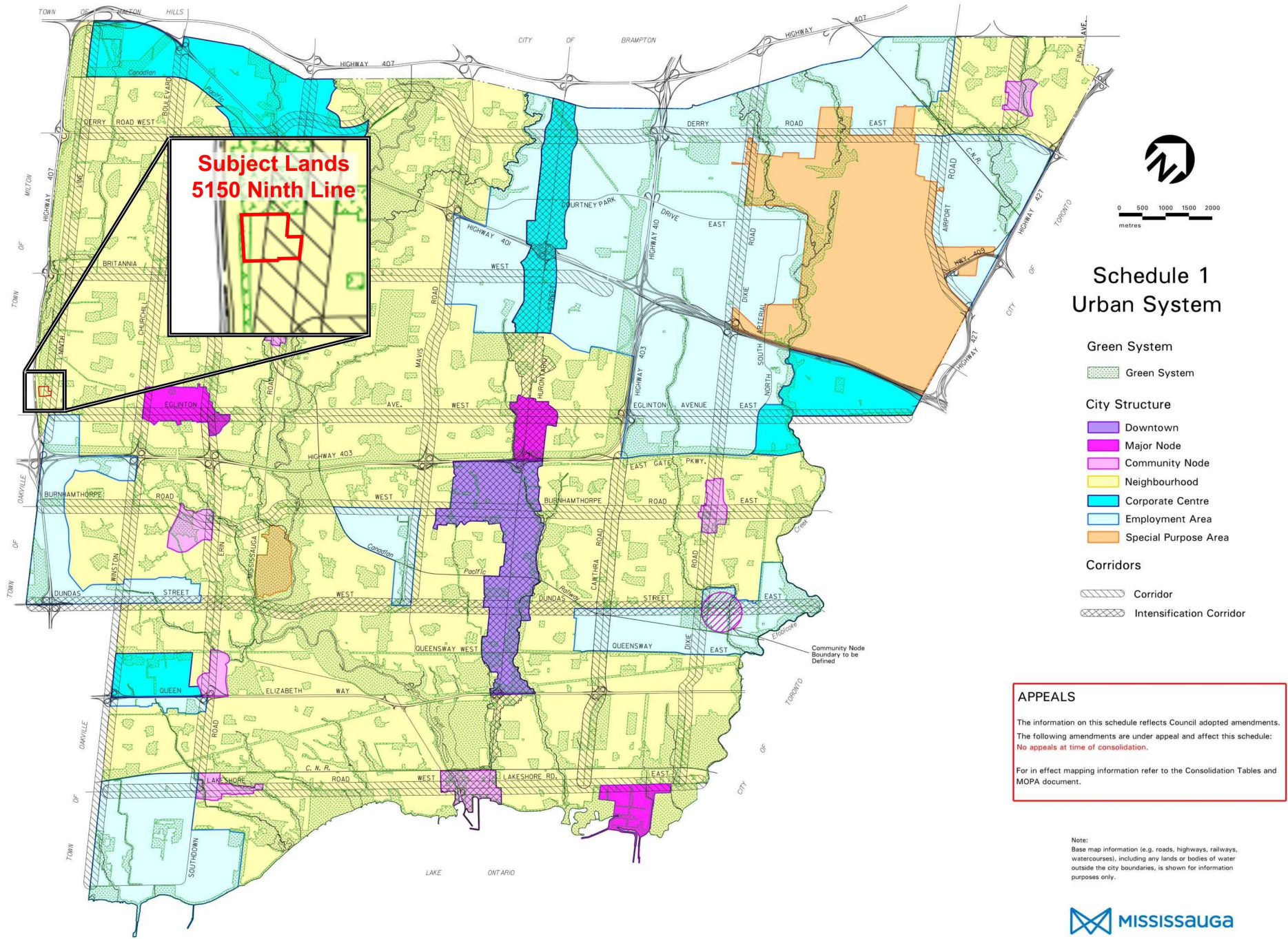
7.0 Complete Communities

7.1.6 Mississauga will ensure that the housing mix can accommodate people with diverse housing preferences and socioeconomic characteristics and needs.

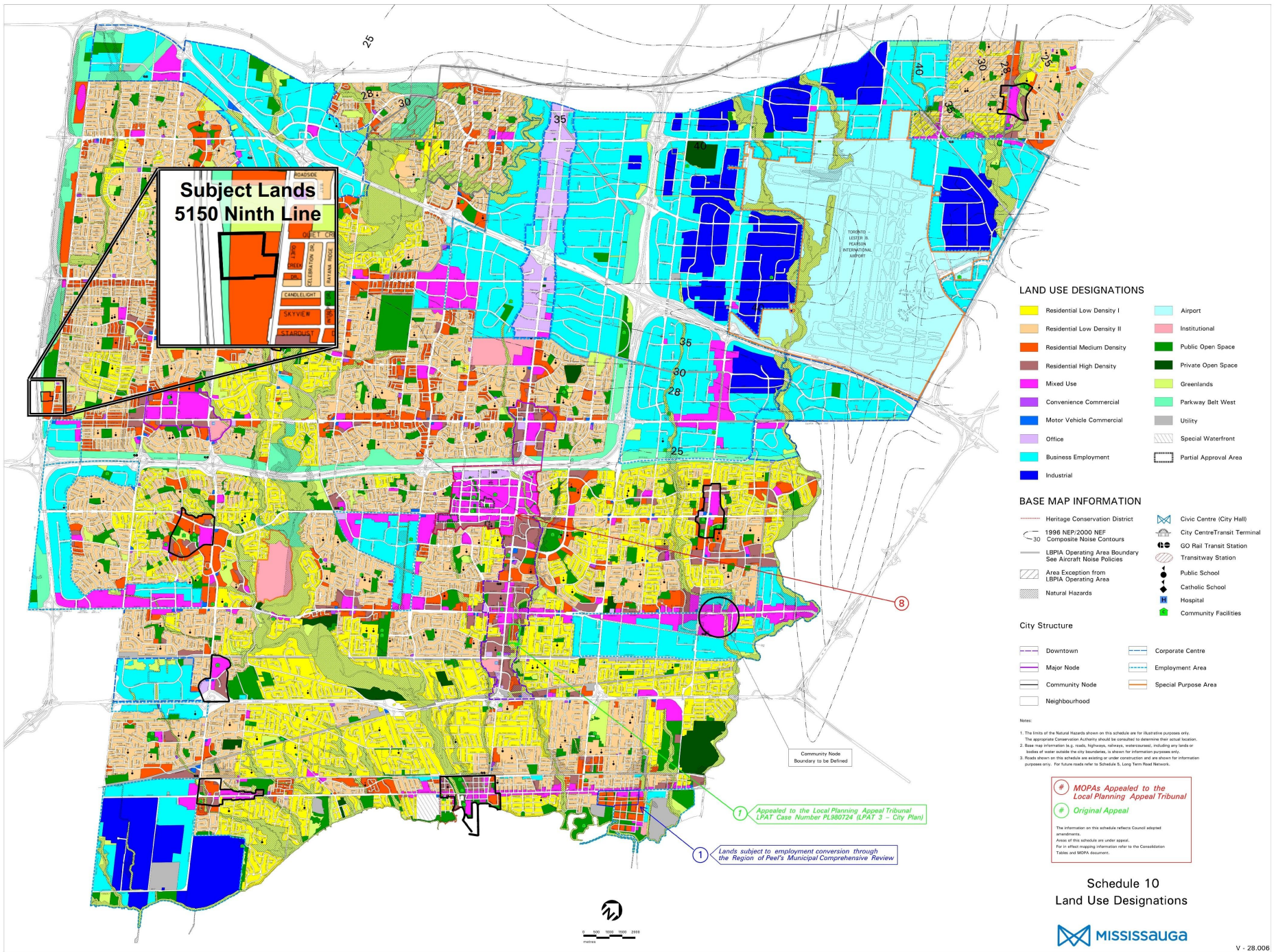
7.2.1 Mississauga will ensure that housing is provided in a manner that maximizes the use of community infrastructure and engineering services, while meeting the housing needs and preferences of Mississauga residents.

7.2.2 Mississauga will provide opportunities for:

- a. the development of a range of housing choices in terms of type, tenure and price;*



**FIGURE 7
CITY OF MISSISSAUGA URBAN SYSTEM**



**FIGURE 8
CITY OF MISSISSAUGA LAND USE DESIGNATIONS**

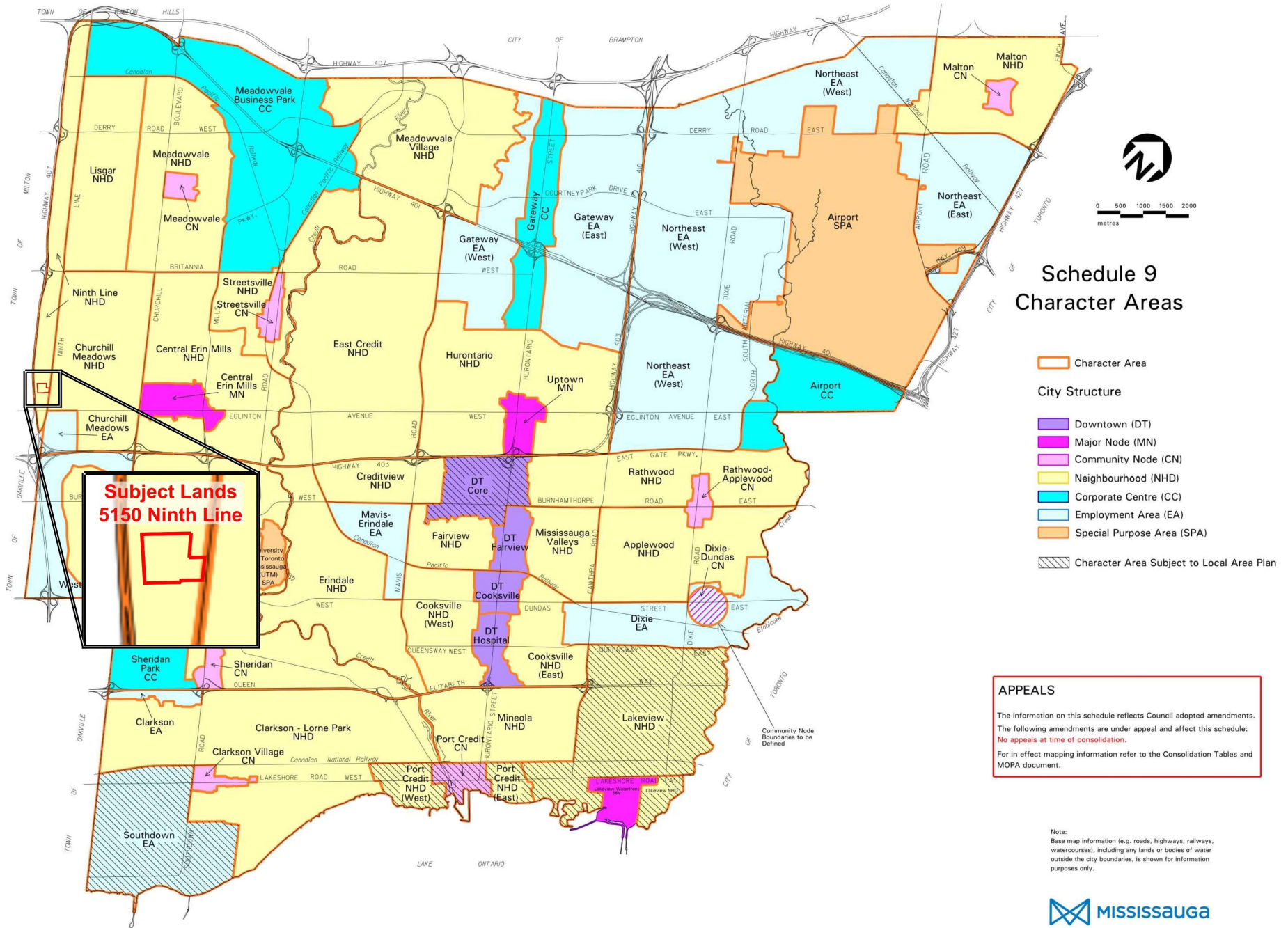
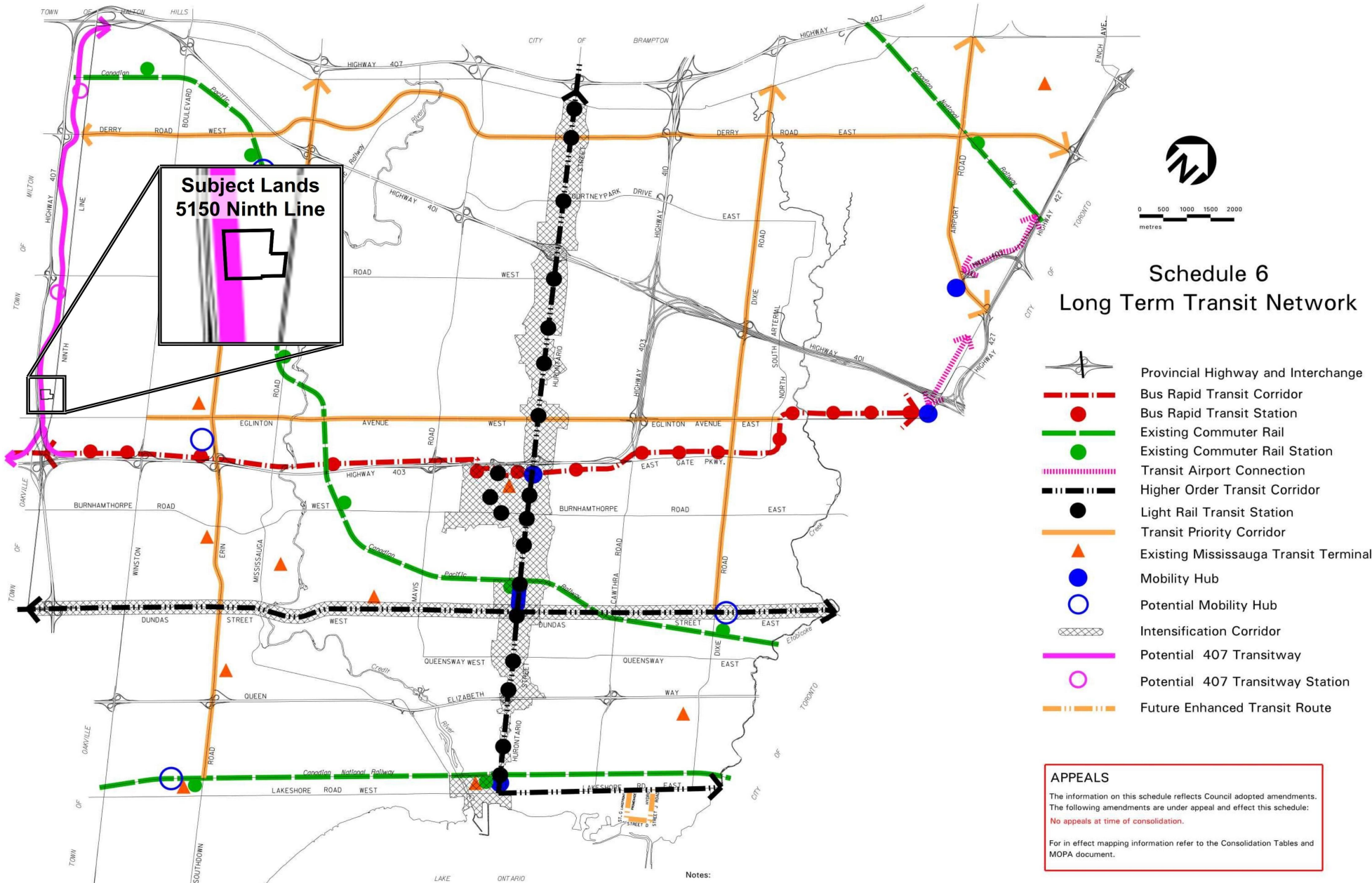


FIGURE 9
CITY OF MISSISSAUGA CHARACTER AREAS



**Subject Lands
5150 Ninth Line**

**Schedule 6
Long Term Transit Network**

- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Light Rail Transit Station
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station
- Future Enhanced Transit Route

APPEALS

The information on this schedule reflects Council adopted amendments. The following amendments are under appeal and effect this schedule:

No appeals at time of consolidation.

For in effect mapping information refer to the Consolidation Tables and MOPA document.

- Notes:**
- Alignments and technologies for rapid transit services to Toronto - Lester B. Pearson International Airport will be subject to further studies involving all affected municipalities.
 - Roads shown on the map are not all under Mississauga jurisdiction.
 - All lines shown are conceptual.
 - Station locations and alignments for transit routes are shown conceptually.
 - Base map information (e.g. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.



**FIGURE 10
CITY OF MISSISSAUGA LONG TERM TRANSIT NETWORK**

7.3.12 The availability and location of existing and planned community infrastructure will be taken into account so that new community infrastructure can be provided efficiently and effectively and tailored to meet the needs of the population in each community.

The proposed development will increase housing options within the City by providing a range of medium density residential dwellings in a predominantly low-density residential neighbourhood. Additionally, the proposed development will make use of the existing and planned community infrastructure and amenities to meet the needs of the current and future residents of the community. New community infrastructure is under development with the Churchill Meadows Community Centre and Park located 400 metres to the north of the subject lands. The City of Mississauga’s 2018 Cycling Master Plan identifies a proposed Multi-Use Trail on Ninth Line as part of the Primary On-Road Network and a proposed Multi-Use Trail to the rear of the property along the Transitway connecting to the future Community Centre and Park as part of the Primary Off-Road Network. Both primary cycling routes are intended to provide direct connections to and between key destinations and locations identified in the city’s Official Plan. Furthermore, both trails are intended to be designed for all ages and abilities with a Level of Traffic Stress 1 (LTS1).

9.0 Build a Desirable Urban Form

9.1.5 Development on Corridors will be consistent with existing or planned character, seek opportunities to enhance the corridor and provide appropriate transitions to neighbouring uses.

9.1.9 Urban form will support the creation of an efficient multi-modal transportation system that encourages a greater utilization of transit and active transportation modes.

9.1.15 New development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize adverse impacts on and from the corridor and transportation facilities.

9.2.2.3 While new development need not mirror existing development, new development in Neighbourhoods will:

- c) Respect the scale and character of the surrounding area; and*
- g) Be designed to respect the existing scale, massing, character and grades of the surrounding area.*

9.2.2.6 Development on Corridors will be encouraged to:

- c) Not locate parking between the building and the street;*

- f) Support transit and active transportation;*
- g) Consolidate access points and encourage shared parking, service areas and driveway entrances; and*
- h) Provide concept plans that show how the site can be developed with surrounding lands.*

The proposed development is consistent and respects the character, built form, and scale of neighbouring uses. The development is designed with an internal circulation that encourages active transportation and transit use as previously described. Dual-Front / Rear lane townhouses are proposed along Ninth Line to locate parking away from the corridor line of sight and create a pedestrian friendly interface. In addition, special consideration has been given to consolidate and coordinate access points with the development to the south, which will ensure the development is compatible with the surrounding developable lands.

11.2.5 Residential

11.2.5.5 Lands designated Residential Medium Density will permit the following uses:

- a. all forms of townhouse dwellings*

The proposed uses are permitted in the Residential Medium Density designation with 164 residential dwelling units in the form of traditional front-loaded, back-to-back, and rear-lane/dual-front townhouses.

11.2.13 Parkway Belt West

11.2.13.1 Lands designated Parkway Belt West will be governed by the provisions of the Parkway Belt West Plan.

11.2.13.2 Notwithstanding the provisions of the Parkway Belt West Plan, the following uses will not be permitted:

- a. Major power generating facility; and*
- b. Waste processing stations or waste transfer stations and composting facilities.*

Part of the lands along the western boundary are designated as Parkway Belt West, which identifies a Public Use Area that permits existing uses, linear facilities, open space, public facilities and interim uses. A 60-metre-wide corridor zone with a 14-metre building setback is under review for future lands to be dedicated for the proposed Transitway Corridor, which conforms to the Parkway Belt West policies.

16.20 Neighbourhood Character Area

16.20.1.1 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.

The first phase proposed at 119 townhouse units achieves a net density of 42.6 uph and 100 residents per hectare. In total, the development proposed could support 164 residential units achieving a net density of 47.6 uph and 111 residents per net hectare, which helps the City to achieve a minimum density target within the Ninth Line Neighbourhood Character Area.

16.20.2 Urban Design Policies

16.20.2.1 Vision - The Ninth Line Neighbourhood Character Area is the last remaining greenfield area in Mississauga. The area will be planned to support transit and the natural environment to create a healthy and complete community. Existing and future residents will have access to a well connected and sustainable natural heritage system, multi-use trails, parks and open spaces, higher order transit, community uses and facilities. A variety of housing choices and employment opportunities to meet their needs will also be accommodated.

16.20.2.2 Community Design

16.20.2.2.1 Land Use and Built Form Planning in the area will be based on the following land use and built form principles:

- a. provides 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;*
- g. support transit and active transportation as key components of the transportation network;*
- j. demonstrate distinct and appropriate design of all buildings, streets and open spaces; &*
- k. Provide appropriate transition to neighbourhoods to the east.*

16.20.2.2.2 Connections - Planning in the area will be based on a series of connections including:

- 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; and*
- e. integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads.*

16.20.2.2.3 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:

- 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; and*
- c. provides parks and open space in close proximity to adjacent neighbourhoods and employment areas.*

The proposal offers a range of housing options, provides an interconnected road and trail system, improves access to the existing neighbourhoods, future community centre and park, transit stops, woodlot and future developments to the south. Buffers are proposed to protect the natural environment and the future transitway corridor. The development is within walking distance of amenities and services including the proposed trail connections to the Churchill Meadows Community Centre and Park giving them access to the Natural Heritage System, open spaces and community facilities. Overall connectivity to the community will be improved by providing cycling trails, sidewalks and a trail system. Furthermore, a potential future unsignalized intersection will provide pedestrian crossing to Skyview Street to the southeast. The proposed three-storey height will provide an appropriate transition to the lower density residential uses to the east and proposed future medium density residential development to the south (*Figure 4 - Composite Concept*). Furthermore, the proposed range of housing choices will accommodate families of various sizes and incomes to support the achievement of a healthy and complete community.

16.20.2.3 Connectivity/Interface

16.20.2.3.1 Connections throughout the area will be supported by a modified grid system of public streets, public and privately owned public space, (POPS) as well as wayfinding and signage plans.

16.20.2.3.3 The layout and design of blocks, streets and boulevards will support the use of transit, walking and cycling.

16.20.2.3.4 Development fronting Ninth Line will be designed to provide appropriate transition to uses on the east side of the street.

16.20.2.3.4 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.

The proposed development follows a modified grid network which connects to the proposed street network of 5080 Ninth line to the south and the public roads and neighbourhoods to the east, thereby increasing the overall connectivity of the area. The proposed development will be designed to frame the street and through increased connectivity and high quality urban design, encourage the use of transit, walking and cycling.

16.20.2.6 Parkway Belt West

16.20.2.6.1 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) (Figure 11) will come into force and effect, without further amendment to this Plan.

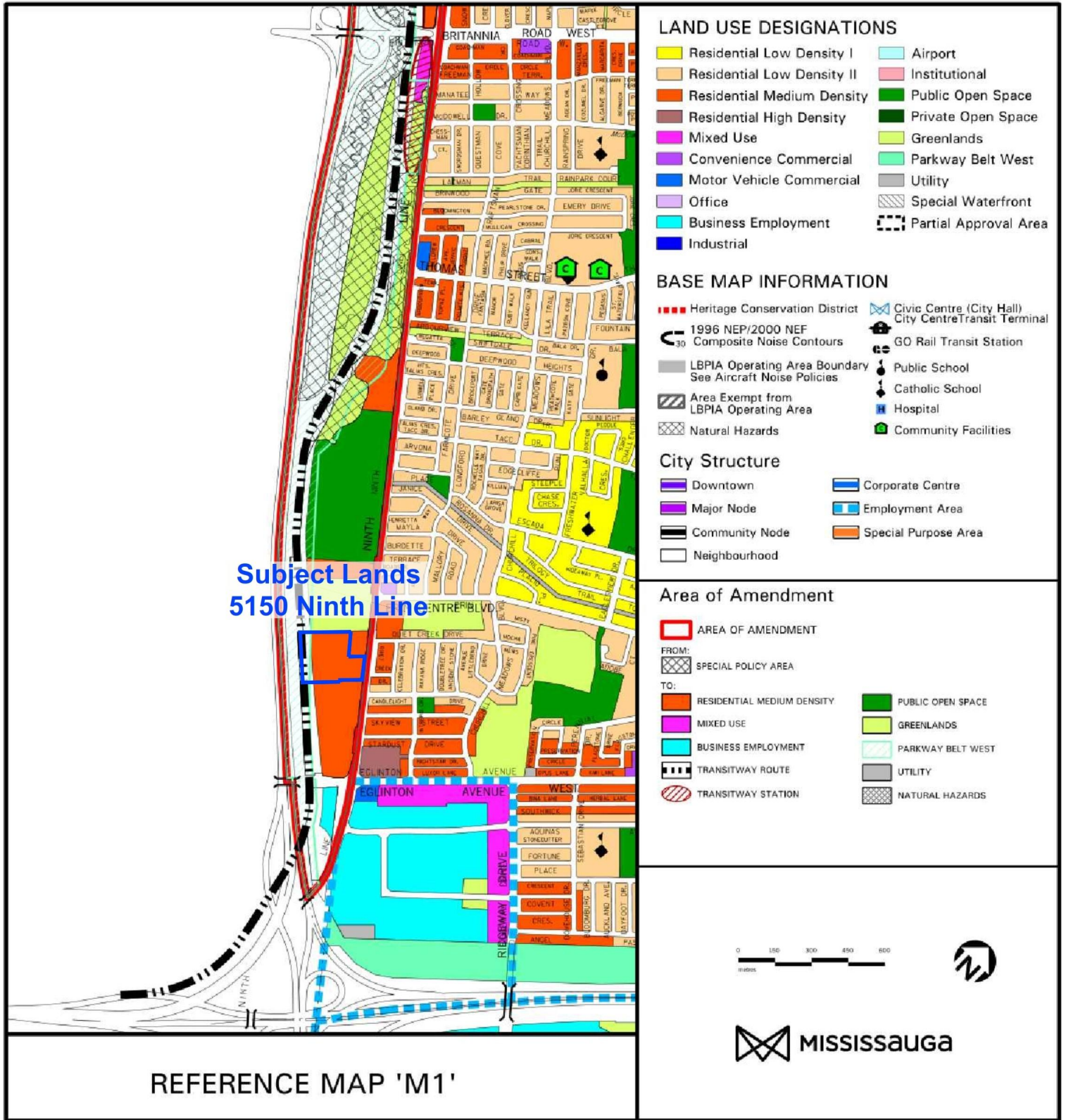
As previously stated, the proposed development will dedicate land as determined through an Environmental Assessment in progress for the proposed 407 Transitway and incorporate a 14-metre building setback to protect the Parkway Belt West lands. Lands not required for the Parkway Belt West purposes will form a future phase of development.

16.20.3.5 Community Park/Residential Area (Precinct 5)

16.20.3.5.1 The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities.

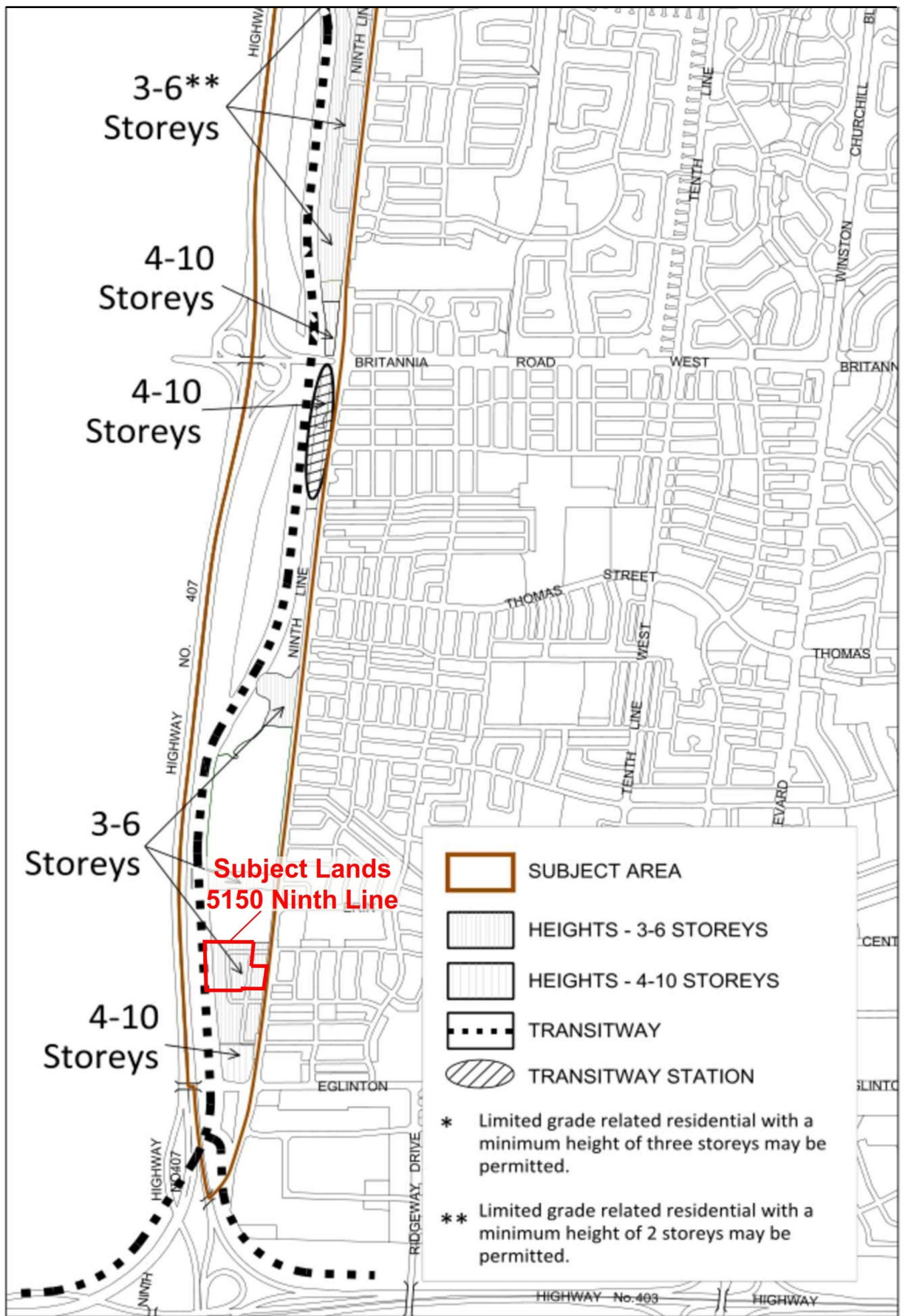
16.20.3.5.2 Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and midrise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits.

The proposed development will increase the neighbourhood's overall connectivity to the future Churchill Meadows Community Centre and Park and amenities through the provision of a trail system. The proposed three-storeys conforms to the height requirements of Precinct 5 and Map 16-20.2 (Figure 12).



Map 16.20-4: Ninth Line Neighbourhood Character Area Reference Map 'M1'

FIGURE 11
NINTH LINE NEIGHBOURHOOD
LAND USE DESIGNATIONS



Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits

FIGURE 12
NINTH LINE NEIGHBOURHOOD HEIGHT LIMITS

16.20.5 Transportation

16.20.5.1 *The Ninth Line Neighbourhood Character Area is designed to encourage multi-modal transportation with an emphasis on transit and active transportation modes.*

16.20.5.3 *The road network will consist of a modified grid system of public streets.*

16.20.5.4 *All development in the Ninth Line Neighbourhood Character Area will be designed to protect for, and support, the 407 Transitway and any related facilities.*

16.20.5.7 *Local roads will be designed to serve all modes of transportation including pedestrians, cyclists and to transit users.*

The proposed development will encourage transit and active transportation uses through quality urban design and a modified grid system providing easy access to neighbouring properties and Ninth Line. The proposal is also phased to ensure all land required for the implementation of the 407 Transitway and any related facilities is available.

The proposed Phase 1 development conforms to the aforementioned policies of the City of Mississauga Official Plan for the following reasons:

- Achieves the objectives of the Residential Medium Density and Community Park/Residential Area (Precinct 5) designation by providing 119 dwelling units in the form of back-to-back, rear-lane/dual-front and traditional front-loaded townhouses;
- Proposes a three-storey maximum height that is within the minimum and maximum height requirements of the Community Park/Residential Area (Precinct 5 designation);
- Achieves the objectives of the Parkway Belt West Plan by phasing the development of the subject lands with no development within those Parkway Belt West Plan lands as part of Phase 1, which is currently under study and providing a 14-metre building setback;
- Proposes a modified grid network that connects to the future Churchill Meadows Community Centre and Park, the proposed 5080 Ninth Line development, public and private roads, and existing residential neighbour, thereby increasing connectivity;
- Provides a density of 100 residents and jobs per hectare which supports current and proposed transit services; and,
- Increases the housing mix by providing a range of medium density dwelling types to accommodate families of all sizes and incomes.

4.6 SHAPING NINTH LINE URBAN DESIGN GUIDELINES

The council endorsed Shaping Ninth Line Urban Design Guidelines were prepared to aid in the integration of new developments into the Ninth Line Neighbourhood Character Area. They are an essential tool to ensure that development supports a diverse, active and healthy community. By clarifying the City's expectation for the design of new development and public spaces, it is intended that these guidelines will assist with the interpretation of Official Plan policies and provide a clear design direction for development proposals. Developers are encouraged to have regard to the guidelines and Development Review staff will use them to evaluate development proposals.

An Urban Design Brief has been prepared as a stand-alone document in support in support of this development proposal, demonstrating consistency with the Shaping Ninth Line Urban Design Guidelines.

5.0 ZONING BY-LAW AMENDMENT

Existing Zoning

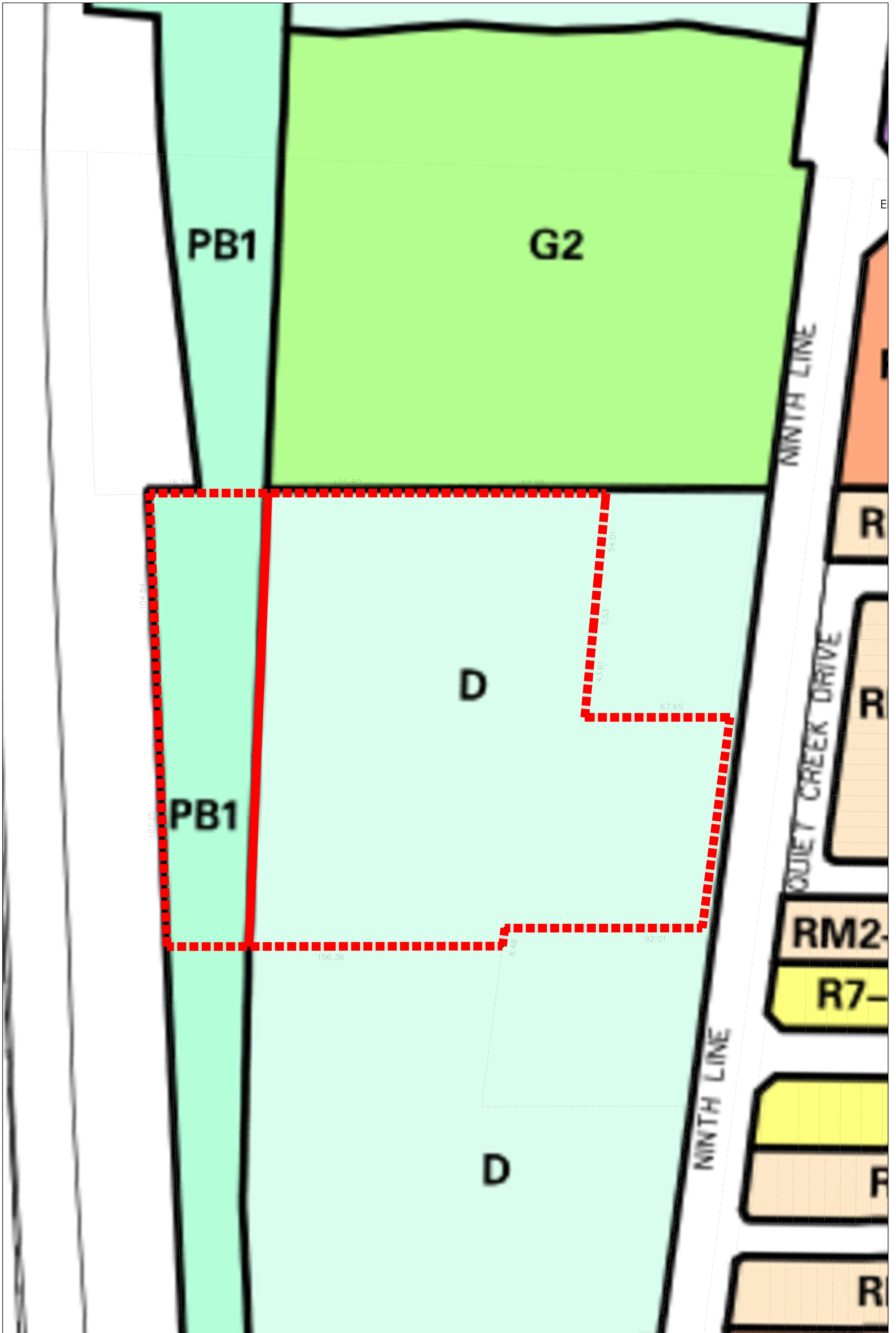
The Phase 1 lands are currently zoned Development (D) (Figure 13). This zone does not permit the proposed medium density residential development for townhouses. As such, a Zoning By-law amendment is required.

Proposed Zoning

The proposal seeks to rezone the Phase 1 lands to a new site specific Residential Medium Density (RM8-xx) with exceptions to permit Townhouse Dwelling, Street Townhouses (per RM5 Zone regulations), and Back-to-Back Townhouses on a Condominium Road (per RM10 Zone regulations). The draft zoning by-law is appended to this report as Appendix IV.

6.0 COMMUNITY ENGAGEMENT - PUBLIC INFORMATION CENTRE

A joint public information meeting for 5150 and 5080 Ninth Line was held on June 24, 2019 from 7:00 pm to 8:30 pm at the Churchill Meadow Branch Library and Activity Centre. The meeting was organized by



**FIGURE 13
EXISTING ZONING**

the local Ward 10 Councillor's office, with Councillor Sue McFadden emceeding the event. Comments raised by residents and the Lisgar Neighbourhood Association (to the north) included:

- Concern the increased density would impact availability of school accommodation;
- Concern for the impact of increased traffic congestion and timing for Ninth Line widening;
- Request for pedestrian connections and active transportation along Ninth Line; and
- Inquiry into requirements for trees and stormwater management.

Consideration has been given to these concerns and responses have been consolidated into three groupings: School Availability; Traffic; and Environment.

6.1 School Availability

School availability is the purview of the local school boards (Peel District School Board and Dufferin-Peel Catholic District School Board) in consultation with the City of Mississauga and Peel Region based on planning policy, population projections and approved development in context with existing schools. As previously mentioned, there are 6 Elementary Schools, 2 Middle Schools, & 2 Secondary Schools. In total ten schools within a twenty-minute walk or 1,600 metres radius (Figure 2). Both school boards will be circulated submission material as part of the review process and any concerns will be dealt with through the review process.

6.2 Traffic

A Traffic Impact Study has been prepared by C.F. Crozier & Associates Inc., in support of this application. Pedestrian connectivity will be accommodated through planned external and internal sidewalks, dedicated cycling lane along Ninth Line and a multi-use trail along the 407 Transitway Corridor. Pedestrian safety and crossing of Ninth Line will be addressed through the road widening planning process. The Traffic Study provides further details of the potential impact of the proposed development and the planned for growth in the area, to the surrounding road network, transit system, and the proposed road widening of Ninth Line with active modal infrastructure.

6.3 Environmental

In support of this application, a Functional Servicing Report & Stormwater Management Report (FSR/SWM) has been prepared by Urbantech Consulting; a Tree Canopy Cover Plan and Arborist Report

has been prepared by LGL Limited; and a Landscaping Plan has been prepared by NAK Design Strategies. Stormwater will be managed on-site through multiple means, including Low Impact Development (LID) features in accordance to policies from the City of Mississauga, Region of Peel, Ministry of Transportation and the Credit Valley Conservation Authority. Tree canopy cover and landscaping with proposed open amenity space and private green spaces will further help to reduce the impact to the environment. The FSR/SWM provides further details on the potential impact of the proposed development to the existing environmental systems for stormwater and tree canopy.

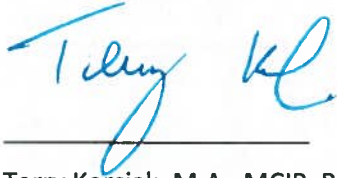
7.0 PLANNING OPINION

The proposed Zoning By-law Amendment and Draft Plan of Subdivision for development of the Phase 1 lands (Appendix V) is justified and represents good planning for the following reasons:

1. The proposal is consistent with the Provincial Policy Statement, conforms with the Growth Plan, and considers the intent of the Parkway Belt West Plan and the City of Mississauga Official Plan;
2. The proposal conforms to the Region of Peel's vision for the area as per the Draft Regional Official Plan Amendment;
3. The proposal satisfies minimum density requirements by the Province, Region and Town;
4. The proposed mix of residential uses conforms to the land use designations of the City of Mississauga Official Plan;
5. The proposal introduces a mix of residential townhouse building types including to accommodate families of different sizes and incomes;
6. The proposed development makes efficient use of existing and planned hard and soft services;
7. The proposal protects lands to be used for the proposed 407 transitway and accommodates an appropriate buffer;
8. The density of development and road fabric is supportive of existing and future transit services and active transportation;
9. The highly interconnected modified grid road pattern will establish an efficient and safe pedestrian movement system via sidewalks, walkways and trails;
10. The proposal complements and benefits from many of the adjacent services and amenities; and
11. The proposal reduces the dependence on the automobile as it contributes to the development of a mixed-use, transit supportive and pedestrian friendly environment.

As demonstrated in the Planning Justification Report, the development proposal conforms with the Provincial mandate outlined in the Provincial Policy Statement and Growth Plan for the Greater Golden Horseshoe. Likewise, the proposal conforms with policies of the Region of Peel and the City of Mississauga, with the proposed Zoning By-Law Amendment.

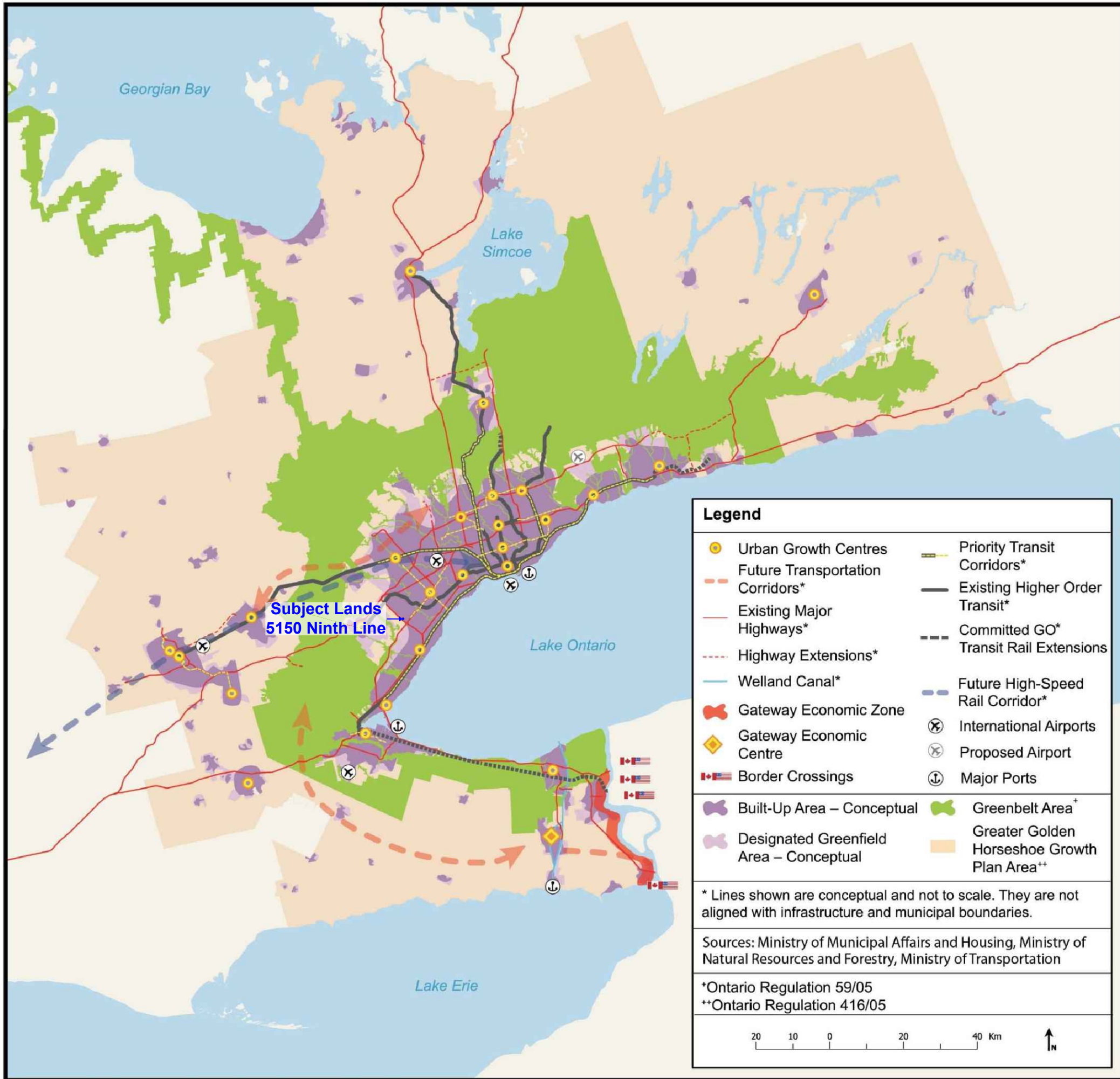
Respectfully submitted,

KORSIAK URBAN PLANNING

Terry Korsiak, M.A., MCIP, RPP



Wayne Coutinho, MPI, BSc Env.



Legend

Urban Growth Centres	Priority Transit Corridors*
Future Transportation Corridors*	Existing Higher Order Transit*
Existing Major Highways*	Committed GO* Transit Rail Extensions
Highway Extensions*	Future High-Speed Rail Corridor*
Welland Canal*	International Airports
Gateway Economic Zone	Proposed Airport
Gateway Economic Centre	Major Ports
Border Crossings	Built-Up Area – Conceptual
Designated Greenfield Area – Conceptual	Greenbelt Area ⁺
	Greater Golden Horseshoe Growth Plan Area ⁺⁺

* Lines shown are conceptual and not to scale. They are not aligned with infrastructure and municipal boundaries.

Sources: Ministry of Municipal Affairs and Housing, Ministry of Natural Resources and Forestry, Ministry of Transportation

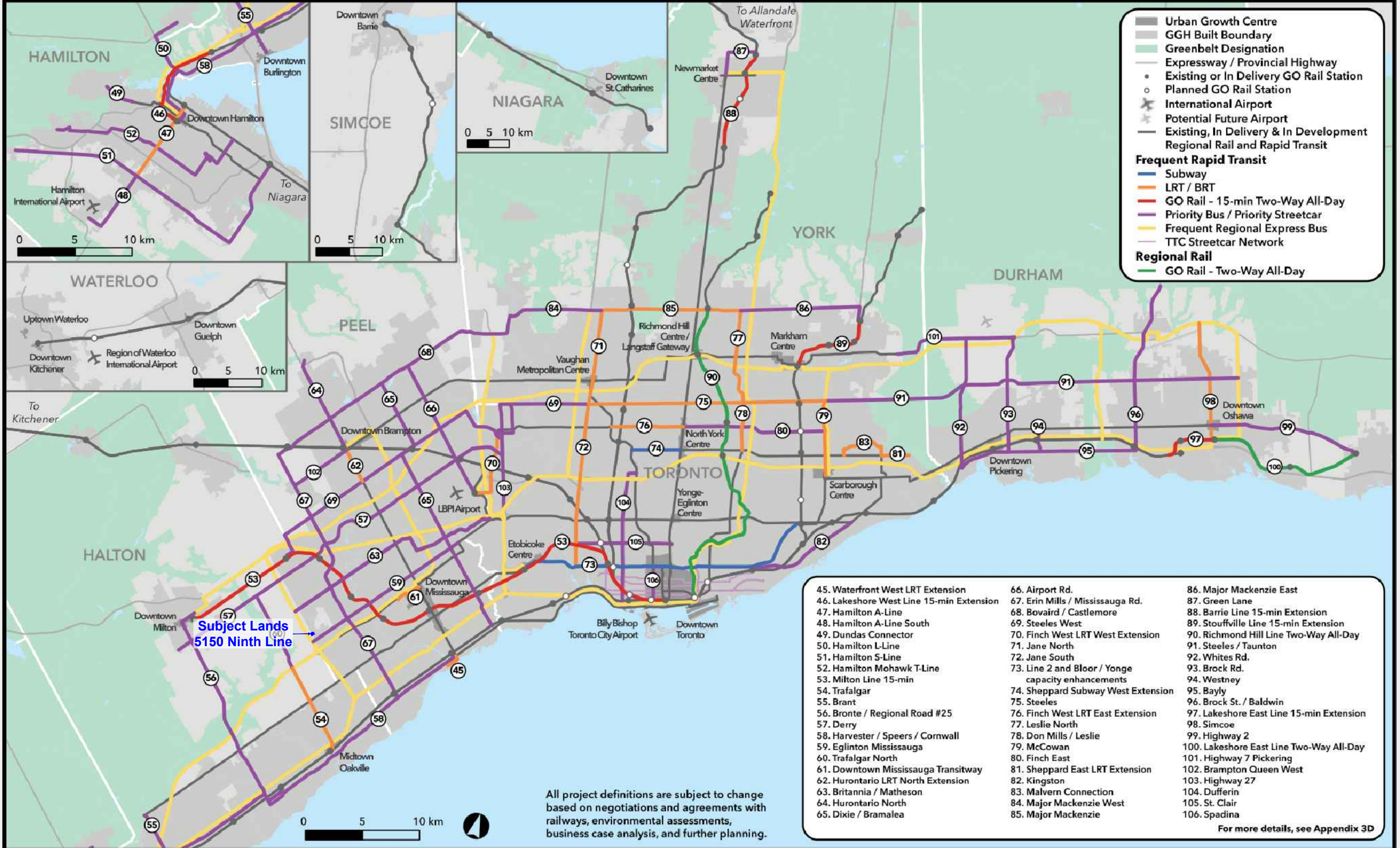
*Ontario Regulation 59/05
 **Ontario Regulation 416/05

20 10 0 20 40 Km

SCHEDULE 2
 A Place to Grow Concept

Note: The information displayed on this map is not to scale, does not accurately reflect approved land-use and planning boundaries, and may be out of date. For more information on precise boundaries, the appropriate municipality should be consulted. For more information on Greenbelt Area boundaries, the Greenbelt Plan should be consulted. The Province of Ontario assumes no responsibility or liability for any consequences of any use made of this map.

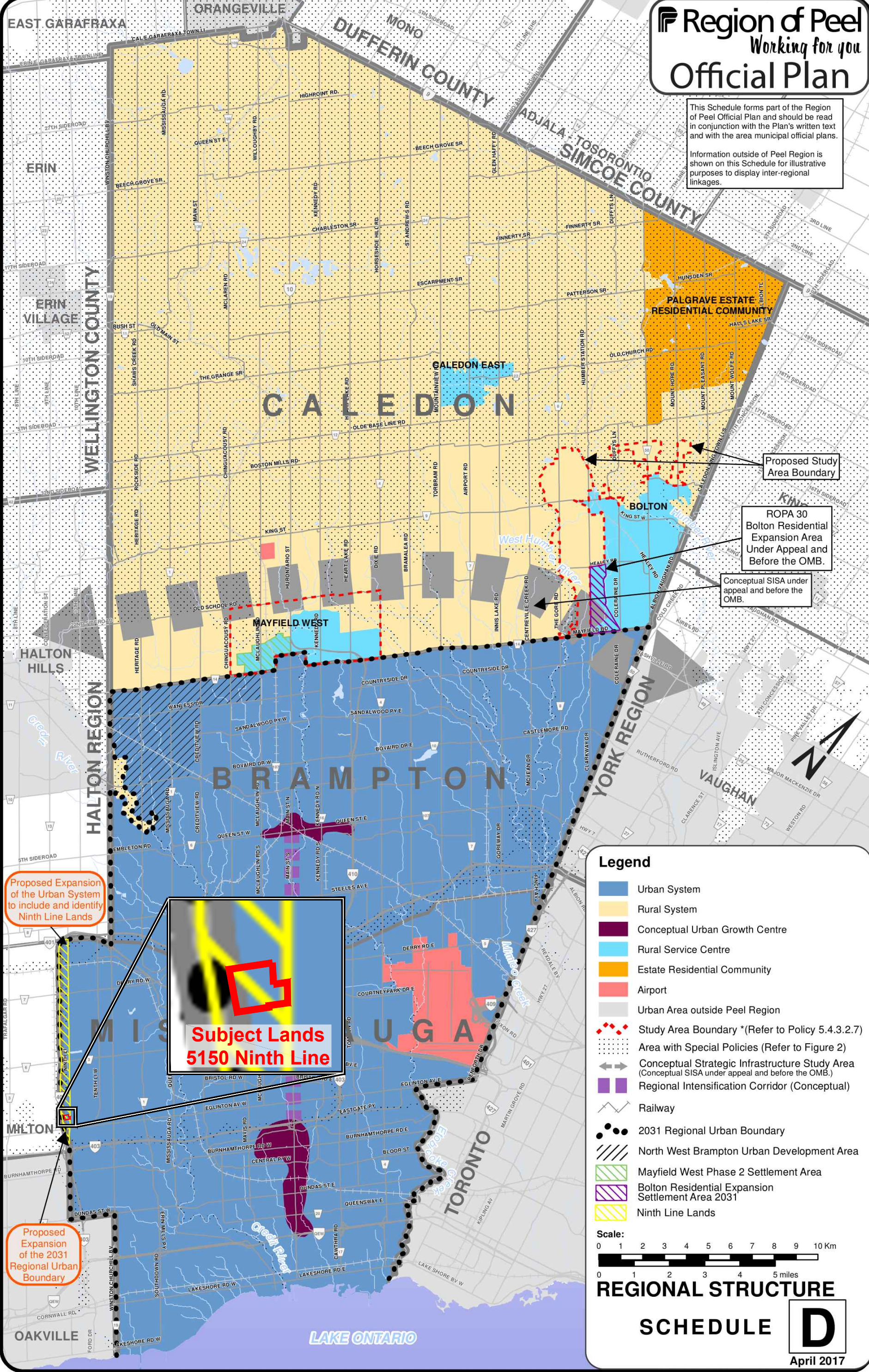
Map 5: 2041 Frequent Rapid Transit Network



Region of Peel Working for you Official Plan

This Schedule forms part of the Region of Peel Official Plan and should be read in conjunction with the Plan's written text and with the area municipal official plans.

Information outside of Peel Region is shown on this Schedule for illustrative purposes to display inter-regional linkages.



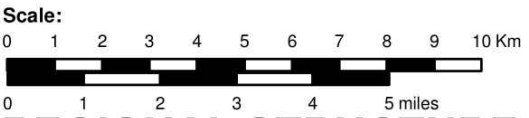
Proposed Expansion of the Urban System to include and identify Ninth Line Lands

**Subject Lands
5150 Ninth Line**

Proposed Expansion of the 2031 Regional Urban Boundary

Legend

- Urban System
- Rural System
- Conceptual Urban Growth Centre
- Rural Service Centre
- Estate Residential Community
- Airport
- Urban Area outside Peel Region
- Study Area Boundary *(Refer to Policy 5.4.3.2.7)
- Area with Special Policies (Refer to Figure 2)
- Conceptual Strategic Infrastructure Study Area (Conceptual SISA under appeal and before the OMB.)
- Regional Intensification Corridor (Conceptual)
- Railway
- 2031 Regional Urban Boundary
- North West Brampton Urban Development Area
- Mayfield West Phase 2 Settlement Area
- Bolton Residential Expansion Settlement Area 2031
- Ninth Line Lands



REGIONAL STRUCTURE

SCHEDULE

D

April 2017

A By-law to amend By-law 0225-2007, as amended.

WHEREAS pursuant to section 34 of the *Planning Act*, R.S.O. 1990, c.P.13, as amended, the Council may amend a Zoning By-law;

NOW THEREFORE the Council of The Corporation of the City of Mississauga ENACTS as follows:

1. By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by adding the following Exception Table:

4.13A.2.XX	Exception: RM8-XX	Map # 57	By-law:
In a RM8-XX zone the permitted uses and applicable regulations shall be as specified for a RM8 Zone except that the following uses /regulations shall apply:			
Permitted Uses			
4.13A.2.XX.1	(1) Back to Back Townhouse on a condominium road (2) Townhouse on a condominium road (3) Street Townhouse (4) Rear-Lane Street Townhouse		
Regulations			
4.13A.2.XX.2	The regulations contained in subsections 2.1.14, 2.1.30, and 4.1.8, Articles 4.1.1.1, 4.1.5.1, 4.1.5.2, 4.1.5.3, 4.1.1.2, 4.1.9.4 and 4.1.12.3 of this By-law shall not apply.		

4.13A.2.XX	Exception: RM8-XX	Map # 57	By-law:
<p>In a RM8-XX zone the permitted uses and applicable regulations shall be as specified for a RM8 Zone except that the following uses/regulations shall apply:</p>			
<p>4.13A.2.XX.3 Notwithstanding anything in this By-law, the following encroachments, projections and setbacks shall be permitted</p> <ul style="list-style-type: none"> (a) A porch or deck, exclusive of stairs, may encroach a maximum of 2.0 m into a required front and/or exterior side yard (b) A minimum 0.3 m setback is required from stairs, providing access to a porch or deck, to a front and/or exterior side yard (c) A porch or deck, inclusive of stairs, may be located in a rear yard, provided that it is not closer than 1.5 m to any rear lot line and 0.6 m to any side lot line; 0.0 m from an interior side lot line for a lot with a dwelling requiring a 0.0m interior side yard (d) Where an attached garage is accessed by a driveway crossing a rear lot line from a public lane, the garage face shall have a minimum 5.5 m setback from the rear lot line (e) A building projection with windows or door, with or without a foundation, may encroach a maximum of 0.61m into a required front, exterior side and/or rear yard, provided that the building projection is not more than 4.0m wide (f) A balcony may encroach a maximum of 2.0 m into a required front and/or exterior side yard (g) A balcony, located above an attached garage which has its access from a lane, shall require a minimum 4.0 m rear yard setback (h) A window, fireplace, chimney, pilaster or corbel, window well, utility meter niche, eaves or any other architectural feature may encroach a maximum of 0.61 m into a required yard provided they are no closer than 0.6 m to the front lot line (i) Stairs and landings may encroach a maximum of 2.7 m into a required yard provided that is no closer than 0.3 m to lot line. (j) A required third floor egress balcony may project a maximum of 1.0 m beyond the building into a rear yard backing onto a lane, exterior side yard and/or front yard (k) A minimum 0.0 m setback is required to a sight triangle from any building, porch, stair or balcony (l) A maximum of one stair shall be permitted to encroach into the required 2.75 m unobstructed width or the required 5.2 m unobstructed length within an attached garage (m) A balcony may be located above an attached garage or driveway (n) Air conditioning equipment may be located in a required yard, other than a front yard (o) A minimum of 5.6 m² amenity area shall be provided per condominium dwelling unit 			

4.13A.2.XX	Exception: RM8-XX	Map # 57	By-law:
<p>In a RM8-XX zone the permitted uses and applicable regulations shall be as specified for a RM8 Zone except that the following uses/regulations shall apply:</p>			
<p>4.13A.2.XX.4 A back to back townhouse on a condominium road shall comply with the RM10 zone regulations contained in Subsection 4.14.1 of this By-law except that</p> <ul style="list-style-type: none"> (a) The regulations contained in Lines 3.0, 8.1, 8.2, 8.3, 9.1, 9.2, 11.7, 11.13, 13.1, 15.1, 15.2, 15.3, 15.4, 15.5, 15.6 and 15.9 of Table 4.14.1 of this By-law shall not apply (b) Maximum height 15 m and 3 storeys plus mezzanine (c) Minimum front yard 3.0 m (d) Minimum exterior side yard 3.0 m (e) Minimum interior side yard unattached side 1.2 m (f) Minimum rear yard 0.0 m (g) Minimum setback from the front wall of a building to a condominium road, sidewalk walkway or parking space not located on a driveway 3.0 m (h) Minimum setback from a porch, exclusive of stairs, to a condominium road, sidewalk, walkway or parking space 1.0m (i) Maximum driveway width 3.5 m (j) Air conditioning equipment may be located in the front yard on a balcony <p><i>Preliminary only. Subject to change based on amended site plan</i></p>			

4.13A.2.XX	Exception: RM8-XX	Map # 57	By-law:
<p>In a RM8-XX zone the permitted uses and applicable regulations shall be as specified for a RM8 Zone except that the following uses/regulations shall apply:</p>			
<p>4.13A.2.XX.5 A townhouse on a standard condominium road shall comply with the following regulations:</p> <ul style="list-style-type: none"> (a) The regulations contained in Lines 4.0, 7.0 and 8.0 of Table 4.10.1 of this By-law shall not apply (b) Minimum lot area – per Dwelling Unit 145.0 m² (c) Minimum front yard 3.0 m (d) Minimum rear yard 5.7 m (e) Minimum interior side yard unattached side 1.2 m (f) Minimum exterior side yard 3.0 m (g) Maximum height 15.0 m and 3 storeys (h) A balcony may encroach a maximum of 3.1 m into a required rear yard (i) Minimum setback from the front wall of a building to a condominium road, sidewalk walkway or parking space not located on a driveway 3.0 m (j) Minimum setback from a porch, exclusive of stairs, to a condominium road, sidewalk, walkway or parking space 1.0m (k) Maximum driveway width: Interior lot 3.5 m Corner lot 6.9 m (l) Minimum setback from a visitor parking space to a lot line 1.5 m <p><i>Preliminary only. Subject to change based on amended site plan</i></p>			

4.13A.2.XX	Exception: RM8-XX	Map # 57	By-law:
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In a RM8-XX zone the permitted uses and applicable regulations shall be as specified for a RM8 Zone except that the following **uses/regulations** shall apply:

4.13A.2.XX.6 A **street townhouse** shall comply with the RM5 zone regulations contained in Subsection 4.11.1 of this By-law except that:

- (a) The regulations contained in Line 11.0 of Table 4.11.1 of this By-law shall not apply
- (b) Minimum **dwelling unit: Interior lot area** 144 m²
Corner lot area 200 m²
- (c) Minimum **rear yard** 5.7 m
- (d) Minimum **exterior side yard** 3.0 m
- (e) Maximum **height** 15.0 m and
3 storeys plus mezzanine
- (f) Minimum **landscaped area** 20 %
- (g) A **balcony** may encroach a maximum of 3.1 m into a required **rear yard**
- (h) Maximum **driveway width:** **Interior lot** 3.5 m
Corner lot 6.9 m

Preliminary only. Subject to change based on amended site plan

4.13A.2.XX.7 A dual front, rear lane **street townhouse** shall comply with the RM5 zone regulations contained in Subsection 4.11.1 of this By-law

- (a) The regulations contained in Lines 3.0, 4.0, 10.0, and 11.0 of Table 4.11.1 of this By-law shall not apply
- (b) Minimum **dwelling unit: Interior lot area** 100 m²
Corner lot area 190 m²
- (c) Minimum **dwelling unit width** 6.4 m
- (d) Minimum **front yard** 3.0 m
- (e) Minimum **rear yard** to lane 5.0 m
- (f) Minimum **rear yard** from garage face to lane 5.5 m
- (g) Minimum **exterior side yard** 3.0 m
- (h) Maximum **height** 15.0 m and
3 storeys plus mezzanine

Preliminary only. Subject to change based on amended site plan

2. Map Number 57 of Schedule “B” to By-law 0225-2007, as amended, being a City of Mississauga Zoning By-law, is amended by changing thereon from “D” to “RM8-XX” and “D” the zoning of Part of Lot 1, Concession 9, New Survey, North of Dundas Street, in the City of Mississauga, PROVIDED HOWEVER THAT the “RM8-XX” and “D” zonings shall only apply to the lands which are shown on the attached Schedule “A”, which is deemed to be an integral part of this By-law, outlined in the heaviest broken line with the “RM8-XX” and “D” zonings indicated thereon.

ENACTED and PASSED this _____ day of _____ 2019.

Mayor

Clerk

DRAFT

APPENDIX “A” TO BY-LAW NO. _____

Explanation of the Purpose and Effect of the By-law

This By-law amends the zoning of the property outlined on the attached Schedule “A” from “D” to “RM8-XX”

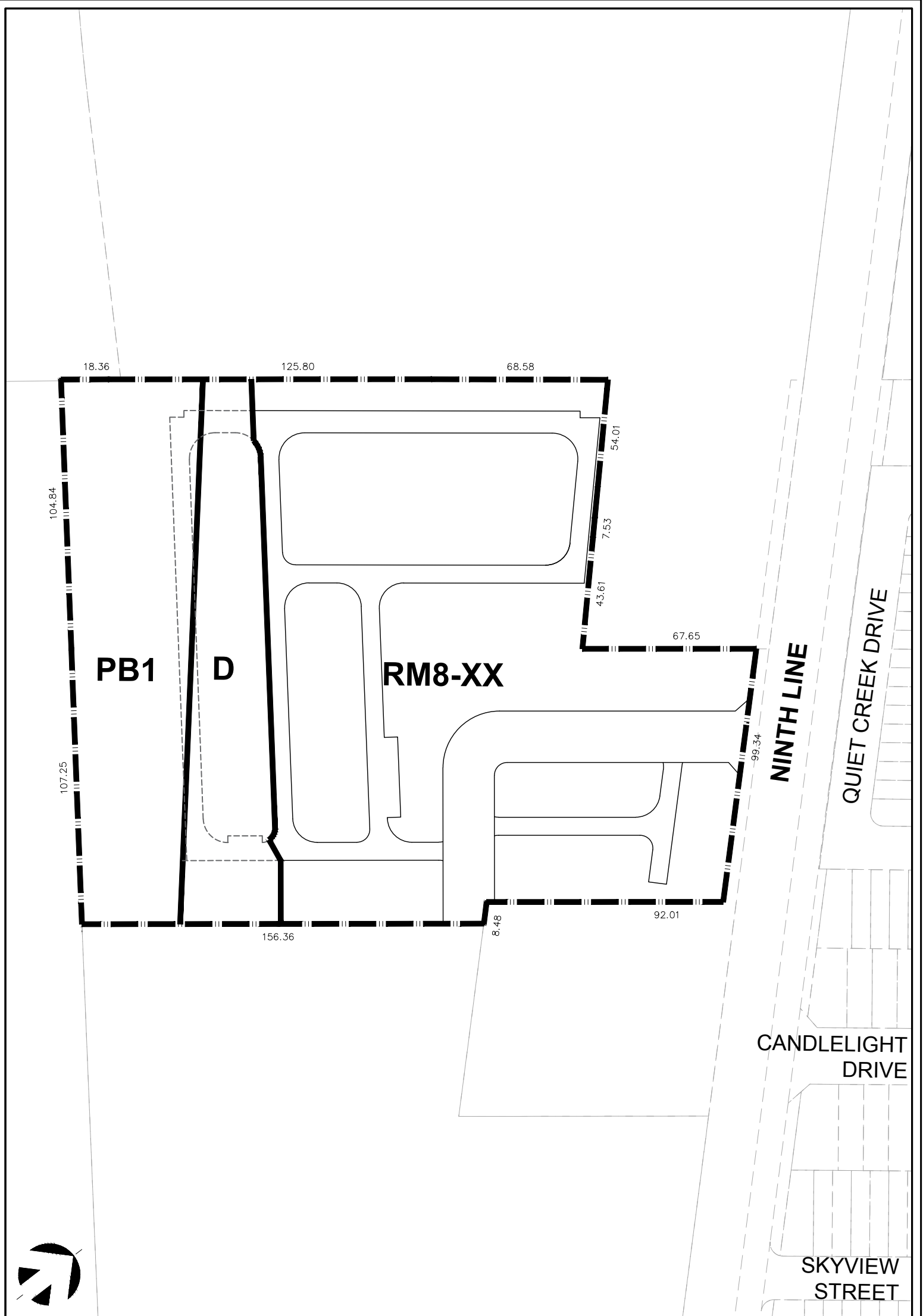
The “D” (Development) zone recognizes vacant lands not yet developed and/or permits the use that legally existed on the date of passing of the By-law to remain, until such time as the lands are rezoned in conformity with Mississauga Official Plan.

The “RM8-XX” zone permits townhouses, street townhouses, and back to back townhouses.

Location of Lands Affected

West side of Ninth Line, north of Eglinton Avenue, as shown on the attached Map designated as Schedule “A”.

Further information regarding this By-law may be obtained from XXXXXX of the City Planning and Building Staff at (905) 615-3200 x XXXX.



PART OF LOT 1
 CONCESSION 9, N.S.
 CITY OF MISSISSAUGA
 REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO
 BY-LAW _____
 PASSED BY COUNCIL

**DRAFT PLAN OF SUBDIVISION
FILE 21T-
5150 Ninth Line**

PART OF LOT 1,
CONCESSION 9, NEW SURVEY
(GEOGRAPHIC TOWNSHIP OF TRAFALGAR)
CITY OF MISSISSAUGA
REGIONAL MUNICIPALITY OF PEEL

Key Plan
N.T.S.

- Subject Lands
- Additional Lands Owned by Applicant

OWNER'S AUTHORIZATION
I HEREBY AUTHORIZE KORSIAK URBAN PLANNING TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

SIGNED: DATE: October 29, 2019
Tim Warner
MATTAMY (5150 NINTH LINE) LIMITED
7860 KEELE STREET, SUITE 500
VAUGHAN, ON L4K 4G7

SURVEYOR'S CERTIFICATE
I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LANDS TO BE SUBDIVIDED AS SHOWN ON THIS PLAN AND THEIR RELATIONSHIP TO ADJACENT LANDS ARE CORRECTLY AND ACCURATELY SHOWN.

SIGNED: DATE: October 29, 2019
Sunil Perera, O.L.S. Project Supervisor

J.D.BARNES SURVEYING
LAND INFORMATION SPECIALISTS
40 WHEELABRATOR WAY, SUITE A, MILTON, ON L7T 3C1
T: 905.875.9955 F: 905.875.9959 www.jdbarnes.com

ADDITIONAL INFORMATION (UNDER SECTION 51 (17) OF THE PLANNING ACT)

A) SHOWN ON PLAN	G) SHOWN ON PLAN
B) SHOWN ON PLAN	H) MUNICIPAL AND PIPED WATER TO BE PROVIDED
C) SHOWN ON PLAN	I) CLAYEY SILT TO SANDY SILT
D) SHOWN ON PLAN	J) SHOWN ON PLAN
E) SHOWN ON PLAN	K) SANITARY AND STORM SEWERS TO BE PROVIDED
F) SHOWN ON PLAN	L) SHOWN ON PLAN

LAND USE SCHEDULE

Land Use	Blocks	Block Total	Area (ha)	Units
Townhouses	1-5	5	2.87	119
0.3m Reserve	6	1	0.00	
20.0m ROW (175m)			0.35	
Total	6	6	3.22	119

DATE [D.M.Y.]	REVISION	A	EC
10/10/19	Original Submission		

NOTES:
* Local/Arterial corner triangle = 5m
* Pavement illustration is diagrammatic

SCALE: 1:1250 October 10, 2019

DRAWN BY: EC CHECKED BY: KC **A**

206-277 Lakeshore Road East
Oakville, Ontario L6J 3H9
T: 905-257-0227
info@korsiak.com

