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# PLANNING JUSTIFICATION REPORT

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IN SUPPORT OF  
DRAFT PLAN OF SUBDIVISION  
(NORTH & SOUTH)  
ZONING BY-LAW AMENDMENT  
APPLICATION

Part of Lots 6, 7, 8 & 9, Concession 9, N.S  
City of Mississauga  
Regional Municipality of Peel

Mattamy Homes  
July 2019  
GSAI File #940-001

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**Planning Justification Report  
Derry Britannia Developments Ltd.  
Draft Plan of Subdivision (North & South)  
Zoning By-law Amendment  
Ninth Line Lands  
Part of Lots 6, 7, 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 are municipally addressed as 0, 6136, 6150, 6168, 6252, 6302, 6314, 6432, 6596. The subject lands are legally described as Part of Lots 6, 7, 8 & 9, Concession 9, New Survey.

The subject lands are part of the Ninth Line lands which were transferred from the Region of Halton (Town of Milton) to the Region of Peel and City of Mississauga in 2010. Prior to the transfer, the subject lands were designated under the Region of Halton Official Plan Amendment 28 (ROPA 28) to protect for the development of a transitway and accessory infrastructure. Reports and studies to incorporate the Ninth Line lands commenced in 2011, which culminated in Mississauga Official Plan Amendment 90 (“MOPA 90”) which came into effect in August 2018. MOPA 90 adopted land use designations for the Ninth Line lands, and adopted the Ninth Line Character Area policies. The proposed development conforms to the Official Plan policies with respect to the Ninth Line lands, and thus an Official Plan Amendment is not required as part of this application. This application seeks to amend the Zoning By-law in order to implement the Official Plan policies and bring the Zoning By-law into conformity with the Official Plan.

This Planning Justification Report has been prepared in support of Draft Plan of Subdivision and Zoning By-law Amendment applications to permit several housing types (rear lane detached, street townhouses, rear lane townhouses, condominium rear lane and back to back townhouses, condominium rear lane duplexes, condominium apartment buildings), parks, public elementary school, and stormwater management facilities (herein referred to as the “Proposed Development”). This Planning Justification Report (the “Report”) presents an analysis of the proposed Draft Plan of Subdivision and Zoning By-law Amendment Application and evaluates the proposal in consideration of the policies of the Provincial Policy Statement (2014), the Growth Plan for the Greater Golden Horseshoe (2019), Region of Peel Official Plan (Office Consolidation December 2016), the City of Mississauga Official Plan (Office Consolidation March 13, 2019), City of Mississauga Zoning By-law 0225-2007 and the Ninth Line studies.



## **1.1 PROPOSED DRAFT PLAN OF SUBDIVISION**

As discussed previously with City staff, this application is being submitted as two Draft Plans of Subdivision/Zoning By-law Amendments, the “North Plan” and the “South Plan” to ensure two separate draft plans can be finalized/approved and registered. The North Draft Plan is the northernmost part of subject lands, extending from Worthview Place to Nightshade Lane, whereas the South Draft Plan starts at Nightshade Lane and extends to just north of Parkgate Drive (southern boundary of the subject lands). This is to ensure that commenting agencies have the opportunity to provide comments/clearance on the “North Plan” prior to having to provide comments/clearance on the “South Plan”, in order for this Draft Plan to advance concurrently with the finalization of the 407 Transitway Environmental Assessment and the Sixteen Mile Creek Scoped Subwatershed Study.

For the purposes of this Planning Justification Report, the subject lands are discussed as a whole, and the proposed development is considered with both the “North” and “South” Draft Plans, to provide a comprehensive analysis on the proposed development. It is effective to evaluate the proposed development as one community.

## **1.2 PROPOSED ZONING BY-LAW AMENDMENT**

The subject lands are designated in the Mississauga Official Plan as “Parkway Belt West”, “Residential Medium Density” and “Greenlands” in the Mississauga Official Plan and within the Ninth Line Neighbourhood Character Area. Within the Ninth Line Character Area, the lands are designated “Residential Medium Density”, “Greenlands”. The subject lands are zoned “D–Development” and “PB1 – Parkway Belt”. Lands zoned “D” only permit existing uses and structures and require a Zoning By-law Amendment to facilitate development. A Zoning By-law Amendment is therefore required to facilitate the Proposed Development and bring the Zoning By-law Amendment into consistency with the Provincial Policy Statement and into conformity with the Provincial Growth Plan, Regional Official Plan and Mississauga Official Plan. Concurrently, an application has been made to the Ministry of Municipal Affairs to remove the subject lands from the Parkway Belt West Plan.

The Draft Zoning By-law Amendment, included in this submission, proposes to rezone the lands to several site-specific zones including:

- RM8-XX
- RA2-AA
- RA2-BB
- RA2-CC
- OS1
- G1

Relief is required from the parent RM8 and RA 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 is outlined in further detail in Section 5.5 of this Report and included

as Appendix B. 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”, all elements of the Ninth Line Study Area and Ninth Line Character Area policies.

This Planning Justification Report presents an analysis of the proposed Draft Plan of Subdivision and proposed Zoning By-law Amendment and demonstrates consistency with Provincial land use policy including the Provincial Policy Statement (2014), and conformity to A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2019) the Region of Peel Official Plan (Office Consolidation December 2016) and the City of Mississauga Official Plan (Office Consolidation March 13, 2019).

## **2.0 PROCESS AND ENGAGEMENT**

In March 2019, a Development Application Review Committee meeting was held to present the Proposed Development and to determine the reports and studies required to prepare a complete application to facilitate the proposed development. Staff subsequently issued a Submission Requirements Checklist (March 20, 2019) and Project Status Report outlining the materials required to satisfy a complete application to permit the proposed development, and preliminary comments to inform the design and configuration of the subject lands. Since then, the client and their consulting team have met with City staff on multiple occasions to collaborate on design.

The proposed strategy for consulting with the public with respect to the application will follow the requirements of the Planning Act for statutory meetings and the City of Mississauga’s Draft Plan of Subdivision and Zoning By-law Amendment process. Additionally, in collaboration with the Councillor’s office, a Community Engagement Meeting was held on June 17, 2019 to consult and engage with the local community.

It is anticipated that the applicant, in tandem with the City, will hold a statutory meeting with nearby residents and provide notices concerning advancements related to the proposed development. This communication program will assist in better informing local stakeholders and manage the implementation of the planning and redevelopment of the subject lands.

## **3.0 SITE DESCRIPTION AND SURROUNDING LAND USES**

The following section describes the existing site context, area context, facilities and services and recreation and transit and connectivity.

### **3.1 SITE CONTEXT**

The subject lands are located on the west side of Ninth Line, east of Highway 407, south of Beacham Street and north of Parkgate Drive, as illustrated on *Figure 1: Site Context Plan*. The subject lands have frontage of approximately 2000 metres and a gross area of 45.09 hectares (111.42 acres). The subject lands currently exist as several parcels of vacant agricultural lands (see Survey Plan prepared by J.D. Barnes included in this submission), some of which have existing

single detached dwellings. These existing dwellings will be demolished as part of the proposed development.

Ninth Line is currently a two-three lane road, with an ultimate right-of-way (“ROW”) width of 35 metres. Currently a sidewalk exists on portions of the west side of Ninth Line. The east side of Ninth Line is fronted by a landscape buffer, approximately 10 metres in width.

### 3.2 AREA CONTEXT

The subject lands consist of several parcels of undeveloped, former agricultural lands between Derry Road W and Britannia Road W and are surrounded by established residential neighbourhoods and agricultural lands. As illustrated on *Figure 2: Area Context Plan*, surrounding land uses are primarily low-density residential with supplementary retail, institutional and open space land uses.

A summary of immediate surrounding land uses is provided below:

North:	7-Eleven, interchange to 407, Discovery Montessori Inc., vacant lands
South:	Future Churchill Meadows Community Centre, St. Peter’s Mission Church, 7-Eleven
East:	Established residential neighbourhoods, Pizza Depot, St. Simon Stock Elementary School, Lisgar Fields, Osprey Marsh, Osprey Woods Public School
West:	Future Bus Transitway, Highway 407

### 3.3 FACILITIES, SERVICES AND RECREATION

The summary below provides a list of existing facilities, services and recreation opportunities in the vicinity of the subject lands.

#### **Parks/Open Space/Recreation**

Lisgar Fields\*  
Cordingley Park\*  
Osprey Marsh\*  
Doug Leavens Park\*

#### **Commercial**

7-Eleven\*  
Pizza Depot\*  
Cake Supplies and Rentals\*  
M & M Home Renovations\*

#### **Institutional**

Discovery Montessori Inc.\*  
Harvest Fellowship Baptist Church\*  
St. Simon Stock Elementary School\*  
Osprey Woods Public School\*  
St. Peter’s Mission Church\*

#### **Mobility**

Bus stop – Lisgar Dr at Doug Leavens Blvd\*  
Bus stop – Lisgar Dr at Beachnut Row\*  
Bus stop – Lisgar Dr at Saratoga Way\*  
Planned Transitway Stop at Britannia Rd W\*  
Lisgar GO Station

*\*Denotes services within a 10-minute walk (approximately 800 metres) of subject lands.*

### **3.5 TRANSIT AND CONNECTIVITY**

Within the Mississauga Official Plan (“MOP”), Ninth Line is designated as an Arterial Road (*see Figure 3*) with an ultimate Right-of-way (ROW) width of 35 metres (*see Figure 4*). Currently, MiWay Bus Routes 39 and 32 have bus stops within a 5-minute walk to the subject lands and the planned 407 Bus Transitway is expected to have a stop at Britannia Rd W and Ninth Line. Given the proximity to the anticipated Transitway station, the subject lands are located in close proximity to a Major Transit Station Area, at Britannia Rd W and Ninth Line, as demonstrated in the Mississauga Official Plan (*see Figure 5*). Furthermore, with respect to bicycle connectivity and active transportation, Ninth Line is identified in the Mississauga Official Plan as a Primary On-Road/Boulevard Routes for long term cycling network, illustrated on *Figure 6*.

Currently, the Ministry of Transportation (MTO) is nearing the end phases of the Environmental Assessment (EA) for the 407 Transitway. The 407 Transitway is identified within the Official Plan’s Long Term Transit Network (*see Figure 7*) and is planned to include a fully grade separated transit facility on an exclusive right-of-way, running along the Highway 407 corridor. The Transitway is intended to accommodate a Bus Rapid Transit (BRT) with the opportunity to later convert to Light Rail Transit (LRT) in the future. The applicant continues to work with MTO throughout the process of the Transitway EA. It is anticipated that the alignment will be finalized towards the end of 2019. Although our planning applications precede the finalization of the alignment, the Draft Plan of Subdivision being proposed takes a conservative approach and assumes the most encumbering alignment. Should an alternative alignment be selected, the Draft Plan of Subdivision will be modified accordingly.

### **3.6 CONSERVATION HALTON**

The subject lands are located within the Sixteen Mile Creek Watershed and within Conservation Halton’s Regulated Area. Currently, Phase III of the Sixteen Mile Creek Scoped Watershed Study is being completed by Conservation Halton. Phase III of the Watershed study will provide details on implementation and is anticipated to be complete in the near future. The applicant continues to work with Conservation Halton throughout this process.

## **4.0 DEVELOPMENT PROPOSAL**

The following section provides an overview of key development design details and statistics with respect to the proposed development.

### **4.1 OVERALL VISION**

The proposed development contemplates the redevelopment of underutilized lands between Ninth Line and Highway 407, now within the urban boundary of the City of Mississauga. The proposed development will provide an appropriate mix and range of housing types and densities for current

and future residents while promoting compact development to support the efficient use of land. The overall vision for the Plan of Subdivision conforms to the Ninth Line Character Area and considers the Shaping Ninth Line Urban Design Guidelines, while implementing Provincial vision and policy for increased housing supply and specifically affordable housing. The Proposed Development offers a variety of solutions to the “missing middle”, by offering unit types and sizes that will appeal to people of different ages, incomes and life stages. The Plan of Subdivision seeks to provide a planned, comprehensive complete community with park and open space, a school, and ancillary retail/commercial to suit the needs of current and future residents.

## **4.2 NORTH DRAFT PLAN**

The North Phase Draft Plan consists of the lands along Ninth Line from Worthview Place to Nightshade Lane, with a gross area of 8.94 hectares (22.09 acres) and a net developable area of 3.98 hectares (9.83 acres). The North Draft Plan proposes rear lane detached dwelling units fronting along Ninth Line, to respect the adjacent existing community across Ninth Line, and offer an appropriate transition in built form. 3 metre wide walkway blocks are proposed every 7 units to break up the Ninth Line frontage and offer pedestrian circulation from Ninth Line to the internal of the subject lands. The northern-most part of the North Draft Plan is intended to be sited with model homes and a presentation centre for information about the project. It is anticipated that the details of the presentation centre and model homes will be worked out through Minor Variance and Site Plan (Limited or Express) applications.

The North Plan includes the “North Park” which is located at the westernmost part of the North Draft Plan. The proposed “North Park” is 0.77 hectares (1.90 acres) with passive and active recreational uses. Features may include an open play space with unstructured play, multi-use pathway, box soccer and winter skate area, water play and shade structure with seating (see Urban Design Study prepared by NAK Design Strategies, dated June 2019 for details).

The balance of the North Plan lands are structured around the existing stormwater management pond, and are proposed to include a row of rear lane detached townhouses, immediately behind Ninth Line, and two rows of street townhouses. At the south end of the North Plan, blocks have been assigned for a future Public School, as requested by the Peel District School Board. The south end of the North Draft Plan also presents the gateway opening to the community via Street ‘B’ and the Gateway Park, aligned with Doug Leavens across Ninth Line. The gateway entrance is lined by a 6-storey condominium block to the north, which is proposed to be zoned to permit apartments, towns or stacks (to be determined at Site Plan Approval stages). The majority of parking for residents is expected to be accommodated underground to minimize surface parking.

Along the south side of Street ‘B’ is a 0.33 hectare (0.82 acre) linear park to provide a strong visual element parallel to the entry street. The proposed linear park is framed by a 6-storey condominium block to the south. The intent of the linear park is to interact with the ground floor activities of the adjacent condominium apartment building, and may include features such as formal entries and seating, shade structures and seating, and unprogrammed open space. It is envisioned that the 6-storey condominium apartment building adjacent to the linear park may have ancillary retail/commercial/restaurant uses on the ground floor to support the surrounding residential uses.

## **4.3 SOUTH DRAFT PLAN**

The South Draft Plan consists of the subject lands from Nightshade Lane, south towards Parkgate Drive with a gross area of 36.15 hectares (89.33 acres) and a net developable area of 9.25 hectares (22.86 acres). The South Draft Plan is characterized by a 2.87 hectare (7.09) acre stormwater management pond at the south end of the lands. The stormwater management pond has been planned to complement the parks and open space system and will be integrated with the pedestrian/trail network. North to the stormwater management pond is a 4.52 hectare condominium block which, similar to the other proposed condominium blocks, is proposed to be zoned to permit apartments, towns and stacks. It is expected that a 6-storey apartment building will be sited here and that parking for residents will primarily be accommodated underground.

The South Draft Plan includes the planned 407 Bus Transitway, subject to the finalization of alignment and the associated required buffers. On the west wide of the Transitway is the Natural Heritage Area/Greenlands area. No residential development is proposed for this area, to preserve the ecological integrity. A 5 metre wide multi-use trail block is proposed along the MTO transitway buffer block, which runs the entire length of the South Draft Plan and connects to the interior multi-use path network (see Urban Design Study prepared by NAK Design Strategies for Park Concept Plan).

On the north end of the South Draft Plan, 5 blocks of street townhouses are proposed internal to the subject lands. As well, a stretch of rear lane towns are proposed fronting Ninth Line to reduce window-street views from Ninth Line. Several of the proposed rear lane townhouse units front onto a smaller linear parkette (0.13 hectares/0.32 acres). The parkette is centrally located in the community view terminus along Street 'A' and offers greenspace internal to the site. Across Street 'A' from the parkette, is two rows of condominium duplex units.

In the middle of South Draft Plan, a Central Park is proposed. This is the largest greenspace proposed, at 0.49 hectares (1.21 acres) north of intersecting Street 'A' and an additional 0.96 ha (2.40 acres) south of Street 'A'. Central Park has an interface on Ninth Line to contribute towards an attractive and interesting Ninth Line frontage and is expected to include active and passive recreational uses. The Central Park aligns with the existing Cordingley Park across Ninth Line, to create a visual and physical greenspace corridor.

Between Central Park and the Condominium Apartment block, rear lane townhouses and condominiums duplexes are proposed, with the rear lane units fronting Ninth Line and the condominium duplex units internal to the site. Again, 3 metre wide walkway blocks are used to break up the frontage along Ninth Line and ensure townhouse blocks are no wider than 90 metres to enhance pedestrian circulation. The condominium duplex units are sited in a grid pattern, utilizing lanes to efficiently use the subject lands.

### **4.3.1 SOUTH CONDO BLOCK OPTIONS**

Three options are being proposed for the configuration of the south condominium block- a low density option, medium density option and a high density option. Each option presents a slight

variation in internal road network with different combinations of built forms. The Low Density option proposes to extend Street 'A' from the west into a network of condominium roads within the block. Condo rear lane townhouses are proposed fronting Ninth Line, with a row on the west end of the block (126 units proposed total). A walkway block is proposed to break up the frontage of rear lane townhouses on Ninth Line. Internal to the condo block, 72 condo back-to-back townhouses are proposed in four blocks. To the east of the site, a total of 58 rear lane duplex units are proposed with a greenspace in the middle. Proposed density for the Low-Density Condo Block Option is 84.8 – 90 units per net hectare.

Unit Type	Area (HA)	# Units
Condo Rear Lane Towns	1.49	126
Condo Rear Lane Duplex	0.67	58
Condo Back to Back Towns	0.80	72
<b>TOTAL</b>	<b>2.96</b>	<b>256</b>

The Medium Density Condo Block Option proposes to extend Street 'I' and Lane 'E' from the west, into a network of condominium roads. A mid-rise condominium apartment block is proposed fronting Ninth Line and adjacent to Street 'C' which could include 168 units. To the south of the apartment block is a row of rear lane townhouses. The remainder of the Ninth Line frontage would be primarily rear lane duplexes, with rear lane townhouses at the southern most portion. Internal to the block, ten rows of back to back townhouses are proposed including 78 units. A greenspace is proposed at the centre of the site, with two additional rows of condo rear lane duplexes proposed at the southwest corner. Proposed density for the Medium-Density Condo Block Option is 84.8 – 227 units per net hectare.

Unit Type	Area (HA)	# Units
Condo Rear Lane Towns	0.37	31
Condo Rear Lane Duplex	1.20	104
Condo Back to Back Towns	.87	78
Condo Apartments	0.74	168
<b>TOTAL</b>	<b>3.18</b>	<b>382</b>

The High Density Condo Block Option propose to extend Street 'I' from the west, all the way to the southern property limit. Additional lanes and roads are proposed to enhance site circulation. A mid-rise condominium apartment block is proposed fronting most of Ninth Line, proposed to include 513 units. Smaller blocks of condo back to back townhouses and condo rear lane duplexes are proposed with rear lane townhouses proposed at the north and south ends. For this option, a total of 44 rear lane townhouses, 20 rear lane duplexes and 36 back to back townhouses are being proposed. Proposed density for the High Density Condo Block Option is 84.8 – 227 units per net hectare.

Unit Type	Area (HA)	# Units
Condo Rear Lane Towns	0.52	44
Condo Rear Lane Duplex	0.23	20
Condo Back to Back Towns	0.40	36
Condo Apartments	2.26	513
<b>TOTAL</b>	<b>3.41</b>	<b>613</b>

#### 4.4 SITE STATISTICS AND DENSITY

The following section provides pertinent statistical details of the development (North and South Plans collectively).

##### LAND USE SCHEDULE - NORTH + SOUTH DRAFT PLAN

LAND USE	AREA (ha)	AREA (ac)	TOTAL UNITS	DENSITY (UPNHA)
REAR LANE DETACHED - 10.7m (35')	0.66	1.63	30	45.5
REAR LANE TOWNHOUSE - 6.05m (20')	2.06	5.09	176	85.4
STREET TOWNHOUSE - 6.0m (20')	3.43	8.48	195	56.9
CONDOMINIUM DUPLEX	1.71	4.23	148	86.5
CONDO APARTMENTS / TOWNS / STACKS	5.37	13.27	490-1,560	91.4-290.5
RESIDENTIAL RESERVE	0.99	2.45		
PARK / WALKWAY / TRAIL	3.23	7.98		
PUBLIC ELEMENTARY SCHOOL	0.65	1.61		
SWM POND	2.87	7.09		
GREENLANDS	8.62	21.30		
TRANSITWAY / TRANSITWAY BUFFER	7.09	17.52		
5m BUFFERS	0.13	0.32		
ROAD WIDENINGS	0.83	2.05		
0.3m RESERVES	0.00	0.00		
10.0m LANEWAY (1,258m LENGTH)	1.27	3.14		
17.0m LOCAL ROW (2,320m LENGTH)	4.00	9.88		
20.0m LOCAL ROW (1,127m LENGTH)	2.18	5.39		
<b>TOTAL</b>	<b>45.09</b>	<b>111.42</b>	<b>1,039-2,109</b>	<b>78.5-159.4</b>

The person per unit (PPU) standard used to calculate density of the proposed development is based on PPUs used in the Churchill Meadows Neighbourhood as it is a newer and less mature community, and therefore reflective of the anticipated population. The PPU data for the Churchill Meadows Neighbourhood includes the following:



Character Area	Housing Type	Average PPU
Churchill Meadows NHD	Detached	4.11
	Semi Detached	3.87
	Row	3.24
	Apartment	1.84

#### Proposed Development Density Calculations:

Housing Type	PPU	# of Units Proposed	Population
Detached	4.11	28	115.08
Semis/Duplex	3.87	148	576.72
All Towns	3.24	373	1208.52
Apartments	1.84	490-1560	901.6 – 2870.4
<b>TOTAL</b>		<b>1,039-2,109</b>	<b>2,797.96 – 4,766.76</b>

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 a proposed population range of 2,797.96 – 4,766.76, the proposed density is 97.93-166.84 people per hectare. This proposed density meets the Ninth Line Character Area minimum of 80 people/jobs per hectare and aligns with commentary the applicant has received from City staff with respect to desired density.

## 4.5 ROADS

The proposed development includes a road widening of Ninth Line to achieve an ultimate ROW width of 35 metres, as required in the Official Plan (see *Figure 4*). The main accesses from Ninth Line are proposed via two different streets – Street ‘B’ at several different intersections, and Street ‘C’. A series of internal roads and lanes are proposed to provide vehicular circulation around the community. Street ‘A’ is the main north/south artery which starts at the north end of the site and ends at the terminus view of the condominium apartments. Throughout the subject lands there are additional north/south roads and lanes (Street ‘C’, Lane ‘B’, Street ‘I’, Street ‘A’) to alleviate automotive congestion. East/west roads and lanes are proposed every few blocks to help with site circulation.

## 4.6 PARKING / BICYCLE PARKING

Parking will be provided in private garages and driveways for the low-medium density land uses being proposed as part of this Plan of Subdivision and Zoning By-law Amendment application. The condominium blocks are planned to have primarily underground parking for residents, with minimal surface parking for visitor and accessible spaces located at the rear of the side of the buildings, screened from Ninth Line views. On-street parking is proposed in strategic locations for park access and visitors.

As outlined in the Urban Design Strategy prepared by NAK, the street furniture strategy will include bike racks and bicycle storage facilities, to encourage active transportation and use of the multi-use trails.

#### **4.7 OPEN SPACE, PARKS AND PARKLAND DEDICATION**

The open space/parks component of the proposed Draft Plan is a significant component of the vision for the community. The Draft Plan proposes providing 6.65 acres of parkland to convey to the City of Mississauga. The Draft Plan proposes a network of parks in varying sizes, to create a connected parks and open space system, which will ultimately be linked to the broader community. The variety of parks and open spaces are intended for residents of all ages and abilities, and provide opportunities for active and passive recreation, all-season, unique experiences, while incorporating the Natural Heritage System and other natural features on the lands. The parkland proposed is distributed throughout the site to provide access to all residents and all park spaces have the ability of being programmed for diverse needs, functions and appearances. Programming and design detail will be discussed in collaboration with the City through a Master Planning process. More detail on the parks and open space can be found with the Urban Design Study, prepared by NAK Design Strategies, dated June 2019.

The Planning Act provides authority to local municipalities to pass by-laws which require land to be conveyed to the municipality for park or other public recreational purposes, as a condition of development or redevelopment of land. Previously, this was found under Section 42 and 51.1 of the Planning Act, and land was to be conveyed for residential purposes at the rate of five per cent (5%) of the applicable land area, or 1 hectare per three hundred dwelling units proposed, whichever greater. Mississauga By-law 0400-2006 requires parkland dedication or cash-in-leu based on these minimum requirements.

Parkland dedication requirements as per the Planning Act have been recently amended by Bill 108, which received Royal Assent on June 6, 2019. Under new Bill 108, the alternative standard of 1 hectare per 300 units has been removed. As such, this application proposes parkland dedication in conformity with the 5% minimum. As confirmed by City Staff, 74.19 acres of the lands are subject to parkland dedication (gross area save and except for natural heritage area and transitway area). At a rate of 5% minimum, 3.71 acres would be required for parkland dedication. However, the owner is proposing to dedicate 6.65 acres of parkland, an additional 2.63 acres, on the expectation that the excess parkland can be used to offset an expected shortfall of parkland on their adjacent property south of Britannia Road West which is also currently being developed.

Providing additional parkland within the proposed Draft Plan of Subdivision, in lieu of parkland on the adjacent property, completes the proposed park plan as envisioned by NAK and is desirable for residents of the future and broader community. Through discussions with City Staff and the Area Councillor, the parks and open space as proposed, are desirable and preferred. The sizes and locations of proposed parkland provide quality contiguous areas and open spaces of various sizes. Over-dedicating on this Draft Plan for the off-site lands to the South, will still benefits the residents to the south and will keep the proposed parks system connected to the broader community park network. The parks and open spaces proposed as part of this Draft Plan of Subdivision are intended

to benefit the broader community at large, including residents of the Lisgar community and future residents of the development to the south.

Should the City not be receptive of the over-dedication of parkland on the Derry Britannia lands in compensation for the lands to the south, the owner may wish to reduce the amount of parkland being dedicated as part of this Draft Plan of Subdivision.

## **5.0 CONFORMITY WITH APPLICABLE LAND USE POLICIES**

As required by Sections 2 and 3 of the *Planning Act*, the following section demonstrates the proposed Draft Plan of Subdivision and Zoning By-law Amendment's consistency with the Provincial Policy Statement and conformity with the Places to Grow: Growth Plan for the Greater Golden Horseshoe, Region of Peel Official Plan and the City of Mississauga Official Plan.

### **5.1 PROVINCIAL POLICY STATEMENT (2014)**

As set out in the Provincial Policy Statement, 2014 (the "PPS"), Ontario's long-term prosperity depends on a coordinated approach to wisely managing change and promoting efficient development patterns that result in strong, healthy and complete communities. This is achieved by balancing environmental protection, public health, safety and while creating economically sustainable built environments (Section 1.0). In this regard, the PPS provides a high-level policy foundation that promotes and enhances the concept of a complete community.

The PPS promotes efficient development patterns by directing growth to settlement areas and discouraging the unnecessary and inefficient expansion of these areas, encouraging the effective use of existing and planned infrastructure and by accommodating a range and mix of uses.

Specifically, the PPS includes the following policies:

#### *1.1.1 Healthy, liveable 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;*
- c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- d) avoiding development and land use patterns that would prevent the efficient expansion of settlement areas in those areas which are adjacent or close to settlement areas;*
- e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;*

- f) improving accessibility for persons with disabilities and older persons by identifying, preventing and removing land use barriers which restrict their full participation in society;*
- g) ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs; and*
- h) promoting development and land use patterns that conserve biodiversity and consider the impacts of a changing climate.*

The proposed development represents an efficient development design in a Settlement Area identified for growth by the Growth Plan, the Region of Peel Official Plan, the City of Mississauga Official Plan and the Ninth Line Character Area. The Draft Plan of Subdivision proposes a range and mix of low and medium density housing types (townhouses, rear lane detached, stacks and condominium apartments) to provide a variety of housing options for people of different ages and income levels. The proposed development also includes 2.69 hectares (6.65 acres) of park space, to be utilized for active and passive recreational purposes for the long-term needs of future residents, and existing residents of the surrounding communities.

The proposed development has been designed to utilize existing/planned infrastructure and services already in place and planned. The subject lands provide opportunities to accommodate intensification in a greenfield area, slated for development and utilizes existing services. This is supported in the Functional Servicing/Stormwater Management Report, prepared by RAND Engineering Inc., dated June 2019.

Through the planning and design process, consideration for the efficient use of land, accessibility for a range of life-stages, environmental stewardship and cost-effective, servicing-efficient development patterns have all been incorporated into the proposed development. The proposed Draft Plan of Subdivision and Zoning By-law Amendment application is therefore consistent with the overarching policies of Policy 1.1.1 of the PPS.

The Provincial Policy Statement requires that a range of uses be made available through redevelopment of designated growth areas:

- 1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 20 years. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.*

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

The subject lands have been designated for urban land uses through the adoption of Mississauga Official Plan Amendment 90 ("MOPA 90"). MOPA 90 designated the subject lands as "Medium Density Residential" with a minimum density target of 82 people and jobs per hectare. The proposed development consists of 1000-2000 units, with a proposed density of 97.93 – 166.84

people per hectare, which will contribute to the City of Mississauga and the Region of Peel's growth targets.

The PPS defines Settlement Areas and outlines the importance of Settlement Areas to balance interest of communities, use land and resources wisely, and to promote efficient development patterns:

*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;*

*3. minimize negative impacts to air quality and climate change, and promote energy efficiency;*

*4. support active transportation;*

*5. are transit-supportive, where transit is planned, exists or may be developed; and*

*6. are freight-supportive; and*

*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.*

*1.1.3.6 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.*

*1.1.3.8 A planning authority may identify a settlement area or allow the expansion of a settlement area boundary only at the time of a comprehensive review and only where it has been demonstrated that: a) sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon; b) the infrastructure and public service facilities which are planned or available are suitable for the development over the long term, are financially viable over their life cycle, and protect public health and safety and the natural environment;*

...

*e) impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.*

The subject lands are located within a designated growth area within the settlement area of Mississauga and therefore should be the focus of future growth and development. The Draft Plan of Subdivision proposes a mix of densities and land uses which achieves the minimum density targets outlined in the Official Plan, while respecting existing surrounding mature communities. In addition to the residential land uses proposed, complementary land uses are included in the Draft Plan of Subdivision, such as a school, parks/greenlands, trails and ancillary retail/commercial. These land uses are compatible and contribute towards the creation of a complete community.

The proposed development utilizes the land efficiently by proposing mid-rise condominium apartment buildings where appropriate, which utilizes underground parking. The density and land uses proposed, are appropriate for the existing/planned infrastructure and public service facilities, and are a logical continuation of services, as the subject lands are adjacent to the existing built-up area.

Furthermore, with respect to settlement area policies, the proposed development minimizes potential negative impacts on the environment by implementing flood management strategies and by incorporating low-impact development (LID) features throughout the site (see Functional Servicing Report/Stormwater Management Report prepared by RAND Engineering Inc., dated June 2019 for more details). With respect to promoting active transportation, the proposed development includes numerous multi-use trails, connecting to a larger trail network to encourage cycling and walking.

The proposed Draft Plan of Subdivision and Zoning By-law Amendment are therefore consistent with settlement area policies of the PPS and are required to implement the Ninth Line Character Area policies and bring the Official Plan into consistency with the PPS.

Section 1.4 of the Provincial Policy Statement outlines policies with respect to Housing:

*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.*

As a designated greenfield area, the subject lands through MOPA 90, have already been designated and planned to accommodate future residential growth in the City of Mississauga. The proposed

Draft Plan of Subdivision proposes a wide range of housing options including rear lane detached units, rear lane townhouse units, street townhouse units, condominium duplex units and condominium apartment/towns/stacks units. This mix of densities and low-rise to mid-rise will offer a variety of market housing to cater to the needs of current and future residents of the regional market area. Additionally, as demonstrated in the FSR/SWM prepared by RAND Engineering Inc., the servicing capacity exists to support the proposed development.

Furthermore,

*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:*

*a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households. However, where planning is conducted by an upper-tier municipality, the upper-tier municipality in consultation with the lower-tier municipalities may identify a higher target(s) which shall represent the minimum target(s) for these lower-tier municipalities;*

*b) permitting and facilitating:*

*1. all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, including special needs requirements; and*

*2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3;*

*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 Draft Plan of Subdivision proposes a range of 1039 – 2109 units, in a variety of built forms, housing types and densities to contribute to the regional housing market. Included in this variety of built forms is the opportunity for second units, and units of different sizes to cater to different income levels. The proposed density for the subject lands is appropriate given the existing/planned infrastructure and the existing/planned transit, including the future 407 Bus Transitway. The majority of the higher density land use is proposed at the south end of the subject lands, closest to the future Britannia Rd W Transitway station. The Draft Plan of Subdivision also includes several trails and paths, as well as walkway blocks to increase pedestrian circulation and encourage active transportation.

The Housing policies in the Provincial Policy Statement require upper and lower tier municipalities to provide a range and mix of housing options and accommodate residential growth. The Draft

Plan of Subdivision and Zoning By-law Amendment, required to facilitate the development of 1000-2000 new housing units, are consistent with the Housing Policies in the Provincial Policy Statement. These planning applications are required to implement the Official Plan policies for the Ninth Line corridor, which designated the lands as residential through MOPA 90.

Section 1.5 of the Provincial Policy Statement emphasizes the importance of public spaces, recreation, parks and open space in the creation of healthy and active communities:

*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;*
- 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;*
- c) providing opportunities for public access to shorelines; and*
- d) recognizing provincial parks, conservation reserves, and other protected areas, and minimizing negative impacts on these areas.*

The proposed development gives great consideration to planning streets for pedestrians and facilitating safe and social interactions. The Guiding Principles for the proposed development, as outlined in the Urban Design Study, prepared by NAK Design Strategies, include trail network and community-wide connections, pedestrian supportive streets/safe crossing of Ninth Line, active and passive parks and open space, well integrated into the neighbourhood, and linked natural/cultural heritage and open space features. The proposed development includes five significant park blocks ranging in size from 0.13 hectares (0.32 acres) to 0.96 hectares (2.40 acres). Included in these park blocks is a gateway linear park along the entrance of Street 'B'. The proposed development also includes 3.39 hectares (8.38 acres) of greenlands area where the Natural Heritage System will be preserved and enhanced for resident and ecological health. Further detail on the parks and open spaces that are part of this proposed development are within the Urban Design Study prepared by NAK Design Strategies included in this submission.

The design of the Draft Plan of Subdivision gives great consideration for the existing Natural Heritage System and the future planned park and open space. These natural assets are proposed not only to enhance the quality of life for future residents, but also to connect to the greater community trail network to serve the surrounding existing communities. The Draft Plan of Subdivision and Zoning By-law Amendment required to facilitate the proposed development is therefore required to bring the subject lands into consistency with the Provincial Policy Statement with regard to healthy and complete communities.

The Provincial Policy Statement also includes policies on infrastructure and public service facilities within Section 1.6. These policies are to ensure development is planned in a coordinated, efficient and cost-effective manner. Of note:



- 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; and*
  - b) opportunities for adaptive re-use should be considered, wherever feasible.*

The Functional Servicing and Stormwater Management Report (FSR/SWM), prepared by RAND Engineering included in this submission, discusses the use of existing and proposed water and wastewater servicing for the proposed development. The FSR/SWM notes that there is sufficient capacity in the Region of Peel water supply and distribution system for the proposed development. Installation of two watermains is however required. With respect to wastewater servicing, the proposed development can be serviced by the West Trunk Sewer System draining by gravity via the West Trunk System to the Clarkson WPCP. The Region's preferred strategy is a proposed trunk sewer within the development limits to be connected to the existing 900 mm diameter sewer on Ninth Line, terminated approximately 150 m north of Parkgate Drive.

1.6.6 of the PPS contains policies on Sewage, Water and Stormwater. Of note:

- 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; and 2. private communal sewage services and private communal water services, where municipal sewage services and municipal water services are not available; b) ensure that these systems are provided in a manner that: 1. can be sustained by the water resources upon which such 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; d) integrate servicing and land use considerations at all stages of the planning process; and e) be in accordance with the servicing hierarchy outlined through policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5*
- 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.*

As outlined above, the FSR/SWM prepared by RAND confirms how the proposed development meets PPS policies with respect to efficient growth and development. New infrastructure is

required for water and wastewater servicing, however the subject lands are within the settlement area, and therefore the extension of services is appropriate and consistent with the PPS. The FSR/SWM prepared by RAND also includes a Stormwater Management Plan which outlines that stormwater quality, erosion and quantity control will be provided by the temporary and ultimate stormwater management ponds. A detailed Stormwater Management Implementation Report will be prepared in conjunction with final engineering design.

The Provincial Policy Statement also contains policies on transportation systems. Section 1.6.7 Transportation Systems, notes:

*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 vehicle trips and support current and future use of transit and active transportation.*

The subject lands are located adjacent to the future 407 Bus Transitway and will within 800 metres (or 10 minute walking distance) of the Britannia Rd W Transitway Stop. Given the planned future transit to Regional connections, and the existing proximity to Lisgar Go Station and local transit along Lisgar Drive, the subject lands are connected to a variety of transit options. The land uses and densities proposed for the subject lands can be sufficiently supported by the existing and future transit system.

As part of this submission, a Transportation Demand Management (TDM) Plan was completed by C.F. Crozier & Associates Inc., dated May 2019. The TDM makes recommendations to encourage non-auto modes of transportation including connections to the future multi-use trails on Ninth Line, and pedestrian friendly facilities on internal roadways. The recommendations from the TDM have been considered for the design of the proposed development, including connections to the multi-use trail to encourage active transportation. In addition to the proposed development, it is expected that the roadway improvements on Ninth Line, Winston Churchill Boulevard, Derry Road West, Britannia Road West and Doug Leavens Boulevard will provide active transportation facilities. As outlined on *Figure 6*: Ninth Line is designated in the Official Plan as a Primary On-Road Cycling Route, which will connect to the interior of the subject lands through the proposed development. The Draft Plan of Subdivision and Zoning By-law Amendment is therefore consistent with PPS policies on efficient and active transportation.

The Provincial Policy Statement includes policies on energy conservation, air quality and climate change. Of note:

*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;*
- c) focus major employment, commercial and other travel-intensive land uses on sites which are well served by transit where this exists or is to be developed, or designing these to facilitate the establishment of transit in the future;*
- d) focus freight-intensive land uses to areas well served by major highways, airports, rail facilities and marine facilities;*
- e) improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;*
- f) promote design and orientation which:*
  - 1. maximizes energy efficiency and conservation, and considers the mitigating effects of vegetation; and*
  - 2. maximizes opportunities for the use of renewable energy systems and alternative energy systems; and*
- g) maximize vegetation within settlement areas, where feasible.*

As previously discussed, the proposed development utilizes several strategies to encourage active transportation, both internal to the subject lands and externally connecting to surrounding communities (see Urban Design Study for details). Consideration has been given to maximizing energy efficiency and conservation and it is anticipated that additional opportunities will arise throughout the planning approvals process to investigate energy efficient solutions.

Section 2 of the PPS emphasizes the importance of conserving biodiversity, protecting Natural Heritage, water and archaeological resources. With respect to Natural Heritage features:

- 2.1.1 Natural features and areas shall be protected for the long term.*
- 2.1.2 The diversity and connectivity of natural features in an area, and the long-term ecological function and biodiversity of natural heritage systems, should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.*
- 2.1.3 Natural heritage systems shall be identified in Ecoregions 6E & 7E1 , recognizing that natural heritage systems will vary in size and form in settlement areas, rural areas, and prime agricultural areas.*
- 2.1.4 Development and site alteration shall not be permitted in: a) significant wetlands in Ecoregions 5E, 6E and 7E1 ; and b) significant coastal wetlands.*

The subject lands include natural heritage features, west of the future Bus Transitway. The proposed development seeks to enhance and preserve the natural heritage features on the lands. The proposed development proposes to connect the Natural Heritage System with parks and open spaces, linking a greenspace system that connects the entire Ninth Line corridor. This is further discussed in the Urban Design Study prepared by NAK Design Strategies. The proposed Draft Plan of Subdivision and Zoning By-law Amendment keep the Natural Heritage System as the “G1” zone, to ensure it is protected and conserved. The Draft Plan of Subdivision and Zoning By-law

Amendment are therefore consistent with policies in the PPS on protecting and managing natural resources.

The Provincial Policy Statement also includes policies protecting cultural heritage and archaeological resources. Of note:

- 2.6.1 Significant built heritage resources and significant cultural heritage landscapes shall be conserved.*
- 2.6.2 Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.*

As part of this submission package, a Heritage Impact Assessment (HIA) was prepared by Archaeological Research Associates Ltd for the property at 6432 Ninth Line, as it is listed as a heritage property. (ARA). The HIA concluded that significant grading would be required to save the house and the house had suffered modification which impacted the architectural integrity. After consultation and evaluation the property was found not to meet any criteria under the Ontario Heritage Act. A permit has been obtained by the owner to demolish the building. The dwelling at 6432 Ninth Line is not a significant resource and therefore conforms to policy 2.6.1.

Archaeological Assessments were prepared by ASI for all existing properties that comprise the subject lands. Several of the Stage 1 Archaeological Assessments recommended Stage II Assessments which are currently underway. It is not anticipated for any of the properties to contain significant archaeological resources, and the assessments will be conducted according to Provincial standards.

Section 3 of the PPS outlines policies on protecting public health and safety from natural or human-made hazards. Of note:

- 3.1.4 Despite policy 3.1.2, development and site alteration may be permitted in certain areas associated with the flooding hazard along river, stream and small inland lake systems:
  - a) in those exceptional situations where a Special Policy Area has been approved. The designation of a Special Policy Area, and any change or modification to the official plan policies, land use designations or boundaries applying to Special Policy Area lands, must be approved by the Ministers of Municipal Affairs and Housing and Natural Resources prior to the approval authority approving such changes or modifications; or*
  - b) where the development is limited to uses which by their nature must locate within the floodway, including flood and/or erosion control works or minor additions or passive non-structural uses which do not affect flood flows.**

A significant portion of the subject lands are located within the limits of the Regional floodplain of the East Branch Tributary of Sixteen Mile Creek. The FSR/SWM prepared by RAND considers the existing floodplain and confirms that the proposed development can proceed in accordance with Subwatershed Study requirements and recommendations. Development and site alterations

proposed as part of the proposed development will be consistent with PPS policies on protecting public health and safety.

Throughout this section of the Report it is demonstrated how the proposed Draft Plan of Subdivision and Zoning By-law Amendment are consistent with policies of the Provincial Policy Statement including policies on healthy communities, growth, housing, recreation and parks, infrastructure, cultural heritage/archaeology and natural hazards. The Plan of Subdivision and Draft Zoning By-law Amendment are required to facilitate the proposed residential development and bring the subject lands into consistency with the PPS.

## **5.2 PARKWAY BELT WEST PLAN (1978)**

The Parkway Belt West Plan (PBWP) was implemented in 1978 to create a multi-purpose utility corridor, urban separator and linked urban space system. Amendments have been made to the Parkway Belt West Plan since 1978 and currently the primarily effect of the plan is to designate and protect land needed for linear regional infrastructure such as transit, utility and electric power facility corridors. The Parkway Belt West Plan is divided into two general land use categories; public use areas and complementary use areas.

In 1998 an Amendment was approved to the PBWP (Amendment 91) which deleted a portion of the subject lands from the PBWP. The balance of the subject lands are within the “Public Use Area” of the Parkway Belt West Plan and are designated as “Road” and “Inter-Urban Transit”. Permitted uses for the Public Use Area include existing uses, linear facilities, public open space and buffers, other open-space uses, other public uses, and interim uses.

In order to permit the proposed development, an amendment to the Parkway Belt West Plan is required to remove the subject lands from the PBWP. The applicant attended a Pre-consultation Meeting with staff from the Ministry of Municipal Affairs on March 15, 2019 where the proposed development was presented and discussed. Subsequent to the submittal of the Draft Plan of Subdivision and Zoning By-law Amendment application to the City, an Amendment to the Parkway Belt West Plan will be submitted to the Ministry of Municipal Affairs and Housing to remove the subject lands.

## **5.3 A PLACE TO GROW: GROWTH PLAN FOR THE GREATER GOLDEN HORSESHOE (2019)**

The Growth Plan for the Greater Golden Horseshoe, 2019 (the “Growth Plan”) is a long-term plan intended to manage growth through building complete communities, curbing sprawl and protecting the natural environment. The Growth Plan builds upon the Growth Plan (2017) and the initial Growth Plan (2006), and responds to the key challenges that the region will face over the coming decades with enhanced policy directions. The Growth Plan policies relevant to the proposed Zoning By-law Amendment and Draft Plan of Subdivision include Policy 2.2.1 - Managing Growth, Policy 2.2.6 – Housing, and Policy 2.2.7 – Designated Greenfield Areas.

Section 2.2 of the Growth Plan Managing Growth contains policies regarding how municipalities shall plan for and allocate population and employment growth in order to meet growth forecasts. Of note:

*2.2.1.2 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: i. have a delineated built boundary; 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: i. delineated built-up areas; 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;*
- e) development will be generally directed away from hazardous lands; and*
- f) the establishment of new settlement areas is prohibited.*

The subject lands were incorporated into the Mississauga Urban boundary under Mississauga Official Plan Amendment 90, which in turn designated the lands as strategic growth area intended for future residential development. The Ninth Line lands are the last remaining greenfield lands in the City of Mississauga, and as such the development and intensification is key in contributing towards Mississauga meeting Provincial growth targets. This will be achieved by the 1000-2000 units proposed through this Draft Plan of Subdivision and Zoning By-law Amendment application. Additionally, the subject lands will be serviced by existing/proposed municipal water and wastewater systems, as outlined in the FSR completed by RAND Engineering.

Further Managing Growth policies from the Growth Plan include the following:

*2.2.1.4. 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; and*
- e) provide for a more compact built form and a 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.*

As previously outlined in Section 5.1 of this Report, the proposed development includes a diverse range of housing options, including variety in unit size and built for, to accommodate people of all life stages and incomes. This includes a variety of ground-related units, as well as mid-rise dwelling units. The proposed development introduces a variety of land uses, such as park space, public school and ancillary retail, to support the residential land uses while staying in conformity with Official Plan policies regarding densities. As demonstrated in the Parks and Open Space Concept prepared by NAK, the proposed development includes an extensive network of trails and greenspace, located throughout the subject lands to meet needs of current and future residents. The proposed development includes LID features to mitigate stormwater management and contribute towards sustainability. The proposed Draft Plan of Subdivision and Zoning By-law Amendment conform to Growth Plan policies on managing growth within settlement areas and directing growth to strategic growth areas. The Draft plan of Subdivision and Zoning By-law Amendment are required to implement the Official Plan policies, to direct residential growth to the Ninth Line lands and facilitate Mississauga meeting the residential growth targets.

Section 2.2.6 of the Growth Plan contains policies regarding housing, which builds on the Housing policies of the PPS. Of note:

- 1. Upper- and single-tier municipalities, in consultation with lower-tier municipalities, the Province, and other appropriate stakeholders, will:
  - a) support housing choice through the achievement of the minimum intensification and density targets in this Plan, as well as the other policies of this Plan by:
    - i. identifying a diverse range and mix of housing options and densities, including second units and affordable housing to meet projected needs of current and future residents; and*
    - ii. establishing targets for affordable ownership housing and rental housing;**
  - b) identify mechanisms, including the use of land use planning and financial tools, to support the implementation of policy 2.2.6.1 a);*
  - c) align land use planning with applicable housing and homelessness plans required under the Housing Services Act, 2011; and*
  - d) implement policy 2.2.6.1 a), b) and c) through official plan policies and designations and zoning by-laws.**
- 2. Notwithstanding policy 1.4.1 of the PPS, 2014, in implementing policy 2.2.6.1, municipalities will support the achievement of complete communities by:
  - a) planning to accommodate forecasted growth to the horizon of this Plan;*
  - b) planning to achieve the minimum intensification and density targets in this Plan;*
  - c) considering the range and mix of housing options and densities of the existing housing stock; and*
  - d) planning to diversify their overall housing stock across the municipality.**
- 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.*

...

5. *When a settlement area boundary has been expanded in accordance with the policies in subsection 2.2.8, the new designated greenfield area will be planned in accordance with policies 2.2.6.1 and 2.2.6.2.*

The Draft Plan of Subdivision proposes 1000-2000 new housing units, which will diversify and contribute greatly to the City of Mississauga's housing stock. The inclusion of townhouse units contributes an appropriate type of medium density intensification in a compact form and provides more affordable market housing options while minimizing the impact on existing and planned services. As previously discussed, the proposed land uses and configuration of the proposed development supports a vision of a complete community to accommodate a diverse range of household sizes and incomes. The Draft Plan of Subdivision and Zoning By-law Amendment proposed in this application are therefore required to bring the Official Plan into conformity with the Housing policies of the Growth Plan.

Through Mississauga Official Plan Amendment 90, the subject lands, included as part of the Ninth Line Corridor, were brought into the Urban Boundary and subsequently became designated as greenfield areas. The Growth Plan contains policies on how greenfields should be planned and developed by balancing the vision for complete communities while meeting growth targets. Of note:

#### *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.**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; and ...*

Through the MOPA 90 exercise, density targets were established for the Ninth Line lands. As outlined in the Mississauga Official Plan Ninth Line Character Area, the minimum density of the Ninth Line lands is 82 residents and jobs combined per hectare. The proposed development proposes a density range of 78.5-159.4, which meets the minimum target and adds additional housing units while incorporating principles of complete communities. The proposed development supports active transportation by including trail and walkway systems, and due the subject land's location, close in proximity to the Lisgar Go Station and the future Britannia Rd W Transitway stop. The proposed development maximizes the efficiency of the subject lands by proposing various compact built forms, ensuring Provincial minimum growth targets are met, as envisioned by the Ninth Line Character Area.

Section 3.2.6 of the Growth Plan contains policies on Water and Wastewater Systems with respect to future planned residential growth. Of note:



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;*
  - b) *the system will serve growth in a manner that supports achievement of the minimum intensification and density targets in this Plan;*
  - c) *a comprehensive water or wastewater master plan or equivalent, informed by watershed planning or equivalent has been prepared to:*
    - i. *demonstrate that the effluent discharges and water takings associated with the system will not negatively impact the quality and quantity of water;*
    - ii. *identify the preferred option for servicing growth and development, subject to the hierarchy of services provided in policies 1.6.6.2, 1.6.6.3, 1.6.6.4 and 1.6.6.5 of the PPS, 2014, which must not exceed the assimilative capacity of the effluent receivers and sustainable water supply for servicing, ecological, and other needs; and*
    - iii. *identify the full life cycle costs of the system and develop options to pay for these costs over the long-term.*
  - d) *in the case of large subsurface sewage disposal systems, the proponent has demonstrated attenuation capacity; and*
  - e) *plans have been considered in the context of applicable interprovincial, national, bi-national, or state-provincial Great Lakes Basin agreements or provincial legislation or strategies.*

As previously noted in the commentary on PPS policies with respect to water and wastewater servicing, water and wastewater systems proposed as part of this development are an efficient use of land and utilize existing systems to serve growth. The previous and current watershed planning for the area has been considered and will continue to influence the engineering work and design. Please refer to the FSR/SWM prepared by RAND Engineering, included in this submission for additional information.

Section 3.2.7 of the Growth Plan contains policies on Stormwater Management. Of note:

2. *Proposals for large-scale development proceeding by way of a secondary plan, plan of subdivision, vacant land plan of condominium or site plan will be supported by a stormwater management plan or equivalent, that:*
  - a) *is informed by a subwatershed plan or equivalent;*
  - b) *incorporates an integrated treatment approach to minimize stormwater flows and reliance on stormwater ponds, which includes appropriate low impact development and green infrastructure;*
  - c) *establishes planning, design, and construction practices to minimize vegetation removal, grading and soil compaction, sediment erosion, and impervious surfaces; and*

*d) aligns with the stormwater master plan or equivalent for the settlement area, where applicable.*

The proposed stormwater management plan for the proposed development considers subwatershed planning, and minimizes flows to stormwater ponds by utilizing low impact development features. Please refer to the FSR/SWM prepared by RAND Engineering, included in this submission for additional information.

Section 3.2.8 of the Growth Plan includes policies on Public Service Facilities. Of note:

- 1. Planning for public service facilities, land use planning and investment in public service facilities will be coordinated to implement this Plan.*
- 2. Public service facilities and public services should be co-located in community hubs and integrated to promote cost-effectiveness.*
- ...*
- 6. New public service facilities, including hospitals and schools, should be located in settlement areas and preference should be given to sites that are easily accessible by active transportation and transit, where that service is available.*

The proposed Draft Plan of Subdivision includes the potential location for a future public school, as part of the vision to create a complete community. The school has been sited in a location which is central to the Plan and amenities of the planned community, while considering site circulation. With the subject lands' proposed connections to active transportation and transit, they are an appropriate location for a public school, to serve current and future residents of the community. The proposed location of the school and its grounds serves as a key component of the community. The applicant continues to work with Peel District School Board with respect to the need and location for a potential future school.

Section 4.2.1 of the Growth Plan contains policies on Water Resources Systems. Of note:

- 1. Upper- and single-tier municipalities, partnering with lower-tier municipalities and conservation authorities as appropriate, will ensure that watershed planning is undertaken to support a comprehensive, integrated, and long-term approach to the protection, enhancement, or restoration of the quality and quantity of water within a watershed.*
- 3. Watershed planning or equivalent will inform: a) the identification of water resource systems; b) the protection, enhancement, or restoration of the quality and quantity of water; c) decisions on allocation of growth; and d) planning for water, wastewater, and stormwater infrastructure.*
- 4. Planning for large-scale development in designated greenfield areas, including secondary plans, will be informed by a subwatershed plan or equivalent.*

As part of the MOPA 90 process, a sub-watershed study was undertaken to develop a floodplain and stormwater management system strategy. The Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study, led by Conservation Halton continues to inform the Draft Plan of Subdivision and the overall development of the Ninth Line lands. Phase Three of the Watershed study will

provide details on implementation. The applicant continues to work with Conservation Halton to ensure that findings and principles from the subwatershed study are considered and respected with regard to the proposed development. The proposed Draft Plan of Subdivision and Zoning By-law Amendment, giving consideration to the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study, conform to policies in the Growth Plan on Water Resources.

The subject lands include lands of the Natural Heritage System (NHS), located west of the future Transitway adjacent to the 407. Section 4.2.2 of the Growth Plan contains policies on protecting and conserving the Natural Heritage System:

1. *A Natural Heritage System for the Growth Plan has been mapped by the Province to support a comprehensive, integrated, and long-term approach to planning for the protection of the region's natural heritage and biodiversity. The Natural Heritage System for the Growth Plan excludes lands within settlement area boundaries that were approved and in effect as of July 1, 2017.*
3. *Within the Natural Heritage System for the Growth Plan:*
  - a) *new development or site alteration will demonstrate that:*
    - i. *there are no negative impacts on key natural heritage features or key hydrologic features or their functions;*
    - ii. *connectivity along the system and between key natural heritage features and key hydrologic features located within 240 metres of each other will be maintained or, where possible, enhanced for the movement of native plants and animals across the landscape;*
    - iii. *the removal of other natural features not identified as key natural heritage features and key hydrologic features is avoided, where possible. Such features should be incorporated into the planning and design of the proposed use wherever possible;*

The Natural Heritage System is currently zoned “G1”, and the proposed Zoning By-law Amendment as part of this application, keeps these lands zoned as “G1” for conservation and restoration purposes. The proposed zoning for the NHS also includes appropriate buffers. The NHS on the subject lands were extensively studied as part of the MOPA 90 process, and in the Transitway Environmental Assessment process. It is anticipated that Conservation Halton will be circulated on this application and the applicant has been working with, and will continue to work with Conservation Halton to ensure the NHS is best protected. The proposed Draft Plan of Subdivision and Zoning By-law Amendment will support the vision established by the MOPA 90 process, to support a linked Natural Heritage System with multi-use trails, parks and open spaces, incorporating community uses and facilities. The Zoning By-law Amendment proposes to keep the NHS zoned as “G1” for conservation and enhancement purposes, which conforms to NHS policies in the Growth Plan.

Section 4.2.5 of the Growth Plan contains policies on protecting and developing publicly accessible parkland and public open space. Of note:

#### *4.2.5 Public Open Space*

1. *Municipalities, conservation authorities, non-governmental organizations, and other interested parties are encouraged to develop a system of publicly-accessible parkland, open space, and trails, including in shoreline areas, within the GGH that:  
a) clearly demarcates where public access is and is not permitted;  
b) is based on a co-ordinated approach to trail planning and development; and  
c) is based on good land stewardship practices for public and private lands.*
2. *Municipalities are encouraged to establish an open space system within settlement areas, which may include opportunities for urban agriculture, rooftop gardens, communal courtyards, and public parks.*

The proposed development includes 6.65 acres of parkland, which will facilitate the parks and open concept plan envisioned by NAK Design Strategies, in their Urban Design Study, Details of the park planning and programming will be conducted in partnership with the City through a Master Planning process. The proposed locations and design of the parks as part of the Draft Plan of Subdivision create accessible public spaces with access to multi-use trails.

Section 4.2.10 of the Growth Plan requires that municipalities give consideration for climate change in planning decisions. Of note:

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;  
d) undertaking stormwater management planning in a manner that assesses the impacts of extreme weather events and incorporates appropriate green infrastructure and low impact development;  
f) protecting the Natural Heritage System for the Growth Plan and water resource systems;*
2. *In planning to reduce greenhouse gas emissions and address the impacts of climate change, municipalities are encouraged to:  
a) develop strategies to reduce greenhouse gas emissions and improve resilience through the identification of vulnerabilities to climate change, land use planning, planning for infrastructure, including transit and energy, green infrastructure, and low impact development, and the conservation objectives in policy 4.2.9.1;*

As previously discussed in this Report, the proposed development supports the achievement of a complete community, meeting minimum density targets and encouraging transit and active transportation. The proposed development protects the Natural Heritage System and incorporates low impact design features to increase community resilience. The proposed Draft Plan of Subdivision and Zoning By-law Amendment therefore conform to policies in the Growth Plan regarding climate change.

Through the analysis in this Section it is demonstrated how the proposed development conforms to policies of the Growth Plan with respect to managing growth, building healthy communities, managing resources and protecting public health and safety. The proposed development is an efficient use of land that has already been slated for development, and strikes a balance between contributing towards Mississauga's growth targets, while respecting existing character and built form. The Draft Plan of Subdivision and Zoning By-law Amendment required to facilitate the proposed development conform to the Growth Plan policies and are required to bring the subject lands into conformity with the Growth Plan.

## 5.4 REGION OF PEEL OFFICIAL PLAN (2016)

The Region of Peel Official Plan, Office Consolidation 2016 (the "Regional Plan") outlines policies and strategies that reflect and conform to the policies of the PPS and the Growth Plan. The policies and strategies contained in the Regional Plan are centred around a sustainable development framework which, among other things, supports growth and development and requires that it occur in a sustainable manner by integrating environmental, social, economic and cultural considerations. To build on this framework, the Regional Plan illustrates a regional land use structure and allocates growth to the three local municipalities within the Regional Plan area.

In the current in-effect Official Plan for the Region of Peel, the subject lands are designated on the Regional Structure as "Ninth Line Lands", and formerly subject to Region of Halton OPA 28 (See Figure 8).

Policies within the Regional Plan with regard to the Ninth Line lands include the following:

*"5.10 On January 1, 2010 the lands between Ninth Line and Highway 407 (the Ninth Line Lands) became part of the City of Mississauga and the Region of Peel. These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Areas. Currently, the policies of the Region of Halton and the Town of Milton Official Plans apply to these lands. The policies of the Region of Peel Official Plan do not apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan. The Ninth Line Lands are shown on Schedule D, Schedule D3 and Schedule D4 for reference purposes."*

Through the City's MOPA 90 process, it was established that the Region will be reporting on the Ninth Line lands at a future date through the Peel 2041 Official Plan Review and Municipal Comprehensive Review (MCR) that will establish new settlement area boundaries and population and employment densities for the Ninth Line Lands and other areas in the Region. The Province has advised that the amendments to Mississauga Official Plan can proceed in advance of this work being completed given the uniqueness of the Ninth Line Lands and the framework established by Halton's ROPA 28.

## 5.5 CITY OF MISSISSAUGA OFFICIAL PLAN (OFFICE CONSOLIDATION MARCH 2019)

The City of Mississauga's Official Plan, Office Consolidation March 13, 2019 (the "Official Plan") contains goals, objectives and policies used to guide decisions on land use, built form, transportation, the environment and the manner in which the City should grow. The Plan incorporates upper level planning policies of the Provincial Policy Statement, Growth Plan and Regional Plan. The subject lands are within the "Neighbourhood" element of the City Structure (see Figure 9) and within the Ninth Line Neighbourhood Character Area (see Figure 10). The subject lands are designated in the Official Plan as "Residential Medium Density", "Greenlands" and "Parkway Belt West" and are designated the same within the Ninth Line Character Area (as illustrated on Figure 11 and 12 respectively).

Chapter 5 – Direct Growth of the Mississauga Official Plan outlines growth management policies to reach population and employment targets and contains specific policies on planning for designated greenfield areas:

*There are lands in the Churchill Meadows Neighbourhood Character Area and in the Ninth Line Neighbourhood Character Area that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe.*

*5.6.1 Character Area policies may specify alternative density requirements, provided the total designated greenfield area in the Region will achieve a minimum density target of 50 residents and jobs combined per hectare, excluding environmental take-outs.*

As outlined in the policy above, designated greenfield areas (DGAs) must be planned in accordance with DGA policies of the Growth Plan. Section 5.2 of this Report demonstrates conformity. As well, this policy enables Character Areas to establish density targets for DGAs, provided a minimum of 50 residents and jobs per hectare is met. The Ninth Line Character Area outlines a minimum density target of 82 people and jobs per hectare, given the proximity to transit and services. The proposed development includes a density of 97.93- 166.84 people per hectares, which meets the minimum density requirements. The Draft Plan of Subdivision and Zoning By-law Amendment are required to bring the subject lands into conformity with the Official Plan, to permit the development of the lands at a density greater than the minimum 50 people and jobs per hectare.

The City of Mississauga's Official Plan, building on Provincial policy, contains policies on creating complete communities and providing housing options to meet local and Regional housing needs. Of note:

*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; b. the production of a variety of affordable dwelling types for both the ownership and rental markets; and...*

The proposed development, if approved, would introduce 1000-200 new housing units in a variety of built forms. The incorporation of several different townhouse units and models addresses the “missing middle” and provides different housing choices and caters to different peoples needs, with respect to life stages and income. The introduction of 1000-2000 units will have a positive impact on the Mississauga housing market and facilitate Mississauga meeting residential growth targets. Opportunities may exist for secondary suites, and other rental tenures.

Mississauga’s Official Plan policies on general land use designations include the following relevant policies:

*11.2.5 Residential*

*11.2.5.1 Residential consists of four designations:*

- a. Residential Low Density I;  
b. Residential Low Density II; c. Residential Medium Density; and d. Residential High Density.*

*11.2.5.2 In addition to the Uses Permitted in all Designations, residential designations will also permit the following uses: a. residential dwelling; b. accessory office for physicians, dentists, health professionals and drugless practitioners; c. home occupation; d. special needs housing; and e. urban gardening.*

Furthermore, with respect to lands designated as Residential Medium Density:

*11.2.5.5 Lands designated Residential Medium Density will permit the following uses:  
a. all forms of townhouse dwellings.*

*11.2.5.7 Accessory offices for physicians, dentists, health professionals, and drugless practitioners will only be permitted in detached and semi-detached dwellings provided the dwelling is their principal private residence.*

*11.2.5.8 Second units within detached dwellings, semi-detached dwellings and townhouse dwellings will be permitted, where appropriate.*

*11.2.5.11 Lands subject to minimum and maximum FSI requirements are shown on the Character Area Maps in Chapters 12, 13, 14, and 16.*

The above-noted policies provide a general framework for the Residential Medium Density land use designation, which is further expanded in the Ninth Line Character Area policies (see Section 5.4.1 of this Report).

The subject lands are within the Ninth Line Neighbourhood Character Area and are therefore subject to the Neighbourhood policies. General Neighbourhood policies include:

*16.1.1 General*

- 16.1.1.1 *For lands within a Neighbourhood, a maximum building height of four storeys will apply unless Character Area policies specify alternative building height requirements or until such time as alternative building heights are determined through the review of Character Area policies.*
- 16.1.1.2 *Proposals for heights more than four storeys or different than established in the Character Area policies, will only be considered where it can be demonstrated to the City's satisfaction, that: a. an appropriate transition in heights that respects the surrounding context will be achieved; b. the development proposal enhances the existing or planned development; c. the City Structure hierarchy is maintained; and d. the development proposal is consistent with the policies of this Plan.*

The General Neighbourhood policies establish the permission for Character Areas to determine alternate heights. Within the Ninth Line Character Area, alternative heights are permitted (as outlined in Section 5.4.1 of this Report).

The proposed development conforms with the general policies of the Mississauga Official Plan. The proposed Draft Plan of Subdivision and Zoning By-law Amendment applications to facilitate the proposed development are required to bring the subject lands into conformity with the Mississauga Official Plan.

## **5.5.1 NINTH LINE NEIGHBOURHOOD CHARACTER AREA**

The Ninth Line Neighbourhood Character Area, adopted through the MOPA 90 process contains policies on the Ninth Line Corridor lands and policies on specific precincts. The Ninth Line Character Area policies create the vision for the future of the Ninth Line community and offer a framework of density, built form and urban design standards. The General Ninth Line policies consist of the following:

- 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.*
- 16.20.1.2 *The Ninth Line Neighbourhood Character Area, is intended to accommodate a variety of medium and high density housing, employment uses, and an extensive open space network. The planned 407 Transitway runs through the area in a north/south direction. Higher density development will be focused around the two Major Transit Station Areas located at Britannia Road West and Derry Road West.*

As previously discussed, the proposed development proposes a density of 97.93 – 166.84 people per hectares, meeting the minimum density of 82 residents and jobs per hectare. The proposed development also considers the general Ninth Line policies by proposing a variety of medium and high density housing options, while respecting the future planned 407 Transitway. Higher density land uses are proposed to the south end of the subject lands, closest to the Britannia Road Major Transit Station Area. The Ninth Line Character Area policies permit the density and land uses



proposed as part of the proposed development, however a Draft Plan of Subdivision and Zoning By-law Amendment are required to implement the Official Plan policies and bring the subject lands into conformity with the Official Plan.

The Ninth Line Character Area also contains specific policies on Urban Design:

**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**

*The Community Design policies must be read in conjunction with the Shaping Ninth Line Urban Design Guidelines, 2017.*

*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. provide a mix of housing to accommodate people with diverse housing preferences and socioeconomic needs. This also includes housing which is affordable as outlined in the City's housing strategy;*
- b. provide a diversity of employment opportunities to meet current and future needs;*
- c. provide a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors; d. work in collaboration with the school board (s) to determine the need for educational facilities. The location of these facilities will be determined through the development application process;*
- e. schools will be combined with another permitted use on the same lot to create a compact urban form;*
- f. recognize the significance of cultural heritage sites and landscapes including the natural heritage system;*
- g. support transit and active transportation as key components of the transportation network;*
- h. complement existing and future transportation facilities including taller, more compact mixed use buildings at the 407 Transitway Stations;*
- i. demonstrate distinct and appropriate design of all buildings, streets and open spaces; and*
- j. provide appropriate transition to neighbourhoods to the east.*

As discussed previously in this report, the proposed development includes a diverse mix of housing units, ranging from rear lane detached to mid-rise condominium apartments. These dwellings units are proposed to be a variety of sizes to accommodate different incomes and offer affordable market

housing options. The proposed development includes a network of trails and open space, including 6.65 acres of parkland with programmed and unprogrammed spaces. As outlined in the policy above, the proposed Zoning By-law Amendment permits the location of a school in a zone that also permits residential uses to combine compatible land uses and make efficient use of land. Active transportation is encouraged by the inclusion of multi-trails and pathways. With regard to built form, the proposed development includes primarily rear lane detached and rear lane townhouses fronting on Ninth Line to respect the character of the existing community to the east and offer an appropriate transition in built form.

**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; c. key access points; d. pedestrian supportive streets; and e. integrated cycling lanes and/or multi-use routes on or adjacent to Ninth Line and other roads.*

The proposed development includes several trails, which link open spaces both within and outside of the subject lands. Safe pedestrian crossing options are proposed and connect to key access points, integrated with the multi-use trail. The Urban Design Study prepared by NAK Design Strategies outlines these pedestrian connections further.

**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; c. provides parks and open space in close proximity to adjacent neighbourhoods and employment areas; and d. has regard for the Ninth Line Sixteen Mile Creek Scoped Sub-watershed Study.*

As previously mentioned, several parks are proposed as part of the proposed development. The parks and open space concept consider the Natural Heritage System on the property. The parks and open spaces will continue to be planned with respect to the Scoped Sub-watershed Study. For additional details, refer to the Urban Design Study prepared by NAK Design Strategies.

**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.*

**16.20.2.3.2** *Trails and sidewalks should link 407 Transitway Stations, community facilities, parks and commercial and employment areas.*

- 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.*
- 16.20.2.3.5 *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.*
- 16.20.2.4 *Greenlands*
- 16.20.2.4.1 *Greenlands, both existing and restored, will be planned to protect and enhance the natural environment and establish a well connected and sustainable natural heritage system, having regard for the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study.*
- 16.20.2.5 *Public Open Space*
- 16.20.2.5.1 *Public Open Space should be located adjacent to Ninth Line and/or on lands designated Greenlands. Access to these areas will be maximized.*
- 16.20.2.5.2 *Public open spaces should include facilities for active and passive recreation.*

The proposed development includes a network of trails and sidewalks which will ultimately connect the subject lands to surrounding communities, including to the future Transitway Station at Britannia. The layout and design of blocks has been considered with respect to encouraging walking and cycling. To provide an appropriate transition to the existing community to the east, lower density built forms are proposed for Ninth Line frontage. The Ninth Line Character Area policies on connectivity and interface were considered in the design of the Draft Plan of Subdivision and will continue to be respected through architectural developments.

- 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) will come into force and effect, without further amendment to this Plan.*

As previously discussed, the subject lands are within the Public Use Area of the Parkway Belt West Plan and are designated as “Road” and “Inter-Urban Transit”. In 1998 an Amendment was approved to the PBWP (Amendment 91) which deleted a portion of the subject lands from the PBWP. Permitted uses for the Public Use Area include existing uses, linear facilities, public open space and buffers, other open-space uses, other public uses, and interim uses.

In order to permit the proposed development, an amendment to the Parkway Belt West Plan is required to remove the subject lands from the PBWP. The applicant attended a Pre-consultation Meeting with staff from the Ministry of Municipal Affairs on March 15, 2019 where the proposed development was presented and discussed. Subsequent to the submittal of the Draft Plan of Subdivision and Zoning By-law Amendment application to the City, an Amendment to the

Parkway Belt West Plan will be submitted to the Ministry of Municipal Affairs and Housing to remove the subject lands.

Lands within the Ninth Line Character Area are further divided by four precincts - North Employment Area, the Derry 407 Transitway Station Area; the North Britannia Area; the Britannia 407 Transitway Station Area; the Community Park Residential Area; and a South Employment Area. As delineated on Map 16-20.1 of the Neighbourhood Character Area, the subject lands are within the North Britannia Area (Precinct 3). Policies for Precinct 3 include the following:

- 16.20.3.3.1 This precinct includes a large flood protection area including hazard lands and open spaces. This precinct will be created through earth filling to manage hazard lands. The implementation of this feature will enable residential development adjacent Ninth Line. The ultimate configuration of this area will be subject to approval by the appropriate conservation authority.*
- 16.20.3.3.2 Residential development will include a mix of housing forms such as townhouses and storeys, unless otherwise shown on Map 16-20.2: Ninth Line Neighbourhood Character Area Height Limits.*
- 16.20.3.3.3 Notwithstanding policy 16.20.3.3.2 and 11.2.5.5, consideration may be given to ground related units such as semi-detached dwellings abutting Ninth Line between Doug Leavens Boulevard and Beacham Street. The overall density target for the entire Character Area must be maintained. Map 16-20.1: Ninth Line Neighbourhood Character Area Precincts.*

As required in the policies above, the proposed development considers the flood protection area and hazards lands. The SWM prepared by RAND Engineering concludes that the proposed stormwater management facilities can address the potential concerns of flooding. The applicant and owner will continue to work with Conservation Halton throughout the Subwatershed Study process.

Map 16-20:2 referenced above permits 3-6 storeys within the subject lands, with the added permission that semi detached dwellings may be permitted between Doug Leavens Boulevard and Beacham Street. As demonstrated on the Draft Plan of Subdivision, the rear lane detached are proposed between Doug Leavens Blvd. and Beacham St to provide an appropriate transition and respect the adjacent established community to the east. The remaining built form proposed on the balance of the lands within the Draft Plan, conform to the 3-6 height requirement.

The Ninth Line Character Area also includes specific policies on land use, transportation and physical services. Relevant policies include:

- 16.20.4.1.1 Notwithstanding the Residential Medium Density policies of this Plan, low-rise and mid-rise apartment dwellings will also be permitted.*
- 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.*
- 16.20.5.6 *Improvements to Ninth Line should incorporate a high level of design to accommodate transit, pedestrians, and cyclists.*
- 16.20.5.7 *Local roads will be designed to serve all modes of transportation including pedestrians, cyclists and to transit users.*
  
- 16.20.6.1 *All development within the Ninth Line Neighbourhood Character Area will be subject to the Ninth Line Sixteen Mile Creek Scoped Subwatershed Study. The development of lands south of the woodlot (near Erin Centre Boulevard) will also be in accordance with the Sawmill Creek Subwatershed Plan.*

The proposed development conforms to all permitted land uses in the Ninth Line Character Area. The incorporation of multi-use trails and pedestrian/cyclist supportive design will encourage multi modal transportation to reduce auto dependency. Furthermore, the proposed development will proceed with considerations to the findings of the *Sixteen Mile Creek Scoped Subwatershed Study*.

Lastly, the Ninth Line Character Area contains policies on Implementation. Of note:

- 16.20.7 ***Implementation***
- 16.20.7.1 *Development will generally occur by way of one or more master plans of subdivision which will determine detailed alignment of municipal streets, parkland and development phasing.*
- 16.20.7.2 *Development is to be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner.*
- 16.20.7.3 *In the event that there are multiple landowners, to ensure the appropriate and orderly development of the site and to ensure that the costs associated with development are equitably distributed among all landowners, the City will require that a cost sharing agreement and/or front end agreement has been executed to address distribution of costs for municipal and community infrastructure, lands and facilities associated with development in a fair and equitable manner. Individual developments will generally not be approved until the subject landowner becomes party to the landowners' cost sharing agreement. The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary, for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the Development Charges Act, 1998, as amended. 16.20.7.4 Development applications within the Northwest Greater Toronto Area Identification Study Area will not preclude or predetermine any further planning and/or implementation of the Study*

*Area. The Study Area has been established by the Province of Ontario and replaces the now cancelled Greater Toronto West Corridor.*

The proposed Draft Plan of Subdivision and Zoning By-law Amendment conform to implementation policies within the Ninth Line Character Area, as it proposes development at the Draft Plan level and proposes to phase the development appropriately. Conclusively, the proposed development conforms to the Ninth Line Character Area policies and the proposed Draft Plan of Subdivision and Zoning By-law Amendment are required to bring the subject lands into conformity with the Neighbourhood Area policies.

## **5.6 MISSISSAUGA ZONING BY-LAW 0225-2007**

The City of Mississauga Zoning By-law zones the subject property “Development -D” and “PB1 – Parkway Belt”. The “D– Development” zone only permits legally existing uses or structures and requires a Zoning Bylaw Amendment to permit new development. A Zoning By-law Amendment is therefore required to permit the proposed Draft Plan of Subdivision for residential development. The Draft Zoning By-law Amendment included in this submission proposes to rezone the lands to OS1, G1, PB1, RM8-XX, RA2-AA, RA2-BB, RA2-CC, with site-specific provisions, to bring the subject lands into conformity with the Official Plan.

The proposed Zoning By-law Amendment would permit the following uses: stacked townhouses, townhouses, additional uses, back to back townhouses on a street, back to back townhouses on a common element road, back to back townhouses on a condominium road, street townhouses, detached dwellings and public school. Relief from the Parent By-law is being sought, specific to each proposed permitted use.

## **5.7 SHAPING NINTH LINE URBAN DESIGN GUIDELINES (2017)**

The Shaping Ninth Line Urban Design Guidelines is an urban design document written by the City, which was prepared during the MOPA 90 process. The Guidelines include the vision and guiding principles, public realm guidelines and private realm guidelines for the entirety of the Ninth Line Study Area. These Urban Design Guidelines were influential in the conception of the development design and are discussed in detail in the Urban Design Study, dated June 2019, prepared by NAK Design Strategies included in this submission.

## **6.0 SUPPORTING STUDIES AND REPORTS**

The following section provides a summary of the reports, studies and supporting materials conducted in support of the proposed development.

### **6.1 ARCHAEOLOGICAL ASSESSMENTS**

ASI was retained by Mattamy Homes to prepare Archaeological Assessments for all properties of the subject lands.

#### 6136 Ninth Line

A Stage 1 and 2 Archaeological Assessment were prepared for 6136 Ninth Line. The Stage 1 assessment, prepared in 2015, entailed consideration of the proximity of previously registered archaeological sites, the original environmental setting of the property and nineteenth and twentieth-century settlement trends. This research has led to the conclusion that there is potential for the presence of pre-contact Aboriginal and historical Euro-Canadian archaeological resources. The Stage 1 archaeological assessment has determined that the subject property exhibits archaeological potential. Therefore, a Stage 2 archaeological assessment was required. The Stage 2 was completed in September 2016 and included a pedestrian survey at five metre intervals, and a test pit survey initiated at five metre intervals and increased to 10 metres when disturbance was observed. Despite careful scrutiny, no archaeological resources were encountered during the course of the survey. Both Stage 1 and 2 were submitted to the Ministry of Tourism, Culture and Sport and entered into the Ontario Public Register of Archaeological Reports.

#### 6252 Ninth Line

A Stage 1 was prepared for 6252 Ninth Line and entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth and twentieth-century settlement trends. This research has concluded that there is potential of encountering pre-contact Indigenous and historical Euro-Canadian historical material within the subject property. The Stage 1 field review has determined that 97% of the subject property exhibits archaeological potential. Therefore, a Stage 2 Archaeological Assessment is required on all undisturbed lands in accordance with the Ministry of Tourism, Culture and Sport's 2011 Standards and Guidelines for Consultant Archaeologists. The Stage 1 was submitted to the Ministry of Tourism, Culture and Sport and entered into the Ontario Public Register of Archaeological Reports

#### 6432 Ninth Line

A Stage I and II were completed for 6432 Ninth Line. The Stage 1 assessment entailed consideration of the proximity of previously registered archaeological sites, the original environmental setting of the property and nineteenth and twentieth-century settlement trends. This research has led to the conclusion that there is potential for the presence of pre-contact Aboriginal and historical Euro-Canadian archaeological resources. Therefore a Stage II was recommended. A revised Stage II was prepared in September 2018. One historical site, the Douglas Site (AjGw-559), was identified during the course of the Stage 2 assessment. Analysis of the complete artifact assemblage and historical documentation of the property indicates that the primary occupation of the site post-dates 1870. In accordance with the Ministry of Tourism, Culture and Sport's Standards and Guidelines for Consultant Archaeologists, the Douglas Site (AjGw-559) does not meet the criteria for cultural heritage value or interest. Therefore, the site is considered to be free of further archaeological concern and a Stage 3 Archaeological Assessment is not recommended. The Stage 1 and 2 were submitted to the Ministry of Tourism, Culture and Sport and entered into the Ontario Public Register of Archaeological Reports.

#### 6596 Ninth Line

A Stage 1 and II were completed for 6596 Ninth Line. The Stage 1 archaeological assessment has determined that the subject property exhibits archaeological potential. Therefore, a Stage 2 archaeological assessment was required on all undisturbed lands. During the Stage 2, one pre-contact Indigenous site (AjGw-560), and one precontact Indigenous findspot (P2) was documented. Given the isolated nature of site AjGw-560, and the non-diagnostic nature of findspot P2, these locations do not exhibit cultural heritage value or interest and may be considered free of any further archaeological concern. Therefore, it is recommended that no further archaeological assessment of the property be required. The Stage 1 and 2 were submitted to the Ministry of Tourism, Culture and Sport and entered into the Ontario Public Register of Archaeological Reports.

#### Part of Lot 9, Concession 9 New Survey

The Stage 1 assessment entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth and twentieth-century settlement trends. This research has concluded that there is potential of encountering pre-contact Indigenous and historical Euro-Canadian historical material within the subject property. The Stage 1 field review has determined that the entire subject property exhibits archaeological potential. Therefore, a Stage 2 Archaeological Assessment is required in accordance with the Ministry of Tourism, Culture and Sport's 2011 Standards and Guidelines for Consultant Archaeologists. The Stage 1 was submitted to the Ministry of Tourism, Culture and Sport and entered into the Ontario Public Register of Archaeological Reports.

#### Part of Lot 8, Concession 9 NEW SURVEY

The Stage 1 assessment entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth and twentieth-century settlement trends. This research has concluded that there is potential of encountering pre-contact Indigenous and historical Euro-Canadian historical material within the subject property. The Stage 1 field review has determined that 98% of the subject property exhibits archaeological potential. Therefore, a Stage 2 Archaeological Assessment is required on all undisturbed lands in accordance with the Ministry of Tourism, Culture and Sport's 2011 Standards and Guidelines for Consultant Archaeologists. The Stage 1 was submitted to the Ministry of Tourism, Culture and Sport and entered into the Ontario Public Register of Archaeological Reports.

#### Part of Lot 7, Concession 9 NEW SURVEY

The Stage 1 assessment entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the property, along with nineteenth and twentieth-century settlement trends. This research has concluded that there is potential of encountering pre-contact Indigenous and historical Euro-Canadian material within the subject property. The Stage 1 field review has determined that the entire subject property exhibits archaeological potential. Therefore, a Stage 2 Archaeological Assessment is required in accordance with the Ministry of Tourism, Culture and Sport's 2011 Standards and Guidelines for Consultant Archaeologists. The Stage 1 was submitted to the Ministry of Tourism, Culture and Sport and entered into the Ontario Public Register of Archaeological Reports.



### 6314 and 6302 Ninth Line

The Stage 1 assessment entailed consideration of the proximity of previously registered archaeological sites and the original environmental setting of the properties, along with nineteenth and twentieth-century settlement trends. This research has concluded that there is potential of encountering pre-contact Indigenous and historical Euro-Canadian historical material within the subject property. The Stage 1 field review has determined that much of the subject property has been disturbed by existing land use. The remaining 54% of the subject property is found to contain the potential for encountering archaeological resources. Therefore, a Stage 2 Archaeological Assessment is required on all undisturbed lands in accordance with the Ministry of Tourism, Culture and Sport's 2011 Standards and Guidelines for Consultant Archaeologists. The Stage 1 was submitted to the Ministry of Tourism, Culture and Sport and entered into the Ontario Public Register of Archaeological Reports.

## **6.2 TRAFFIC IMPACT STUDY**

C.F. Crozier and Associates Inc. was retained to complete a Traffic Impact Study (TIS) for the subject lands, considering the Proposed Plans of Subdivision (North and South). The TIS concluded that the boundary road network is currently operating at acceptable levels of service. The TIS makes recommendations for external roadway improvement including Auxiliary northbound left-turn lane for Ninth Line and Street 'B', Auxiliary northbound left-turn lane for Ninth Line and Street 'B' opposite Doug Leavens, Auxiliary northbound left-turn lane for Ninth Line and Street 'C', auxiliary northbound left-turn lane and right-turn lane for Ninth Line and Street 'B' opposite Foxwood Avenue and an Auxiliary northbound left-turn lane for Ninth Line and Street 'A' opposite Osprey Boulevard. The TIS also recommends that connections to Ninth Line should be constructed so that one outbound left-turn lane and one outbound right-turn lane is provided, with the right-turn lane at the site accesses opposite Doug Leavens Boulevard, Foxwood Avenue and Osprey Boulevard operating as a shared through/right-turn lane. The TIS concludes that the proposed development can be supported from a transportation operations and safety perspective, with the implementation of the above-noted recommendations.

In addition to the TIS being included in this submission, C.F. Crozier and Associates also prepared a Memorandum under separate cover (dated July 16, 2019) addressing which mitigation measures may be required should the Draft Plans advance prior to the completion of the Ninth Line road widening. The Memo reviews the existing 2-lane Ninth Line with respect to timing of the subdivision development and house closings, while considering the Ninth Line widenings are currently scheduled for 2023-2024 in the City's Development Charges Background Study. The Memo concludes that no external roadway widenings are required to support to the North Draft Plan build-out. Six recommendations are made to support the full build-out of the proposed development under 2026 future total conditions pre-widening summarized in Table 1 of the Memo.

## **6.3 TRANSPORTATION DEMAND MANAGEMENT STRATEGY**

C.F. Crozier and Associates Inc., was retained by the owner to prepare a Transportation Demand Management Plan (TDMP) to assess the existing and future TDM opportunities within the context of the proposed development. The TDMP considers the planned future roadway improvements in

the surrounding area and active transportation opportunities such as walking and cycling. The TDMP also considers the future 407 Transitway Bus-Rapid Transit which is expected to improve mobility across the GTHA and will be accessible to residents of the proposed development. The TDMP makes recommendations to reduce single occupancy vehicle trips and promote non-auto modes of transportation and concludes that reductions in trip generation would be expected to improve traffic operations on the boundary road network under future conditions.

## **6.4 GEOTECHNICAL REPORT**

DS Consultants Ltd. were retained by Mattamy Homes to prepare a Consolidated Report on Geotechnical Investigations for all parcels part of the subject lands (Parcels A-J as shown on the DS Ownership Map). DS Consultants carried out an environmental investigation at the subject site and drilled nineteen (19) boreholes in May 2019. The Geotechnical Report included with this submission is a consolidated report, prepared on the basis of all the boreholes drilled on these parcels by DS and other consultants and discusses the soil condition and groundwater condition for each individual parcel. Recommendations of the report include potential surcharge preloading to consolidate the weak ground, in order to reduce the post-construction settlements for Parcel I and J. As well, it is recommended that fill be placed as engineer fill to provide competent subgrade below house foundations, roads, boulevards etc. The Geotechnical Report also makes recommendations on pavement thickness, stripping of topsoil, subdrains, trenching, bedding, backfilling of trenches, foundation conditions, floor slab and earth pressures.

## **6.5 ENVIRONMENTAL SITE ASSESSMENTS**

DS Consultants Ltd. were also retained by Mattamy Homes to prepare Phase I Environmental Site Assessments (ESAs) for all properties within the subject lands. The Phase I for Parcel A (6596 Ninth Line) analyzes the history of the parcel for residential and agricultural purposes. The ESA for Parcel A outlines that the intended future property use (residential) is not considered to be a more sensitive property use as defined under O.Reg. 153/04 (as amended); therefore the filing of a Record of Site Condition (RSC) with the Ontario Ministry of Environment, Conservation and Parks (MECP) is not mandated under O.Reg. 153/04. However, it is DS's understanding that the City of Mississauga has requested a Phase One ESA in accordance with O.Reg. 153/04 (as amended) as part of the development approvals process. Six areas of potential environmental concern were identified in the Phase I, which concludes that a Phase II is required. As such, a Phase II is currently underway.

The Phase I for Parcels B-D (6500, 6432, and 6400 Ninth Line) analyzed the subject parcels and discusses the parcels were previously used for agriculture. The Phase I for Parcels B-D concluded there are eight potential areas of environmental concern and concludes that a Phase II for these parcels is also required. As such, a Phase II is currently underway.

The Phase I for Parcels E and F (6302 and 6314 Ninth Line) states that Parcel E was previously used for agricultural purposes and Parcel F was historically used for agricultural, residential and vehicular storage purposes. Currently Parcel F is being used for residential and commercial

arborist operations. The Phase I for Parcels E and F concluded eight areas of potential environmental concern and that a Phase II is required for further investigations.

A Phase II for Parcels E and F was also completed. The Phase Two ESA was conducted in general to satisfy the intent of the requirements, methodology and practices for a Phase Two ESA as described in Ontario Regulation 153/04 (as amended). The objective of this Phase Two ESA is to confirm whether contaminants are present, and at what concentration are they present on the Phase Two Property, as related to the Areas of Potential Environmental Concern (APEC) identified in the Phase One ESA. The Phase II involved the advancement of eight boreholes to collect soil and groundwater samples, which were further analyzed. The results of the Phase II indicate that applicable site condition standards have been met. Additional delineation and remediation of the impacted soils will be required in order to support the filing of an RSC for the Property.

The Phase I for Parcels G, H, I, J (6252, 6168, and 6136 Ninth Line) analyzes the historic and current uses of the parcels. Parcel G was first used for agricultural purposes since the early 1980s and has been used for this purpose since. Currently, the parcel is vacant. Parcel H was first used for residential purposes, and is now vacant. Parcel I was first used for residential, and agricultural purposes and is now vacant. Lastly, Parcel J was historically used for agricultural purposes, residential purposes and is now currently vacant. The Phase I for Parcels G-J found 8 potential areas of environmental contamination and recommended a Phase II for the lands. As such, a Phase II is currently underway.

## **6.6 ARBORIST REPORT/TREE MANAGEMENT PLAN**

LGL Limited was retained by Mattamy Homes to prepare a Tree Management Plan for the proposed development. The Tree Management Plan takes into consideration both the North and South Plans, and notes that tree resources on the subject properties include hedgerows, amenity trees, coniferous plantation and successional areas. Evidence of Emerald Ash Borer is noted to be prevalent. The Tree Management Plan concluded that the subject properties include 950 trees comprised of 35 species with diameters ranging from 15 to 135 DBH. Six hundred and forty four trees are proposed for removal to facilitate the proposed development, which based on compensation ratios results in 504 required replacement trees. The Tree Management Plan recommends the greenlands/NHS as the appropriate location for replacement trees.

## **6.7 SUN/SHADOW STUDY**

As part of the application requirements, the City requested a Sun/Shadow Feasibility Study for all buildings over 10.7 metres in height. The Sun/Shadow Study included in this submission was prepared by the architects on the project, Q4. The Sun/Shadow Study was prepared in accordance with the City's Urban Design Terms of Reference and analyzes shadows for June 21, September 21 and December 21 at Solar Noon and Hourly Intervals before and after Solar Noon up to and including 1.5 hours after sunrise and 1.5 hours before sunset. As per the Study, shadows are predominantly expected within the proposed ROWs, and occasionally over the laneways.

## 6.8 URBAN DESIGN STUDY

NAK Design Strategies were retained by Mattamy Homes to prepare an Urban Design Study for the subject lands. The Urban Design Study contemplates the proposed development within the context of Mississauga's urban design guidelines and specifically with respect to the Shaping Ninth Line Urban Design Guidelines (2017). The Shaping Ninth Line Guidelines were prepared by the City as part of the Official Plan Amendment process for the subject lands and outline the vision for the broader Ninth Line community. The Urban Design Study prepared by NAK analyzes the proposed land uses, structuring elements, road network/circulation, streetscape, open spaces and built form. The Urban Design Study also presents a park concept plan, sustainable design strategies and low-impact development opportunities. The Urban Design Study analyzes the proposed development comprehensively, as well as by examining the North Plan separate from the South Plan.

## 6.9 FUNCTIONAL SERVICING AND STORMWATER MANAGEMENT REPORT

RAND Engineering Corporation was retained by Mattamy Homes to prepare a stormwater management and functional servicing report for the proposed development. The FSR/SWM prepared and submitted as part of this application addresses the North Plan and South Plan independently. The FSR/SWM reiterates that the general servicing requirements for the subject lands were previously established through the February 2017 *"Water and Wastewater Assessments for Ninth Line Lands"* and 2015-2019 *"Ninth Line Lands Scoped Subwatershed Study"*, prepared by Wood Environmental & Infrastructure Solutions (formerly Amec Foster Wheeler). Phase of the development (North Plan) will be completed outside the existing Regional floodplain limits and will include the construction of a temporary storm water management facility with an outlet to the East Branch Tributary of Sixteen Mile Creek. Phase II (South Plan) will include grading works within the existing NHS/floodplain limits and construction of the 407 Transitway corridor berm, which includes redefining the Regional floodplain limits. As part of Phase II, the temporary stormwater management facility will be removed and an ultimate SWM facility will be constructed at the south end of the proposed development, with an outlet to the existing Osprey Marsh outlet channel. The FSR/SWM looks at existing conditions, soils, and the existing floodplain. The FSR/SWM also makes recommendations for the proposed stormwater management facility and the storm drainage plan. The FSR/SWM concludes that subject lands can adequately be serviced by the proposed storm drainage, sanitary and water distribution systems, stormwater quality, erosion and quantity control will be provided by the temporary and ultimate stormwater management ponds, and that a detailed Stormwater Management Implementation Report will be prepared in conjunction with final engineering design.

## 6.10 ACOUSTICAL FEASIBILITY

YCA Engineering Limited was retained to prepare a noise study to evaluate the noise impact from the existing and proposed noise sources and consider the possible design and noise mitigation requirements in accordance with Provincial and Municipal guidelines. Existing noise sources were identified as Highway 407 to the west, Ninth Line to the east, Derry Road to the north and Britannia Road to the south. The expected Ninth Line Corridor Transitway is anticipated as a future noise

source to the west of the proposed development. The Noise Study concluded that a noise barrier is required along the rear property line of the northerly units, for units flanking onto Ninth Line, a 3.5 metre high noise barrier is required and a 9 metre wide buffer required for lots flanking onto Ninth Line. Furthermore, for units along the Transitway, between the school block and Street 'H', a 2.5 metre high noise barrier is required, units flanking onto Street 'D' require a 3.2 metre noise barrier at the side property lines, and an 1.8 metre high noise barrier is required at the side property of Block 25. The Noise Study also concludes that warning clauses, building components and mandatory air conditioning can be utilized to further mitigate noise.

## **6.11 HERITAGE IMPACT STATEMENT**

Archaeological Research Associates Ltd. (ARA) was retained to complete a Heritage Impact Assessment (HIA) of the property 6432 Ninth Line. The HIA included in this submission, dated May 2018, was to update the previous HIA completed for the property by ARA in 2010. Due to its architectural value 6432 Ninth Line is a listed heritage property in the City of Mississauga's Municipal Registrar of Property of Cultural Heritage Value or Interest, listed as the "Douglass-Kelly House". This updated HIA consisted of background research, consultation with City staff, on-site inspections and evaluations.

The HIA confirms that the proposed development requires demolition and removal of the existing dwelling at 6432 Ninth Line. As confirmed by the Engineering Consultants on the project (RAND), significant grading would be needed in order to preserve the house. In addition, the house has had significant modification which have impacted the architectural integrity and after consultation, research and evaluation, the property was found not to meet any criteria under the Ontario Heritage Act.

## **7.0 ON-GOING STUDIES AND REPORTS**

As the Phase I Environmental Site Assessments recommended Phase II Environmental Site Assessments, these are currently underway. In addition, Stage 2 Archaeological Assessments are currently underway. Concurrently, the external Subwatershed Study is also being conducted and is anticipated to be complete by the end of 2019, as well as the MTO Environmental Assessment for the Transitway.

## **8.0 CONCLUSION**

It is our professional opinion that the policies and objectives of the PPS, Growth Plan, Region of Peel Official Plan, City of Mississauga Official Plan and the Ninth Line Character Area will be met through the advancement of the proposed development and the associated Draft Plan of Subdivision and Zoning By-law Amendment. The proposed development will achieve good planning and will contribute to the creation of complete communities through the development of greenfield lands, based on the following reasons:


- The proposed development is consistent with the policies of the Provincial Policy Statement (2014), and conforms with the Growth Plan (2019), and the Region of Peel

Official Plan (Office Consolidation, 2016) with respect to concentrating growth and development to settlement areas and specifically within strategic growth areas/ greenfield areas;

- 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 policies in the Mississauga Official Plan and policies in the Ninth Line Character Area;
- The proposed development will add an additional 1000-2000 housing units in varying sizes and built forms to increase Mississauga’s housing supply, provide housing options to 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 transit-supportive and proposes a complete community in walking distance of 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, specifically 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**









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

I HEREBY AUTHORIZE GLEN SCHNARR & ASSOCIATES INC. TO PREPARE AND SUBMIT THIS DRAFT PLAN OF SUBDIVISION TO THE CITY OF MISSISSAUGA FOR APPROVAL.

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.

(UNDER SECTION 51(17) OF THE PLANNING ACT) INFORMATION REQUIRED BY CLAUSES A,B,C,D,E,F,G,J & L ARE SHOWN ON THE DRAFT AND KEY PLANS.

- ALL DAYLIGHT ROUNDINGS ARE 5m UNLESS OTHERWISE NOTED

LAND USE	BLOCKS	AREA (ha)	AREA (ac)	TOTAL UNITS	DENSITY (UPNHA)
REAR LANE TOWNHOUSE - 6.05m (20')	1-17	1.29	3.19	109	84.5
STREET TOWNHOUSE - 6.0m (20')	18-36	1.73	4.27	94	54.3
CONDOMINIUM DUPLEX	37-62	1.71	4.23	148	86.5
CONDO APARTMENTS / TOWNS / STACKS	63	4.52	11.17	350-1,360	77.4-300.9
RESIDENTIAL RESERVE	64-69	0.49	1.21		
PARK / WALKWAY / TRAIL	70-80	2.10	5.19		
PUBLIC ELEMENTARY SCHOOL	81	0.22	0.54		
SWM POND	82	2.87	7.09		
GREENLANDS	83,84	8.62	21.30		
TRANSITWAY / TRANSITWAY BUFFER	85-89	7.09	17.52		
ROAD WIDENINGS	90-92	0.65	1.61		
0.3m RESERVES	93-99	0.00	0.00		
10.0m LANEWAY (813m LENGTH)		0.81	2.00		
17.0m LOCAL ROW (1,299m LENGTH)		2.25	5.56		
20.0m LOCAL ROW (943m LENGTH)		1.80	4.45		
<b>TOTAL</b>	<b>99</b>	<b>36.15</b>	<b>89.33</b>	<b>701-1,711</b>	<b>75.8-185</b>



SCALE: 1:2000  
(24" x 45")  
JULY 3, 2019



**GSAI**



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 # 56	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 <b>uses</b> /regulations shall apply:			
<b>Permitted Uses</b>			
4.13A.2.XX.1 (1) <b>Back to Back Townhouse</b> on a <b>street</b> (2) <b>Back to Back Townhouse</b> on a <b>CEC-road</b> (3) <b>Back to Back Townhouse</b> on a <b>condominium road</b> (3) <b>Stacked Townhouse</b> (4) <b>Townhouse</b> (5) <b>Street Townhouse</b> (6) <b>Detached Dwelling</b> (7) <b>Public School</b>			
<b>Regulations</b>			
4.13A.2.XX.2 The regulations contained in subsections 2.1.14, 2.1.30 and 4.1.8, Articles 4.1.1.4, 4.1.9.4 and 4.1.12.3 and Sentence 3.1.1.4.4 of this By-law shall not apply			

4.13A.2.XX	Exception: RM8-XX	Map # 56	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 <b>uses/regulations</b> shall apply:			
4.13A.2.XX.3 Notwithstanding anything in this By-law, the following encroachments, projections and setbacks shall be permitted			
<ul style="list-style-type: none"> <li>(a) A <b>porch</b> or <b>deck</b>, exclusive of stairs, may encroach a maximum of 2.0 m into a required <b>front</b> and/or <b>exterior side yard</b></li> <li>(b) A minimum 0.3 m setback is required from stairs, providing access to a <b>porch</b> or <b>deck</b>, to a <b>front</b> and/or <b>exterior side yard</b></li> <li>(c) A <b>porch</b> or <b>deck</b>, inclusive of stairs, may be located in a <b>rear yard</b>, provided that it is not closer than 1.5 m to any <b>rear lot line</b> and 0.6 m to any side <b>lot line</b>; 0.0 m from an <b>interior side lot line</b> for a <b>lot</b> with a dwelling requiring a 0.0m <b>interior side yard</b></li> <li>(d) Where an attached <b>garage</b> is accessed by a <b>driveway</b> crossing a <b>rear lot line</b> from a public lane, the <b>garage face</b> shall have a minimum 0.30m setback from the <b>rear lot line</b></li> <li>(e) A building projection with windows or door, with or without a foundation, may encroach a maximum of 0.61m into a required <b>front</b>, <b>exterior side</b> and/or <b>rear yard</b>, provided that the building projection is not more than 4.0m wide</li> <li>(f) A <b>balcony</b> may encroach a maximum of 2.0 m into a required <b>front</b> and/or <b>exterior side yard</b></li> <li>(g) A <b>balcony</b> may encroach a maximum of 0.61 m into a required <b>interior side yard</b> – <b>interior lot</b> provided it is no closer than 0.6 m to any <b>lot line</b></li> <li>(h) A <b>balcony</b>, located above an attached <b>garage</b> which has its access from a public lane, shall require a minimum 0.3 m <b>rear yard</b> setback</li> <li>(i) A window, fireplace, <b>chimney</b>, pilaster or corbel, window well, utility meter niche, eaves or any other architectural feature and stairs with a maximum of three (3) risers, may encroach a maximum of 0.61 m into a required <b>yard</b> provided it is no closer than 0.6 m to any <b>lot line</b></li> <li>(j) A required third floor egress balcony may project a maximum of 1.0 m beyond the building into a <b>rear yard</b> backing onto a lane, <b>exterior side yard</b> and/or <b>front yard</b></li> <li>(k) A minimum 0.0 m setback is required to a <b>sight triangle</b> from any building, <b>porch</b>, stair or <b>balcony</b>.</li> <li>(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 <b>garage</b></li> <li>(m) A <b>balcony</b> may be located above an attached <b>garage</b> or <b>driveway</b></li> <li>(n) Air conditioning equipment may be located in a required <b>yard</b>, other than a <b>front yard</b></li> </ul>			

4.13A.2.XX	Exception: RM8-XX	Map # 56	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 <b>uses/regulations</b> shall apply:			
4.13A.2.XX.4	<p>A <b>back to back townhouse</b> on a <b>street</b> and a <b>back to back townhouse</b> on a <b>CEC - road</b> shall comply with the RM12 zone regulations contained in Subsection 4.14B.1 of this By-law except that</p> <ul style="list-style-type: none"> <li>(a) The regulations contained in Lines 8.3 and 10.2 of Table 4.14B.1 of this By-law shall not apply</li> <li>(b) Minimum <b>lot frontage</b> – corner lot 9.5 m</li> <li>(c) Maximum number of <b>dwelling units</b> in a <b>back to back townhouse</b> block 16</li> <li>(d) Maximum <b>height</b> 15.0 m and 3 storeys plus mezzanine</li> <li>(e) Minimum <b>front yard</b> 3.0 m</li> <li>(f) Minimum <b>interior side yard</b> unattached side 1.2 m</li> <li>(g) Minimum setback to <b>garage face</b> 5.5 m</li> <li>(h) Minimum <b>exterior side yard</b> 3.0 m</li> <li>(i) Minimum <b>exterior side yard</b> where abutting a Lane 0.6 m</li> <li>(j) Maximum <b>driveway</b> width 3.5 m</li> <li>(k) Minimum <b>landscaped area</b> 3.0 m<sup>2</sup></li> <li>(l) Minimum contiguous private outdoor space 5.0 m<sup>2</sup></li> <li>(m) Minimum number of <b>parking spaces</b> 2 spaces/<b>dwelling unit</b></li> <li>(n) Air conditioning equipment may be located in the <b>front yard</b> on a <b>balcony</b></li> </ul>		

- 4.13A.2.XX.5 A **stacked townhouse** shall comply with the RM9 zone regulations contained in Subsection 4.14.1 of this By-law except that
- (a) The regulations contained in Lines 8.1, 8.2, 8.3, 9.1, 9.2, 10.2, 11.4, 13.1, 15.1, 15.2, 15.3, 15.4, 15.5 and 15.9 of Table 4.14.1 of this By-law shall not apply
  - (b) Minimum **lot frontage** 24 m
  - (c) Minimum **dwelling unit width** 3.5 m
  - (d) Maximum **height** 17.0 m and 4 storeys
  - (e) Minimum **front yard** 3.0 m
  - (f) Minimum **exterior side yard** 3.0 m
  - (g) Minimum **exterior side yard** where abutting a Lane 0.6 m
  - (h) Minimum **interior side yard** unattached side 1.2 m
  - (i) Minimum **rear yard** 0.30 m
  - (j) Minimum setback from a **garage face** to a **condominium road** or sidewalk 5.2 m
  - (k) Minimum setback from a **garage face** to a **condominium road** or sidewalk, where the **garage** and **driveway** are accessed at the rear of the **dwelling unit** 0.3 m
  - (l) 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
  - (m) Minimum setback from a **porch**, exclusive of stairs, to a **condominium road**, sidewalk, walkway or **parking space** 1.0 m
  - (n) Minimum setback from a rear wall of a **building** to a side wall of another **building** on the same **lot** 9.0 m
  - (o) Minimum setback from a rear wall of a **building** to a rear wall of another **building** on the same **lot** 10.0 m
  - (p) Minimum setback from a side wall of a **building** to a **condominium road**, sidewalk, or **parking space** 0.6 m
  - (q) Minimum setback from a **front wall** of a **building** to a **front wall** of another **building** on the same **lot**, where the **building** is less than or equal to three **storeys** 9.0 m
  - (r) Minimum setback from a **front wall** of a **building** to a **front wall** of another **building** on the same **lot**, where the **building** is less than or equal to three **storeys** and contains a **dwelling unit** in the **basement** 12 m
  - (s) Minimum setback from a **front wall** of a **building** to a **front wall** of another **building** on the same **lot**, where the **building** is four **storeys** 12 m

4.13A.2.XX	Exception: RM8-XX	Map # 56	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 <b>uses/regulations</b> shall apply:			
(t) Maximum <b>driveway</b> width		5.5 m	
(u) Air conditioning equipment may be located in the <b>front yard</b> on a <b>balcony</b>			
(v) Maximum width of a <b>sidewalk</b>		1.2 m	
(w) Minimum number of <b>parking spaces</b>		2 spaces/ <b>dwelling unit</b>	
4.13A.2.XX.6 A <b>back to back townhouse</b> on a <b>condominium road</b> shall comply with the RM10 zone regulations contained in Subsection 4.14.1 of this By-law except that			
(a) The regulations contained in Lines 8.1, 8.2, 8.3, 9.1, 9.2, 11.4, 13.1, 15.1, 15.2, 15.3, 15.4, 15.5 and 15.9 of Table 4.14.1 of this By-law shall not apply			
(b) Minimum <b>lot frontage</b>		22 m	
(c) Maximum <b>height</b>		15.0 m and 3 <b>storeys</b> plus mezzanine	
(d) Minimum <b>front yard</b>		3.0 m	
(e) Minimum <b>exterior side yard</b>		3.0 m	
(f) Minimum <b>exterior side yard</b> where abutting a Lane		0.6 m	
(g) Minimum <b>interior side yard</b> unattached side		1.2 m	
(h) Minimum <b>rear yard</b>		0.00 m	
(i) Minimum setback from a <b>garage face</b> to a <b>condominium road</b> or sidewalk		5.5 m	
(j) Minimum setback from the <b>front wall</b> of a <b>building</b> to a <b>condominium road</b> , sidewalk walkway or <b>parking space</b> not located on a <b>driveway</b>		3.0 m	
(k) Minimum setback from a <b>porch</b> , exclusive of stairs, to a <b>condominium road</b> , sidewalk, walkway or <b>parking space</b>		1.0m	
(l) Minimum setback from a side wall of a <b>building</b> to a <b>condominium road</b> , sidewalk, or <b>parking space</b>		0.6 m	
(m) Maximum <b>driveway</b> width		3.5 m	
(n) Air conditioning equipment may be located in the <b>front yard</b> on a <b>balcony</b>			
(o) Maximum width of a <b>sidewalk</b>		1.2 m	
(p) Minimum number of <b>parking spaces</b>		2 spaces/ <b>dwelling unit</b>	

4.13A.2.XX	Exception: RM8-XX	Map # 56	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 <b>uses/regulations</b> shall apply:			
4.13A.2.XX.7 A <b>townhouse</b> shall comply with the following:			
<ul style="list-style-type: none"> <li>(a) Minimum <b>lot frontage</b> _ m</li> <li>(b) <b>rear lot line</b> shall be that <b>lot line</b> dividing a lot from a public lane</li> <li>(c) minimum <b>front yard</b> _ m</li> <li>(d) minimum <b>rear yard</b> _ m</li> <li>(e) minimum <b>interior side yard</b> unattached side _ m</li> <li>(f) minimum <b>exterior side yard</b> where abutting a Lane 0.6 m</li> <li>(g) minimum <b>exterior side yard</b> _ m</li> <li>(h) maximum <b>height</b> 4 storeys</li> </ul>			
To be completed upon further discussions with City			
4.13A.2.XX.8 A <b>street townhouse</b> shall comply with the RM5 zone regulations contained in Subsection 4.11.1 of this By-law except that:			
<ul style="list-style-type: none"> <li>(a) minimum <b>lot frontage</b> <ul style="list-style-type: none"> <li><b>interior lot</b> 6.0 m</li> <li><b>corner lot</b> 9.0 m</li> </ul> </li> <li>(b) minimum <b>lot area</b> <ul style="list-style-type: none"> <li><b>interior lot</b> 144 m<sup>2</sup></li> <li><b>corner lot</b> 200 m<sup>2</sup></li> </ul> </li> <li>(c) minimum <b>front yard</b> 3.0 m</li> <li>(d) minimum <b>rear yard</b> 6.0 m</li> <li>(e) minimum <b>interior side yard</b> unattached side 1.2 m</li> <li>(f) minimum <b>exterior side yard</b> 3.0 m</li> <li>(g) minimum <b>exterior side yard</b> where abutting a Lane 0.6 m</li> <li>(h) minimum setback to <b>garage face</b> 5.5 m</li> <li>(i) maximum <b>height</b> 15.0 m and 3 storeys plus mezzanine</li> <li>(j) maximum <b>gross floor area – residential</b> 1.6 times <b>lot area</b></li> <li>(k) maximum driveway width – <b>corner lot</b> 6.9 m</li> <li>(l) a <b>balcony</b> may encroach a maximum of 3.0 m into a required <b>rear yard</b></li> </ul>			
Preliminary only. Subject to change based on amended site plan			



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

4.15.3.AA	Exception: RA2-AA	Map # 56	By-law:
In a RA2-AA zone the permitted uses and applicable regulations shall be as specified for a RA2 Zone except that the following <b>uses</b> /regulations shall apply:			
<b>Additional Permitted Uses</b>			
4.15.3.AA.1 (1) <b>Stacked Townhouse</b> (2) <b>Townhouse</b> (3) additional <b>uses</b>			
<b>Regulations</b>			
4.15.3.AA.2 The regulations contained in subsection 2.1.14, sentence 3.1.1.4.4 and Lines 5.0, 9.6, 13.7, 15.1, 15.2, 15.3, 15.4, 15.5 and 15.6 contained in Table 4.15.1 of this By-law shall not apply			
4.15.3.AA.3	Minimum <b>exterior side yard</b>	3.0 m	
4.15.3.AA.4	Minimum setback from a <b>parking structure</b> to a <b>sight triangle</b>	0.6 m	
4.15.3.AA.5	Minimum setback from surface <b>parking spaces</b> or <b>aisles</b> to any <b>lot line</b>	1.5 m	
4.15.3.AA.6	Minimum setback from a waste enclosure/loading area to a <b>lot line</b>	3.0 m	
4.15.3.AA.7	Additional <b>uses</b> shall include <b>daycare, retail store, office, medical office, restaurant, take-out restaurant</b> , outdoor patio accessory to a <b>restaurant</b> and <b>take-out restaurant</b>		
4.15.3.AA.8	Additional on-site parking is not required for additional <b>uses</b>		
4.15.3.AA.9	Minimum <b>parking spaces</b> required		
	(a) resident <b>parking spaces</b>	1 space per <b>dwelling unit</b>	
	(b) visitor <b>parking spaces</b>	0.20 spaces per <b>dwelling unit</b>	
Preliminary only. Subject to change based on amended site plan			



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

4.15.3.BB	Exception: RA2 -BB	Map # 56	By-law:
In a RA2-BB zone the permitted uses and applicable regulations shall be as specified for a RA2 Zone except that the following <b>uses</b> /regulations shall apply:			
<b>Additional Permitted Uses</b>			
4.15.3.BB.1 (1) <b>Stacked Townhouse</b> (2) <b>Townhouse</b> (3) Temporary <b>stormwater management</b> facility (4) additional <b>uses</b>			
<b>Regulations</b>			
4.15.3.BB.2 The regulations contained in subsection 2.1.14, sentence 3.1.1.4.4 and Lines 5.0, 13.7, 15.4, 15.5 and 15.6 contained in Table 4.15.1 of this By-law shall not apply			
4.15.3.BB.3	Minimum <b>front, interior</b> and <b>exterior side yards</b>	3.0 m	
4.15.3.BB.4	Minimum setback from surface <b>parking spaces</b> or <b>aisles</b> to any <b>lot line</b>	1.5 m	
4.15.3.BB.5	Minimum setback from a waste enclosure/loading area to a <b>lot line</b>	4.0 m	
4.15.3.BB.6	Minimum <b>landscaped buffer</b> abutting all <b>lot lines</b>	1.5 m	
4.15.3.BB.7	additional <b>uses</b> shall include <b>daycare, retail store, office, medical office, restaurant, take-out restaurant</b> , outdoor patio accessory to a <b>restaurant</b> and <b>take-out restaurant</b>		
4.15.3.BB.8	additional on-site parking is not required for additional <b>uses</b>		
4.15.3.BB.9	Minimum <b>parking spaces</b> required		
	(a) resident <b>parking spaces</b>	1 space per <b>dwelling unit</b>	
	(b) visitor <b>parking spaces</b>	0.20 spaces per <b>dwelling unit</b>	
Preliminary only. Subject to change based on amended site plan			

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

4.15.3.CC	Exception: RA2-CC	Map # 56	By-law:
In a RA2-CC zone the permitted uses and applicable regulations shall be as specified for a RA2 Zone except that the following <b>uses</b> /regulations shall apply:			
<b>Additional Permitted Uses</b>			
4.15.3.CC.1 (1) <b>Stacked Townhouse</b> (2) <b>Towhnhouse</b> (3) additional <b>uses</b>			
<b>Regulations</b>			
4.15.3.CC.2 The regulations contained in subsection 2.1.14, sentence 3.1.1.4.4 and Lines 5.0, 13.7, 15.1, 15.4, 15.5 and 15.6 contained in Table 4.15.1 of this By-law shall not apply			
4.15.3.CC.3	Minimum <b>front, interior</b> and <b>exterior side yards</b>	3.0 m	
4.15.3.CC.4	Minimum setback from surface <b>parking spaces</b> or <b>aisles</b> to any <b>lot line</b>	1.5 m	
4.15.3.CC.5	Minimum setback from a waste enclosure/loading area to a <b>lot line</b>	4.0 m	
4.15.3.CC.6	Minimum <b>landscaped buffer</b> abutting all <b>lot lines</b>	1.5 m	
4.15.3.CC.7	Minimum <b>landscaped area</b>	35% of the <b>lot area</b>	
4.15.3.CC.8	Additional <b>uses</b> shall include <b>daycare, retail store, office, medical office, restaurant, take-out restaurant</b> , outdoor patio accessory to a <b>restaurant</b> and <b>take-out restaurant</b>		
4.15.3.CC.9	Additional on-site parking is not required for additional <b>uses</b>		
4.15.3.CC.10	Minimum <b>parking spaces</b> required		
	(a) resident <b>parking spaces</b>	1 space per <b>dwelling unit</b>	
	(b) visitor <b>parking spaces</b>	0.20 spaces per <b>dwelling unit</b>	
Preliminary only. Subject to change based on amended site plan			

5. Map Number 56 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”, “G1” and “PB1” to “RM8-XX”, “RA2-AA”, “RA2-BB”, “RA2-CC”, “G1”, “PB1” and “OS1” the zoning of Part of Lots 6, 7, 8 and 9, Concession 9, North of Dundas Street, in the City of Mississauga, PROVIDED HOWEVER THAT the “RM8-XX”, “RA2-AA”, “RA2-BB”, “RA2-CC”, “G1”, “PB1” and “OS1” 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”, “RA2-AA”, “RA2-BB”, “RA2-CC”, “G1”, “PB1” and “OS1” zonings indicated thereon.

ENACTED and PASSED this \_\_\_\_\_ day of \_\_\_\_\_ 2019.

\_\_\_\_\_  
Mayor

\_\_\_\_\_  
Clerk

## 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”, G1 and “PB1” to RM8-XX”, “RA2-AA”, “RA2-BB”, “RA2-CC”, “OS1”, “PB1” and “G1”

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 “PB1” (Parkway Belt) zone permits passive uses (trails) and conservation uses

The “G1” (Greenlands) zone permits flood control, stormwater and erosion management and natural heritage features, along with trails and passive recreational uses

The “RM8-XX” zone permits back to back townhouses, both freehold and within a condominium development; street townhouses; townhouses within a condominium development; stacked townhouses within a condominium development; detached dwellings and a public school

The “RA2-AA” zone permits a combination of apartment building, townhouses and stacked townhouses within a condominium development

The “RA2-BB” zone permits a combination of apartment building, townhouses and stacked townhouses within a condominium development and a temporary stormwater management pond

The “RA2-CC” zone permits a combination of apartment building, townhouses and stacked townhouses within a condominium development

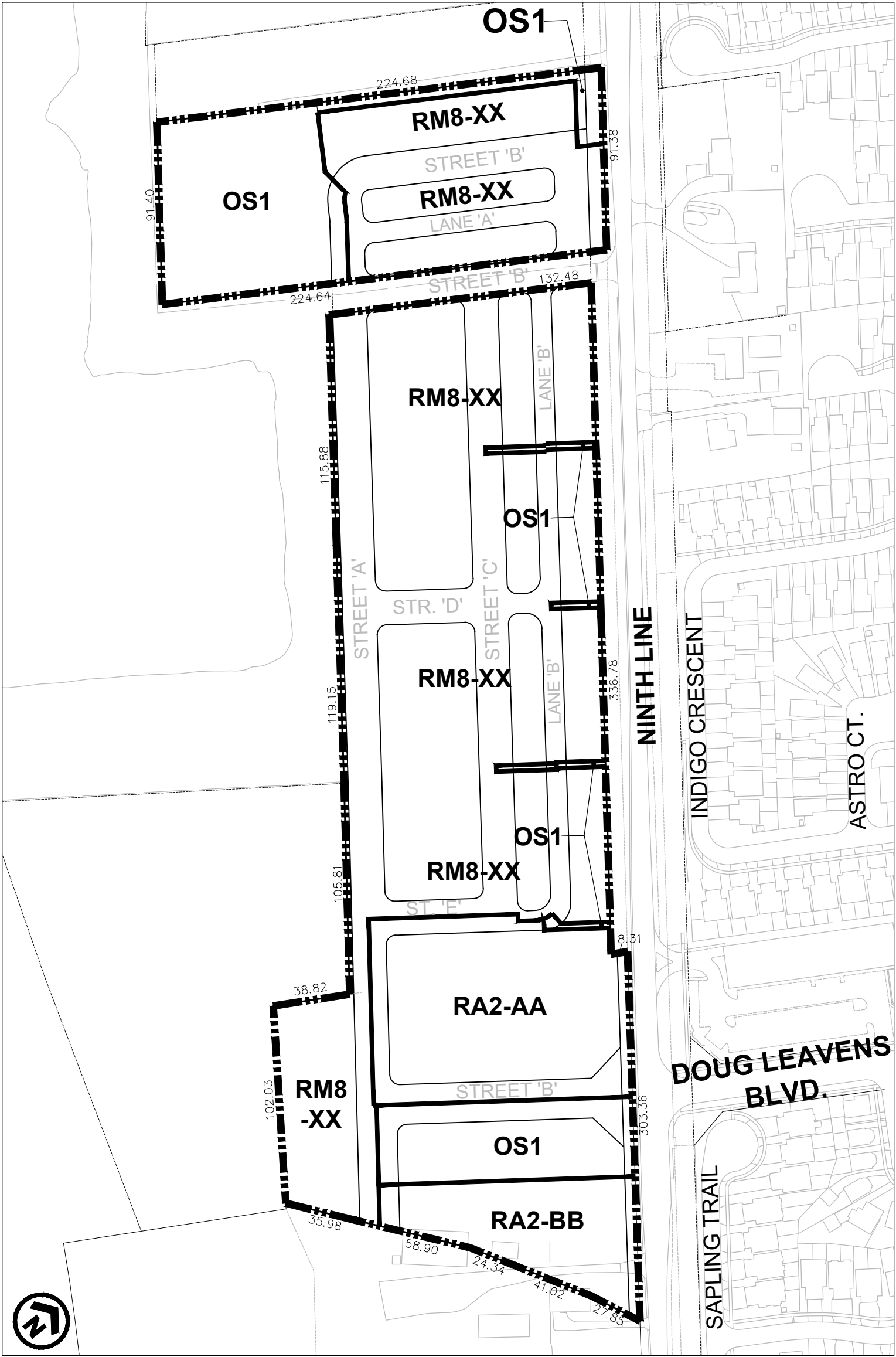
The “OS1” (Open Space) zone permits active and passive recreational uses, including walkways and trails within a public park and a stormwater management pond

The “PB1” (Parkway Belt) zone permits a transitway

### Location of Lands Affected

West side of Ninth Line, south of Derry Road, 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 LOTS 6,7,8, & 9  
CONCESSION 9, N.S.  
CITY OF MISSISSAUGA  
REGIONAL MUNICIPALITY OF PEEL

THIS IS SCHEDULE "A" TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL  
\_\_\_\_\_

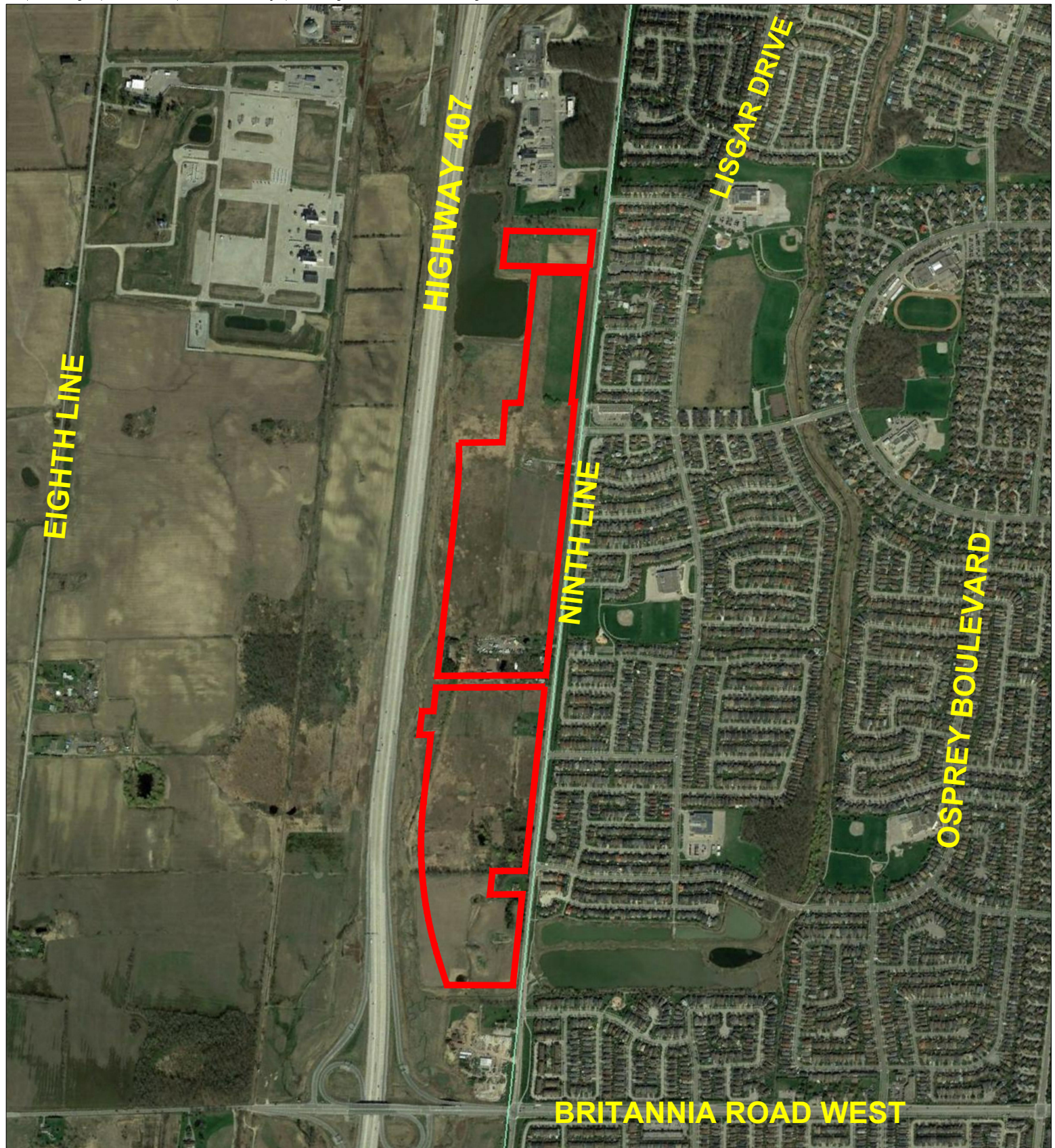


July 2019

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

THIS IS SCHEDULE "A" TO  
BY-LAW \_\_\_\_\_  
PASSED BY COUNCIL






# FIGURE 1

## SITE CONTEXT PLAN

CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

 Subject Property



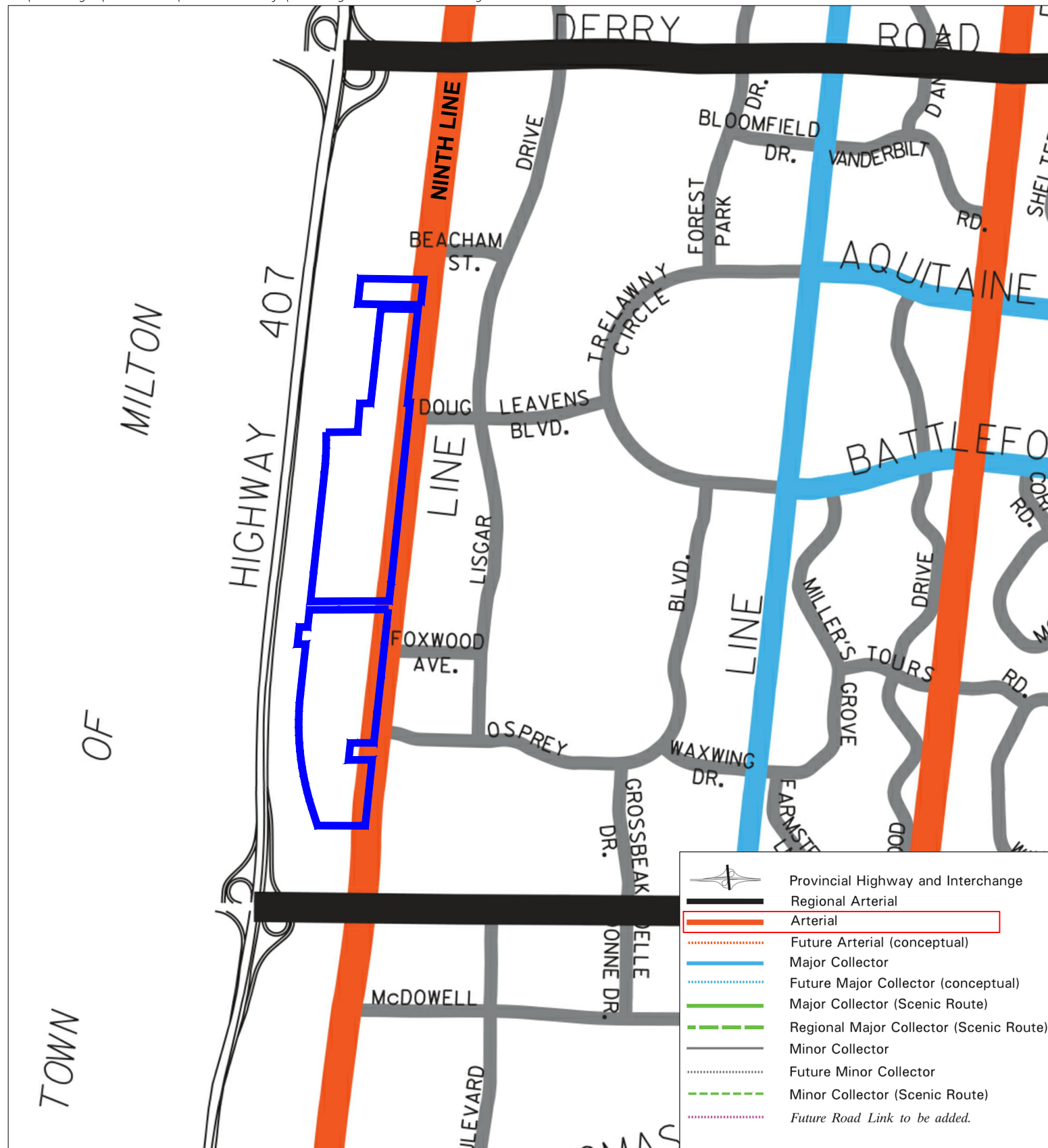
Scale NTS  
July 4, 2019



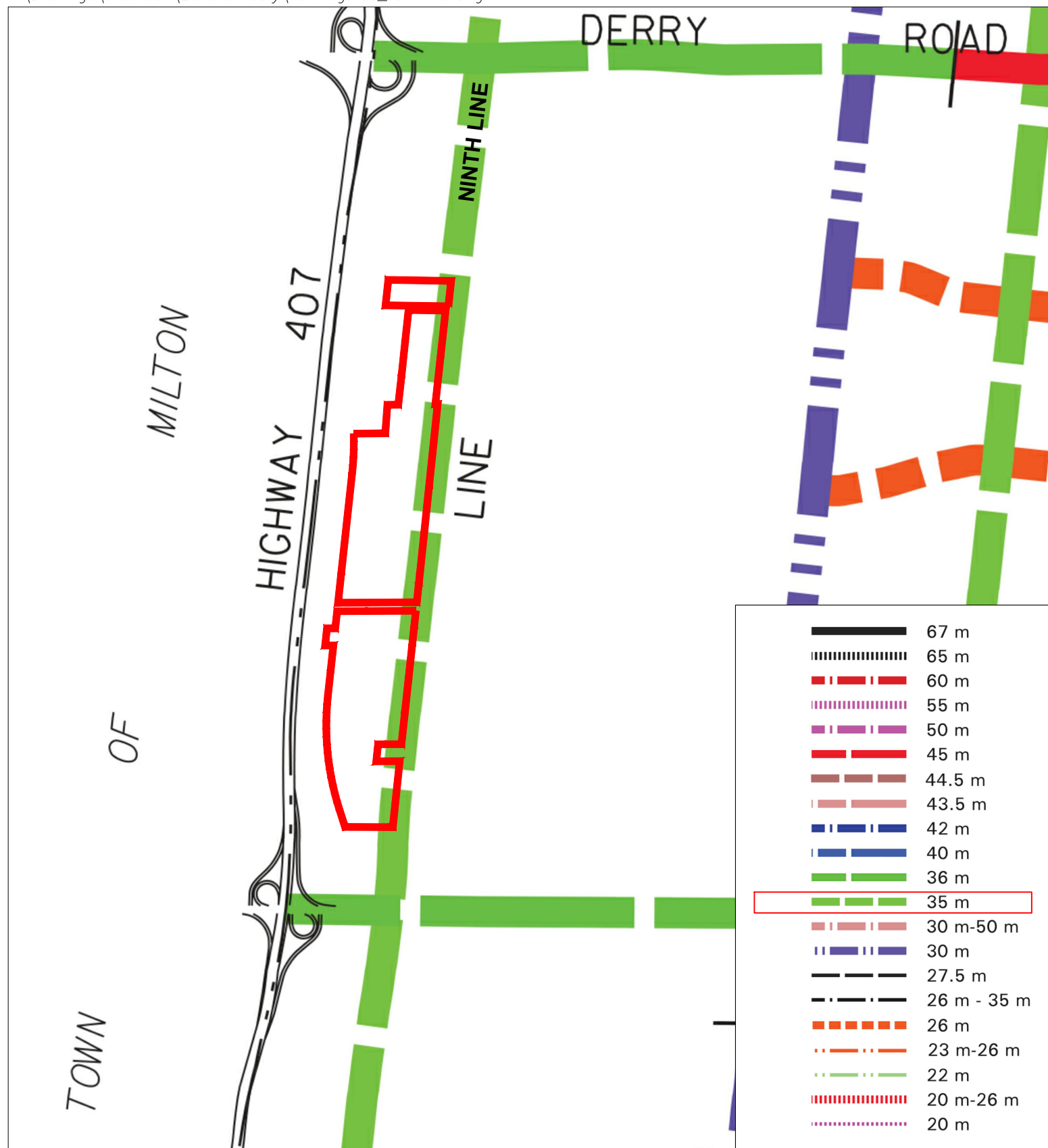
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

Scale NTS  
July 4, 2019






Scale NTS  
 July 4, 2019



## FIGURE 4

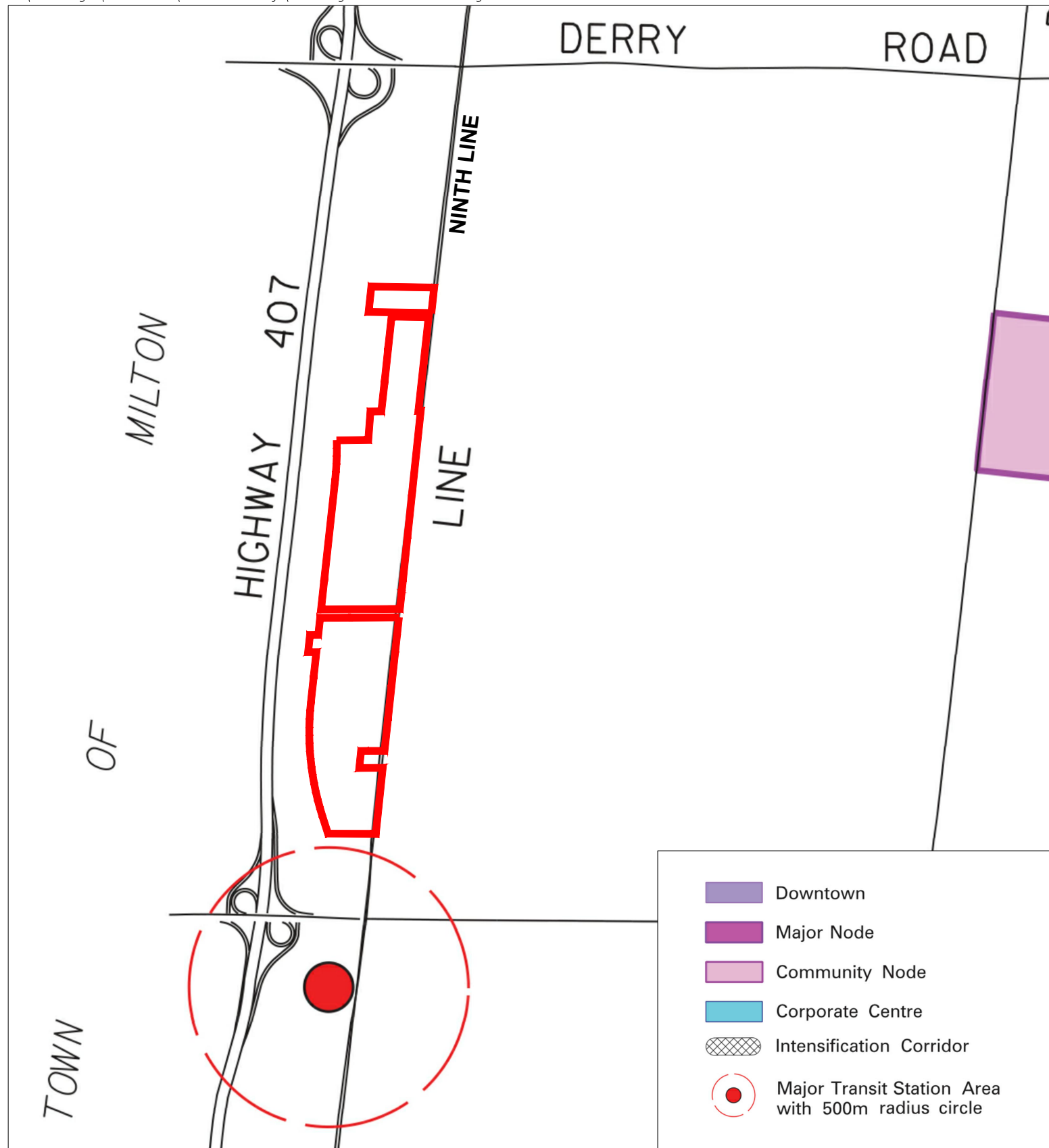
### CITY OF MISSISSAUGA OFFICIAL PLAN SCHEDULE 8: DESIGNATED RIGHT-OF-WAY WIDTHS

CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

 Subject Property




Scale NTS  
July 4, 2019



## FIGURE 5

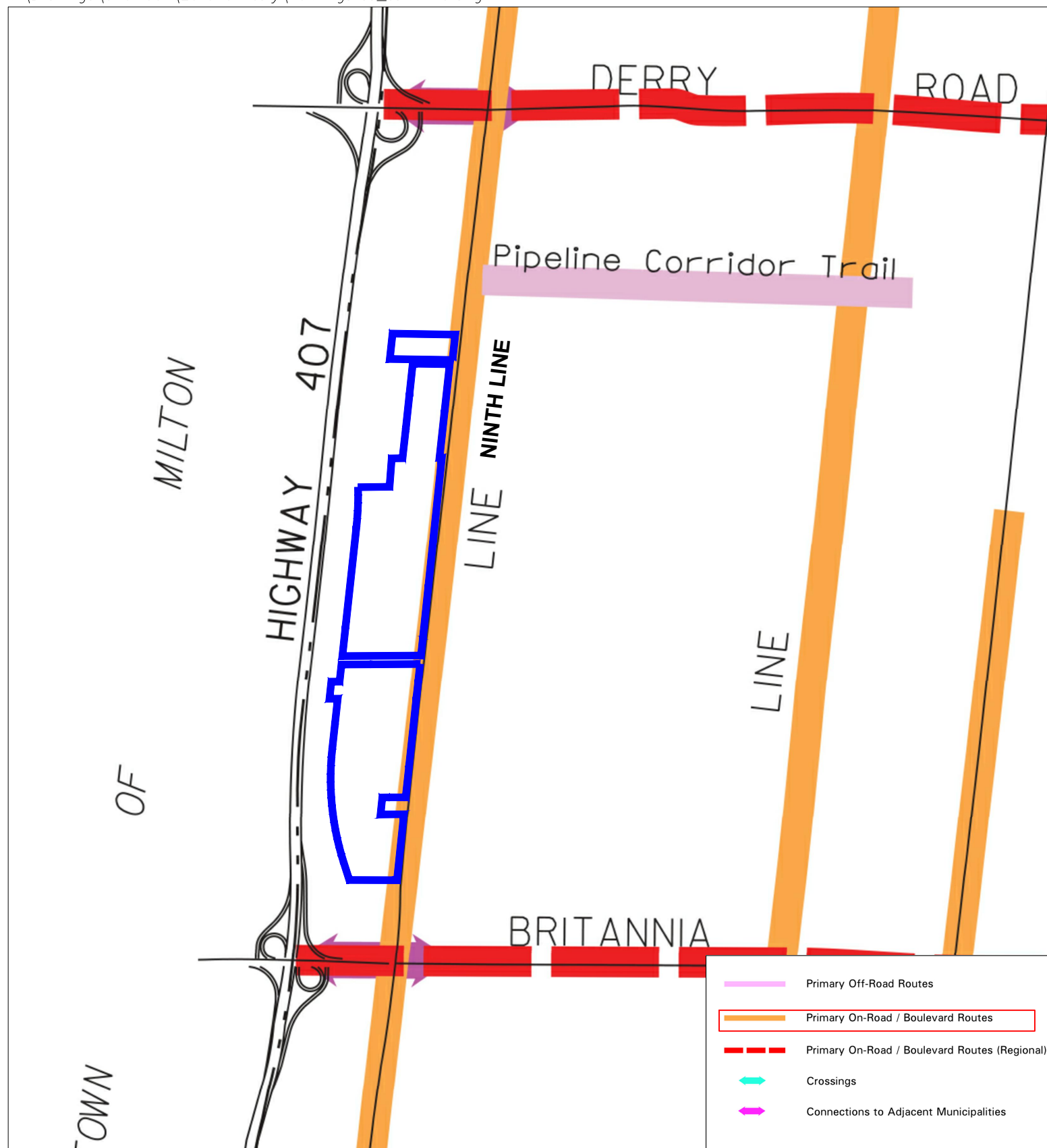
### CITY OF MISSISSAUGA OFFICIAL PLAN SCHEDULE 2: INTENSIFICATION AREAS

CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

 Subject Property




Scale NTS  
July 4, 2019



## FIGURE 6

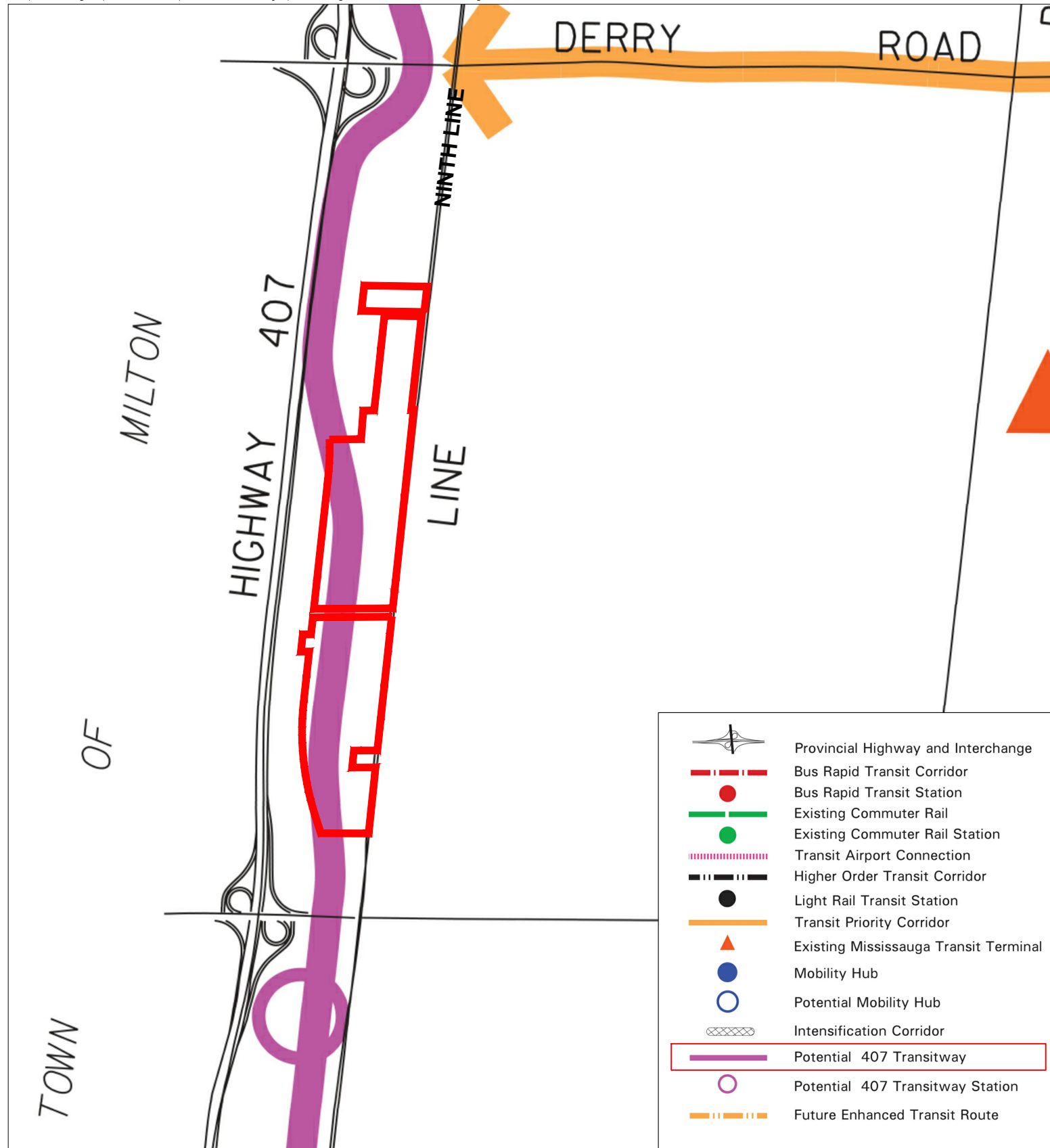
### CITY OF MISSISSAUGA OFFICIAL PLAN SCHEDULE 7: LONG TERM CYCLING ROUTES

CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

 Subject Property




Scale NTS  
July 4, 2019



## FIGURE 7

### CITY OF MISSISSAUGA OFFICIAL PLAN SCHEDULE 6: LONG TERM TRANSIT NETWORK

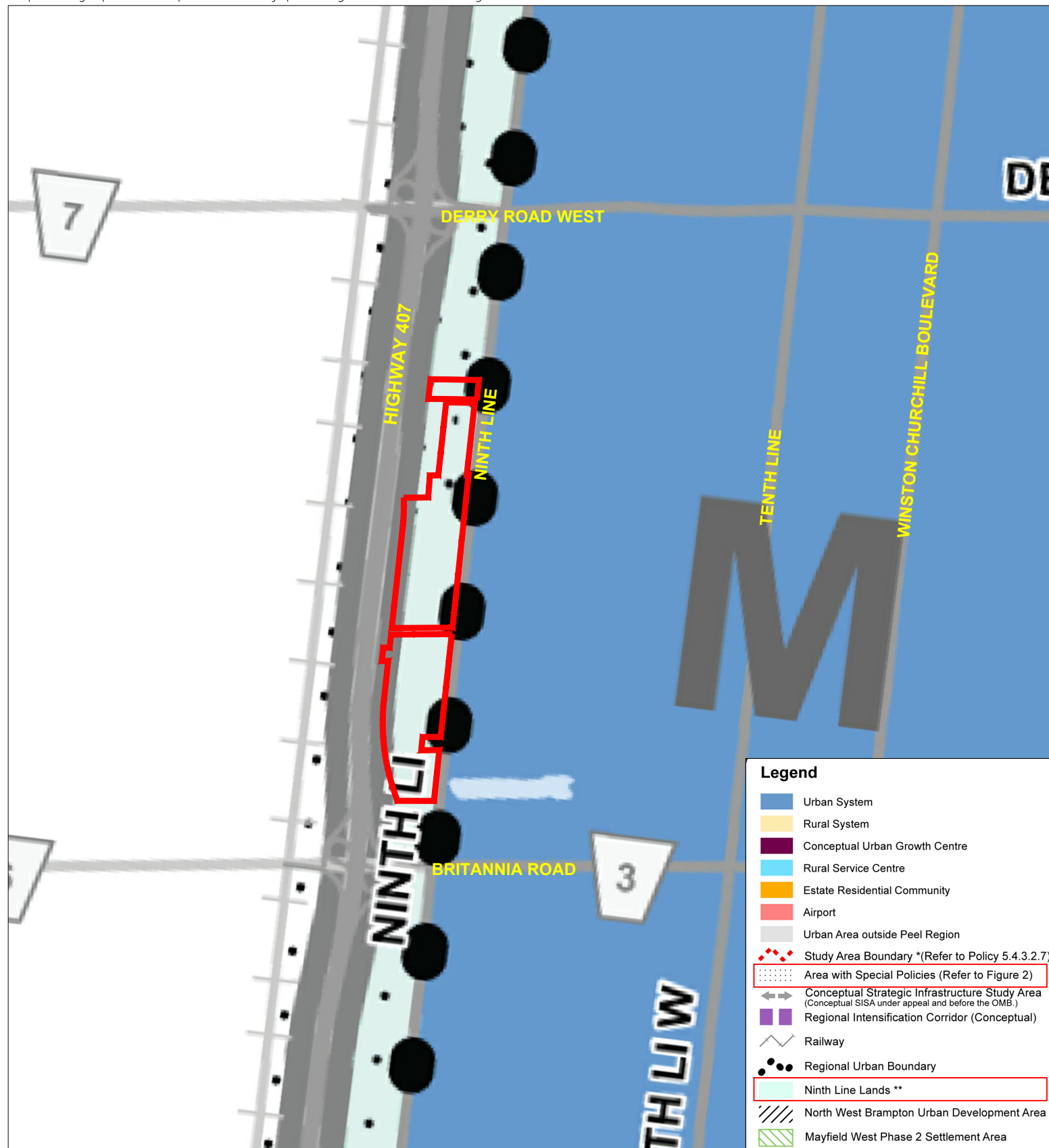
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

 Subject Property



Scale NTS  
July 4, 2019





# FIGURE 8

## REGION OF PEEL OFFICIAL PLAN SCHEDULE 'D' - REGIONAL STRUCTURE

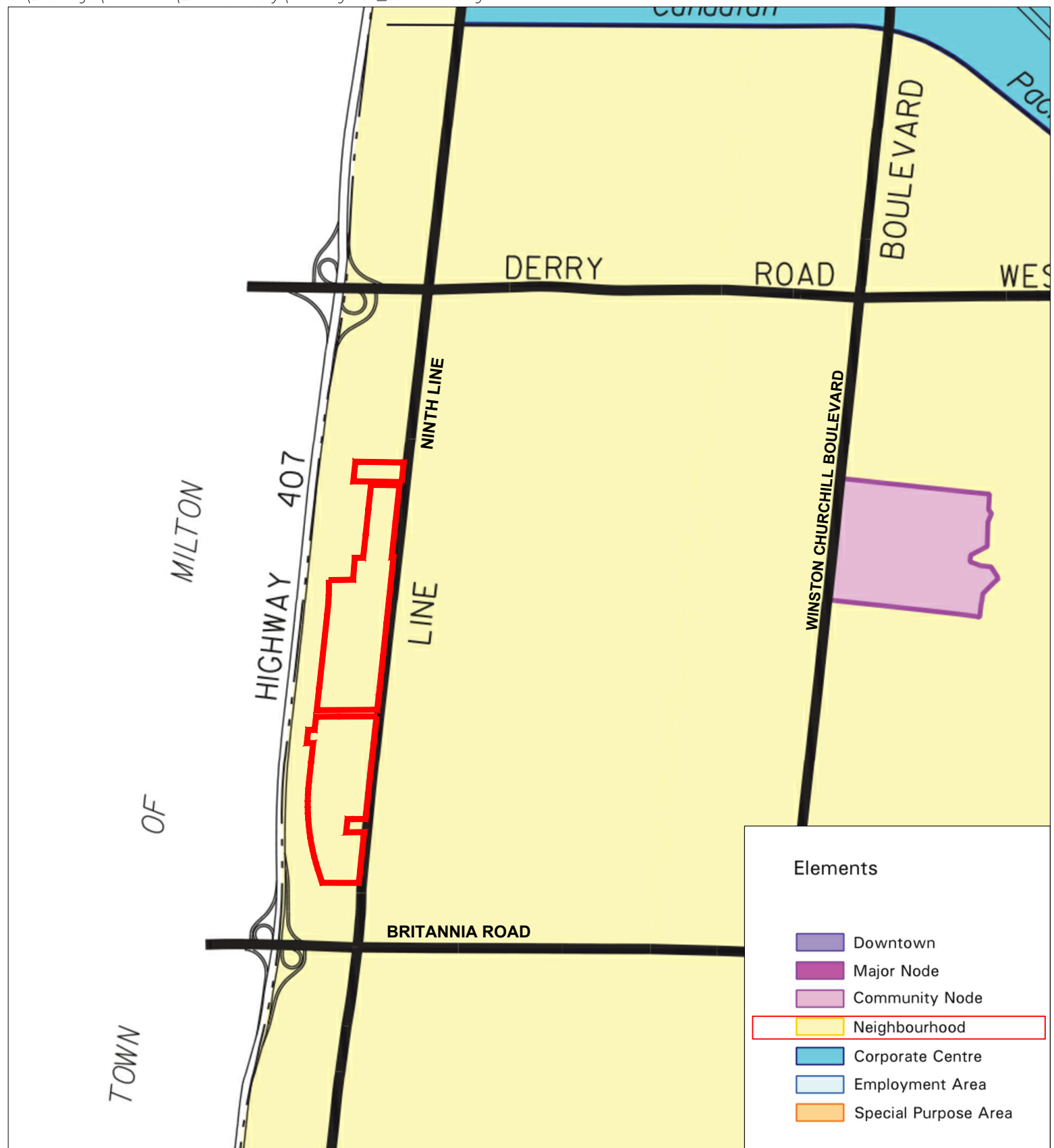
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

Subject Property

\*\* These lands are identified in the Region of Halton Official Plan as the Ninth Line Corridor Policy Area. Currently, the policies of the Region of Halton and the Town of Milton official plans apply to these lands. A future amendment will bring these lands into conformity with the Region of Peel Official Plan.




Scale NTS  
July 4, 2019



## FIGURE 9

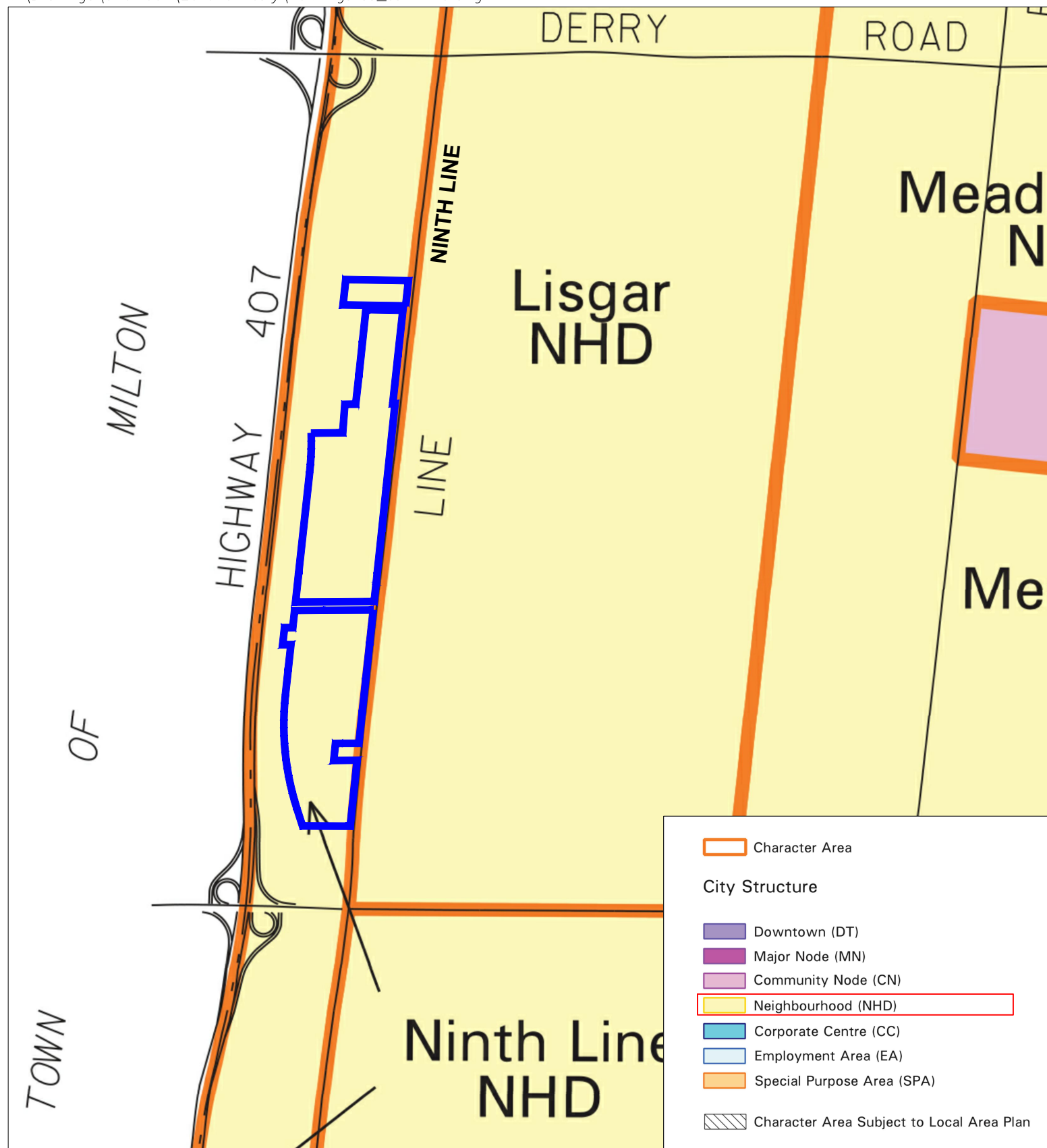
### CITY OF MISSISSAUGA OFFICIAL PLAN SCHEDULE 1b: URBAN SYSTEM CITY STRUCTURE

CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

 Subject Property




Scale NTS  
July 4, 2019



## FIGURE 10

### CITY OF MISSISSAUGA OFFICIAL PLAN SCHEDULE 9: CHARACTER AREAS

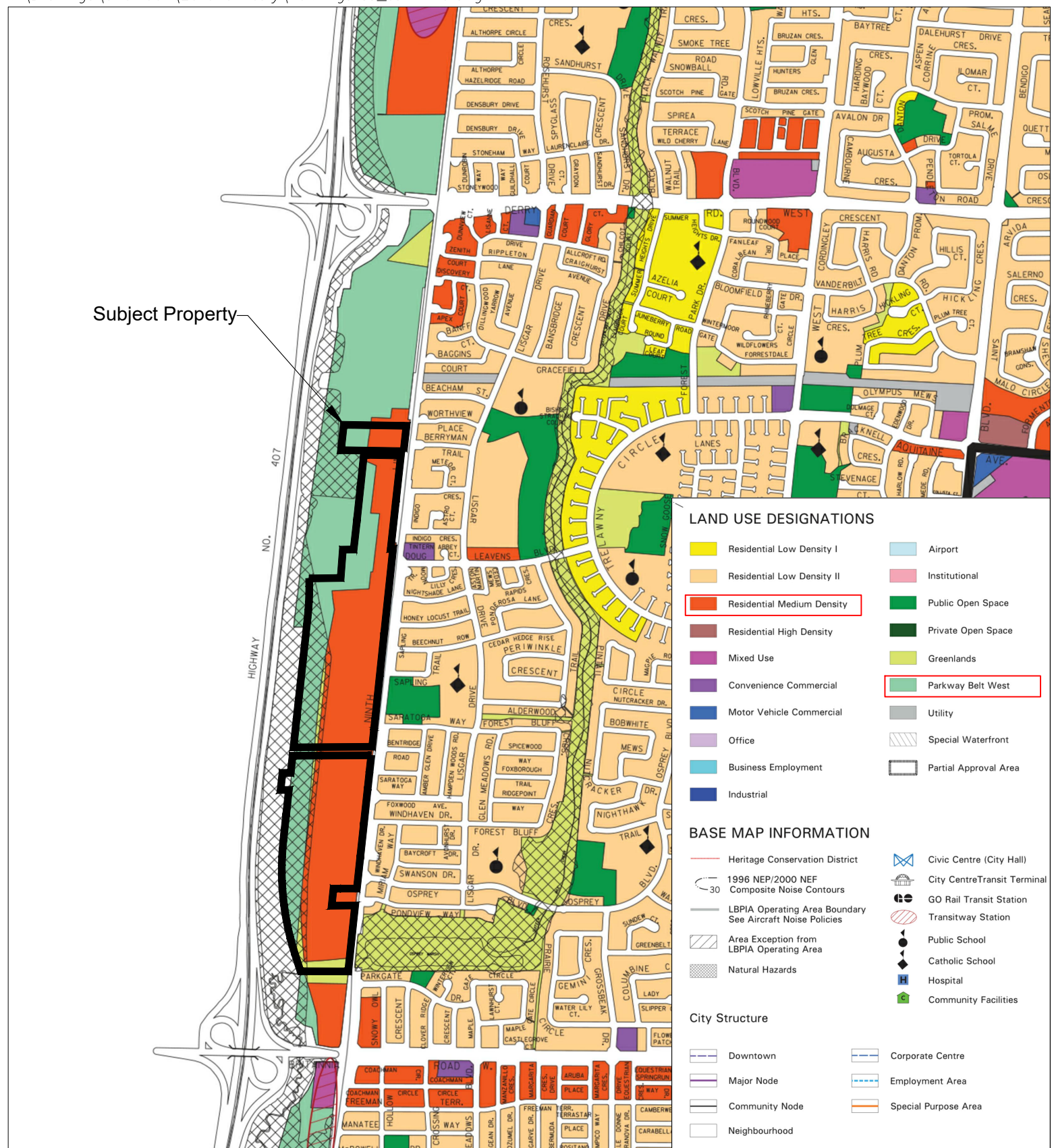
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

 Subject Property



Scale NTS  
May 15, 2019





# FIGURE 11

## CITY OF MISSISSAUGA OFFICIAL PLAN SCHEDULE 10: LAND USE DESIGNATIONS

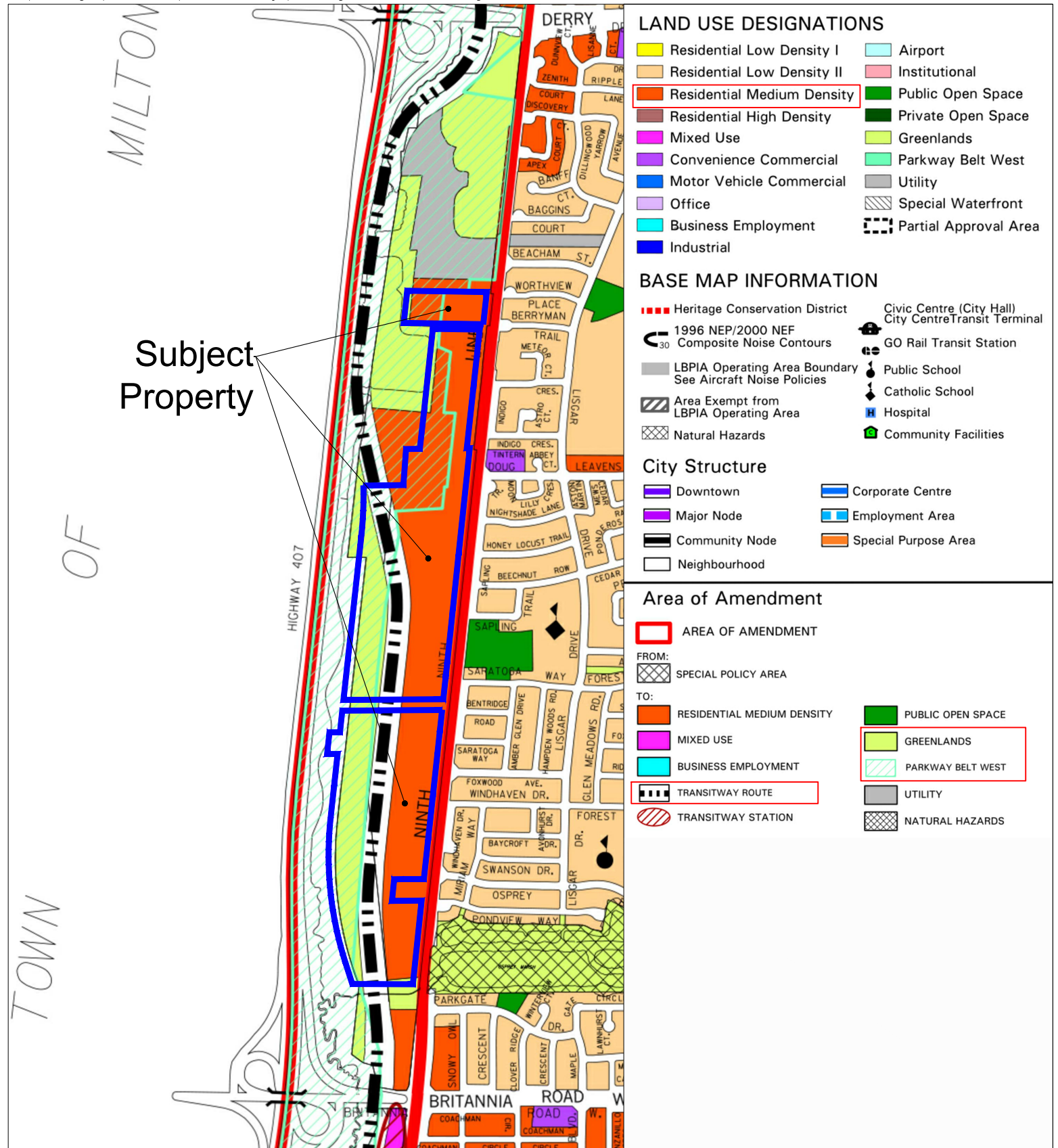
CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

Subject Property



Scale NTS  
July 4, 2019





**FIGURE 12**

**CITY OF MISSISSAUGA OFFICIAL PLAN  
MAP 16.20-5: NINTH LINE  
NEIGHBOURHOOD CHARACTER  
AREA REFERENCE MAP 'M2'**

CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

Subject Property




Scale NTS  
July 4, 2019



## FIGURE 13

### CITY OF MISSISSAUGA OFFICIAL PLAN MAP 16.20-2: NINTH LINE CHARACTER AREA HEIGHT LIMITS

CITY OF MISSISSAUGA,  
REGIONAL MUNICIPALITY OF PEEL

 Subject Property



Scale NTS  
July 4, 2019