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# **PLANNING JUSTIFICATION REPORT**

## **MAY 2020 ADDENDUM**

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**IN SUPPORT OF  
DRAFT PLAN OF SUBDIVISION 21T-M 19003 W10  
ZONING BY-LAW AMENDMENT OZ 19/012 W10  
(NORTH PLAN)**

**NINTH LINE LANDS  
DERRY BRITANNIA DEVELOPMENTS LTD.**

PART OF LOTS 8 & 9, CONCESSION 9, N.S.  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

MATTAMY HOMES  
MAY 2020 ADDENDUM  
GSAI File #940-001

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**Planning Justification Report – May 2020 Addendum  
Derry Britannia Developments Ltd. (Mattamy Homes)  
Draft Plan of Subdivision and Zoning By-law Amendment  
(North Plan)  
Ninth Line Lands  
Part of Lots 8 & 9, Concession 9, N.S.  
City of Mississauga**

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## **1.0 INTRODUCTION**

Glen Schnarr & Associates Inc. has been retained by Derry Britannia Developments Ltd. (Mattamy Homes) to assist in obtaining the necessary planning approvals to permit the proposed development of the properties generally located on the west side of Ninth Line, south of Derry Road and north of Britannia Rd W (herein referred to as the “Subject Lands”). The subject lands in their entirety are legally described as Part of Lots 6, 7, 8 & 9, Concession 9, New Survey. As confirmed by Staff, the Subject Lands are municipally addressed as 6432, 6500 and 0 Ninth Line (North Plan) and 6136, 0, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400 and 6432 Ninth Line (South Plan).

Applications for Draft Plan of Subdivision and Zoning By-law Amendments were submitted to the City of Mississauga on July 23, 2019 and were deemed complete by the City on August 22, 2019. The applications were assigned file numbers 21T-M 19003 W10 and OZ 19/012 W10 for the North Plan and 21T-M 19004 W10 and OZ 19/013 W10 for the South Plan. Following the submission of the applications, staff circulated for technical review and commentary. On October 28 and 29, 2019, Planning Staff provided internal department and external agency comments.

On December 2, 2019 a Statutory Public Meeting was held where an Information Report was presented to Planning and Development Committee of Council, and where GSAI as the applicant presented the proposal, including Draft Plan revisions made to date. The applicant and owner have also met with residents, including the Lisgar Residents Association (“LRA”), on numerous occasions to get feedback, answer questions and discuss the evolution of the Plans.

The comments from internal departments and external agencies, provided by the City of Mississauga sought clarification and expansion on a number of policies and matters. This report serves to provide further clarification on a number of these policies as an addendum to the Planning Justification Report prepared by our office dated July 2019. At this time, only the North Plan Applications are being resubmitted, with the resubmission of the South Plans expected to follow in mid-2020. As such, this Planning Justification Addendum addresses only the North Draft Plan of Subdivision and Zoning By-law Amendment Applications and related matters.

## **2.0 REVISED DEVELOPMENT PROPOSAL (MAY 2020)**

In response to comments received, several revisions have been made to the proposed North Draft Plan of Subdivision:

- The boundary between North Draft Plan and South Draft Plan has been revised to include Block 70 (proposed Elementary School Block) within the South Plan. Future Elementary School Block to be wholly included as part of the South Draft Plan as per Peel District School Board's criteria for a future school site. The client continues to work with the Peel District School Board on this matter.
- Previous North Draft Plan had numerous streets labelled as "Street 'B'". Street adjacent to Doug Leavens Boulevard has been renamed to "Street F" to reduce confusion.
- Street 'A' has been widened from a 17 metre right-of-way to a 20 metre right-of-way.

The owner, applicant and consulting team have met with/corresponded with City, Regional, and Conservation Authority staff continually throughout this process to work through concerns and comments. As outlined in the November 21, 2019 letter from The City to GSAI/Mattamy Homes, one of the key concerns includes the proposed water and wastewater servicing approach and servicing from Ninth Line. As discussed during the conference call held on March 27, 2020, discussions are currently underway between the Region and the owner's engineering consultants regarding proposed servicing. The current Draft Plan configuration consisting of the rear lane towns along Ninth Line sited on a public lane is the owner's preferred option. It should be noted that if no resolution is made with the Region with respect to servicing these units, the alternate option does not require any changes to the Draft Plan layout.

## **3.0 REVISED SITE STATISTICS AND DENSITY**

Although this Planning Justification Addendum addresses the resubmission of the North Plan only, staff have requested revised site statistics for the entire proposed development (including details for Condominium Block 63 on the South Plan) to review on a comprehensive basis. Through discussions with staff, residents and the LRA, a preliminary Concept Plan for Block 63 has been discussed (*Figure 1* of this report) and proposed unit counts for the entire development proposal have been decreased from the original submission. As per the revised North Draft Plan resubmitted:

**Revised Maximum Unit Counts – North Plan and South Plan**

<b>NORTH PLAN</b>	
<b>Unit Type</b>	<b>Unit Count</b>
Rear Lane Detached	28
Rear Lane Townhouse	69
Street Townhouse	101
Stacked Townhouse	0
Back-to-back Townhouse	0
Apartments*	300
<b>TOTAL</b>	<b>498</b>
<i>*Assumes 200 units for Block 60 and 100 units for Residential Reserve Block 61</i>	

<b>SOUTH PLAN</b>	
<b>Unit Type</b>	<b>Unit Count</b>
Rear Lane Detached	0
Rear Lane Townhouse	117
Street Townhouse	94
Stacked Townhouse	248
Back-to-back Townhouse	80
Apartments*	412
<b>TOTAL</b>	<b>951</b>
<i>*Assumes 100 units for Residential Reserve Block 69 and 312 units in Block 63</i>	

*Note: South Plan numbers to be finalized prior to resubmission of South Plan Applications.*

**Revised Maximum Unit Counts for Combined North and South Draft Plans**

<b>Land Use</b>	<b>Total Units</b>	<b>PPU Standard*</b>	<b>Projected Population</b>
Rear Lane Detached	28	4.11	115.08
Rear Lane Townhouse	186	3.24	602.64
Street Townhouse	195	3.24	631.80
Stacked Townhouses	248	3.87	259.20
Back to back townhouse	80	3.24	959.76
Apartments**	712	1.84	1,310.08
<b>TOTAL</b>	<b>1,449</b>		<b>3,878.56</b>

*\*Person per unit standards used are from Churchill Meadows Neighbourhood and are the standards that staff directed be used for calculations of this development.*

*\*\*Apartments assumes 200 units maximum for Blocks 60 (North Plan), 200 units for combined Blocks 61 (North Plan) and Block 69 (South Plan), and 312 apartment units within Block 63 (South Plan, excluding Nunan holdout property).*

The density for the proposed development is calculated using the developable area (net area) of the subject lands. As confirmed by City staff, net area for the proposed development is 28.57 hectares. With the revised proposed population of 3,878.56 people, the proposed density is now **135.76 people per hectare**. The revised Draft Plans have decreased the unit count considerably to address residents' and staff's comments and concerns.

**Density Comparisons for Combined North and South Draft Plans**

	<b>First Submission Draft Plans (June 2019)</b>	<b>Resubmission Draft Plans (April 2020)</b>
<b>UNITS</b>	1,039 – 2,109	1,449
<b>PROJECTED POPULATION (People)</b>	3,242 – 5,211	3,879
<b>DENSITY (People per hectare)</b>	113-182	136

As discussed in Staff's Information Report, dated November 8, 2019, heard at Planning Committee on December 2, 2019, the minimum density for the entire Ninth Line corridor is 82 people and jobs per hectare. Due to other lands within the Corridor achieving lower densities (Business Employment lands and Public Open Space lands), lands designated as Residential Medium Density and Mixed Use need to achieve higher densities to achieve the 82 people and jobs per hectare average across the Ninth Line lands. The Staff Report states that the Subject Lands are to achieve a density of 129 people and jobs per hectare. The revised Draft Plans with a density of 135.76 people per hectare, meet this density target.

**4.0 OUTDOOR AMENITY AREA FOR MID-RISE BLOCKS (NORTH PLAN)**

The City has requested unit counts for the condominium mid-rise buildings, in order to calculate required outdoor amenity areas. In response, the following chart has been prepared for the mid-rise condominium blocks for the North Plan only. It is anticipated that the final location of outdoor amenity areas for the condominium blocks will be refined through the Site Plan Approval process.

**Outdoor Amenity Area Calculations for Condominium Blocks**

<b>Condominium Blocks</b>	<b>Area (ac)</b>	<b>Max. Unit Count</b>	<b>Proposed Zone</b>	<b>Parent RA2 Zoning By-law</b>	<b>Required</b>	<b>Proposed Site-Specific ZBL</b>
60 (NORTH)	2.10	200	RA2-AA	<b>The greater of 5.6 m<sup>2</sup> per dwelling unit</b> OR 10% of the site area *50% in one contiguous area	<b>1,120 m<sup>2</sup></b> <b>560 m<sup>2</sup> contig.</b>	To be determined
61 (NORTH) & 69 (SOUTH)	2.13	200	RA2-BB	<b>The greater of 5.6 m<sup>2</sup> per dwelling unit</b> OR 10% of the site area *50% in one contiguous area	<b>1,120m<sup>2</sup></b> <b>560 m<sup>2</sup> contig.</b>	To be determined

The “RA2” parent zone requires a significant amount of outdoor amenity area, which is consistent with planning goals and objectives from the time Zoning By-law 0225-2007 was passed, implementing the “tower in the park” vision. Recently, with the shift towards efficient and compact transit-oriented development throughout the City, reduced outdoor amenity area/landscaped area can be justified to facilitate pedestrian-scale development and walkable communities. Site specific Zoning By-laws passed within the City of Mississauga have proposed various reductions in minimum landscaped areas. This is also evident within the recently passed City Centre zones (“CC1”, “CC2”, “CC3”, “CC4”) which permit apartment buildings but do not require minimum outdoor amenity areas or landscaped areas (save and except the “CC4” zone which still requires 40% minimum landscape area).

We are of the opinion that the amenity area requirements under the “RA2” parent By-law are not appropriate for the proposed development given the proposed density and built forms of the community. We trust this will be discussed further.

## 5.0 PARKLAND DEDICATION

Despite staff’s commentary requesting removal of this section from our Planning Justification, we maintain our position as expressed in the original Planning Justification Report, dated July 2019. It is our professional opinion that with the passing of Bill 108 which removed the alternative parkland standard of 1 hectare per 300 units, the subject applications propose parkland dedication in conformity with the 5% minimum. The amount of proposed parkland remains unchanged from the previous submission. 6.33 acres of parkland are proposed collectively, as part of the North and South Draft Plan, which is 8.72% of the Draft Plan Area (72.60 acres). This exceeds the 5% minimum parkland dedication as outlined in The Planning Act. Breaking down the proposed parkland dedication per phase:

### Parkland Dedication Proposed Per Phase:

	Net Plan Area (Gross – Transitway and NHS)	Parkland being Provided (area)	Parkland being Provided (percentage of Draft Plan Net Area)
<b>NORTH PLAN</b>	21.00 acres	2.72 acres (Blocks 62 and 63)	12.95%
<b>SOUTH PLAN</b>	51.60 acres	3.61 acres (Block 71 and 72)	7%
<b>TOTAL (COMBINED PLANS)</b>	<b>72.6 acres</b>	<b>6.33 acres</b>	<b>8.72%</b>

We understand that transition regulations are still outstanding to prescribe how parkland dedication will be calculated in this instance, however it is our professional planning opinion that over-dedication of parkland on these Subject Lands should be taken into consideration for calculation of parkland for the client's property to the South of Britannia Road (5150 Ninth Line, City files: OZ 19-18 W10 and 21T-M 19 006 W10). The proposed Draft Plans for these Subject Lands include adequate open space/greenspace, which is functional and programmable, and configured in strategic locations. The proposed open spaces are part of a larger network, which will serve not only the future residents of these lands but the broader community, including the Lisgar community and future residents to the south. As previously discussed, if the City is not able to consider the over-dedication of parkland on the Derry Britannia lands in compensation for the lands to the south (5150 Ninth Line), the owner may wish to revisit the proposed open space network proposed as part of these Draft Plans.

We understand Parkland dedication calculations are ultimately finalized by City of Mississauga Community Services Department staff, and we look forward to working with them on this process.

## **6.0 RESPONSE TO COMMENTARY**

In response to Rezoning Application OZ 19/012 W10, comments were provided by Ashlee Rivet-Boyle, dated September 26, 2019. Some comments requested further clarification within the Planning Justification Report specifically. As such, in addition to the Comment Matrix included in this resubmission, responses have been provided here following each of the PJR related comments:

**Comment #13:** *"The planning justification report refers to the "opportunity for second units". Provide additional information regarding how and where second units can be accommodated within proposed development, including information pertaining to parking facilities for second units."*

The developer has explored the opportunity to provide second units in the rear lane detached units. Due to size and layout of the units at ground floor (and in order to keep units functional) secondary suites are not possible to be incorporated at time of construction. As an alternative, "Generation Suites" or "in-law" suites are proposed to offer housing alternatives for families and household units of different sizes. With respect to parking, the single detached dwellings provide 3 parking spaces.

**Comment #14:** *"The Planning Justification Report refers to on-street parking being proposed "in strategic locations for park access and visitors". Staff are concerned that the tightness of the proposed units may limit opportunities for on-street parking. Provide additional details as to the location of proposed on-street parking throughout the development."*



Proposed right-of-ways (ROWs) can accommodate on-street parking as demonstrated in ROW templates and as demonstrated in the Right-of-Way Justification prepared by Crozier & Associates, dated April 2020.

**Comment #16:** *“The Planning Justification Report speaks to the proposed development addressing the “missing middle” housing challenges currently being experienced within the City of Mississauga. Provide additional information on how this is achieved based on the current proposal. At a minimum, elaborate on the unit sizes being proposed, cost of units, if any rental units are proposed, etc. Also, refer to City Planning Strategies comments pertaining to affordable housing units (comments #28 and 29 of Planner - Dev Design).”*

As part of this resubmission, a Housing Report has been prepared by Altus Group Economic Consulting. The Housing Report, dated February 3, 2020 outlines how the Proposed Development addresses the missing middle housing challenges. Please see Section 7.2 of this Report and the Housing Report included in this resubmission.

**Comment #17 (1).** *“Section 6.1.10 of the Official Plan states: “In accordance with the Provincial Government guidelines, the development proponent will be required to undertake a feasibility study in those cases where: a. a sensitive land use is proposed within the area of influence of a facility that generates contaminant discharges.” The Planning Justification Report shall be amended to address the land use compatibility between the existing Enbridge/Union Gas/TransCanada Joint Operating Facility and the proposed sensitive land uses. Pending the outcome of the amendment, a further analysis (assessment in accordance with Ministry of the Environment Guideline D-6) may be required.”*

The Union Gas Facility is located on 6712 Ninth Line, north of the subject lands. In 2011 the boundary lot line between 6712 Ninth Line and 0 Ninth Line (northernmost parcel of Subject Lands) was adjusted, creating a vacant parcel between the Facility and the future residential lands. This parcel (legally described as “PT LT 9, CONCESSION 9, TRAF NS, PART 1, 20R18853”) is intended to be a buffer between the Facility and the future residential land uses that the subject lands are designated for. As demonstrated on *Figure 2* of this report, prepared by RAND Engineering Corporation dated April 12, 2011, the Union Gas Facility is 100.4 metres from the nearest rear dwelling wall of the proposed residential lots on the Subject Lands. The proposed Draft Plan and Zoning By-law Amendment includes a buffer block 5 metres in width between the proposed street townhouse blocks and the property immediately to the north (vacant Union Gas property).

**Comment #17 (2):** *“Address the policies of the Halton Region Official Plan, which remain in effect until such time that Peel Region’s ROPA is approved.”*

Halton Region passed Regional Official Plan Amendment 28 (“ROPA 28”) in 2005 to include the Ninth Line Corridor lands in the Halton Settlement Boundary. ROPA 28 designated the potential developable lands in the Study Area as “Ninth Line Lands Policy Area” (see *Figure 3*). The remaining lands were designated “Greenlands A”, a designation designed to protect natural heritage features.

Halton Region's ROPA 28 states that the objectives of the "Ninth Line Corridor Policy Area" are:

- "F1a To protect the land base for the development of inter-regional 407 transitway and accessory infrastructure in the Ninth Line Corridor.
- F1b To provide for development of the future transitway station locations that encourage and support their development while permitting other limited development throughout the corridor that supports the transitway".

In 2010, before the Town of Milton added the Ninth Line lands to the Town's Urban Area, the lands were annexed to Peel Region. As part of Mississauga's Official Plan Amendment 90 background work on the Ninth Line lands, Halton Region's ROPA 28 was used as a basis. As stated in the background report on MOPA 90, since the completion of the "Final Report, Ninth Line Corridor Protection and Land Use Study" (which informed ROPA 28), which provided general policy direction for the future development in the study area, there has been considerable change in the planning framework of this area.

Building on ROPA 28, the City of Mississauga amended the Official Plan to designate the lands as Residential Medium Density and Greenlands with Parkway Belt West overlay.

Since this comment was made the Region of Peel has adopted Regional Official Plan Amendment 33 (ROPA 33) to bring the Ninth Line lands into Peel's Urban Boundary. ROPA 33 was approved by Regional Council on March 12, 2020 and is currently being reviewed by the Province.

**Comment #17 (3):** *"Delete sections of the planning justification report pertaining to specific parkland dedication amounts. Parkland dedication and/or cash-in-lieu of parkland will be discussed with Parks Planning through the development process and the numbers referenced within the PJR are subject to change depending on numerous factors. Additionally, delete portions of Section 4.7 of the PJR which indicate that "through discussions with City staff... the parks and open space as proposed, are desirable and preferred." The appropriateness of parks and open space will be evaluated through the development application process."*

In response, GSAI would like to repeat that Section 4.7 of the original Planning Justification Report, dated July 2019 continues to be our professional planning opinion with respect to locations and sizes of proposed park blocks for the Draft Plans of Subdivision. It is understood that calculations for parkland dedication and/or cash-in-lieu will be confirmed by staff once unit numbers are finalized and GSAI and the owner look forward to working with staff on this further.

**Comment #17 (4):** *"Ensure all references to addresses which do not form part of these applications are deleted (i.e. 6150 Ninth Line) and the municipal addresses which do form part of these applications are appropriately referenced (i.e. 6276, 6400 and 6500)".*

In accordance with the addressing provided by staff, we wish to confirm that the Subject Lands include the following properties (in accordance with City's mapping and addressing). The subject lands are municipally addressed as 6432, 6500 and 0 Ninth Line (North Plan) and 6136, 0, 6168, 0, 0, 0, 6252, 6276, 6302, 6314, 6400 and 6432 Ninth Line (South Plan).

**Comment# 17 (5):** *“Section 1.2 of the PJR indicates that “the lands are designated Residential Medium Density and Greenlands. As indicated in Section 16.20.2.6 of MOP the land use designations on Reference Maps (M1-M3) will only come into effect once the PBWP is amended. Please revise accordingly.”*

In response, we wish to confirm that indeed, according to Section 16.20.2.6 of the Mississauga Official Plan, the designation of the Subject Lands will come into effect once the Parkway Belt West Plan is amended. On August 7, 2019 a Parkway Belt West Plan Amendment application was submitted to the Ministry of Municipal Affairs (“MMA”) to remove the Subject Lands from the Parkway Belt West Plan. MMA circulated the application and all comments were received back. Public commenting period closed December 30, 2019 in which no public comment was submitted. The applicant is currently working through the comments.

**Comment #17 (6):** *“Section 1.2 of the PJR also indicates that the lands are zoned D (Development) and PB1 (Parkway Belt). Portions of the lands are also zoned G1 (Greenlands). Please revise accordingly.”*

In response, we wish to confirm that a portion of the Subject Lands are zoned G1 (Greenlands). Proposed site-specific Zoning By-law reflects this accordingly.

**Comment #17 (7):** *“Amend site statistics table in Section 4.4 to accurately reflect unit count (e.g. table indicates that 30 detached units are proposed whereas the Draft Plan of Subdivision indicates 28, etc.).”*

Revised site statistics have been provided in Section 3 of this Addendum Report.

## **7.0 SUMMARY OF ADDITIONAL REPORTS AND STUDIES**

In addition to the revised Reports and Studies submitted the first round, additional studies were identified as required by the Approval Authority. These include a Waste Plan, Housing Report, Wind Study, Shadow Analysis/Study, Right of Way Justification and Environmental Impact Study.

### **7.1 SOLID WASTE STRATEGY**

RWDI AIR Inc. Consulting Engineers and Scientists were retained by Derry Britannia Developments Ltd. to prepare a Solid Waste Strategy for the proposed development. The Solid Waste Strategy, dated April 14, 2020, included in this resubmission, calculates the volume of Blue Box (BB) recyclables, organics and garbage that will be collected from the community once developed, and determines the number of containers required to provide curb-side collection and number of bins for front end collection. The Solid Waste Strategy also outlines the waste travel route and collection and storage locations in accordance with the Region’s Waste Collection Design Standards Manual requirements.

## **7.2 HOUSING REPORT**

As per City of Mississauga requirements and the October 17, 2019 Terms or Reference for Housing Reports, Derry Britannia Developments Ltd. retained Altus Group Economic Consulting to undertake the “Housing Report: Ninth Line North Draft Plan Lands”. This study has done an assessment of the current Provincial, Regional and local policy regime as it relates to housing policy and the need for more affordable housing and Peel and Mississauga. The City of Mississauga further released the “Mississauga Housing Strategy: Making Room For The Middle” in October, 2017 which identified a specific segment of the home buying population known as the “Missing Middle”. The Missing Middle are defined as middle income earners of between \$55,000.00 and \$100,000.00 per year who have been priced out of the market for ground related housing and essentially limited to horizontal multiple dwelling unit built forms such as condominium stacked townhouses and apartments up to a threshold of \$420,000.00.

The City of Mississauga has requested that all new medium and high density development applications containing 50 or more units that are within neighbourhoods outside of designated mall-based nodes provide a minimum rate of 10% of “affordable middle income housing units”. However, at present, the City of Mississauga does not have the necessary inclusionary zoning policies in place to legally require these quotas. In 2018 the Province of Ontario brought in the “Promoting Affordable Housing Act” and released Planning Act regulations (Ontario Regulation 232/18) which established the prerequisite requirements for inclusionary zoning. In summarizing these requirements, a municipality must first conduct an assessment and economic feasibility study on mandatory inclusionary zoning, then bring forward an Official Plan Amendment and implementing Zoning By-law. To date, the City has not completed this process. There have been some preliminary assessments done by N. Barry Lyons Inc. for the Region of Peel and the City of Mississauga. UrbanMetrics Inc. also prepared a Financial Analysis Report in May, 2019 in support of the City’s Reimagining the Mall exercise which similarly recommends a requirement of 20% affordable housing to both the middle and lower income segments for redevelopment proposals within the City’s 5 mall based nodes. There was no analysis contained within the UrbanMetrics Report to demonstrate the level of Inclusionary Zoning set aside that might be viable and the report is not sufficient to meet the macro level criteria for Economic Viability and Financial Analysis that the Inclusionary Regulations call for.

Notwithstanding where the Region of Peel and the City of Mississauga currently sit in meeting the Planning Act regulations, the current 2010 Mississauga Official Plan and OPA 90 policies applicable to Precinct 3 do contain general policies that encourage this development to provide a mix of units to accommodate a variety of medium and higher density housing at varying price ranges. The Altus Report, included in this resubmission does in fact recommend that these policies are being addressed and that some of the smaller one bedroom/one bedroom plus den units proposed in the 550 ft<sup>2</sup> to 600 ft<sup>2</sup> range would likely fall within the medium density income threshold of \$420,000.00 established by the City. As the City has no legal inclusionary zoning policies in place, we believe the current Official Plan policies are being met. While the City cannot establish affordable housing percentages or price thresholds at this time, this proposal does propose a range of approximately 70-100 smaller units that could be considered middle income housing

based on size and estimated selling prices. There is however no way to guarantee a set percentage or target at fixed selling prices without mandatory inclusionary policies in place.

### **7.3 WIND STUDY**

In comments on the first submission of Draft Plan and Zoning By-law Amendment applications, Planning and Development staff requested the completion of a quantitative wind study to assess the proposed mid-rise buildings for Blocks 60 and 61 (North Plan). Accordingly, Theakston Environmental was retained by Derry Britannia Developments Limited to prepare a Pedestrian Level Wind Study in accordance with City of Mississauga's Urban Design Terms of Reference. The Pedestrian Wind Study, dated April 7, 2020 included in this resubmission assesses the two proposed six-storey "L" shaped buildings flanking future Street 'F' and their proposed conceptual site layouts, including internal driveway, drop off area and amenity areas. The Wind Study concludes that comfort conditions expected at the proposed development sites are generally more comfortable, relative to the existing setting. Mitigation is recommended in certain areas, and can be achieved through irregular facades, canopies, balconies, landscaping, plantings and other areas that were incorporated into the buildings' massing and landscape design. All sidewalks, parks and entrances fall within the pedestrian level wind study velocity safety criteria as All Weather Areas.

### **7.4 SHADOW STUDY/ ANALYSIS**

In the City's comments on the first Draft Plan and Rezoning submission, a revised Shadow Study/Analysis was requested in accordance with the City of Mississauga's Standards for Shadow Studies Terms of Reference. A revised Shadow Study, prepared by Q4 dated January 20, 2020 has been included in this resubmission and includes a written analysis. The revised Shadow Study divides the Proposed Development into five different zones and was conducted for the days required by the Terms of Reference – June 21, September 21 and December 21. The shadow modelling is performed on one-hour increments between 1.5 hours after sunrise to 1.5 hours before sunset. The Study concludes that 94% of the proposed townhouse blocks and all of the proposed free-hold units have no shadow impact on their private outdoor spaces (rear yards) on June 21, September 21 and December 21. 6% of the proposed townhouse blocks have partial shadow impact in any two consecutive hours during the study times. The Shadow Study also specifically analyzes the proposed location for outdoor amenity area for the mid-rise condominium block (Block 60). The Shadow Study concludes that there are minor shadow impacts for the proposed communal amenity space. Furthermore, the Shadow Study states that sidewalks bounding the proposed development have full sunlight for at least four hours of the prescribed times, and adequate sunlight is achieved during the growing seasons for turf and flower gardens in public parks. The Shadow Study concludes that the shadow impacts on the proposed development are minor and that the minor impacts observed in some of the blocks and free-hold units can be mitigated by design interventions such as angles of roof pitches, selection of building materials and colours and landscape treatments.

## **7.5 RIGHT-OF-WAY JUSTIFICATION**

In response to comments on our first Draft Plan and Rezoning submissions, a Right-of-Way (ROW) Justification Brief was prepared by Crozier and Associates dated May 4, 2020. The ROW Justification outlines the proposed street hierarchy for the development. Local roads are proposed as accesses from Ninth Line into the Subject Lands at intersections adjacent to Doug Leavens Boulevard (North Plan) and Foxwood Avenue (South Plan). These streets are proposed to have a 20 metre ROW with 8 metre pavement width. Crozier indicates that on-street parking can be provided on the local roadways, given the 8 metre pavement width. These roadways are also supported by Traffic analysis and vehicle turning analysis. The internal roadways proposed will be 17 – 20 metre ROW with 8 metre pavement width, which will ensure a pedestrian sidewalk on at least one side of the roadway. On-street parking can also be provided on the minor local roadways, given the 8 metre pavement width. Again, the minor local roadways are supported via vehicle turning analysis. The ROW Justification Brief also details the 10 metre laneways, which are sufficient to allow efficient vehicle maneuverability for passenger cars, firetrucks and waste collection trucks and can accommodate utilities and civil services without adversely impacting the functionality from a traffic and safety perspective. The ROW Justification includes turning diagrams, cross sections for proposed laneways, rear lane product parking diagram, and typical laneway standard drawings samples.

## **7.6 ENVIRONMENTAL IMPACT STUDY**

The owner and their environmental sub-consultants have been in discussions with the City of Mississauga and Conservation Halton staff regarding the finalized Scoped Subwatershed Study ("SWS") for Sixteen Mile Creek. Upon completion of the SWS, anticipated Spring/Summer 2020, the Environmental Impact Study can be finalized and submitted. This will ensure the EIS considers and is consistent with the recommendations from the final SWS. The owner and applicant continue to work with City of Mississauga staff and Conservation Halton staff on this matter.

## **8.0 JUSTIFICATION FOR SITE-SPECIFIC ZONING STANDARDS**

Relief is required from respective parent zones in order to facilitate the proposed development and accommodate a mix and range of housing types and built forms. The proposed Zoning By-law Amendment to implement the proposed Draft Plan of Subdivision emphasizes a walkable community with compact built form, and a mix/range of housing types and sizes to address the “missing middle”, which are elements of the Ninth Line Study Area and Ninth Line Character Area policies.

The proposed development is a unique situation compared to current development in Mississauga, where a community is being planned comprehensively, at the Draft Plan level. Although the City’s zoning provisions for stacked and back to back townhouse zones (RM9, RM10, RM11 and RM12) have been recently updated, these updates were envisioned for infilling and redevelopment of existing sites, not greenfield development. Therefore, deviations from the RM9, RM10, RM11 and RM12 zones are required. Furthermore, the current Zoning By-law does not appreciate rear lane townhouse product, so several deviations from the parent “RM5” zone are required. The proposed

site-specific provisions are appropriate for the various built forms to interact and complement each other on a pedestrian scale.

## **9.0 CONCLUSION**

We continue to maintain the opinion that the proposed Draft Plans of Subdivision and Zoning By-law Amendments are justified and represent good planning for the following reasons:

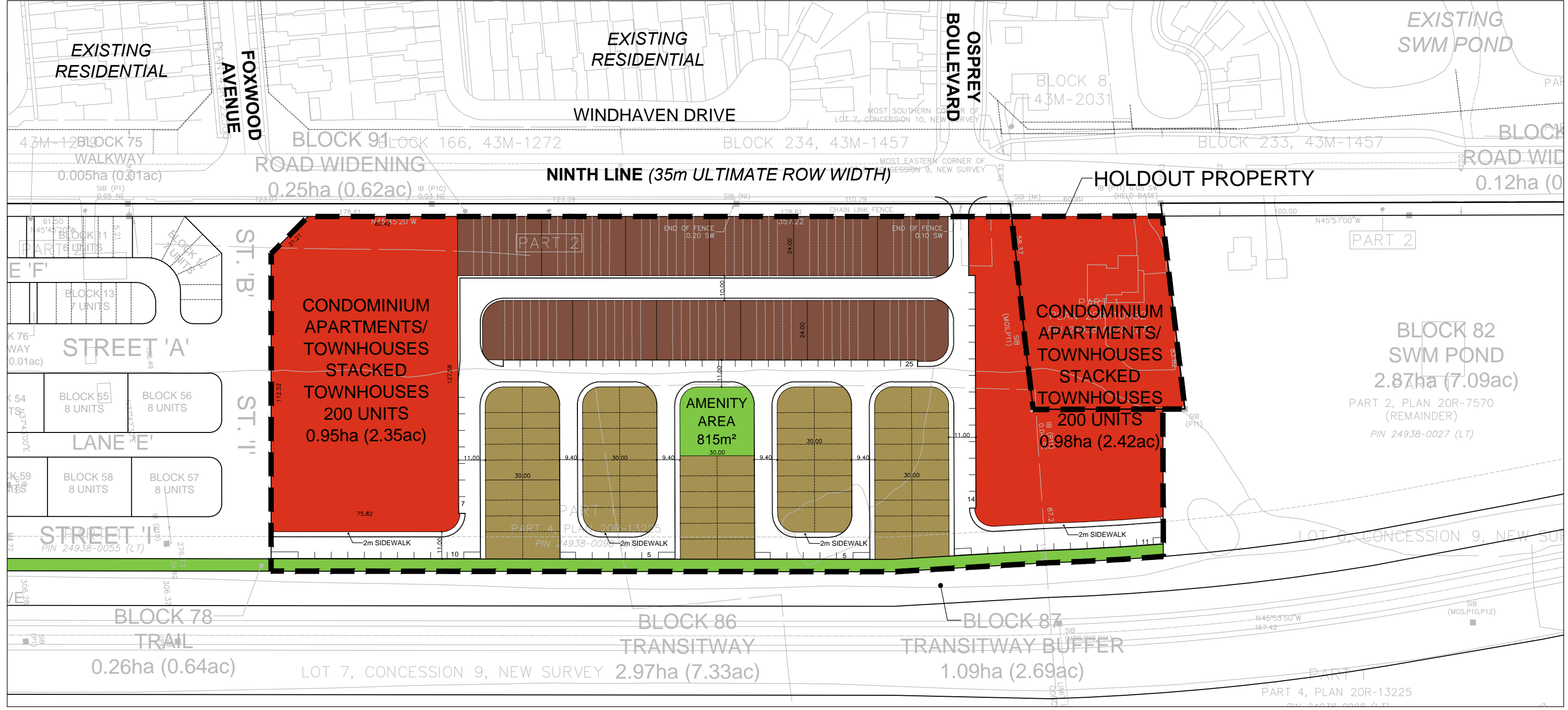
- The revised Draft Plans and implementing Zoning By-law Amendments continue to meet Provincial, Regional and Local policy objectives, as addressed thoroughly in the original Planning Justification Report, dated July 2019;
- The current “Development” zoning is an underutilization of land, and the proposed Draft Plan of Subdivision and Zoning By-law Amendment seek to utilize and optimize a strategic growth area;
- The proposed development will utilize existing servicing and required future servicing can be provided in an efficient manner;
- The proposed Draft Plan of Subdivision and Zoning By-law Amendment conform to the policies in the Mississauga Official Plan and policies in the Ninth Line Character Area;
- The proposed development will provide housing stock in units of varying sizes and price points, to provide housing options, address the “missing middle” and contribute to Mississauga and Peel’s density targets;
- The proposed built form is sensitive to and respects the existing surrounding community and includes parkland, open spaces and trails which the surrounding communities will benefit from;
- The proposed development is compatible and meets Ministry of Environment, Conservation and Parks setback requirements with respect to the Union Gas facility to the north of the Proposed Development;
- The proposed development is transit-supportive and proposes a complete community in walking distance from the planned Britannia Transitway Station; and,
- The proposed Draft Plan of Subdivision and Draft Zoning By-law Amendment are required to implement policies of the Official Plan, especially Ninth Line Character Area policies and bring the vision for the Ninth Line corridor to life.

Yours very truly,

**GLEN SCHNARR & ASSOCIATES INC.**



**Jim Levac, MCIP, RPP**  
**Partner**



**DEVELOPMENT CONCEPT PLAN -  
DP SOUTH CONDOMINIUM BLOCK  
DERRY BRITANNIA  
DEVELOPMENTS LIMITED**

PART OF LOTS 6,7,8 & 9, CONCESSION 9, N.S.  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

**DEVELOPMENT STATISTICS - WITHOUT HOLDOUT PROERTY**

SITE AREA:	4.70ha (11.61ac)
SITE DENSITY:	480 UNITS / 4.70ha = 102.13 UPHA
TH VISTOR PARKING REQUIRED:	188 x 0.25 = 47 SPACES
TH VISTOR PARKING PROVIDED:	77 SPACES (0.41 SPACES / UNIT)

**UNIT COUNTS**

6.40m BACK-TO-BACK TOWNHOUSES:	80 UNITS
REAR LANE DUPLEX:	88 UNITS
APARTMENTS:	312 UNITS
<b>TOTAL:</b>	<b>480 UNITS</b>

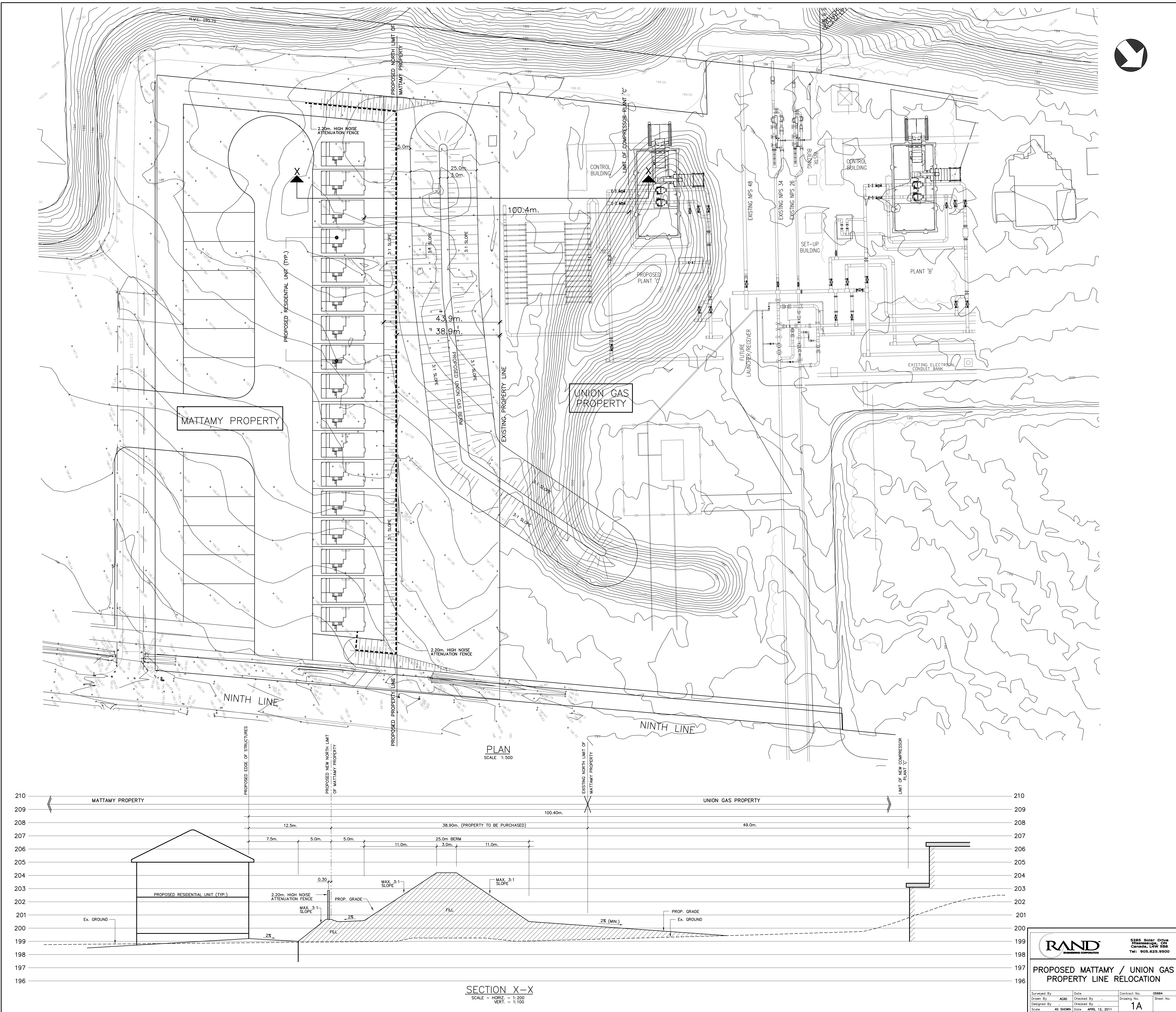


SCALE: 1:1500  
OCTOBER 25, 2019

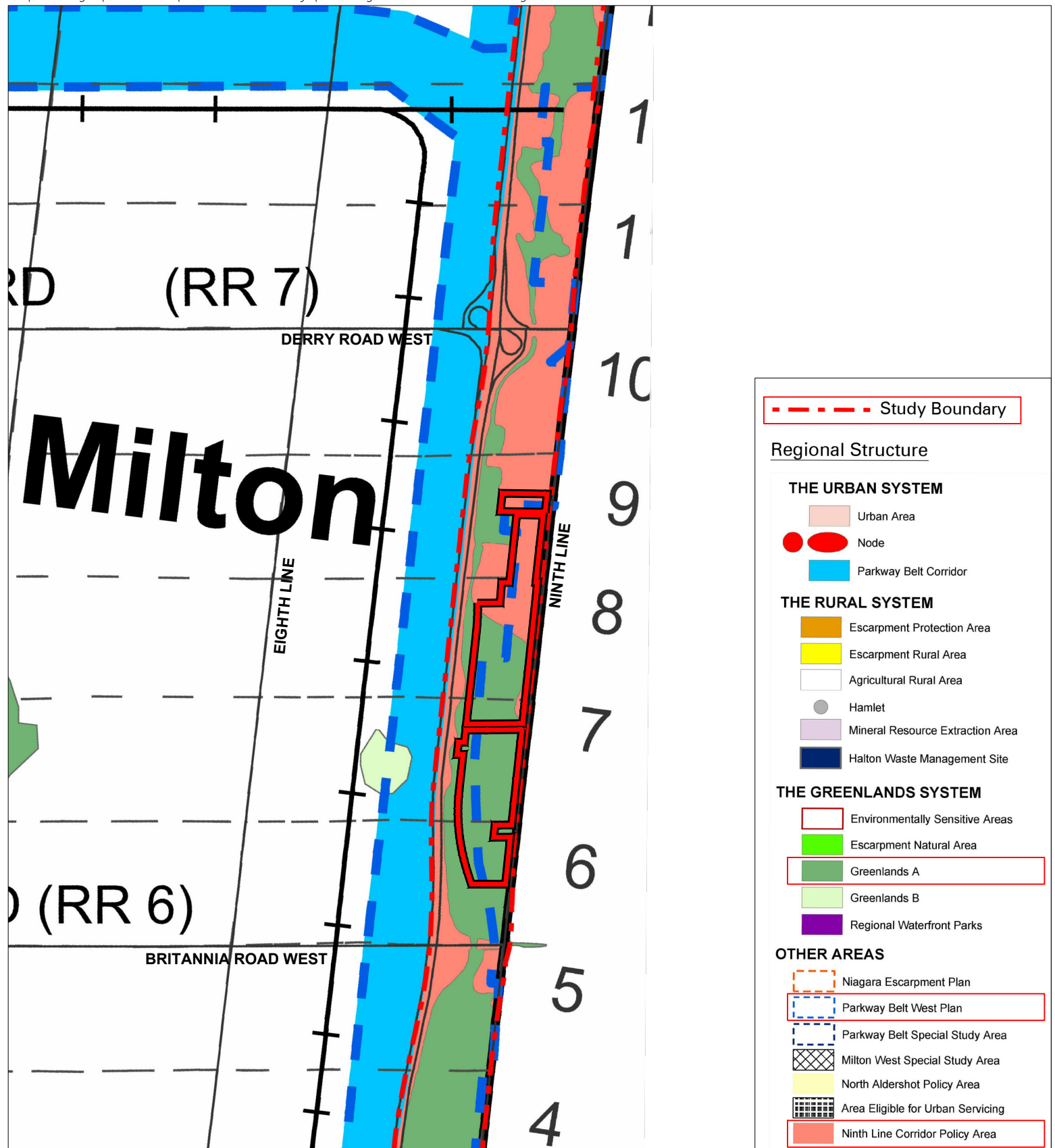




Figure 2







**FIGURE 3**  
**REGION OF HALTON**  
**OFFICIAL PLAN AMENDMENT 28**



Scale NTS  
 January 28, 2020