
Planning and Development Committee

Date

2018/02/05

Time

7:00 PM

Location

Civic Centre, Council Chamber,
300 City Centre Drive, Mississauga, Ontario, L5B 3C1 Ontario

Members

Councillor George Carlson	Ward 11 (Chair)
Mayor Bonnie Crombie	
Vacant	Ward 1
Councillor Karen Ras	Ward 2
Councillor Chris Fonseca	Ward 3
Councillor John Kovac	Ward 4
Councillor Carolyn Parrish	Ward 5
Councillor Ron Starr	Ward 6
Councillor Nando Iannicca	Ward 7
Councillor Matt Mahoney	Ward 8
Councillor Pat Saito	Ward 9
Councillor Sue McFadden	Ward 10

Contact

Mumtaz Alikhan, Legislative Coordinator, Legislative Services
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Find it Online

<http://www.mississauga.ca/portal/cityhall/planninganddevelopment>

-
1. CALL TO ORDER
 2. DECLARATION OF CONFLICT OF INTEREST
 3. MINUTES OF PREVIOUS MEETING – January 15, 2018
 4. MATTERS TO BE CONSIDERED
 - 4.1. **PUBLIC MEETING INFORMATION REPORT (WARD 9)**
Applications to permit a 12 storey residential building with 208 rental apartments with a two storey podium, 6550 Glen Erin Drive (southwest corner of Glen Erin Drive and Battleford Road)
Owner: BCIMC Realty Corporation
File: OZ 17/010 W9
 - 4.2. Reimagining the Mall Update Report - Phase One Completion
 - 4.3. **PUBLIC MEETING INFORMATION REPORT (WARDS 9 AND 10)**
Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning CD.04.NIN
 - 4.4. National Housing Strategy – Comments (All Wards)
 5. ADJOURNMENT

City of Mississauga

Corporate Report



Date: January 16, 2018

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's file:
OZ 17/010 W9

Meeting date:
2018/02/05

Subject

PUBLIC MEETING INFORMATION REPORT (WARD 9)

**Applications to permit a 12 storey apartment building containing 208 rental apartments
6550 Glen Erin Drive, southwest corner of Glen Erin Drive and Battleford Road**

Owner: BCIMC Realty Corporation

File: OZ 17/010 W9

Recommendation

That the report dated February 5, 2018, from the Commissioner of Planning and Building regarding the applications by BCIMC Realty Corporation to permit a 12 storey apartment building containing 208 rental apartments with a 2 storey component that links the new building with the existing 15 storey, 113 unit apartment building under File OZ 17/010 W9, 6550 Glen Erin Drive, be received for information.

Report Highlights

- This report has been prepared for a public meeting to hear from the community
- The proposed development requires amendments to the official plan and zoning by-law
- Community concerns identified to date relate to parking, affordable housing, noise/dust during construction, rental vacancies, increased traffic and property values. There was support of the proposed apartment building as it provides for a mix of housing types
- Prior to the next report, matters to be addressed include: height and density, traffic, noise, wind, shadow, amenity areas and the satisfactory resolution of other technical requirements and studies related to the project

Background

The applications were deemed completed on September 7, 2017. The applications have been circulated for technical comments and a community meeting has been held. The purpose of this report is to provide preliminary information on the applications and to seek comments from the community.

Comments

THE PROPERTY AND THE NEIGHBOURHOOD

Size and Use	
Frontages:	Glen Erin Drive 61 m (200 ft.) Battleford Road 135 m (442.9 ft.)
Depth:	148.5 m (487.2 ft.)
Gross Lot Area:	1.2 ha (2.9 ac.)
Existing Uses:	There is an existing 15 storey, 113 unit rental apartment building on the site.

The property is located at the southwest corner of Battleford Road and Glen Erin Drive within the Meadowvale Neighbourhood Character Area. There is a 15 storey, 113 unit rental apartment building located on the eastern portion of the property with parking and amenity area on the western portion.

The immediate neighbourhood contains a mixture of low, medium and high density residential buildings with detached homes located to the west. A City owned trail abuts the subject property. The lands on the north side of Battleford Road, including the Meadowvale Town Centre shopping centre, form part of the Meadowvale Community Node.

Both Battleford Road and Glen Erin Drive are identified as major collector roads. An existing bus stop is located along Glen Erin Drive close to the intersection, and the Meadowvale Town Centre Bus Terminal is within walking distance. The trail to the west of the property provides a link to the Settler's Green Park to the south and the Meadowvale Town Centre to the north.



Aerial photo of subject lands

- North: A 12 storey apartment building and 3 storey townhomes are located directly across Battleford Road
- East: A 10 storey apartment building is located on the southeast corner of Glen Erin Drive and Battleford Road
- South: A townhouse condominium is located directly south of the property
- West: A Region of Peel pumping station building, public pathway, townhouses and detached homes

Information regarding the history of the site is found in Appendix 1. An aerial photo of the property and surrounding area is found in Appendix 2.

DETAILS OF THE PROJECT

The applications are to permit a 12 storey apartment building with 208 rental apartments. The existing and proposed apartment buildings are connected by a two storey building which includes residential units and a corridor.

Development Proposal	
Applications submitted:	Received: July 21, 2017 Deemed complete: Sept. 7, 2017
Owner/Applicant:	BCIMC Realty Corporation
Apartment Units Existing:	113 rental units

Development Proposal		
Apartment Units		
Proposed:	208 rental units	
Total:	321 rental units	
Gross Floor Area		
Existing:	10 700 m ² (115,174 ft. ²)	
Proposed:	17 315 m ² (186,383 ft. ²)	
Total:	28 015 m ² (301,560 ft. ²)	
Proposed Height:	12 storeys/35.4 m (116.4 ft.)	
Proposed Floor Space Index (FSI):	2.33	
Net Density:	267 units/ha (108 units/ac.)	
Landscape Area:	41%	
Anticipated Population:	520*	
	*Average household sizes for all units (by type) for the year 2011 (city average) based on the 2013 Growth Forecasts for the City of Mississauga.	
Parking:	Required	Proposed
Resident spaces	413 spaces	327 spaces
Visitor spaces	64 spaces	47 spaces
Total for 321 units	477 spaces	374 spaces

Proposed concept plan and elevations are found in Appendices 3 and 4.



Applicant's rendering of the proposed apartment building from Battleford Road

LAND USE CONTROLS

The subject lands are located within the Meadowvale Neighbourhood Character Area and are designated Residential High Density which permits apartment uses at a FSI range of 0.5 to 1.0 (Appendix 5). A Mississauga Official Plan amendment will be required to increase the FSI on the subject property to 2.33 and to allow a building exceeding four stories in height.

The lands are currently zoned RA4-1 (Apartment Dwelling) (Appendix 6) which permits apartment dwellings, long-term care dwellings and retirement dwellings with an FSI range between 0.5 and 1.0. A rezoning is proposed to RA4-Exception (Apartment Dwelling) to permit an increase in the FSI to 2.33.

Detailed information regarding the existing and proposed official plan policies and proposed zone standards is found in Appendices 7 and 8.

Bonus Zoning

On September 26, 2012, Council adopted Corporate Policy and Procedure 07-03-01 – Bonus Zoning. In accordance with Section 37 of the *Planning Act* and policies contained in the Official Plan, this policy enables the City to secure community benefits when increases in permitted height and/or density are deemed to be good planning by Council through the approval of a development application. Should these applications be approved by Council, the City will report back to Planning and Development Committee on the provision of community benefits as a condition of approval.

WHAT DID THE COMMUNITY SAY

A community meeting was held by Ward 9 Councillor, Pat Saito on November 21, 2017.

Comments made by the community are listed below and are grouped by issue. They will be addressed along with comments raised at the public meeting in the Recommendation Report, which will come at a later date.

- The proposed number of resident and visitor parking spaces may be insufficient
- Will this development have any affordable housing units
- Concerns were raised regarding dust and noise that will occur during construction
- Concern was raised regarding the overall number of rental units proposed in the area and the potential of high rental vacancies
- The proposed development will add to the existing traffic congestion in the area
- Concern that a decrease in property values may occur
- Desire to have the option to stay in the community and live in a smaller unit with less maintenance costs

DEVELOPMENT ISSUES

Agency comments are summarized in Appendix 9 and school accommodation information is contained in Appendix 10. Based on the comments received and the applicable Mississauga Official Plan policies, the following matters will have to be addressed:

- Are the policies and principles of Mississauga Official Plan maintained by this project
- Are the proposed building heights, density and massing appropriate and compatible with existing and planned Meadowvale Neighbourhood Character Area
- Are the proposed zoning regulations appropriate
- Is the proposed site access and internal driveway and parking lot configuration appropriate
- Have all other technical requirements and studies, including servicing, traffic impacts, noise and wind assessments, sun/shadow impacts, location of amenity areas and landscape areas been addressed and found to be acceptable

OTHER INFORMATION

The applicant has submitted the following information in support of the applications:

- | | |
|---|---|
| • Survey | • Environmental Site Assessment (Phase I) |
| • Site Plan | • Functional Servicing & Stormwater Management Report |
| • Floor Plans | • Noise Impact Study |
| • Building Elevations | • Parking Utilization Study |
| • Erosion & Sediment Control Plan | • Planning & Urban Design Rationale |
| • Site Servicing and Grading Plans | • Public Consultation Strategy |
| • Sections | • Shadow Study |
| • Pre and Post Development Land Comparison | • Traffic Impact Study |
| • Landscape Concept Plan and Roof Terrace Concept | • Tree Inventory and Preservation Plan Report |
| • Draft Official Plan Amendment and Zoning By-law | • Wind Assessment (Pedestrian) |

Development Requirements

There are engineering matters including: grading, servicing, stormwater management and noise mitigation matters which will require the applicant to enter into agreements with the City. Prior to any development proceeding on-site, the City will require the submission and review of an application for site plan approval.

Financial Impact

Development charges will be payable as required by the Development Charges By-law of the City. Also the financial requirements of any other external commenting agency must be met.

Conclusion

Most agency and City department comments have been received. The Planning and Building Department will make a recommendation on this project after the public meeting has been held and the issues have been resolved.

Attachments

- Appendix 1: Site History
- Appendix 2: Aerial Photograph
- Appendix 3: Proposed Concept Plan
- Appendix 4: Proposed Elevations
- Appendix 5: Excerpt of Meadowvale Neighbourhood Character Area Land Use Map
- Appendix 6: Existing Zoning and General Context Map
- Appendix 7: Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies
- Appendix 8: Summary of Existing and Proposed Zoning Provisions
- Appendix 9: Agency Comments
- Appendix 10: School Accommodation



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Lorie Sterritt, Development North

BCIMC Realty Corporation

File: OZ 17/010 W9

Site History

- September 24, 1975 – By-law 463-75 was approved to rezone the lands from **Agricultural (A)** to **RM7D3-728 (Apartments)**
- January 27, 1983 – Land Division Committee severance under file “B” 19/83 was approved to create two parcels, one for the apartment building and one for the townhouse block to the south
- May 17, 1983 – Site Plan approved under file SP 81-267 for the existing 15 storey, 113 unit apartment building
- May 5, 2003 – The Region of Peel approved Mississauga Plan policies for the Meadowvale District which designated the subject lands **Residential High Density 1**
- June 20, 2007 – Zoning By-law 0225-2007 came into force, zoning the subject lands **RA4-1 (Apartment Dwellings – Exception)**
- November 14, 2012 – Mississauga Official Plan came into force except for those site/policies which have been appealed. As no appeals have been filed the policies of Mississauga Official Plan apply. The subject lands are designated **Residential High Density** in the Meadowvale Neighbourhood Character Area



LEGEND:



SUBJECT LANDS

DATE OF AERIAL IMAGERY: SPRING 2017

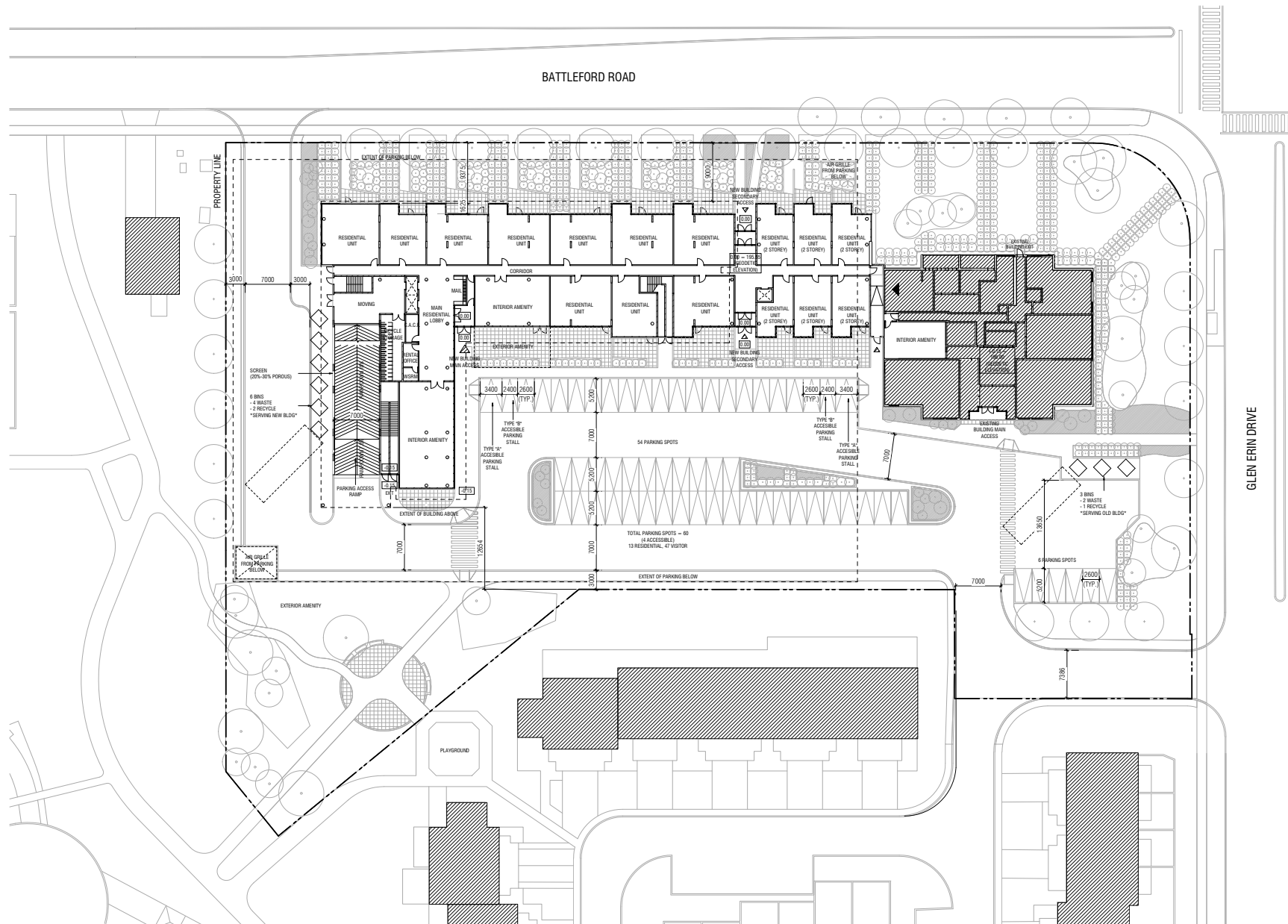


TITLE: BCIMC Realty Corporation

FILE NO: OZ 17/ 010 W9



Produced by
T&W, Geomatics

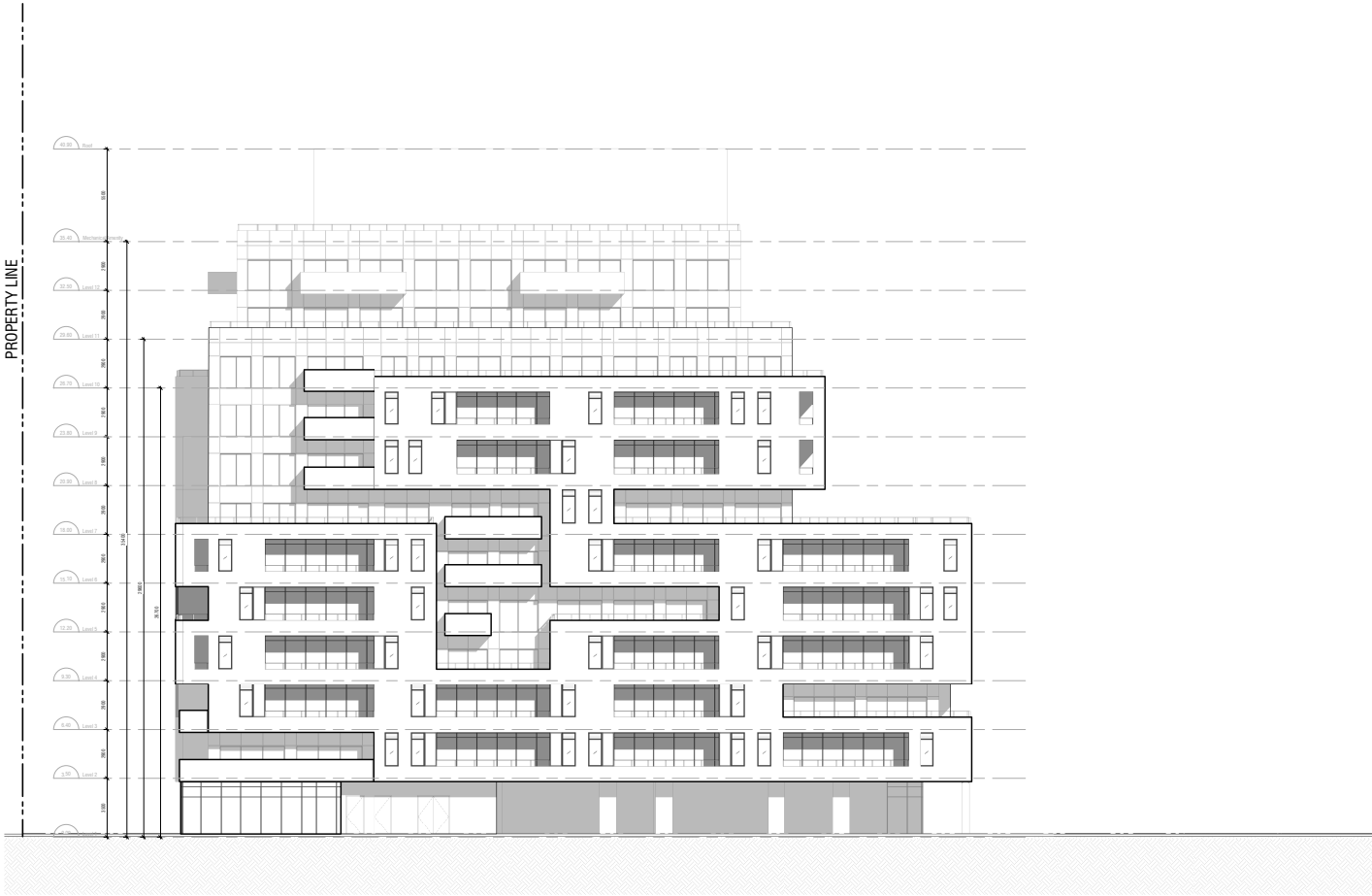


Proposed Concept Plan

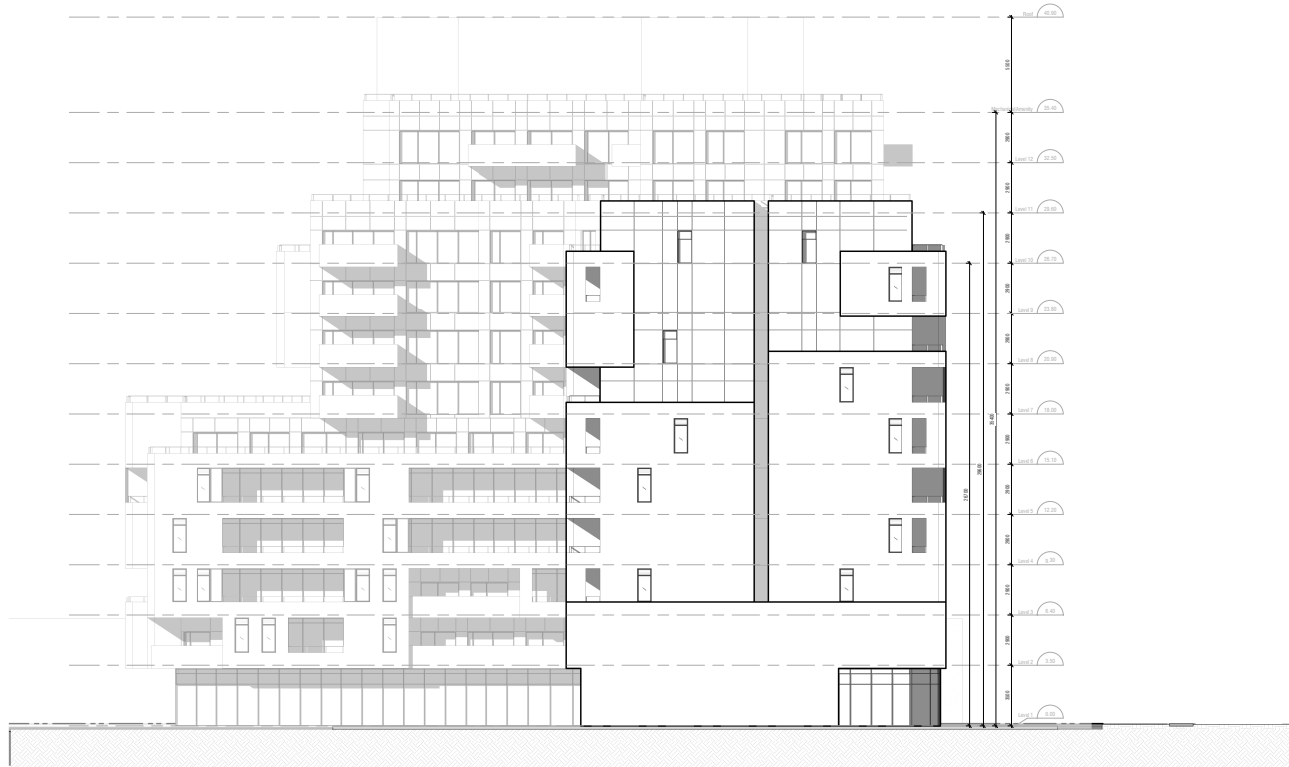




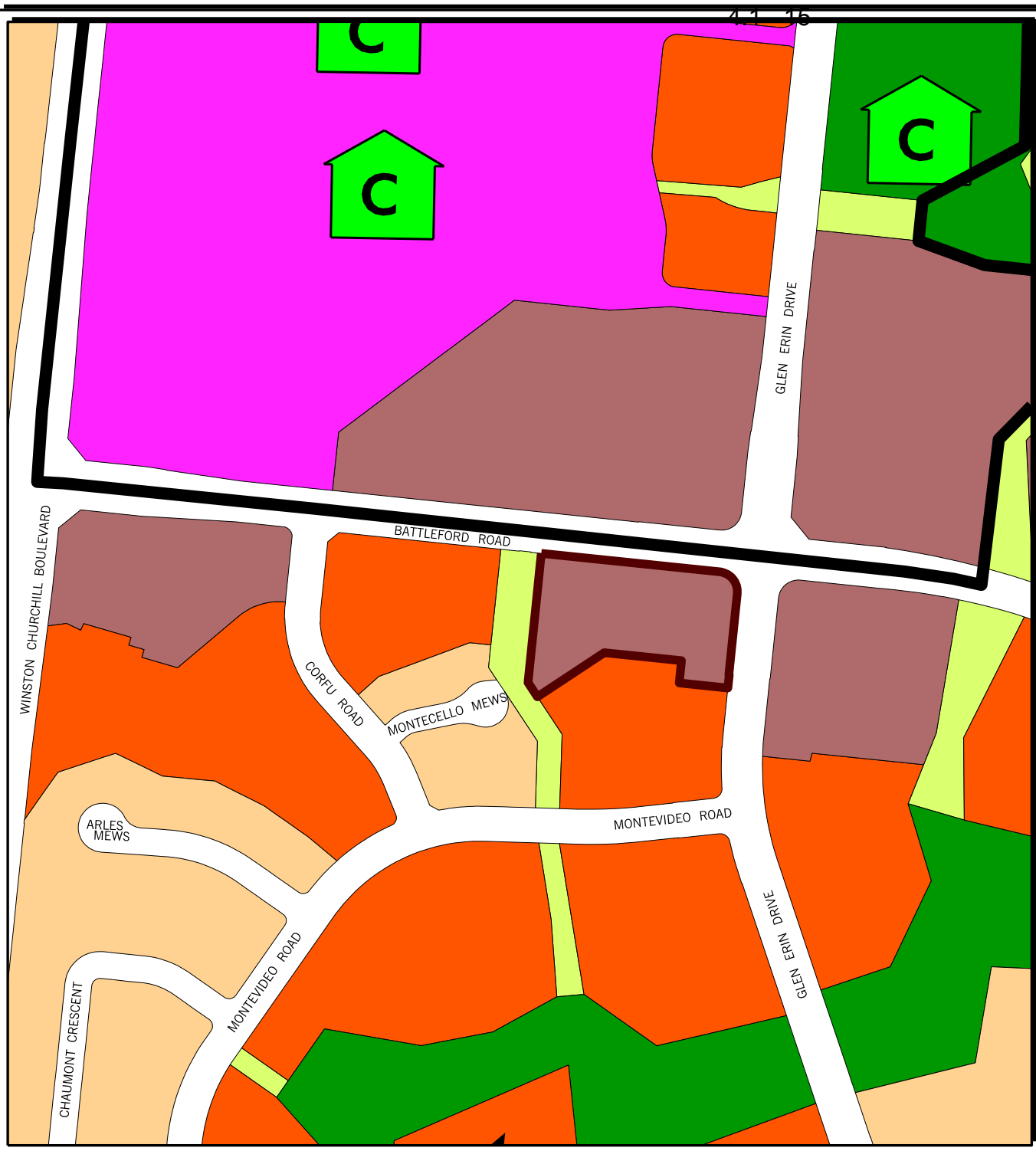
South Elevation



West Elevation



East Elevation



**PART OF SCHEDULE 10 LAND USE DESIGNATIONS
OF MISSISSAUGA OFFICIAL PLAN**

LAND USE DESIGNATIONS

- | | |
|----------------------------|-----------------------|
| Residential Low Density I | Airport |
| Residential Low Density II | Institutional |
| Residential Medium Density | Public Open Space |
| Residential High Density | Private Open Space |
| Mixed Use | Greenlands |
| Convenience Commercial | Parkway Belt West |
| Motor Vehicle Commercial | Utility |
| Office | Special Waterfront |
| Business Employment | Partial Approval Area |
| Industrial | |

BASE MAP INFORMATION

- | | |
|---|------------------------------|
| Heritage Conservation District | Civic Centre (City Hall) |
| 1996 NEP/2000 NEF Composite Noise Contours | City Centre Transit Terminal |
| LBPIA Operating Area Boundary See Aircraft Noise Policies | GO Rail Transit Station |
| Area Exempt from LBPIA Operating Area | Public School |
| Natural Hazards | Catholic School |
| | Hospital |
| | Community Facilities |

City Structure

- | | |
|----------------|----------------------|
| Downtown | Corporate Centre |
| Major Node | Employment Area |
| Community Node | Special Purpose Area |
| Neighbourhood | |

SUBJECT LANDS

TITLE: BCIMC Realty Corporation

FILE NO: OZ 17/ 010 W9



Produced by
T&W, Geomatics



BCIMC Realty Corporation

File: OZ 17/010 W9

Summary of Existing and Proposed Mississauga Official Plan Policies and Relevant Mississauga Official Plan Policies

Current Mississauga Official Plan Designation

The subject property is designated **Residential High Density** which permits apartment dwellings, long-term care dwellings and retirement dwellings.

Proposed Mississauga Official Plan Amendment

To amend the floor space index to permit the construct a new 12 storey apartment building with 208 rental apartment units with a two storey podium. The existing building will remain.

Relevant Mississauga Official Plan Policies

There are numerous policies that apply in reviewing these applications. An overview of some of these policies is found below.

	Specific Policies	General Intent
Chapter 5 – Direct Growth	Section 5.1.7 Section 5.3.3.2 Section 5.3.3.3 Section 5.3.3.8 Section 5.3.3.11 Section 5.3.5.1 Section 5.3.5.2 Section 5.3.5.5	Mississauga Official Plan (MOP) will ensure that development in Community Nodes will be in a form and density that compliments the existing character of historical Nodes. The MOP will protect and conserve the character of stable residential Neighbourhoods and will not be the focus of intensification.
Section 7 – Complete Communities	Section 7.2.2 Section 7.2.4 Section 7.2.7	MOP will ensure housing choices in terms of tenure, type, quality and quantity.

BCIMC Realty Corporation

File: OZ 17/010 W9

	Specific Policies	General Intent
Section 9 – Build a Desirable Urban Form	Section 9.1.3 Section 9.2.1.9 Section 9.2.1.10 Section 9.2.1.11 Section 9.2.1.12 Section 9.2.1.13 Section 9.2.1.14 Section 9.2.1.15 Section 9.2.1.16 Section 9.2.1.17	MOP will ensure that tall buildings will provide built form transitions to surrounding sites, be appropriately spaced to provide privacy and permit light and sky views, minimize adverse microclimatic impacts on the public realm and private amenity areas and incorporate podiums to mitigate pedestrian wind conditions.
Section 9.2 – Non-Intensification Areas	Section 9.2.2 Section 9.2.2.1 Section 9.2.2.2 Section 9.2.2.3	MOP will ensure that non-intensification areas (Neighbourhoods) will experience limited growth and change, limit height to 4 storeys and not allow for tall buildings. New development in Neighbourhoods will respect existing lotting patterns, setbacks, minimize overshadowing and overlook on adjacent neighbours, incorporate stormwater best management practice, preserve existing tree canopy and design the buildings to respect the existing scale, massing, character and grades of the surround area.
Section 14 – Community Nodes	Section 14.1.1.2 Section 14.1.1.3	MOP will ensure that lands within a Community Node are required to have a maximum building height of four storeys. Proposed heights greater than 4 storeys must demonstrate appropriate transition, enhance the existing or planned development, ensure that the City structure is maintained and demonstrate that the proposal is consistent with the policies of this Plan.

BCIMC Realty Corporation

File: OZ 17/010 W9

	Specific Policies	General Intent
Section 16 - Neighbourhoods	Section 16.1.1.2 Section 16.16.1.1	<p>The Meadowvale Neighbourhood Character Area policies state that in addition to the general Residential and High Density development policies of this Plan, the following additional policy will apply specifically to this Character Area:</p> <p>a. In order to create acceptable built form transitions, buildings should be limited in height when adjacent to low density residential neighbourhoods. Buildings immediately adjacent to low density housing forms should be limited to three storeys. In situations where the low density housing forms are separated from high density development by a public road or other permanent open space feature, a height of four to five storeys may be compatible.</p>
Section 19 - Implementation	<p>Section 19.5.1</p> <p>Section 19.4.3.</p>	<p>This section contains criteria which requires an applicant to submit satisfactory planning reports to demonstrate the rationale for the proposed amendment as follows:</p> <ul style="list-style-type: none"> the proposal would not adversely impact or destabilize the following: the overall intent, goals and objectives of the Official Plan; and the development and functioning of the remaining lands which have the same designation, or neighbouring lands; the lands are suitable for the proposed uses, and compatible with existing and future uses of surrounding lands; there are adequate engineering services, community infrastructure and multi-modal transportation systems to support the proposed application; a planning rationale with reference to Mississauga Official Plan policies, other relevant policies, good planning principles and the merits of the proposed amendment in comparison with the existing designation has been provided by the applicant. <p>To provide consistent planning application of planning and urban design principles, all development applications will address, among other matters: the impact of the height and form of development on adjacent land uses and the relationship of the proposed development to the street environment and its contribution to an effective and attractive public realm.</p>

BCIMC Realty Corporation

File: OZ 17/010 W9

	Specific Policies	General Intent
Other related policies	Public Realm Sections 9.3.1.4, 9.3.1.7 Site Development and Building Sections 9.5.1, 9.5.1.2, 9.5.1.5, 9.5.1.8, 9.5.1.9	Built form policies with respect to the public realm, site development and buildings, to provide direction on ensuring compatibility with existing built form, natural heritage features and creating an attractive and functional public realm.
Other related policies	Site Development Sections 9.5.2.1, 9.5.2.2, 9.5.2.3 Buildings Section 9.5.3.9	Built form policies with respect to the arrangements of elements on the site, including massing and design, safe and comfortable environment for pedestrians, and minimum undue physical and visual negative impacts of the development.

BCIMC Realty Corporation

File: OZ 17/010 W9

Summary of Existing and Proposed Zoning Provisions**Existing Zoning By-law Provisions**

RA4-1 (Apartment Dwellings), which permits apartment dwellings, long-term care dwellings and retirement dwellings with an exception for minimum and maximum floor spaces index.

Proposed Zoning Standards

Zone Standards	Required RA4-1 Zoning By-law Standards	Proposed RA4 Exception Zoning By-law Standards (based on Concept Plan dated October 26, 2016) *
Maximum Floor Space Index – Apartment Dwelling Zone	1.0	2.33
Minimum exterior side yards	10.5 m (34.4 ft.) for that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)	8.8 m (28.8 ft.) for that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)
Minimum rear yard	15.0 m (49.2 ft.) for that portion of the dwelling with a height greater than 26.0 m (85.3 ft.)	14.6 m (47.9 ft.) for that portion of the dwelling with a height of greater than 26.0 m (85.3 ft.)
Maximum projection of a balcony located above the first storey measured from the outermost face or faces of the building from which the balcony project	1.0 m (3.2 ft.)	2.0 m (9.8 ft.)
Minimum setback from a waste enclosure/loading area to a street line	10.0 m (32.8 ft.)	7.3 m (23.9 ft.)
Required number of parking spaces for a rental apartment dwelling	1.00 resident space per bachelor unit 1.18 resident spaces per one-bedroom unit 1.36 resident spaces per two-bedroom unit 1.50 resident spaces per three-bedroom unit	1.04 resident space for all types of apartment units
Required number of visitor parking spaces for a rental apartment dwelling	0.20 visitor spaces per unit	0.15 visitor spaces per unit

BCIMC Realty Corporation**File: OZ 17/010 W9**

Zone Standards	Required RA4-1 Zoning By-law Standards	Proposed RA4 Exception Zoning By-law Standards (based on Concept Plan dated October 26, 2016) *
Minimum depth of a landscaped buffer abutting a lot line that abuts a Greenlands zone	4.5 m (14.7 ft.)	3.0 m (9.8 ft.)

*The provisions listed are based on the preliminary concept plan and are subject to minor revisions as the plan is further refined.

BCIMC Realty Corporation

File: OZ 17/010 W9

Agency Comments

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

Agency / Comment Date	Comment
Region of Peel (October 10, 2017)	<p>The site does not have frontage on an existing sanitary sewer. Servicing of this site may require municipal and/or private easements.</p> <p>Weather protected resident bike parking and dedicated car share spots are recommended to be incorporated into the design of the site.</p> <p>The applicant is to update the Functional Servicing Report and submit a single-use demand table.</p> <p>It should be noted that waste collection will be front-end collection. Additional information on turning radii and turning movements and details of internal waste storage areas is required.</p>
Peel District School Board (September 19, 2017) Dufferin-Peel Catholic District School Board (September 13, 2017)	<p>The Peel Board of Education and the Dufferin-Peel Catholic District School Board are satisfied with the current provision of educational facilities for the catchment area in which the subject application is located.</p> <p>In addition, if approved, the Peel District School Board and Dufferin-Peel Catholic District School Board will require certain conditions to be added to applicable Servicing and Development Agreements and to any purpose and sale agreements.</p>
City Community Services Department – Parks and Forestry Division/Park Planning Section (December 5, 2017)	<p>In the event that these applications are approved, the Community Services Department - Park Planning note the following conditions.</p> <p>In comments dated December 5, 2017, this Department notes that the subject site is adjacent to City owned lands identified as Meadowvale Trail (P-120). To support and protect the health of the abutting greenbelt, as per the Zoning By-law requirements, the greater of 5 metres or the required setback from proposed underground parking areas shall be maintained.</p> <p>Prior to the issuance of building permits, for each lot or block cash-in-lieu for park or other public recreational purposes is required pursuant to Section 42 of the Planning Act (R.S.O.1990, c.P. 13, as amended) and in accordance with the City's Policies and By-laws.</p>

BCIMC Realty Corporation

File: OZ 17/010 W9

Agency / Comment Date	Comment
	<p>Securities for hoarding, fencing, and clean up works for the adjacent Greenbelt lands will be required and secured through the review of the site plan application.</p>
<p>City Community Services Department – Culture Division/Public Art (September 15, 2017)</p>	<p>The City of Mississauga strongly encourages the inclusion of public art in developments with greater than 10 000 m² (107,642 sq.ft) in gross floor area, with the exception of non-profit organizations and social housing. Public art helps create vibrant public spaces and streetscapes, making the city a place people want to live in, work in and visit. Public art refers to artwork which is permanent or temporary, in any medium, material, media or combination thereof that is planned and executed with the specific intention of being sited or staged in the public realm and accessible to the public, in general. Such works are created, or managed, by a professional artist, environmentally integrated or installed, and can be acquired by the City through purchase, commission, or donation.</p> <p>The applicant is encouraged to include public art near major pedestrian walkway connections and/or to make a cash contribution to the City's Public Art Reserve Fund for the inclusion of public art near the subject site. The suggested contribution is equal to 0.5% (at a minimum) of the Gross Construction Costs of the Development. The Gross Construction Costs will initially be determined by the Owner/Applicant, to the satisfaction of the Planning and Building Department.</p>
<p>City Community Services Department – Fire and Emergency Services Division (November 8, 2017)</p>	<p>Fire has reviewed the applications from an emergency response perspective and has no concerns; emergency response time to the site and water supply available are acceptable.</p>
<p>City Transportation and Works Department (October 30, 2017)</p>	<p>The applicant has been requested to provide additional technical details. Development matters currently under review and consideration by this department include:</p> <ul style="list-style-type: none"> • Revisions to the Site Plan, Grading Plan, Servicing Plan, Sections Plan and Garage Floor Plans; • Revisions to the Noise Impact Study, Functional Servicing Report and Traffic Impact Study; • Provision of a detailed turning movement diagram; • Provision of a letter of reliance for the Phase I ESA. <p>The above aspects will be addressed in detail prior to the Recommendation Report.</p>

BCIMC Realty Corporation

File: OZ 17/010 W9

Agency / Comment Date	Comment
Other City Departments and External Agencies	<p>The following City Departments and external agencies offered no objection to these applications provided that all technical matters are addressed in a satisfactory manner:</p> <ul style="list-style-type: none"> - Canada Post - Endbridge Gas - Rogers Cable - Enersource Hydro Mississauga
	<p>The following City Departments and external agencies were circulated the applications but provided no comments:</p> <ul style="list-style-type: none"> - City Realty Services - French School Board - GTAA - Trillium Health

BCIMC Realty Corporation

File: OZ 17/10 W9

School Accommodation

The Peel District School Board	The Dufferin-Peel Catholic District School Board
<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 18 Kindergarten to Grade 6 5 Grade 7 to Grade 8 10 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> Settler's Green P.S. <ul style="list-style-type: none"> Enrolment: 470 Capacity: 501 Portables: 1 Edenwood Middle P.S. <ul style="list-style-type: none"> Enrolment: 482 Capacity: 504 Portables: 1 Meadowvale S.S. <ul style="list-style-type: none"> Enrolment: 1,152 Capacity: 1,497 Portables: 0 <p>* Note: Capacity reflects the Ministry of Education related capacity, not the Board related capacity, resulting in the requirement of portables.</p>	<ul style="list-style-type: none"> Student Yield: <ul style="list-style-type: none"> 4 Junior Kindergarten to Grade 8 3 Grade 9 to Grade 12 School Accommodation: <ul style="list-style-type: none"> St. Teresa of Avila <ul style="list-style-type: none"> Enrolment: 388 Capacity: 527 Portables: 0 Our Lady of Mount Carmel <ul style="list-style-type: none"> Enrolment: 1,551 Capacity: 1,320 Portables: 16

City of Mississauga

Corporate Report



Date: 2018/01/10

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:
CD.03.REI

Meeting date:
2018/02/05

Subject

Reimagining the Mall Update Report
File CD.03.REI

Recommendation

That the report entitled "Reimagining the Mall Update Report", dated January 10, 2018, from the Commissioner of Planning and Building, be received for information.

Report Highlights

- Reimagining the Mall presents the City with a unique opportunity to create a proactive policy framework for the future redevelopment of mall-based nodes in Mississauga.
- Phase 1 of the project has concluded. It consisted of a review of the existing conditions, analysis of the shopping malls and an extensive public and stakeholder engagement program.
- Upcoming engagement events include the Reimagining the Mall Forum, community meetings at each of the nodes, and a Design Workshop.

Background

The Reimagining the Mall study is a City of Mississauga project, in partnership with the Region of Peel, with the purpose of developing new land use planning policies for five of the City's shopping malls and their surrounding areas. Each shopping mall included in the study anchors a 'Community Node' or 'Major Node' in Mississauga Official Plan (see Appendix 1). The nodes are as follows, with the shopping mall in parentheses:

1. Central Erin Mills Major Node (Erin Mills Town Centre)
2. Meadowvale Community Node (Meadowvale Town Centre)
3. Rathwood-Applewood Community Node (Rockwood Mall)

4. Sheridan Community Node (Sheridan Centre)
5. South Common Community Node (South Common Centre)

The nature of the retail market is constantly evolving, and the future viability of traditional, suburban-style shopping malls is unknown. In this context, Mississauga's mall-based nodes present a tremendous opportunity to realize multiple objectives in their long-term evolution: direction of intensification to appropriate areas of the city (including affordable housing), improvement of the quality of the built environment, enhancement of connections with surrounding neighbourhoods, promotion of active lifestyles that improve health, and invigoration of local businesses within a mixed use environment.

Consultants have been retained to provide professional services to complete the Reimagining the Mall study. Gladki Planning Associates has been retained as the lead consultant, providing planning analysis, with sub-consultants urbanMetrics and DTAH providing expertise in financial analysis and urban design, respectively.

Figure 1 below depicts the planning process, comprised of four phases.



Figure 1

Comments

Phase 1 - Existing Conditions Analysis

Phase 1, which comprises the Existing Conditions Analysis, is now concluded. It consisted of a review of the existing conditions of the study areas, an analysis of the shopping malls, and a range of public and stakeholder engagement events, which are described below.

Existing Conditions Analysis Report

In order to better understand the context, and to ground the study in thorough analysis of the mall-based nodes, the consulting team assessed the nodes from the following perspectives: existing mix of uses, built form and density, connectivity, on-street pedestrian connections, transit and cycling, mall site conditions, and other missing elements.

Retail Property Analysis and Interviews with Mall Owners

As the anchors and focal points of the nodes, the functioning and influence of the shopping malls needs to be evaluated. The consultants have conducted detailed analysis of each mall, including their histories, trade areas, demographics, access and surrounding contexts. The consultants also conducted in-depth interviews with representatives of the corporations that manage, own and/or develop the shopping mall properties included in the study.

Walking Audits

Walking audits were conducted between September 26 and October 18, 2017. A total of 54 individuals participated in the walking audits. Led by Peel Public Health staff, the purpose was to seek input from residents and other stakeholders through a facilitated tour of the areas surrounding the shopping malls, to evaluate the walkability of their neighbourhoods.

Pop-up Events

Pop-up events were held at the shopping malls, or nearby community centres or libraries. A total of 261 individuals participated in the activities at the pop-up events. The intent was to create public awareness of the project, and to receive feedback on likes/dislikes of the existing areas, travel behaviour and desires for the future.

Intercept Interviews

Concurrent with the pop-up events, intercept interviews were conducted at each of the nodes. Using similar questions from the pop-up events, the City's consultants walked around the malls and their surrounding areas to receive feedback from a larger cross-section of participants including shoppers, business owners, transit users and users of the community centre and/or library. In total, 102 individuals were interviewed across the five nodes.

Online Input/Survey

A project webpage was created on September 11, 2017 at reimaginingthmall.ca. The purpose of the webpage is to provide a general overview of the project, provide updates, and enable visitors to engage through various interactive tools. From the initial launch to the end of 2017, visitor traffic has been as follows:

- 2,500 hits (number of times the webpage has been viewed)
- 2,000 unique visitors
- 135 engaged visitors (gave feedback, asked a question or submitted a survey response)

Summary

Through the work conducted in Phase 1, a strong base of information regarding the existing conditions of the nodes has been generated to inform future phases. Over 550 people have been engaged through the various activities thus far, and over 2,000 people have been made aware of the project. The input received is currently being synthesized by the consultants and will be summarized and provided to the public through the project website in the near future.

Next Steps**Case Studies and Best Practices Review**

The consultants will be conducting a review of case studies and best practices for shopping mall redevelopment. The purpose will be to examine trends on the evolution and future of retail, learn about different models in the redevelopment of suburban shopping malls (including financial viability), and draw key lessons and implications for the nodes in the Reimagining the Mall project.

Reimagining the Mall Forum

A forum event is scheduled for March 6, 2018 and will be sponsored by the Region of Peel. The purpose of the event is to raise awareness of the project, promote health as an essential component of redevelopment, and to engage with a broad cross-section of key stakeholders. Those stakeholders include: members of Council, major landowners, professionals within the development community, and City and Regional staff.

The forum will be a day-long event, separated into morning and afternoon sessions. In the morning session, a panel of respected speakers from various disciplines has been scheduled to discuss the topic of reimagining malls from different perspectives. The afternoon session will be run as a workshop for City and Regional staff, focusing on various themes such as transportation, land use and urban design.

Community Meetings

Community meetings will be held at each of the nodes in the study from late March to late April 2018. The purpose of the community meetings will be to confirm the observations and analyses from Phase 1, to present the case studies and best practices from Phase 2 to the public and stakeholders, and to obtain input into the visioning for Phase 3.

Design Workshop

The final public engagement event of Reimagining the Mall will be a design workshop held in June 2018. The purpose of the workshop will be for the project consultants to present their urban design and land use visions to the community prior to preparing the final report. In addition, the consultants will be able to validate the public and stakeholder input that they have received and incorporated into their visions.

Final Reports

Following all of the engagement activities, the consultants will prepare final reports, including a Directions Report and a Financial Analysis Report. The purpose of the reports will be to provide final recommendations to set a framework for future redevelopment, and to confirm that the recommendations are financially viable for landowners.

Related Projects

The Malton Community Node, anchored by Westwood Square, participated in recent public consultation through the MyMalton visioning project. Staff are currently working on the associated Official Plan Amendment (OPA). Malton policies, including those for the Community Node, will be reviewed through the Malton OPA process.

In addition, due to development pressures in the residential neighbourhood area surrounding Meadowvale Town Centre, a visioning exercise and scoped land use policy review will be undertaken.

Financial Impact

None

Conclusion

Through Reimagining the Mall, the City has the opportunity to guide the long-term evolution of Mississauga's mall-based nodes toward healthier, mixed-use communities. Phase 1 of the project has concluded, resulting in detailed analysis of the existing conditions and a successful engagement program. Upcoming engagement events include the Reimagining the Mall Forum, community meetings at each of the nodes, and a Design Workshop.

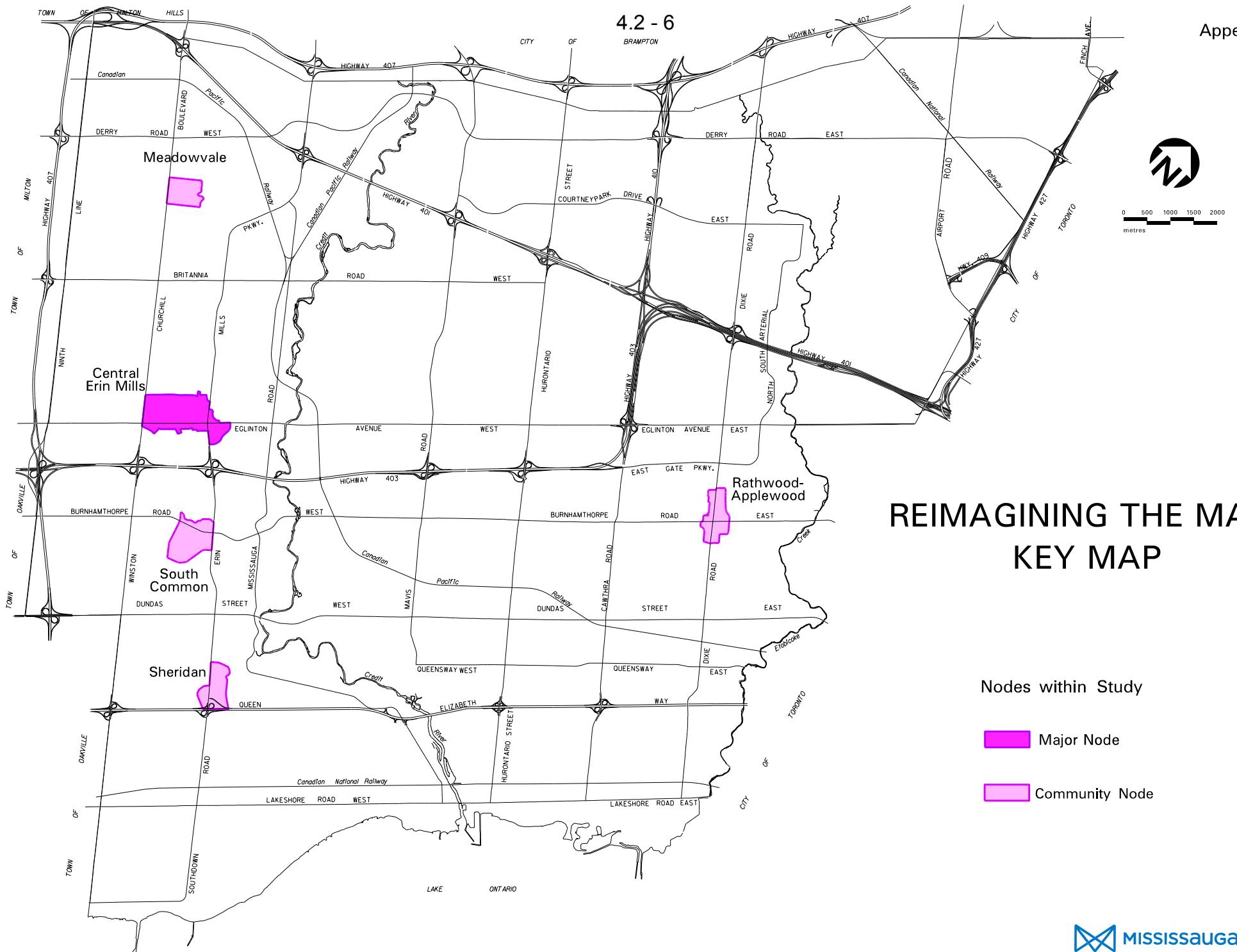
Attachments

Appendix 1: Reimagining the Mall Key Map



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Jordan Lee, Planner



City of Mississauga

Corporate Report



Date: 2018/01/16

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:
CD.04.NIN

Meeting date:
2018/02/05

Subject

PUBLIC MEETING (Wards 9 and 10)

**Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning
CD.04.NIN**

Recommendation

1. That the submissions made at the public meeting held on February 5, 2018, to consider the report "Ninth Line Lands – Proposed Neighbourhood Character Area Policies and Zoning" dated January 16, 2018, be received, and
2. That staff report back to Planning and Development Committee on the submissions made, outlining any modifications to the original proposed amendments and zoning changes, if necessary.

Background

On December 13, 2017, Council received the proposed Draft Neighbourhood Character Area Policies and Draft Zoning Schedule for the Ninth Line lands, and directed that, among other matters, a public meeting be held to consider the land use changes for the area.

The report from that meeting which contains the proposed changes is attached as Appendix 1.

Comments

The draft policy framework represents the translation of the vision, guiding principles and the emerging land use concept into Official Plan policy and various land use designations. The emerging land use concept was presented to the public at the community meeting in June of 2017.

The public meeting represents the initial stage in the statutory process to incorporate these new policies and land use permissions into Mississauga Official Plan and to establish several base

zone categories to generally recognize any existing uses. The purpose of the public meeting is to receive comments on the proposed Official Plan policies and draft zoning.

Following the public meeting, a report on comments will be prepared for consideration by the Planning and Development Committee. This report will include responses to all comments received prior to and at this meeting, and all comments received from departments and agencies. At the same time, staff will also consider the requests made by the Committee at the December 4, 2017 Planning and Development Committee meeting to contemplate allowing some single detached homes along Ninth Line within Precinct 3, as well as the consideration of a school site. Comments will be considered as part of the further review and analysis of the policies.

Financial Impact

No additional funding is required at this time.

Conclusion

The Ninth Line lands are being planned as a new, transit supportive and mixed use community with a well-connected greenway system and trail network. The draft Official Plan policies and draft zoning presented in this report represents the next step in realizing the vision as presented in the land use concept last summer.

Attachments

Appendix 1: Information Report – Ninth Line Lands – Proposed Neighbourhood Character Area Policies and Zoning dated November 10, 2017



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Romas Juknevicius, Planner

City of Mississauga

Corporate Report



Date: 2017/11/10

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:
CD.04.NIN

Meeting date:
2017/12/04

Subject

INFORMATION REPORT (WARDS 9 & 10)

Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning

File: CD.04.NIN

Recommendation

1. That a public meeting be held to consider the proposed amendments to the Mississauga Official Plan (MOP) contained in the report titled "Ninth Line Lands - Proposed Neighbourhood Character Area Policies and Zoning" dated November 10, 2017, from the Commissioner of Planning and Building.
2. That the report titled "Proposed Ninth Line Neighbourhood Character Area Policies" dated November 10, 2017, from the Commissioner of Planning and Building, be circulated to City Departments, agencies and stakeholders for review and comment.

Report Highlights

- The Ninth Line corridor lands are Mississauga's last remaining greenfield lands.
- Lands were transferred from the Region of Halton/Town of Milton to the Region of Peel/City of Mississauga on January 1, 2010 as a result of a municipal boundary realignment.
- The City in partnership with the Region of Peel and in part with the Ministry of Transportation retained a consortium of consultants to complete the Ninth Line Corridor land study together with a number of background studies and reports, including an assessment of the 407 Transitway alignment through the Ninth Line lands.
- Having completed the draft Ninth Line Neighbourhood Character Area policies and draft Zoning By-law schedule it is now time to begin the statutory public process prior to bringing forward the Official Plan and Zoning amendments for approval.

Background

The Ninth Line corridor lands are Mississauga's last remaining greenfield area. They are approximately 350 hectares (870 acres) in size and bounded by Highway 407 to the west, Ninth Line to the east, Highway 401 to the north and the Highway 403/407 interchange to the south. These lands became part of the Region of Peel/City of Mississauga on January 1, 2010 as a result of a municipal boundary realignment with the Region of Halton/Town of Milton.

On October 2011 Council directed staff to proceed with preparing a planning framework to guide future development within the Ninth Line Corridor Lands. Staff, working with a consortium of consultants, completed the land use study including the preparation of various technical studies (see Appendix 1). A community open house to present the land use concept was held in June 2017. This report initiates the statutory public process to consider the proposed land use changes and policies.

Community Open House (June 14, 2017)

The Emerging Land Use Concept was presented at a Community Open House attended by over 200 residents. A landowner meeting was also conducted. Public feedback from the Community Open House identified a number of considerations. This feedback has been reflected in the Ninth Line Corridor land use policies, and included the following ideas:

- Strategically direct growth
- Add park space
- Plan for communities
- Make it liveable
- Support the City's transit network
- Consider the aging population
- Focus on affordability
- Think about development impacts
- Transition Plan

The City and consultant team gave careful consideration to all the feedback received at the community open house when preparing the draft land use policies.

Regional Official Plan Amendment (ROPA)

At present, the Ninth Line lands are outside of the Region of Peel's urban settlement boundary. A Regional Official Plan Amendment (ROPA) is required to expand the urban settlement boundary to include the Ninth Line lands. Reports such as Agricultural Impact Assessment, Water and Wastewater Servicing Background Study, among others, were completed to address Region of Peel Official Plan requirements. The Region held an open house and a statutory Public Meeting on October 26, 2017 to present the draft Ninth Line land use policies and schedule amendments. This ROPA is expected to be brought back to Regional Council for approval in early 2018, with final approval expected from the Province thereafter. This approval

is required prior to the City formally adopting its Official Plan Amendment for the Ninth Line lands.

407 Transitway Environmental Assessment (EA)

A significant portion of the Ninth Line lands is intended to support the proposed 407 Transitway. Earlier this spring the Ministry of Transportation (MTO) commenced the Planning Phase, the Environmental Assessment (EA) and the Preliminary Design for the 407 Transitway. The study area is from west of Brant Street in Burlington to west of Winston Churchill Boulevard in Mississauga/Brampton. The public consultation process is expected to begin in early 2018. The EA process will confirm the exact alignment of the 407 Transitway and associated transit station parking areas. The draft land use plan and policies consider the proposed alignment and associated infrastructure. The proposed Mississauga Official Plan (MOP) policies provide for a level of flexibility to accommodate for slight modifications to the alignment as a result of the EA process.

Comments

The Ninth Line Corridor lands study was a multi-faceted planning project, with many variables to understand and address before a future land use concept could be developed. The Emerging Land Use Plan which was presented to the public this past June was developed based on the various background reports, studies and consultations (Appendix 1). The purpose of the Ninth Line Corridor lands study was to explore the potential development opportunity within the corridor considering all the constraints. The 407 Transitway Assessment work was critical for identifying the optimal transitway alignment based on managing hydraulic impacts and flood storage requirements within the study area. The Scoped Subwatershed study work looked to minimize conflicts with existing infrastructure and sought to maximize the benefits to the natural environment while providing for development opportunities.

The proposed transitway creates a system which acts as a buffer from Highway 407 and creates opportunities for a linked natural heritage system, enhanced by abundant parkland and open space to serve the needs of the local community and beyond.

The proposed draft Official Plan policies and schedules for the Ninth Line Neighbourhood Character Area have now been prepared (Appendix 3 and 4). The proposed policy framework captures the ideas expressed through the vision and guiding principles developed earlier on in the project. The policies provide for varying built forms and housing types that respect the low density neighbourhoods to the east while transitioning up to mid-rise mixed use buildings which support the density requirements of the nearby transitway stations.

The policies, amongst other matters:

- Set the overall vision for the community
- Plan to achieve a minimum density of 82 residents and jobs combined per hectare
- Divide the area into six precincts to reflect the differences in the planned function and character of each area
- Provide existing and future residents access to a linked natural heritage system, multi-use trails, parks and open spaces and community uses and facilities
- Support transit, and active transportation as key components of the transportation network
- Provide a mix of housing that accommodates people with diverse housing preferences, including housing that is affordable

Protection of 407 Transitway

The Ninth Line Neighbourhood Character Area policies are being proposed in advance of the 407 Transitway alignment being finalised through the Environmental Assessment process which started earlier this spring. A team of consultants was retained in a partnership among the City, the Region and the Ministry of Transportation (MTO) in an effort to anticipate the most probable alignment of the 407 Transitway. The Transitway Corridor Assessment determined the optimal alignment of the 407 Transitway through the Ninth Line corridor. It provided detailed consideration for flood storage requirements, existing infrastructure and MTO's operational requirements.

Many of the lands within the Ninth Line Corridor are currently being protected by the Province for the 407 Transitway via the Parkway Belt West Plan (PBWP). Any lands within the PBWP will continue to remain protected in Mississauga Official Plan (MOP) by designating the lands Parkway Belt West. Once the alignment of the 407 Transitway is finalized, lands not required for the transitway may be considered for removal from the PBWP through an amendment to the PBWP. The City would then amend MOP to permit the underlying land uses.

Draft Urban Design Guidelines:

As part of the Ninth Line Corridor land study, a set of urban design guidelines have been prepared to be read in conjunction with the proposed Ninth Line Neighbourhood Character Area policies (Appendix 6). They articulate the aspirations of the community, and will assist Council, City Staff, landowners, developers and the public with clear direction to guide new development.

Zoning:

The Ninth Line Corridor lands are currently zoned in the Town of Milton Zoning By-law. As such, the City has put forward revised zoning that will assign several base zone categories that would generally recognize any existing uses but would require a further rezoning application to permit further development in accordance with the MOP designation. This is generally done at the same time as plans of subdivision or through individual development applications. As an interim step, zoning is being proposed so the Ninth Line Corridor lands will now be subject to

Mississauga's Zoning By-law to lessen any confusion. See Appendix 5 for the proposed zoning schedule.

Next Steps:

Draft Ninth Line Neighbourhood Character Area Policies Public Meeting:

- A public meeting is anticipated to be scheduled in early 2018 to provide the opportunity for members of the public, agencies and stakeholders to provide comments on the proposed amendments.

Scoped Subwatershed Study:

- The City is currently working with Conservation Halton to address their feedback on the Phase 2 report. The Phase 3 report – Implementation and Monitoring, will be completed prior to the final Official Plan Amendment being brought forward for approval.

Region Official Plan Amendment (ROPA):

- The ROPA for the Ninth Line urban boundary expansion is expected to go to Regional Council for approval in early 2018 followed by final Provincial approval 90 days thereafter.

Strategic Plan

Undertaking the review of the Ninth Line Corridor lands responds to the following Strategic Pillars:

MOVE: Connect our City

- Provide alternatives to the automobile along major corridors

CONNECT: Completing our Neighbourhoods

- Develop Walkable, Connected Neighbourhoods

GREEN: Living Green

- Conserve, Enhance and Connect Natural Environments
- Promote a Green Culture

Financial Impact

No funding impact at this time.

Conclusion

The Ninth Line corridor lands, Mississauga's last remaining greenfield area, will be developed as a complete, sustainable and transit supportive community. The draft Official Plan

Amendment presented in this report represents the next step in realizing the vision as initially expressed in the Emerging Land Use Concept.

Now that the policies have been drafted, it is essential to test them in the community with the landowners and other stakeholders that have an interest in the future development vision for the area.

Attachments

Appendix 1: List of Studies and Reports

Appendix 2: Modification Table for Mississauga Official Plan

Appendix 3: Proposed Ninth Line Neighbourhood Character Area Policies

Appendix 4: Proposed Amendments to Mississauga Official Plan Schedules

Appendix 5: Proposed Amendments to Zoning By-law 0225-2007

Appendix 6: Draft Ninth Line Urban Design Guidelines



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Romas Juknevicius, Planner - City Planning Strategies

List of Studies and Reports:

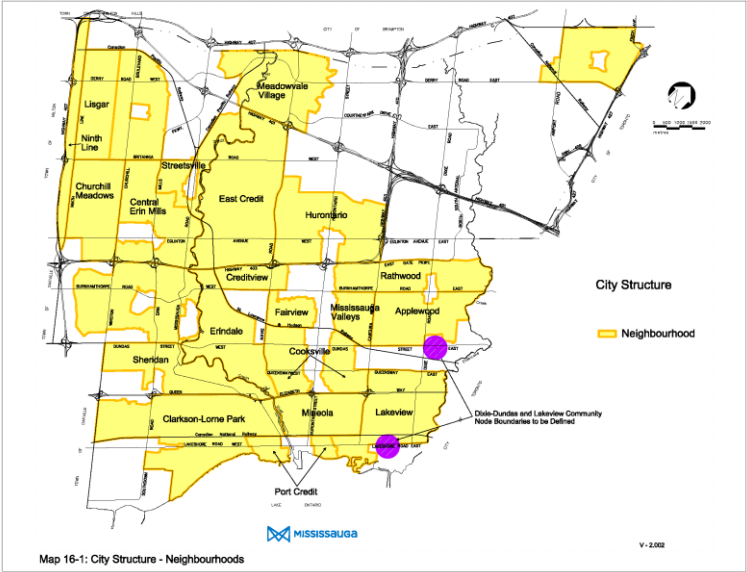
The following provides a brief description and status of the various studies and reports that were completed or are underway in support of developing and implementing a land use concept for the Ninth Line Corridor Lands.

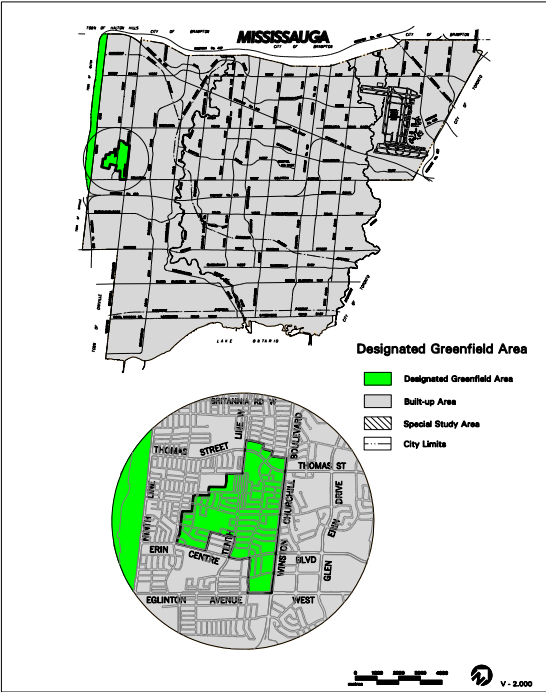
- a. **Background Report:** Comprehensive documentation and analysis of environmental, transportation and land use planning matters.
- b. **Ninth Line Corridor Study, March 2012:** A review of natural features and functions within the Ninth Line study area.
- c. **Visioning Workshops and Community Open Houses:** A series of workshops, meetings and community open houses were held for landowners, local resident/public and agency stakeholders to obtain feedback on their vision for the Ninth Line lands and then to provide comments on the proposed emerging land use concept.
- d. **Ninth Line Corridor Study Transportation Assessment:** An existing conditions transportation assessment was completed in January 2015, followed by another transportation assessment completed in July 2017 which focused on the future transportation conditions associated with the Emerging Land Use Concept.
- e. **Highway 407 Transitway Corridor Assessment within the Ninth Line Lands:** A study completed in April 2016, in partnership with the City, the Region and the Ministry of Transportation (MTO) to determine a preferred functional alignment for the proposed transitway.
- f. **Scoped Subwatershed Study:** A three phased study. Phase 1 was completed in January 2015 and reported on the existing natural environment, related to opportunities and constraints of the terrestrial and aquatic ecology, stream system, surface water and groundwater resources within the study area. Phase 2 was completed in March 2017 which summarizes the methodologies and results of the impact assessment/management strategy component of the study and provides guidance for Phase 3 Implementation and Monitoring. The City is currently working with Conservation Halton to address their feedback on the Phase 2 report.
- g. **Urban Design Guidelines:** The Shaping Ninth Line Urban Design Guidelines (Appendix 6) were completed this summer and provide detailed direction for the implementation of the City's Official Plan vision and the proposed Ninth Line Neighbourhood Character Area policies. They articulate the aspirations of the community, and will assist Council, City Staff, landowners, developers and the public with clear direction to guide new development.

Modification Table for Mississauga Official Plan

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)																				
*Amendment Key: Deletions are shown as strikeouts ; additions are <i><u>italicized and underlined</u></i> .																						
Chapter 5: Direct Growth																						
5.6 Designated Greenfield Area	Currently this section only recognizes lands in Churchill Meadows Neighbourhood Character Area. The Ninth Line Lands are also “Designated Greenfield Area” and should be recognized in this section.	<p>That Section 5.6. Designated Greenfield Area, first paragraph be amended as follows:</p> <p>There are lands in the Churchill Meadows Neighbourhood Character Area <i><u>and in the Ninth Line Neighbourhood Character Area</u></i> that are identified as a designated greenfield area pursuant to the Growth Plan for the Greater Golden Horseshoe.</p>																				
Chapter 8: Create a Multi-Modal City																						
Table 8-4: Road Classification - Arterials	The expansion of the Mississauga Official Plan planning area to include the Ninth Line lands has resulted in the identified Arterial Road classification limits to be expanded west from Ninth Line to Highway 407	<p>That Table 8-1: Road Classification- Arterial be amended as follows:</p> <table><tr><th>Street</th><th>From</th><th>To</th><th>Jurisdiction</th><th>R-O-W</th></tr><tr><td>Britannia Rd. W.</td><td>Ninth Line <i><u>Highway 407</u></i></td><td>Erin Mill Pkwy.</td><td>Peel</td><td>36 m</td></tr><tr><td>Derry Rd. W.</td><td>Ninth Line <i><u>Highway 407</u></i></td><td>Danton Promenade</td><td>Peel</td><td>36 m</td></tr><tr><td>Eglinton Ave.</td><td>Ninth Line <i><u>Highway 407</u></i></td><td>Winston Churchill Blvd. W.</td><td>Mississauga</td><td>30 m</td></tr></table>	Street	From	To	Jurisdiction	R-O-W	Britannia Rd. W.	Ninth Line <i><u>Highway 407</u></i>	Erin Mill Pkwy.	Peel	36 m	Derry Rd. W.	Ninth Line <i><u>Highway 407</u></i>	Danton Promenade	Peel	36 m	Eglinton Ave.	Ninth Line <i><u>Highway 407</u></i>	Winston Churchill Blvd. W.	Mississauga	30 m
Street	From	To	Jurisdiction	R-O-W																		
Britannia Rd. W.	Ninth Line <i><u>Highway 407</u></i>	Erin Mill Pkwy.	Peel	36 m																		
Derry Rd. W.	Ninth Line <i><u>Highway 407</u></i>	Danton Promenade	Peel	36 m																		
Eglinton Ave.	Ninth Line <i><u>Highway 407</u></i>	Winston Churchill Blvd. W.	Mississauga	30 m																		

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikeouts ; additions are <i>italicized and underlined</i> .		
Chapter 11: General Land Use Designations		
11.4 Special Study Area	This section recognizes Ninth Line Lands to be subject to the Town of Milton and Region of Halton Official Plans. This section will no longer be required.	That Section 11.4 be deleted in its entirety and that the following section headings be renumbered accordingly. 11.4 Special Study Area Lands west of Ninth Line will be subject to the Town of Milton and Region of Halton Official Plans in effect as of January 1, 2010, until such time as they are incorporated into this Plan.
Chapter 16:Neighbourhoods		
16.1 Introduction	This section and related Map 16-1:City Structure – Neighbourhoods identify 22 Neighbourhoods. The Ninth Line Character Area should be identified as an additional Neighbourhood.	That Section 16.1 Introduction, be amended as follows: There are 22 <u>23</u> Neighbourhoods in Mississauga: Add <u><i>Ninth Line</i></u>
Map 16-1:City Structure - Neighbourhoods	As noted above, Map 16-1 should be amended to identify Ninth Line as an additional neighbourhood.	That Section 16.1 Introduction, Map 16-1:City Structure - Neighbourhoods be replaced with the following:

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
<p>*Amendment Key: Deletions are shown as strikeouts; additions are <i>italicized and underlined</i>.</p>		
		 <p>Map 16-1: City Structure - Neighbourhoods</p>
Map 16-4.1: Designated Greenfield Area	Map 16-4.1 has been updated to add the Ninth Line lands as Greenfield Area.	That Map 16-4.1: Designated Greenfield Area be replaced with the following:

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikeouts ; additions are <i>italicized and underlined</i> .		
		
16.20 Ninth Line	A detailed analysis and public and stakeholder consultation has been undertaken as the basis for the preparation of a plan for the Ninth Line Character Area. Area specific policies which reflect the results of this process should be	That Section 16, Neighbourhoods, be amended to add a new Section 16.20 Ninth Line as set out in Appendix 3.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
*Amendment Key: Deletions are shown as strikeouts ; additions are <i>italicized and underlined</i> .		
	incorporated into the Official Plan in a new section 16.24.	
Schedules		
Schedule 1 Urban System	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add:</p> <ul style="list-style-type: none"> • “Corridor” on arterial roads; • “Green System”; and • “Neighbourhood”. 	That Schedule 1 be amended as shown in Appendix 4, Map ‘A’.
Schedule 1a Urban System – Green System	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add “Green System”.</p>	That Schedule 1a be amended as shown in Appendix 4, Map ‘B’.
Schedule 1b Urban System – City Structure	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add “Neighbourhood”.</p>	That Schedule 1b be amended as shown in Appendix 4, Map ‘C’.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
* Amendment Key: Deletions are shown as strikeouts ; additions are <i><u>italicized and underlined</u></i> .		
Schedule 1c Urban System – Corridors	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add “Corridor” on arterial roads.</p>	That Schedule 1c be amended as shown in Appendix 4, Map ‘D’.
Schedule 2 Intensification Areas	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add Major Transit Station Area symbol with 500 m radius circle for the two proposed 407 Transitway stations.</p>	That Schedule 2 be amended as shown in Appendix 4, Map ‘E’.
Schedule 3 Natural System	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add:</p> <ul style="list-style-type: none"> • “Significant Natural Areas and Natural Green Spaces”; and • “Natural Hazards”. 	That Schedule 3 be amended as shown in Appendix 4, Map ‘F’.

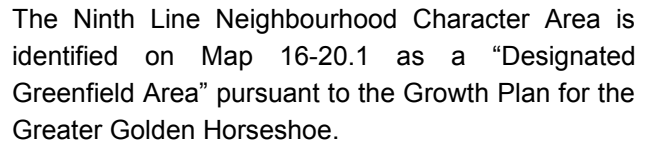
POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
* Amendment Key: Deletions are shown as strikeouts ; additions are <i>italicized and underlined</i> .		
Schedule 4 Parks and Open Spaces	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add:</p> <ul style="list-style-type: none"> • “Public and Private Open Spaces”; • “Parkway Belt West designation”; and • “Utilities”. 	That Schedule 4 be amended as shown in Appendix 4, Map ‘G’.
Schedule 5 Long Term Road Network	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add:</p> <ul style="list-style-type: none"> • Derry, Britannia and Eglinton west from Ninth Line to Highway 407; and • Argentia as a future road link west from Ninth Line to Highway 407, 	That Schedule 5 be amended as shown in Appendix 4, Map ‘H’.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
* Amendment Key: Deletions are shown as strikeouts ; additions are <i>italicized and underlined</i> .		
Schedule 6 Long Term Transit Network	<p>Removal of the “Special Study Area” title and identification and Potential 407 Transitway and northern two Potential 407 Transitway Stations symbols.</p> <ul style="list-style-type: none"> • Add a revised Potential 407 Transitway configuration. • Move symbol for Derry Road 407 Transitway Station to the north. 	That Schedule 6 be amended as shown in Appendix 4, Map ‘I’.
Schedule 7 Long Term Cycling Route	Removal of the “Special Study Area” title and identification.	That Schedule 7 be amended as shown in Appendix 4, Map ‘J’.
Schedule 8 Designated Right-of-Way Widths	<p>Removal of the “Special Study Area” title and identification.</p> <p>Add Argentia, Derry, Britannia and Eglinton west from Ninth Line to Highway 407.</p>	That Schedule 8 be amended as shown in Appendix 4, Map ‘K’.

POLICY/ SECTION	ISSUE	RECOMMENDATIONS TO MISSISSAUGA OFFICIAL PLAN (MOP)
* Amendment Key: Deletions are shown as strikeouts ; additions are <i>italicized and underlined</i> .		
Schedule 9 Character Areas	Removal of the “Special Study Area” title and designation Add Neighbourhood, Character Area boundary and title “Ninth Line NHD”.	That Schedule 9 be amended as shown in Appendix 4, Map ‘L’.
Schedule 10 Land Use Designations	Removal of the “Special Study Area” title and identification. Add land use designations.	That Schedule 10 be amended as shown in Appendix 4, Maps ‘M1 – M3’.

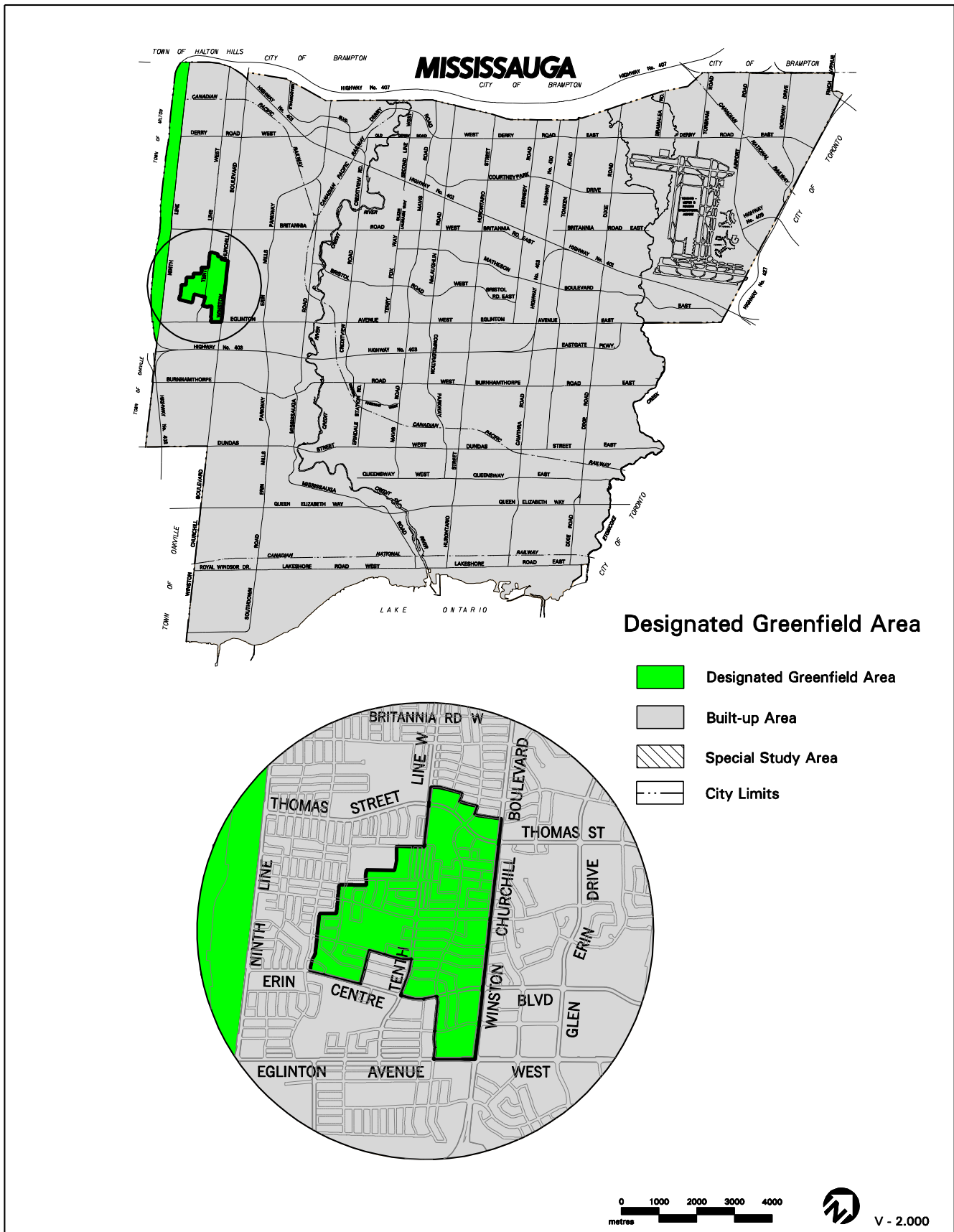
K:\PLAN\POLICY\GROUP\2017 Character Areas\Shaping Ninth Line\Corporate Reports\APPENDIX 2- Modification Table for MOP - Ninth Line MOP _Nov 20, 2017.docx

16.20.1 Designated Greenfield Area



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.

Map 16-20: Ninth Line Neighbourhood Character Area



Map 16-20.1: Designated Greenfield Area

16.20.2 Urban Design Policies

16.20.2.1 Vision

The Ninth Line Neighbourhood Character Area is the last remaining greenfield area in Mississauga. The area will be planned to support transit and the natural environment to create a healthy and complete community. Existing and future Ninth Line, Lisgar and Churchill Meadows 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, "Making Room for the Middle";
- 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. recognize the significance of cultural heritage sites and landscapes including the natural heritage system;
- e. support transit, and active transportation as key components of the transportation network;
- f. complement existing and future transportation facilities including taller, more compact, mixed use buildings at the 407 Transitway stations;

- g. demonstrate distinct and appropriate design of all buildings, streets and open spaces; and
- h. Provide appropriate transition to neighbourhoods to the east.

16.20.2.2.2 Connections

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

- a. a network of trails that link open spaces and key destinations, and trail networks beyond the Ninth Line Lands;
- b. provision of safe pedestrian crossings of Ninth Line;
- c. recognizes gateways at 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 major roads.

16.20.2.2.3 Parks, Open Spaces and Natural Heritage

Planning in the area will be based on a series of parks, open spaces and a natural heritage system that:

- a. creates a well-connected and sustainable natural heritage system;
- b. provides a variety of parks and open spaces for all ages and abilities including those which encourage passive and active use in all seasons, promote unique experiences and educational opportunities, and incorporate natural areas; and
- c. provides parks and open space in close proximity to adjacent neighbourhoods and employment areas.

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 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.

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 for residents within the area and for residents east of Ninth Line will be maximized.

16.20.2.5.2 Public open spaces should include facilities for active and passive recreation.

16.20.2.6 Parkway Belt West

16.20.2.6.1 A significant portion of land in the Ninth Line area is designated Parkway Belt as per provisions of the Parkway Belt West Plan (1977). Once the final alignment of the 407 Transitway is determined, lands no longer required for the Transitway may be removed from the Parkway Belt West Plan (PBWP) through amendment to the PBWP. At that time, the City will seek to redesignate the lands in accordance with the underlying land use designation on Schedule 10: land Use Designations.

16.20.3 Precincts

The Ninth Line Neighbourhood Character Area is subdivided into precincts in order to reflect differences in their planned function and character. The precincts include: a North Employment area, the Derry/407 Transitway Station area; the North Britannia/Flood Protection Land Form area; the Britannia 407 Transitway Station area; the Community Park area; and a South Employment area. The precincts are shown on Map 16-20.2, Ninth Line Neighbourhood Character Area Precincts.

16.20.3.1 North Employment Area (Precinct 1)

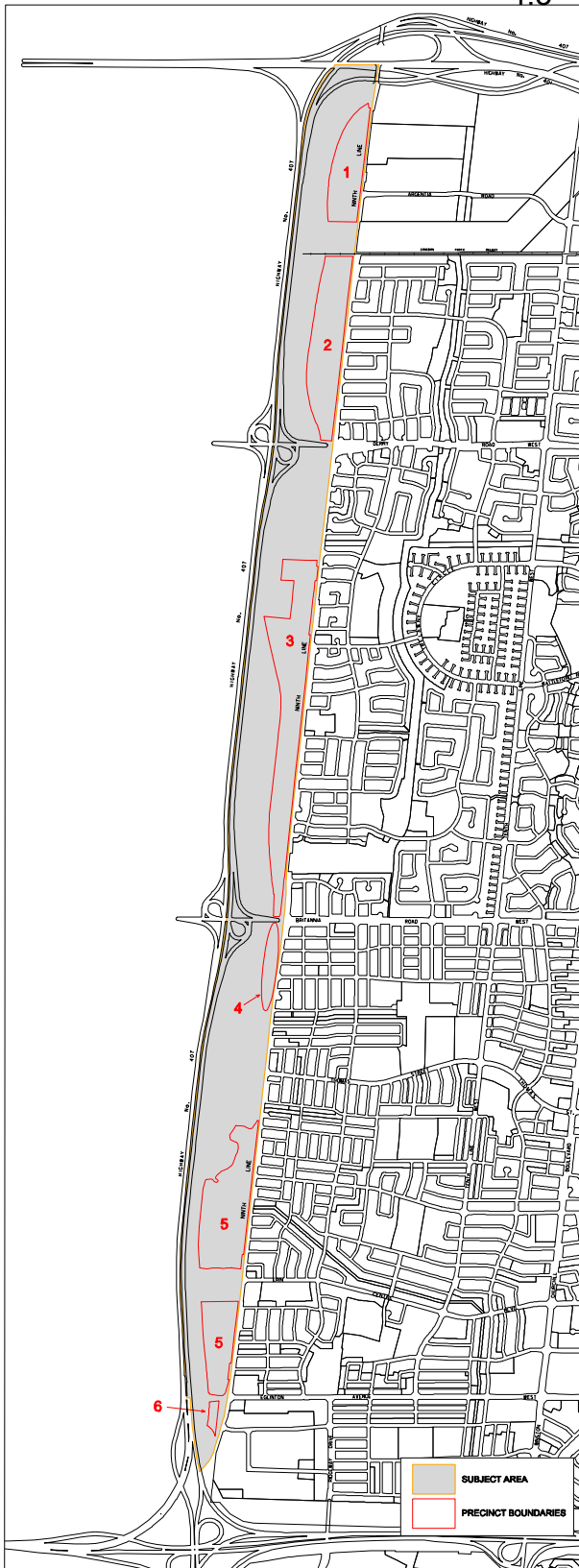
16.20.3.1.1 This area will form an extension of the employment area east of Ninth Line, north of the CP railway. Lands in this precinct will be connected to the adjacent precinct to the south and lands to the east through the open space network.

16.20.3.1.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong streetscape and public realm. Parking should be located at the rear of the property.

16.20.3.2 Derry 407 Transitway Station Area (Precinct 2)

16.20.3.2.1 Development in this area will be focused around the Derry 407 Transitway Station to create a vibrant, active node, comprised of mixed-use transit supportive development with seamless multi-modal connections.

16.20.3.2.2 Lands designated Mixed Use will permit heights ranging from 4 to 10 storeys.



16-20.2: Ninth Line Neighbourhood Character Area Precincts.

16.20.3.2.3 Sites immediately adjacent to the Transitway Station will be designed to accommodate

retail/commercial uses at grade to enable a vibrant and active public realm.

16.20.3.2.3 Lands designated Residential Medium Density will permit heights ranging from 4 to 10 storeys. Some grade related residential development such as townhouses with a minimum height of three storeys may be permitted interior to the precinct.

16.20.3.2.4 This area will accommodate the greatest heights and densities for the entire Character Area with an ultimate density of 160 people and jobs combined per hectare.

16.20.3.2.5 Parking for the Transitway Station will be encouraged to be located in structures or underground. However, if significant surface parking is proposed as an initial phase of development by a public agency, a design which allows for intensification of the site over time will be required.

16.20.3.3 North Britannia/Flood Protection Land Form Area (Precinct 3)

16.20.3.3.1 This precinct includes a large flood protection area including hazard lands and open spaces. This area will serve as a natural flood protection feature. 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 mid-rise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.3: 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 homes abutting Ninth Line between Doug Leavens Boulevard and Beacham Street. The overall density target for the entire Character Area must be maintained.

16.20.3.4 Britannia 407 Transitway Station Area (Precinct 4)

16.20.3.4.1 This area immediately surrounds the Britannia 407 Transitway station. Development will be transit supportive with a range of building heights from 4 to 10 storeys. Sites immediately adjacent to the Transitway Station will incorporate retail/commercial uses at grade to enable a vibrant and active public realm. Buildings will be designed to accommodate retail/commercial uses at grade.

16.20.3.4.2 Parking for the Transitway Station will be encouraged to be located in structures or underground.

16.20.3.5 Community Park/Residential Area (Precinct 5)

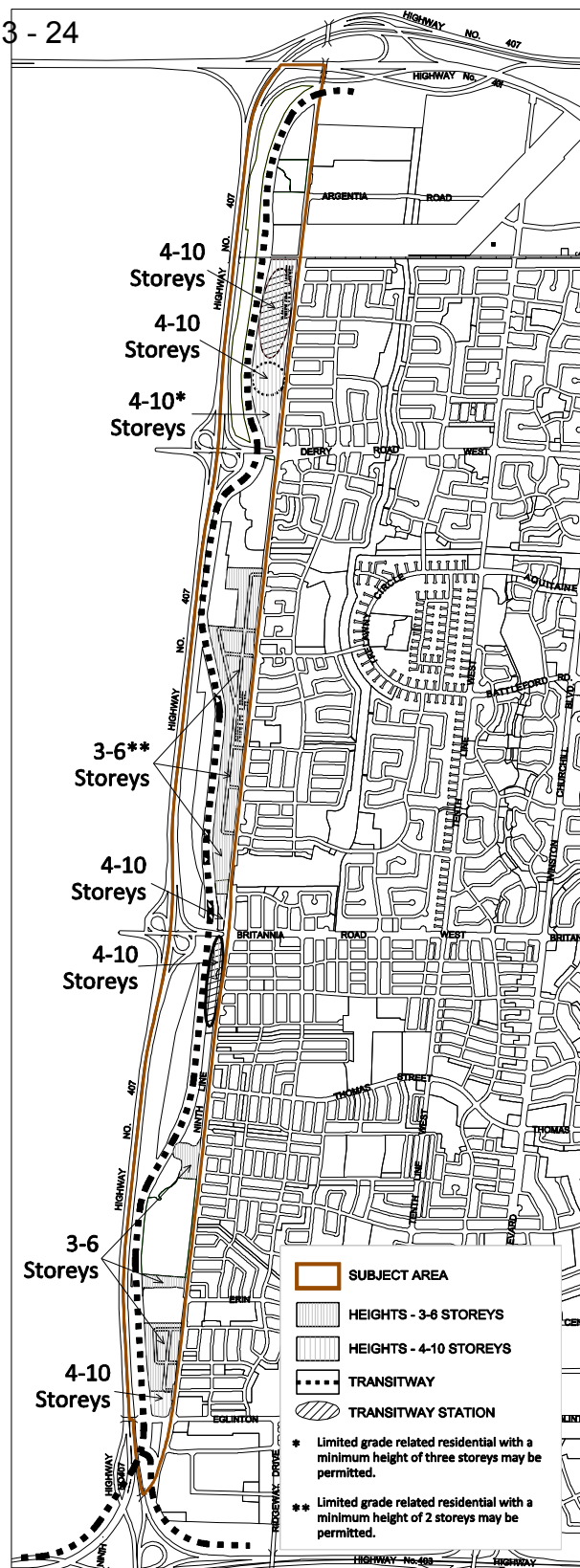
16.20.3.5.1 The primary focus of this area will be the Community Park and related facilities to serve residents of the local and broader communities.

16.20.3.5.2 Development in the northwest quadrant of Eglinton Avenue West and Ninth Line will have a mix of housing forms such as townhouses and mid-rise apartments. Heights will range from 3 to 6 storeys, unless otherwise shown on Map 16-20.3: Ninth Line Neighbourhood Character Area Height Limits.

16.20.3.6 South Employment Area (Precinct 6)

16.20.3.6.1 The South Employment area is an entry point to the City and the Ninth Line Neighbourhood Character Area.

16.20.3.6.2 Buildings should front Ninth Line and other streets where possible to define the street edge and support a strong streetscape and public realm. Parking should be located at the rear of the property.



16.20-3: Ninth Line Neighbourhood Character Area Height Limits

16.20.4 Land Use

16.20.4.1 Notwithstanding the Business Employment policies of this Plan, outdoor storage

will not be permitted on lands adjacent to Provincial Highway 407.

16.20.4.1 Residential-Medium Density

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.

16.20.4.1.2 For lands fronting Ninth Line in Precincts 2 and 5, commercial uses will be permitted at grade.

16.20.5 Transportation

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

16.20.5.2 Mississauga will work with partners from other levels of government, including Metrolinx and the private sector, to explore sustainable transportation solutions.

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. .

16.20.5.5 The City will encourage the Province and other public agencies to consider strategic parking management techniques at the Transitway stations. Parking should be optimized through the use various transportation demand management tools.

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 and cyclists and provide access to transit.

16.20.6 Physical Services, Stormwater Management and Utilities

16.20.6.1 All development within the Ninth Line Neighbourhood Character Area will be subject to the Ninth Line Lands Scoped Sub-watershed Plan and the development of lands south of the woodlot (near

Erin Centre Boulevard) will also be in accordance with the Sawmill Creek Sub-watershed Plan.

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.

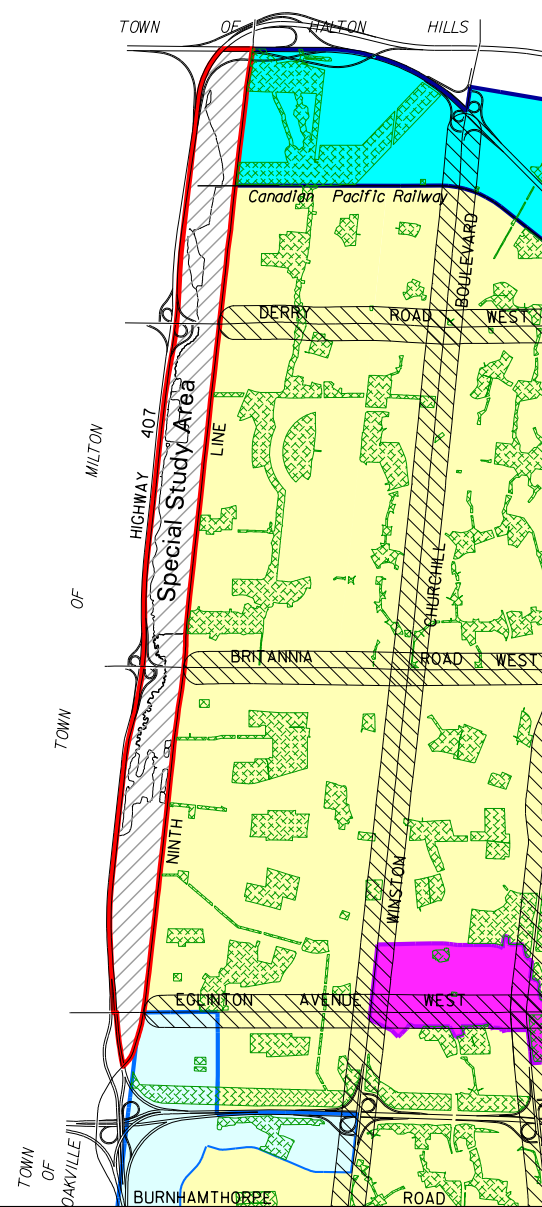
16.20.7.2 Development is to be phased to ensure servicing of development progresses in a financially responsible and environmentally sustainable manner.

16.20.7.3 In the event that there are multiple land 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 and 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.

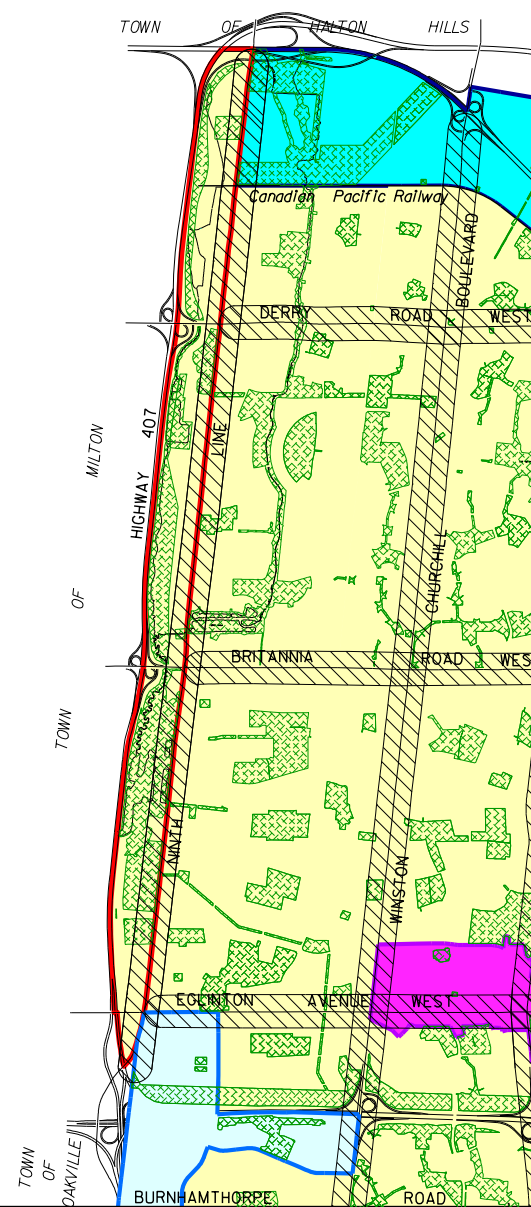
The City will not be a party to any landowner cost sharing agreement but may be a party to a front end agreement. Where necessary for the purposes of facilitating a front ending agreement, the City may utilize area specific development charge by-laws enacted pursuant to the Development Charges Act, 1998, as amended.

16.20.6.3 In exchange for increased height and/or density permissions a community benefits contribution pursuant to Section 37 of the Planning Act will be required. The base value from which increased height and/or density will be calculated will reflect zoning by-law permissions in effect land use permissions as of January 1, 2018.

K:\PLAN\POLICY\GROUP\2017 Character Areas\Shaping Ninth
Line\Corporate Reports\APPENDIX 3- Proposed Ninth Line
Neighbourhood Character Area Policies_ Nov 17, 2017.docX



EXISTING



AMENDED

LEGEND

GREEN SYSTEM

Green System

CITY STRUCTURE

Downtown

Major Node

Community Node

Neighbourhood

Corporate Centre

Employment Area

Special Purpose Area

CORRIDORS

Corridor

Intensification Corridor

AREA OF AMENDMENT

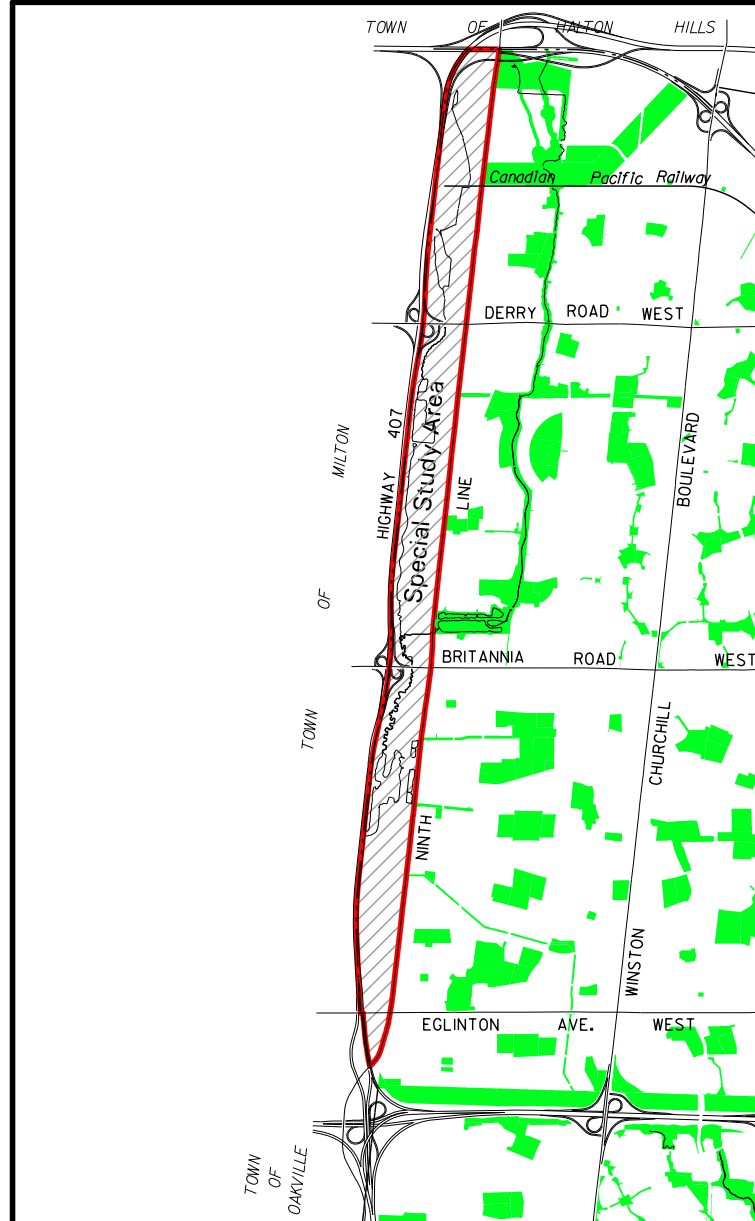
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Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

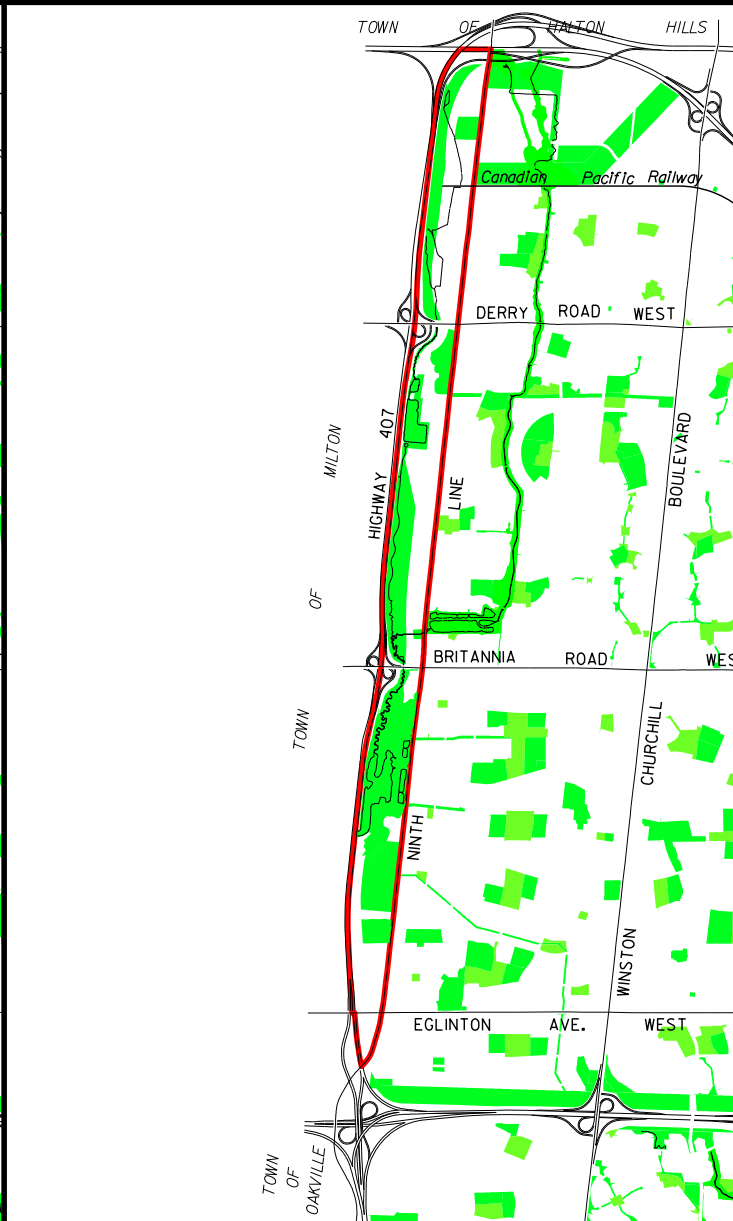


MAP 'A'
Part of
Schedule 1-Urban System
of Mississauga Official Plan

MISSISSAUGA



EXISTING



AMENDED

LEGEND:

 AREA OF AMENDMENT

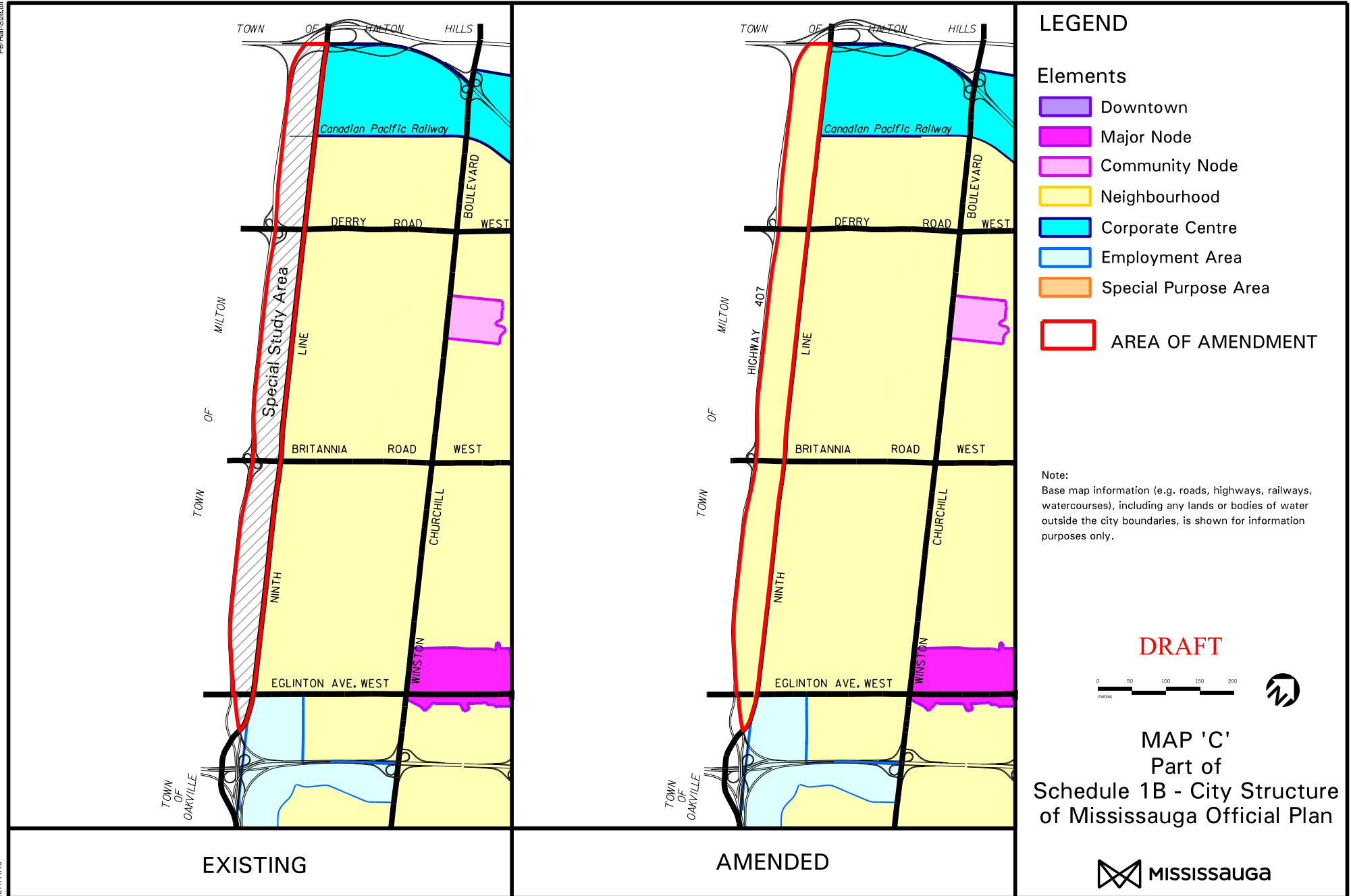
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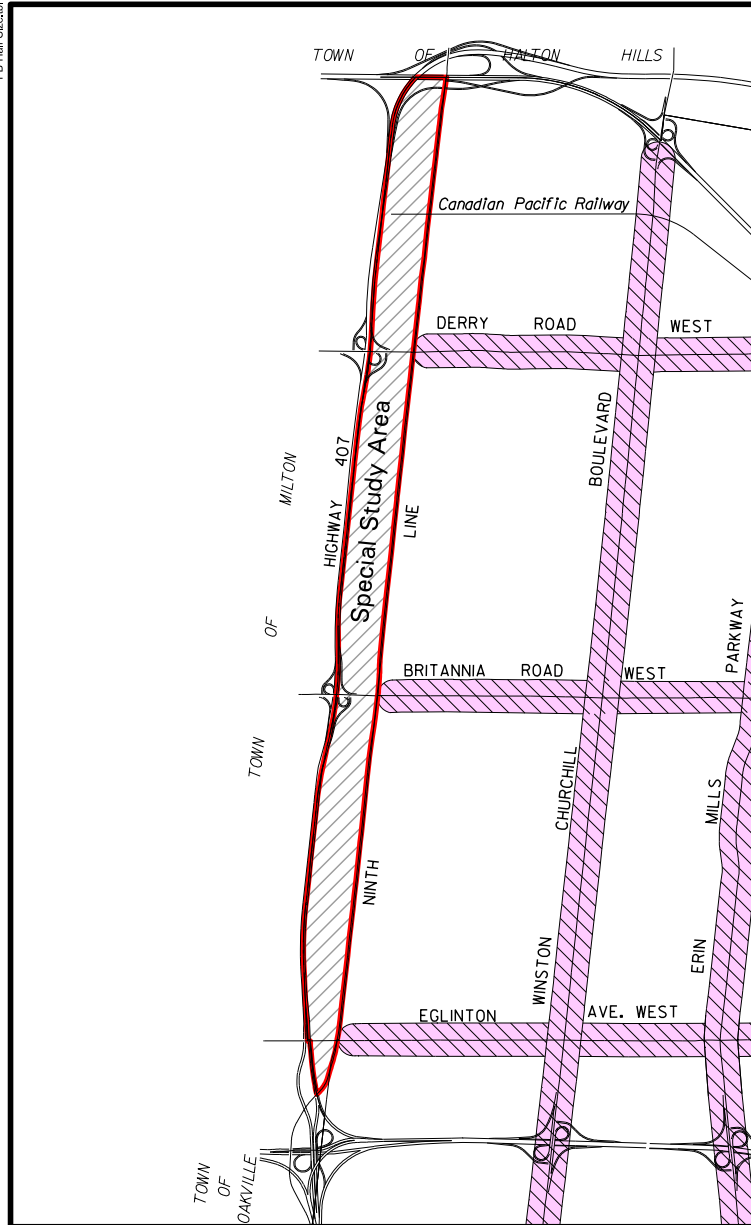
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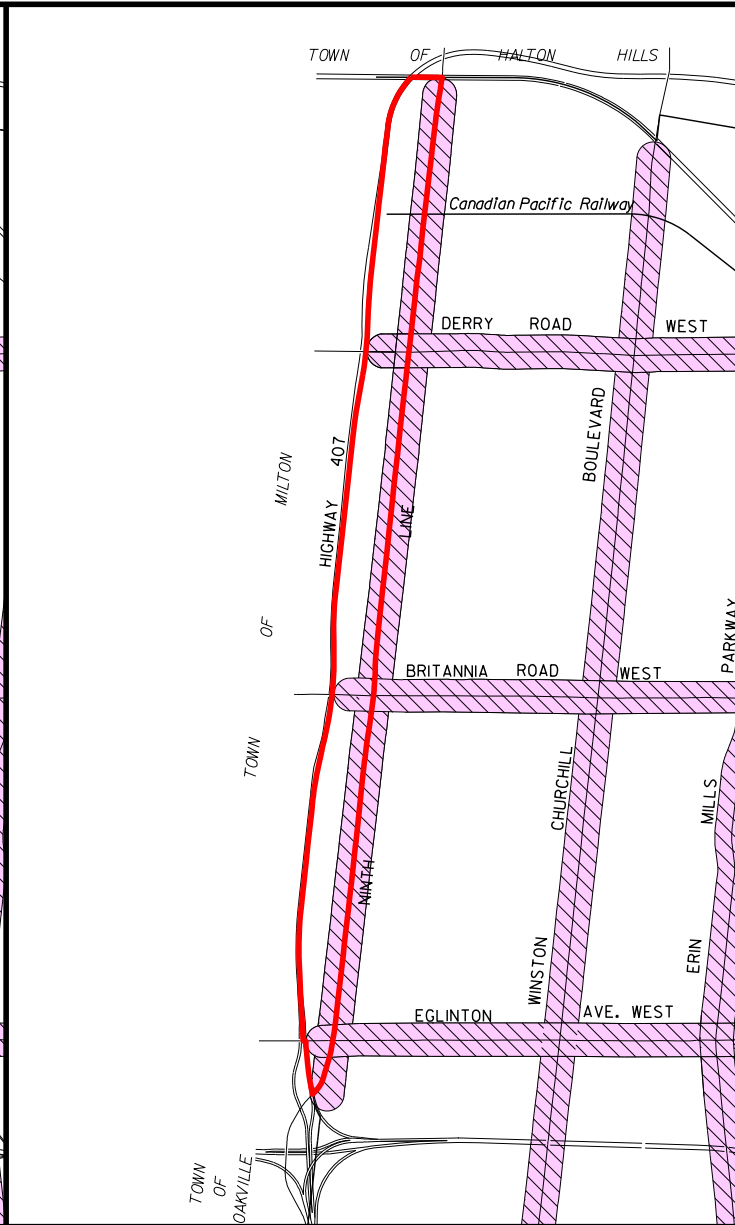
MAP 'B'
Part of Schedule 1a
Urban System - Green System
of Mississauga Official Plan










EXISTING



AMENDED

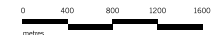
LEGEND

-  Corridor
-  Intensification Corridor
-  AREA OF AMENDMENT

Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

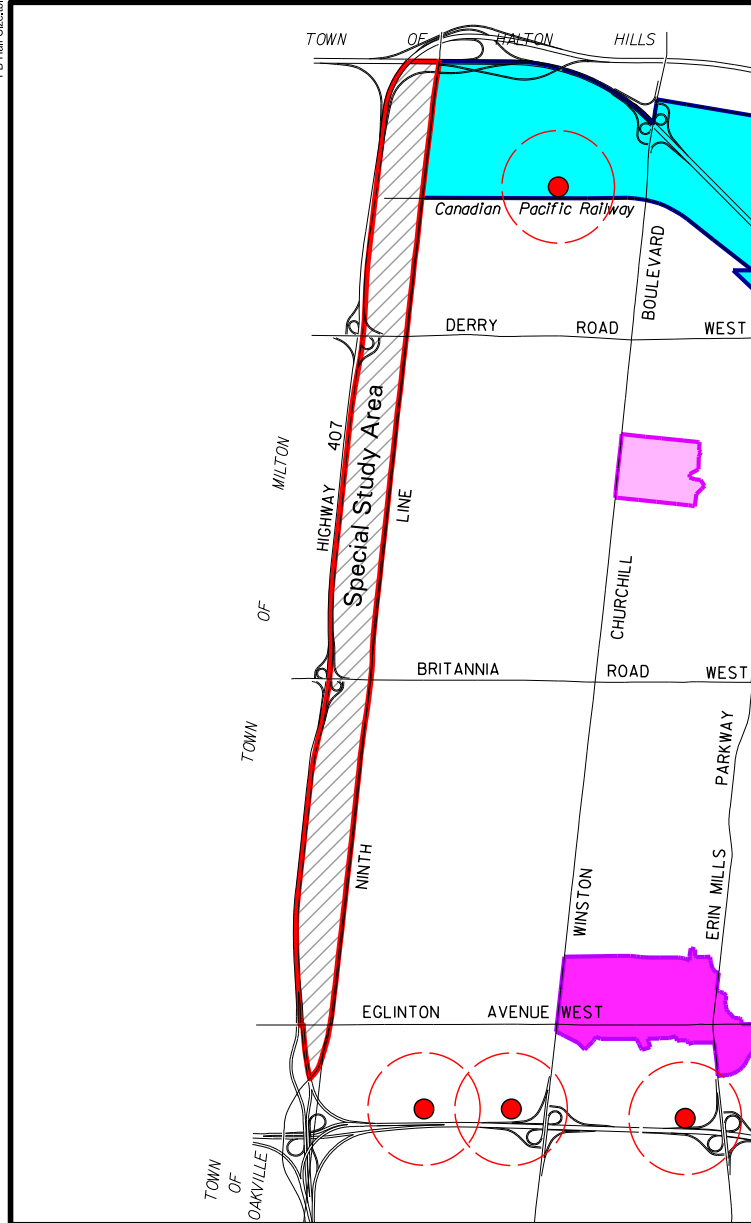
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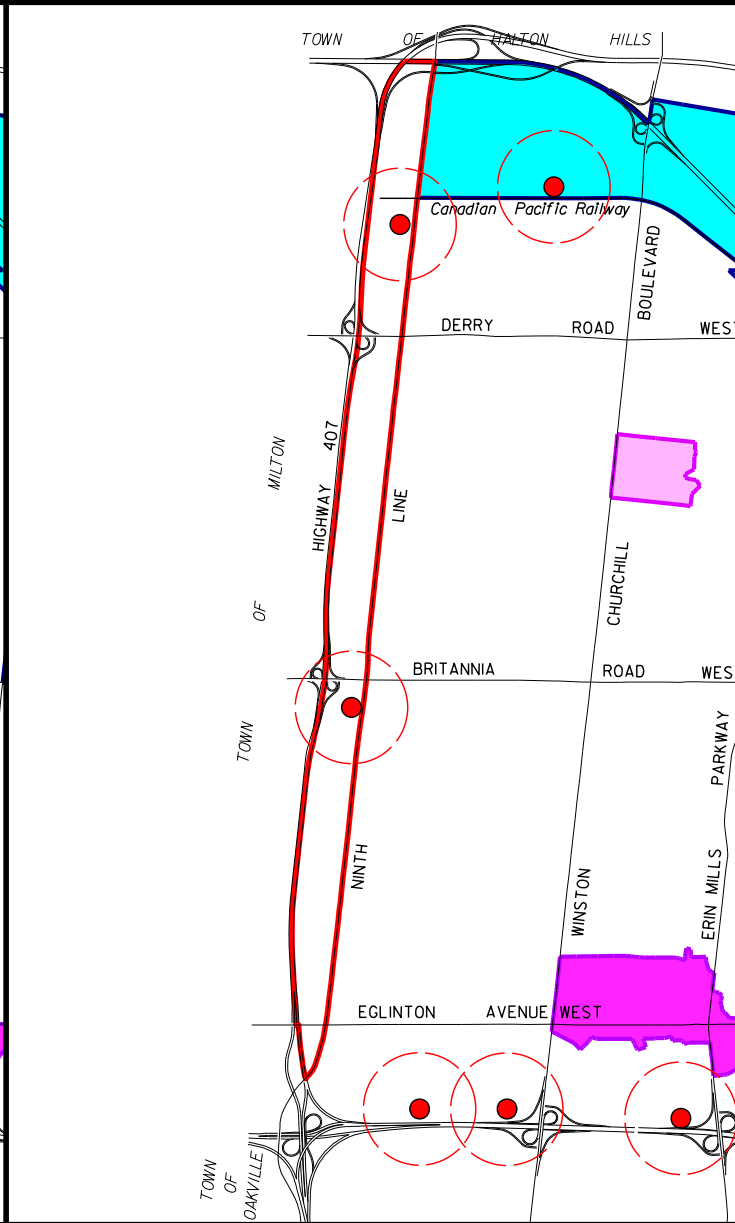
MAP 'D'

Part of
Schedule 1C-Urban System
Corridors
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

- Downtown
- Major Node
- Community Node
- Corporate Centre
- Intensification Corridor
- Major Transit Station Area with 500m radius circle
- AREA OF AMENDMENT

Note:

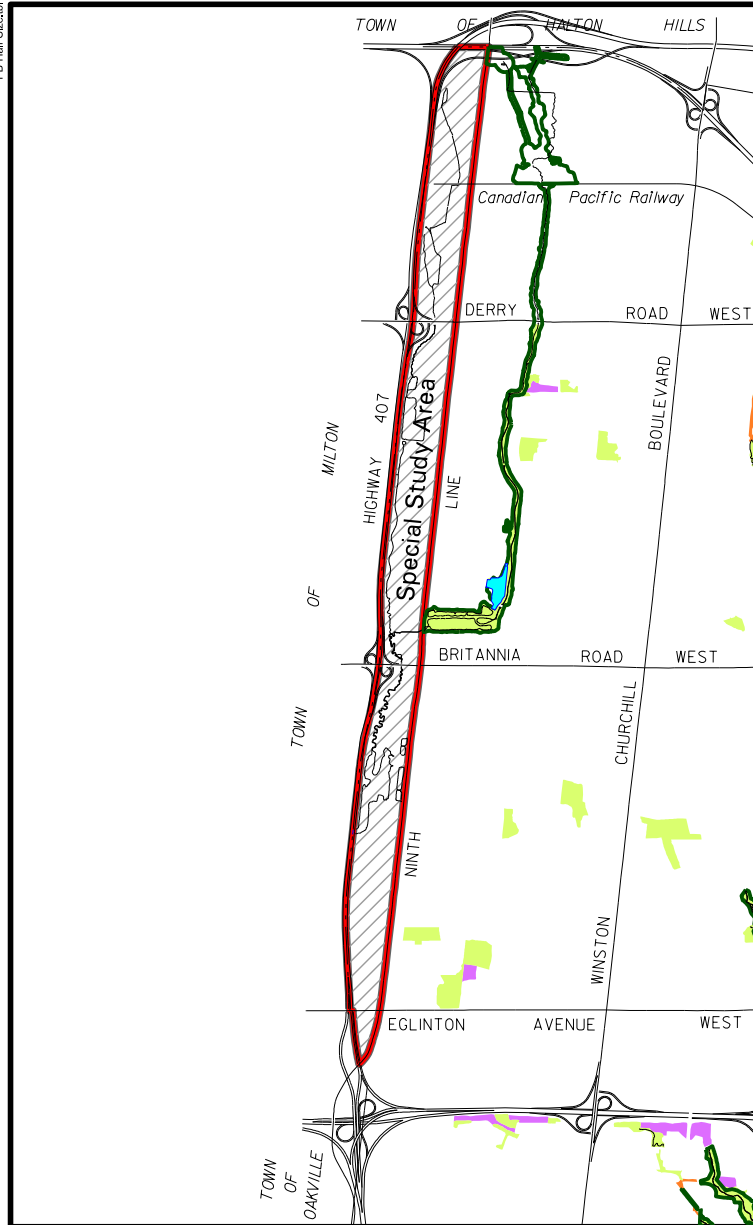
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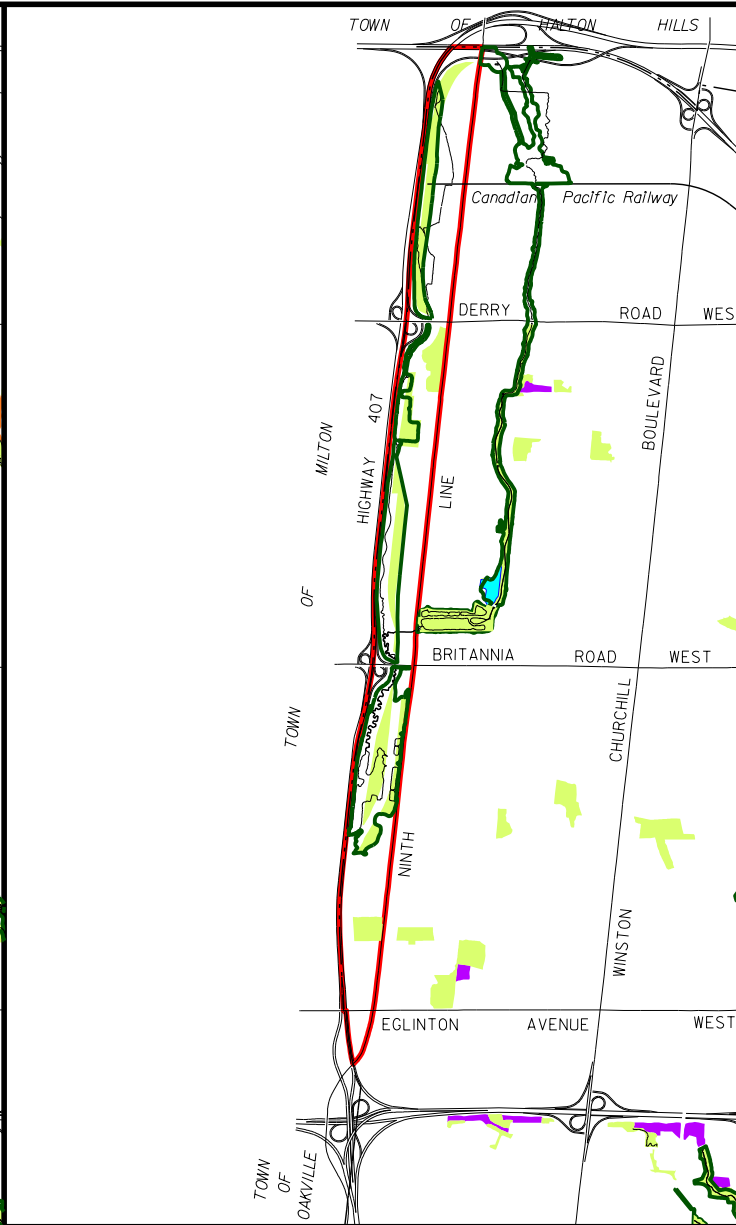


MAP 'E'
Part of Schedule 2
Intensification Areas
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

Natural Heritage System:

- Significant Natural Areas and Natural Green Spaces
- Special Management Areas
- Linkages
- Residential Woodlands
- Provincially Significant Wetlands
- Other Wetlands
- Areas of Natural and Scientific Interest Provincial Significance
- Areas of Natural and Scientific Interest Regional Significance

Natural Hazards:

- Natural Hazards
- Two Zone Floodplain Regulations
- Special Policy Area Floodplain

AREA OF AMENDMENT

Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The limits of the Natural Hazards shown on this Schedule are for illustrative purposes only. The appropriate Conservation Authority should be consulted to determine their actual location.

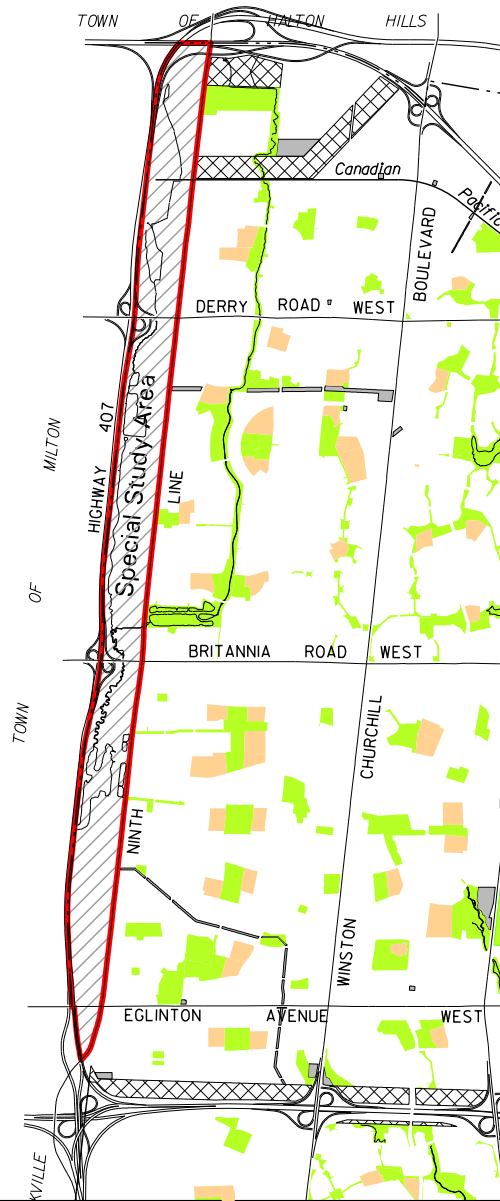
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MAP 'F'

Part of Schedule 3
Natural System
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

- Public and Private Open Spaces
- Parkway Belt West
- Educational Facilities
- Utilities
- AREA OF AMENDMENT

Notes:

1. The entire Green System is shown on Schedule 1a.
2. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
3. The Public and Private Open Spaces identified on this Schedule include lands designated Public Open Space, Private Open Space and Greenbelt as shown on Schedule 10.

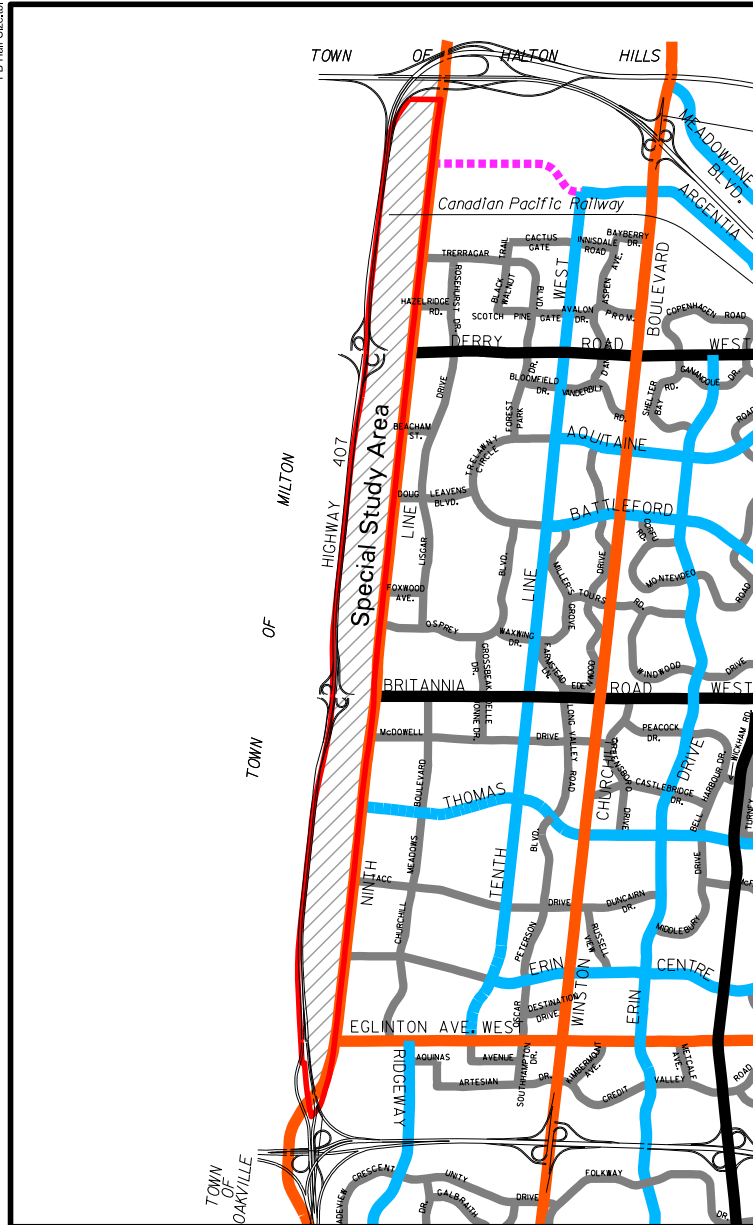
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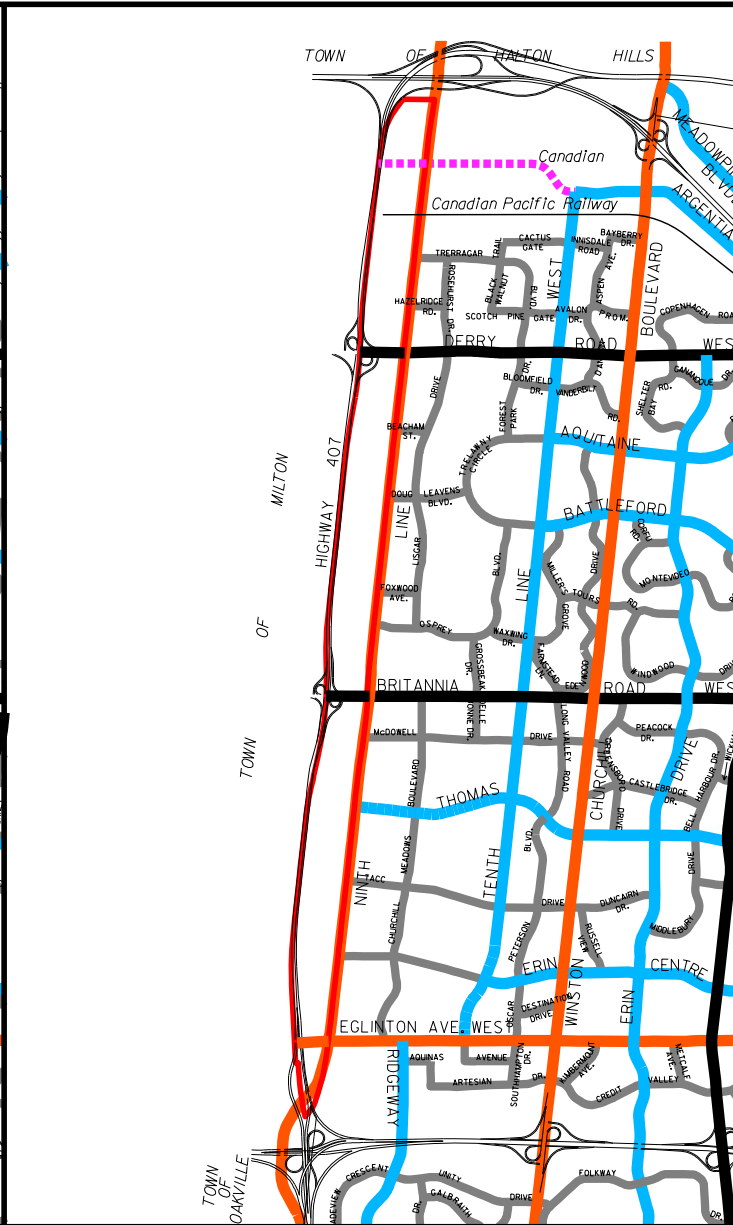
MAP 'G'

Part of Schedule 4
Parks and Open Spaces
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

- Provincial Highway and Interchange
- Regional Arterial
- Arterial
- Future Arterial (conceptual)
- Major Collector
- Future Major Collector (conceptual)
- Major Collector (Scenic Route)
- Regional Major Collector (Scenic Route)
- Minor Collector
- Future Minor Collector
- Minor Collector (Scenic Route)
- Future Road Link to be added.
- AREA OF AMENDMENT

Notes:

1. The Britannia Road East link from Tomken Road to Kennedy Road is conceptual and is subject to further study.
2. Roads shown on the map are not all under Mississauga jurisdiction.
3. All lines shown are conceptual.
4. Base map information (eg. railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

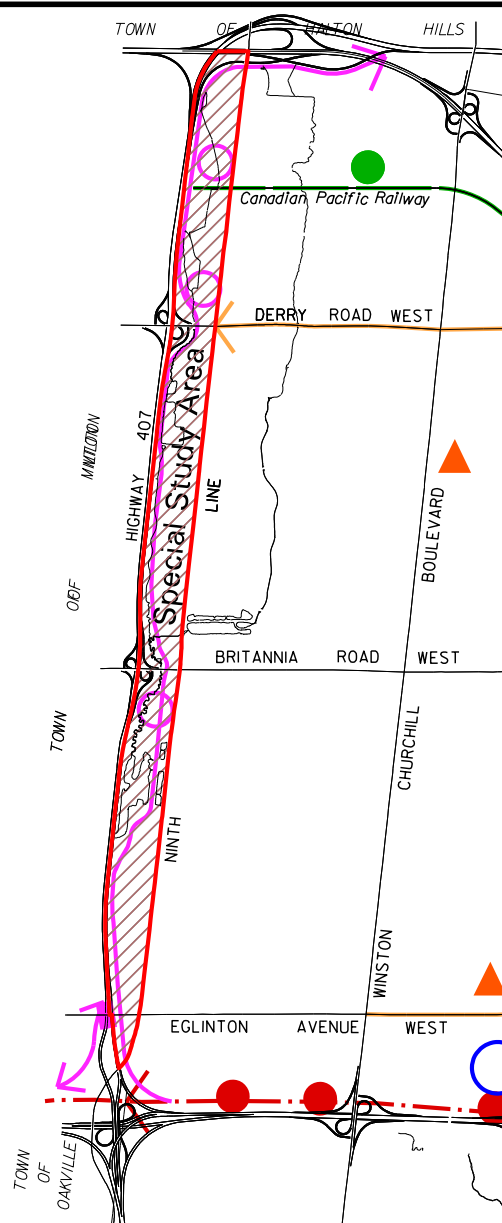
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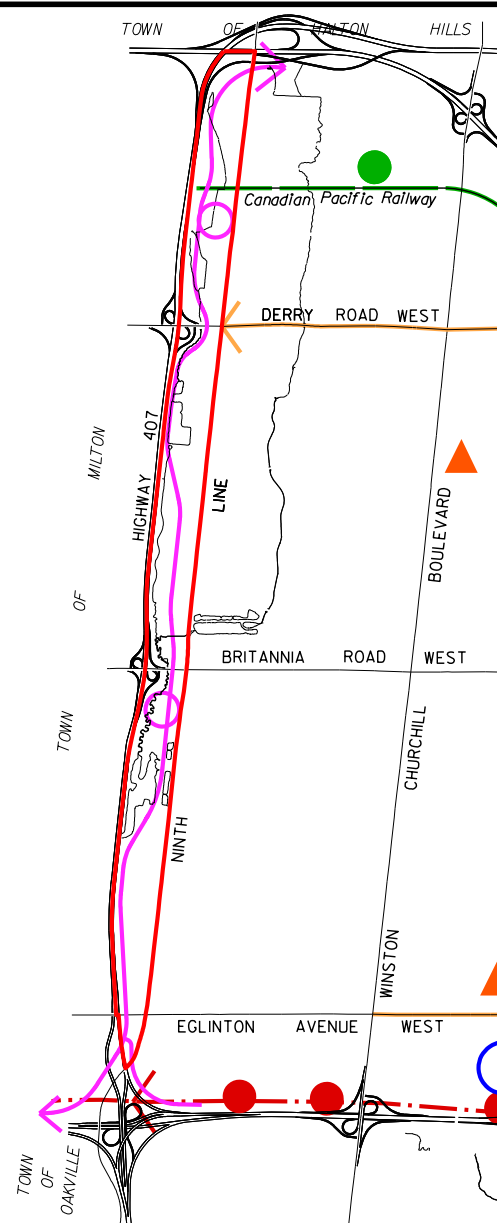
MAP 'H'

Part of Schedule 5
Long Term Road Network
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

- Area Of Amendment
- Provincial Highway and Interchange
- Bus Rapid Transit Corridor
- Bus Rapid Transit Station
- Existing Commuter Rail
- Existing Commuter Rail Station
- Transit Airport Connection
- Higher Order Transit Corridor
- Transit Priority Corridor
- Existing Mississauga Transit Terminal
- Mobility Hub
- Potential Mobility Hub
- Intensification Corridor
- Potential 407 Transitway
- Potential 407 Transitway Station

Notes:

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

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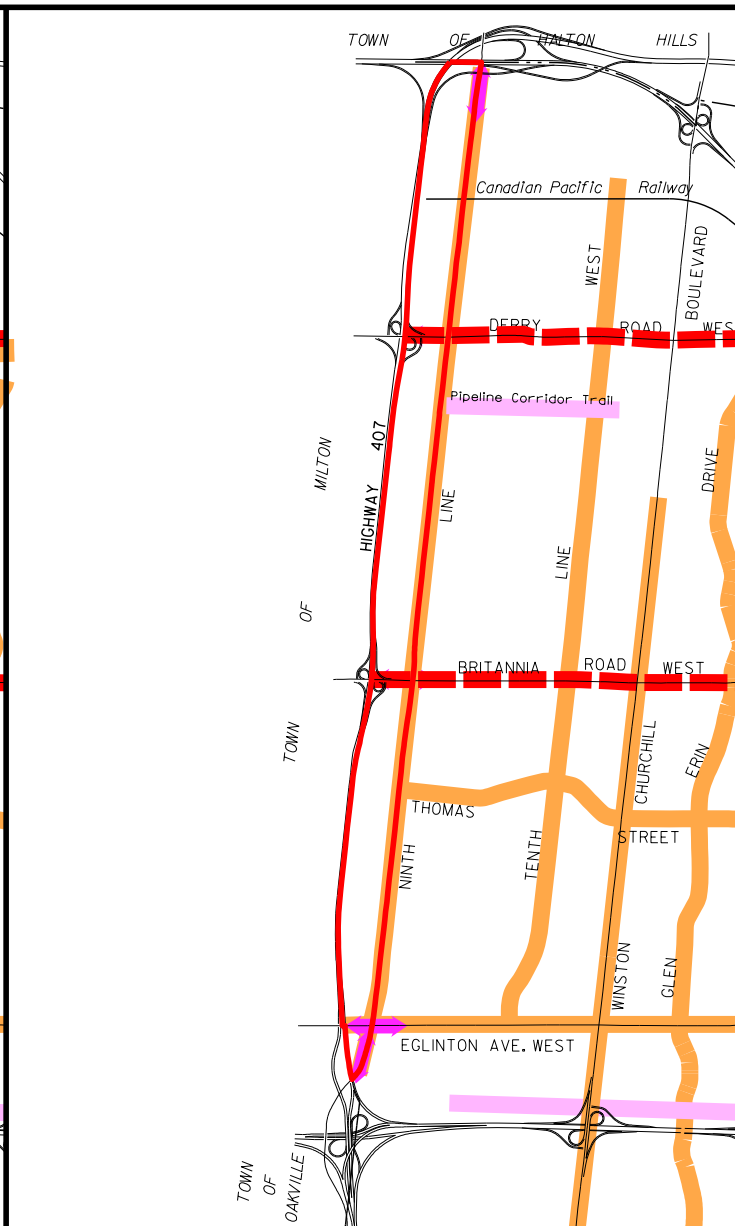
MAP 'I'

Part of Schedule 6
Long Term Transit Network
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

- Primary Off-Road Routes
- Primary On-Road / Boulevard Routes
- Primary On-Road / Boulevard Routes (Regional)
- Crossings
- Connections to Adjacent Municipalities

AREA OF AMENDMENT

Notes:

1. Off-Road routes will be outside of the road right-of-way.
2. Primary On-Road / Boulevard Routes will be within the road right-of-way.
3. Primary On-Road / Boulevard Routes (Regional) are shown for information purposes only and are subject to further review by the Region of Peel.
4. Type of cycling facility and exact location to be determined through detailed study.
5. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
6. For Secondary Routes and further information refer to the Cycling Master Plan.

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MAP 'J'

Part of Schedule 7
Long Term Cycling Routes
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

	67 m
	65 m
	60 m
	55 m
	50 m
	45 m
	43.5 m
	42 m
	40 m
	36 m
	35 m
	30 m-50 m
	30 m
	27.5 m
	26 m
	23 m-26 m
	22 m
	20 m-26 m
	20 m

NOTES:

1. These are considered basic rights-of-way. At intersections, grade separations or major physical topographical constraints, wider rights-of-way may be required to accommodate necessary features such as embankments, auxiliary lanes, additional pavement or sidewalk widths, transit facilities, cycling facilities, or to provide for necessary improvements for safety in certain locations.
2. These right-of-way widths are intended to accommodate the Higher Order Transit Corridors, Bus Rapid Transit facility and Bus Rapid Transit stations shown schematically on Schedule 6, as well as transit stations along Higher Order Transit Corridors, automobile, truck and other vehicular movements. Where as a result of further studies the land areas required to accommodate these rights-of-way are deemed to be insufficient, the City may acquire additional rights-of-way in excess of the basic right-of-way widths shown on Schedule 8. Portions of the Bus Rapid Transit facility are protected under the Parkway Belt West Plan. In addition, the City may acquire lands for a public transit right-of-way along Higher Order Transit Corridors and the Bus Rapid Transit Corridor where the creation of a public transit right-of-way separate from, adjacent to, or in addition to a road right-of-way is deemed appropriate.
3. While it is intended that this Schedule provide a basis for retaining or acquiring rights-of-way for current or possible future transportation purposes, it is not intended to imply that all designated rights-of-way will necessarily be used for transportation purposes.
4. "Designated Right-of-Way Widths" of Regional Roads as shown in the Region of Peel Official Plan.
5. "Designated Right-of-Way Widths" shown on the map are not all under Mississauga jurisdiction.
6. Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.
7. The rights-of-way for Minor Collector Roads are identified in Table 8-3.
8. The Eglinton Avenue right-of-way east of Etobicoke Creek consists of a 36m road right-of-way (Toronto) and a 14m right-of-way for the Bus Rapid Transit.
9. All lines shown are conceptual.

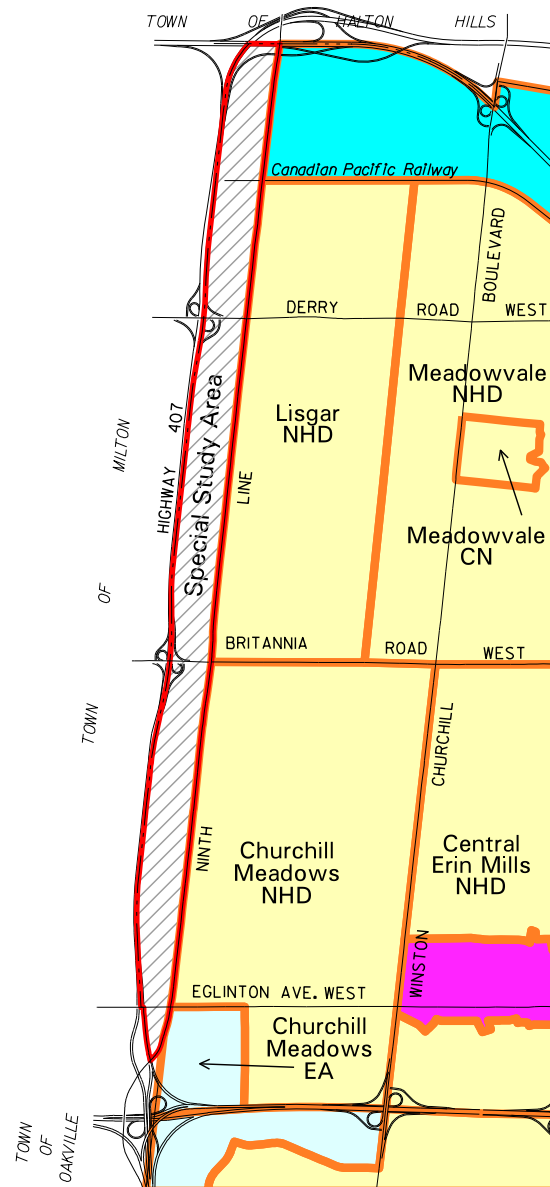
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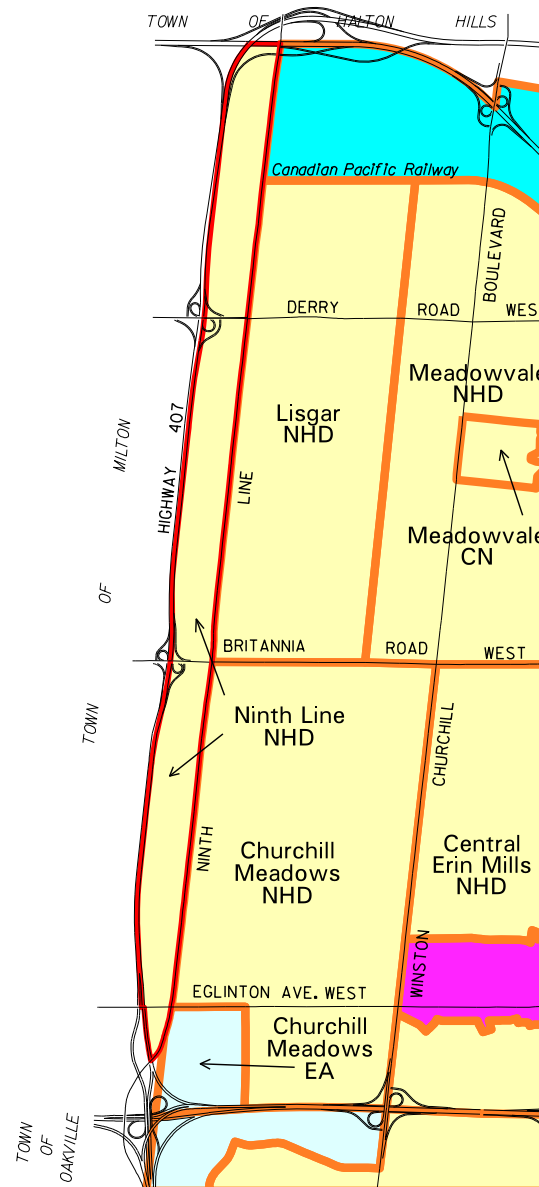
MAP 'K'

Part of Schedule 8
Designated Right-Of-Way Widths
of Mississauga Official Plan





EXISTING



AMENDED

LEGEND

Character Area

City Structure

Downtown (DT)

Major Node (MN)

Community Node (CN)

Neighbourhood (NHD)

Corporate Centre (CC)

Employment Area (EA)

Special Purpose Area (SPA)

AREA OF AMENDMENT

Note:

Base map information (eg. roads, highways, railways, watercourses), including any lands or bodies of water outside the city boundaries, is shown for information purposes only.

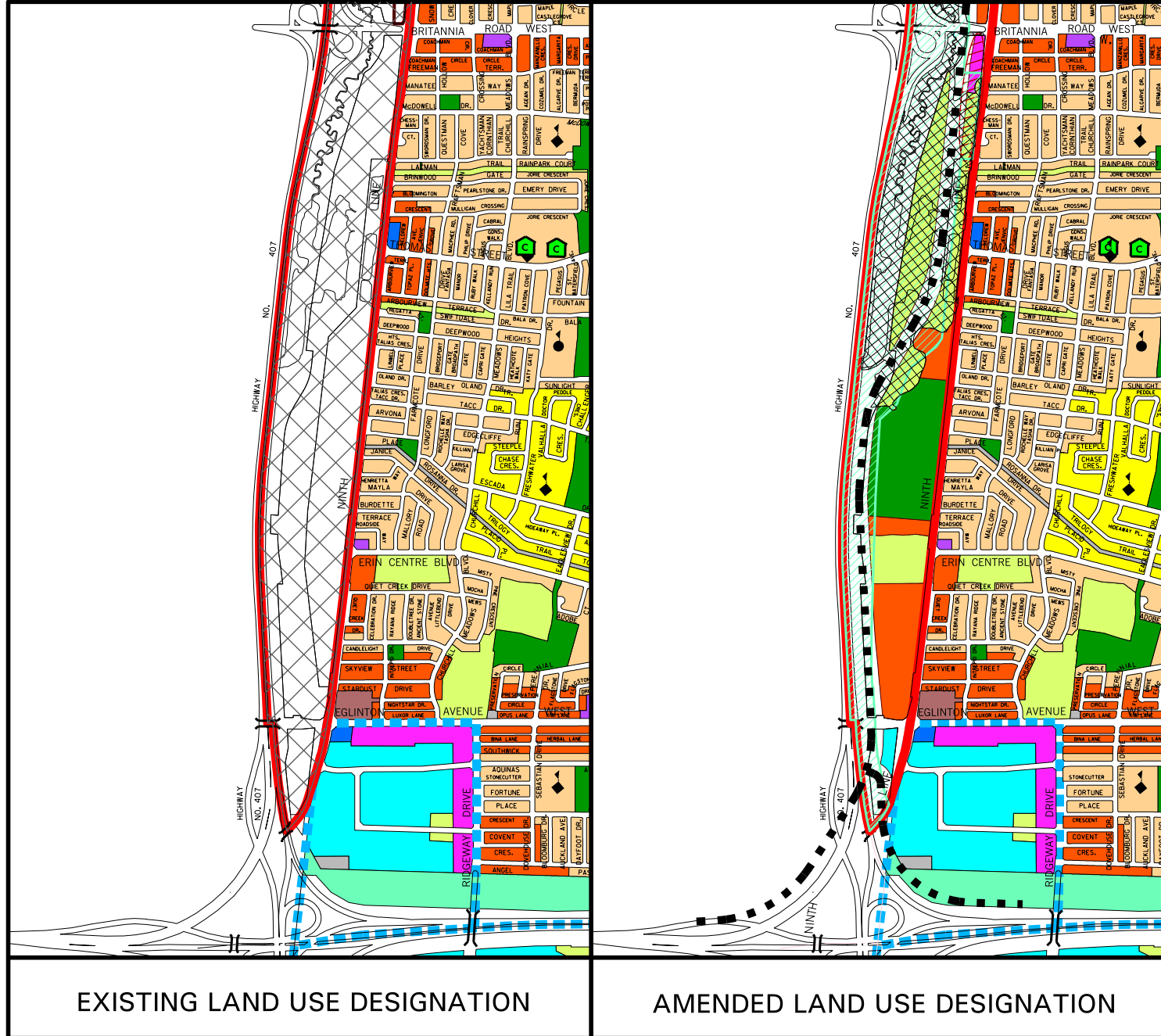
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MAP 'L'
Part of Schedule 9
Character Areas
of Mississauga Official Plan

MISSISSAUGA



LAND USE DESIGNATIONS

Residential Low Density I	Airport
Residential Low Density II	Institutional
Residential Medium Density	Public Open Space
Residential High Density	Private Open Space
Mixed Use	Greenlands
Convenience Commercial	Parkway Belt West
Motor Vehicle Commercial	Utility
Office	Special Waterfront
Business Employment	Partial Approval Area
Industrial	

BASE MAP INFORMATION

Heritage Conservation District	Civic Centre (City Hall)
1996 NEP/2000 NEF Composite Noise Contours	City Centre Transit Terminal
LBPIA Operating Area Boundary See Aircraft Noise Policies	GO Rail Transit Station
Area Exempt from LBPIA Operating Area	Public School
Natural Hazards	Catholic School
	Hospital
	Community Facilities

City Structure

Downtown	Corporate Centre
Major Node	Employment Area
Community Node	Special Purpose Area
Neighbourhood	

Area of Amendment

AREA OF AMENDMENT	
FROM: SPECIAL POLICY AREA	
TO:	
RESIDENTIAL MEDIUM DENSITY	PUBLIC OPEN SPACE
MIXED USE	GREENLANDS
BUSINESS EMPLOYMENT	PARKWAY BELT WEST
TRANSITWAY ROUTE	UTILITY
TRANSITWAY STATION	NATURAL HAZARDS

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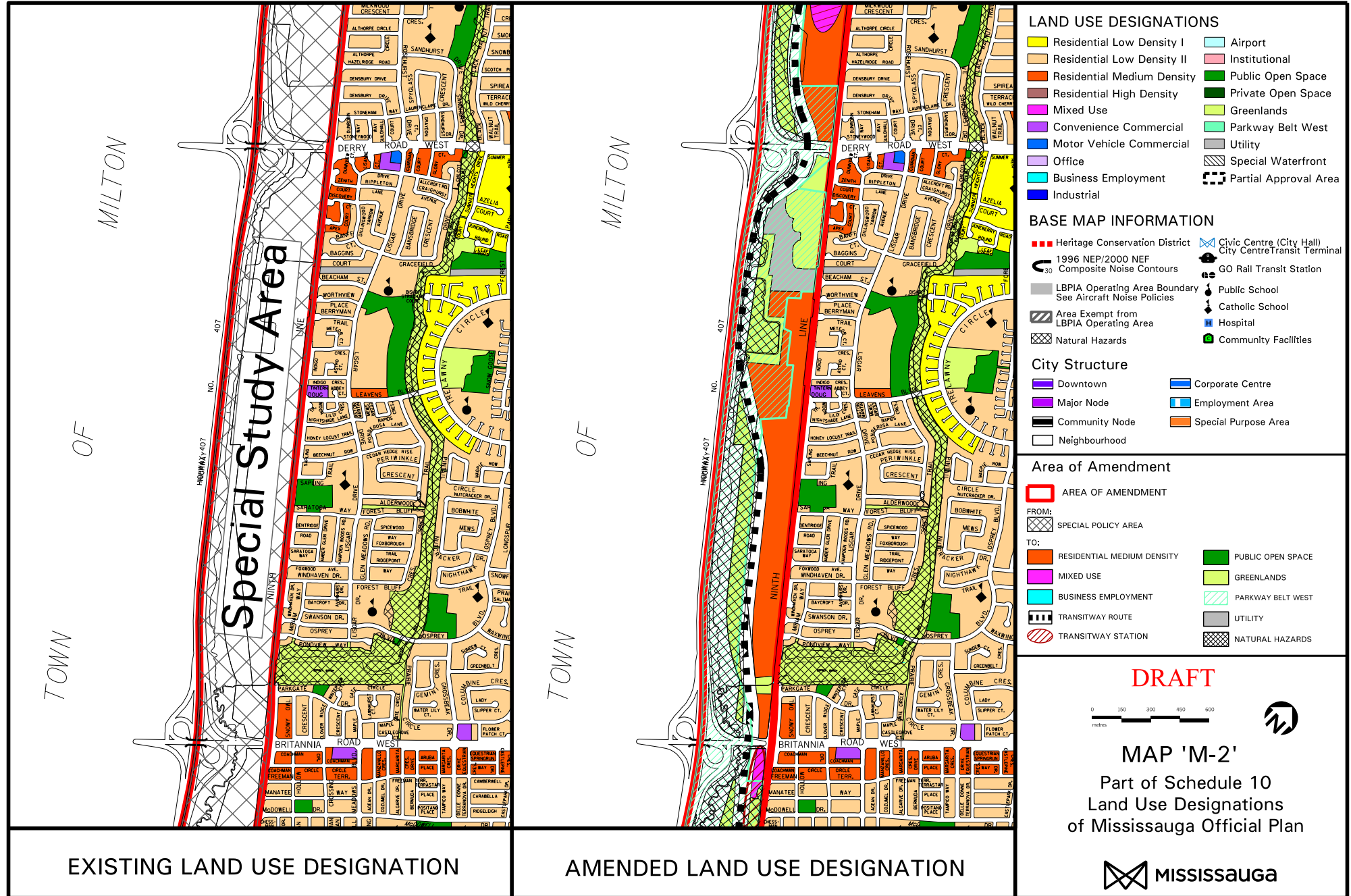
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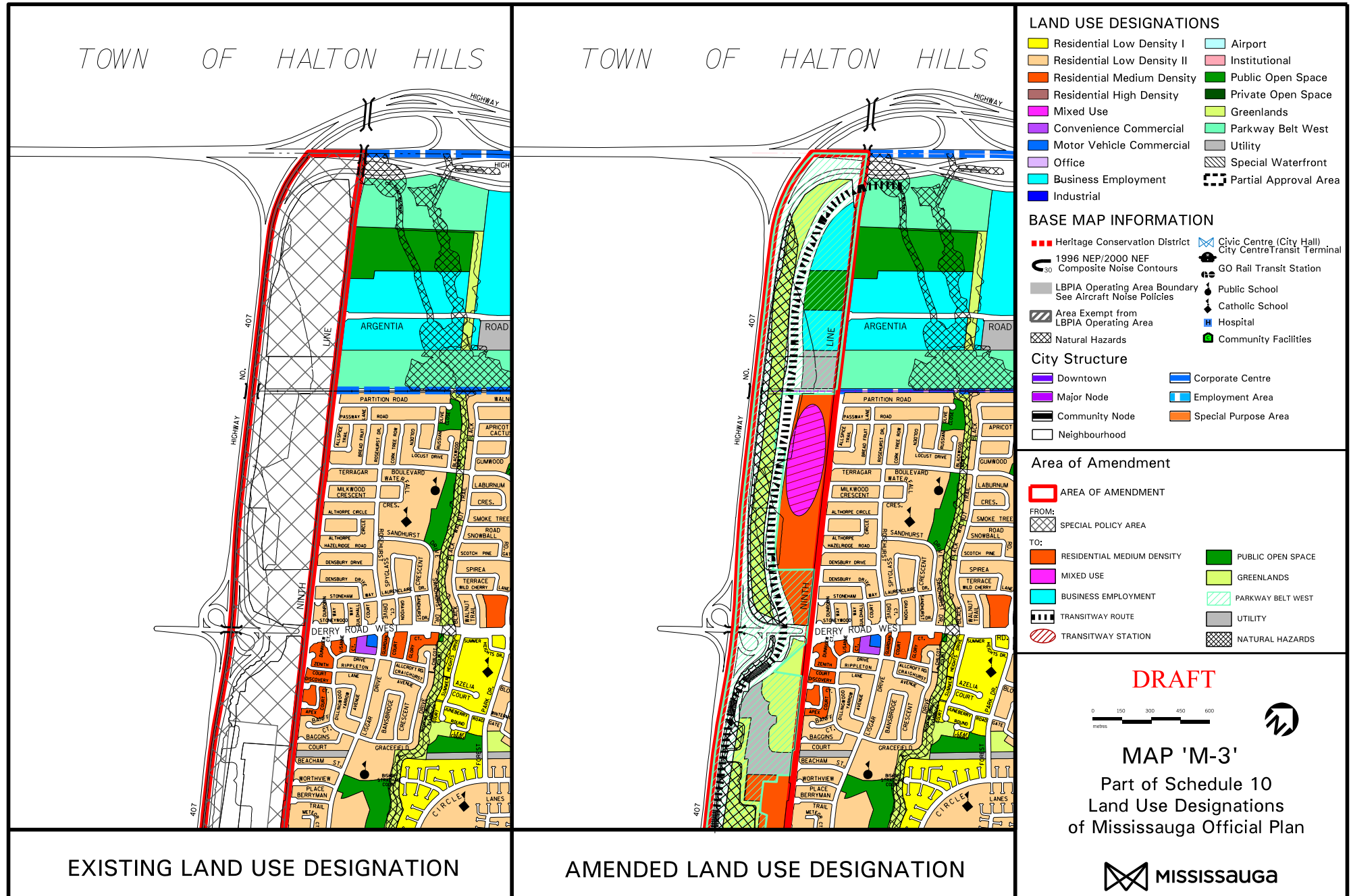


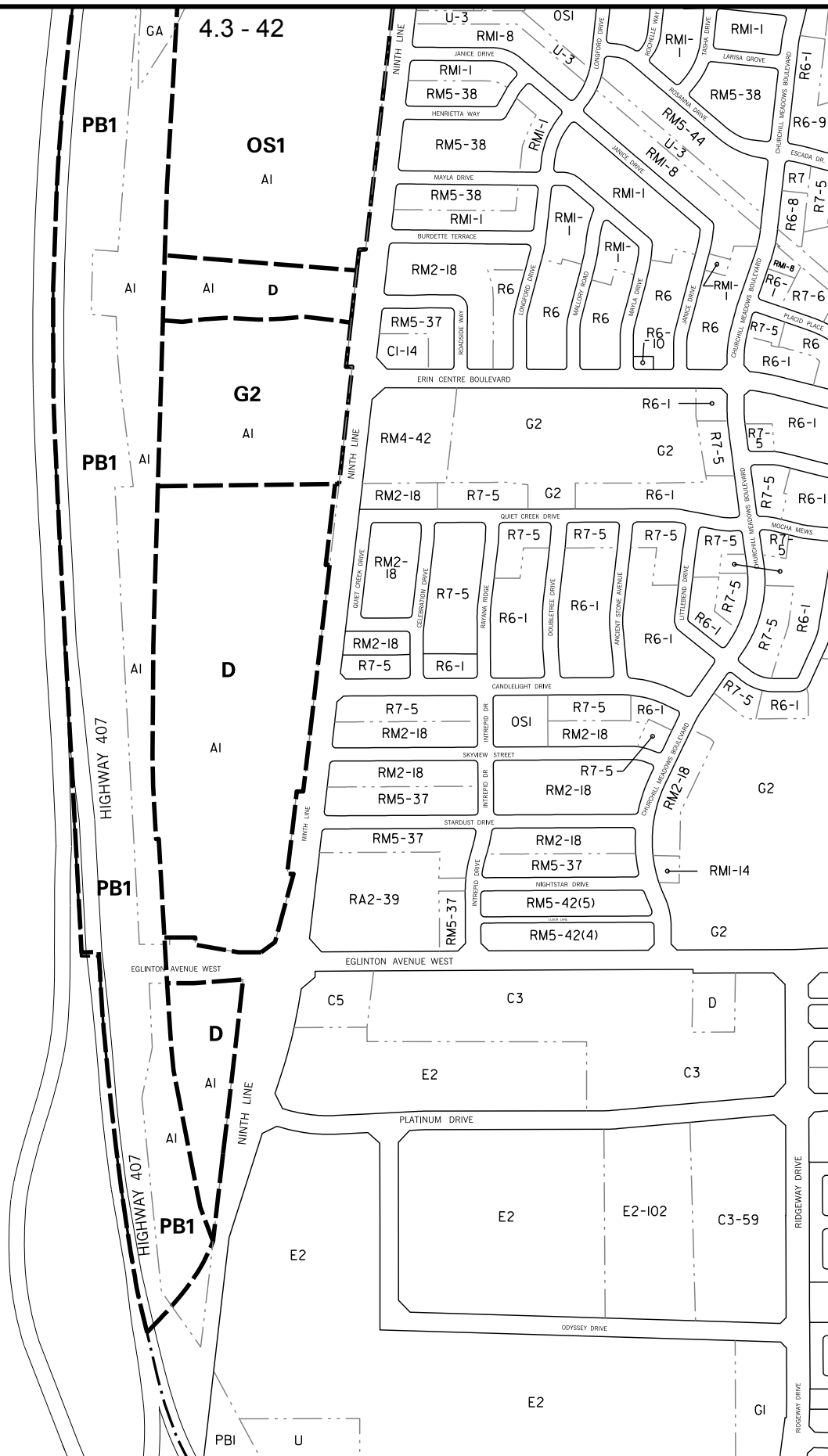
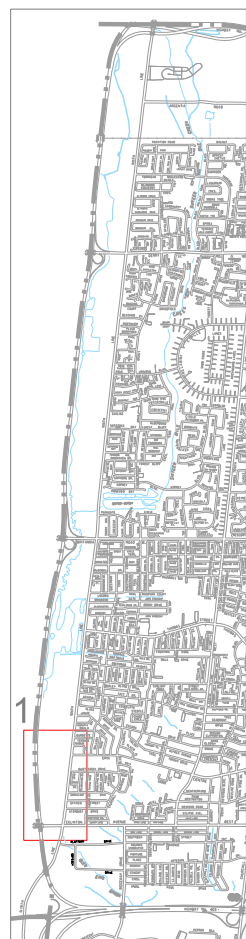
MAP 'M-1'

Part of Schedule 10
Land Use Designations
of Mississauga Official Plan

MISSISSAUGA







PROPOSED ZONING ALONG NINTH LINE LANDS

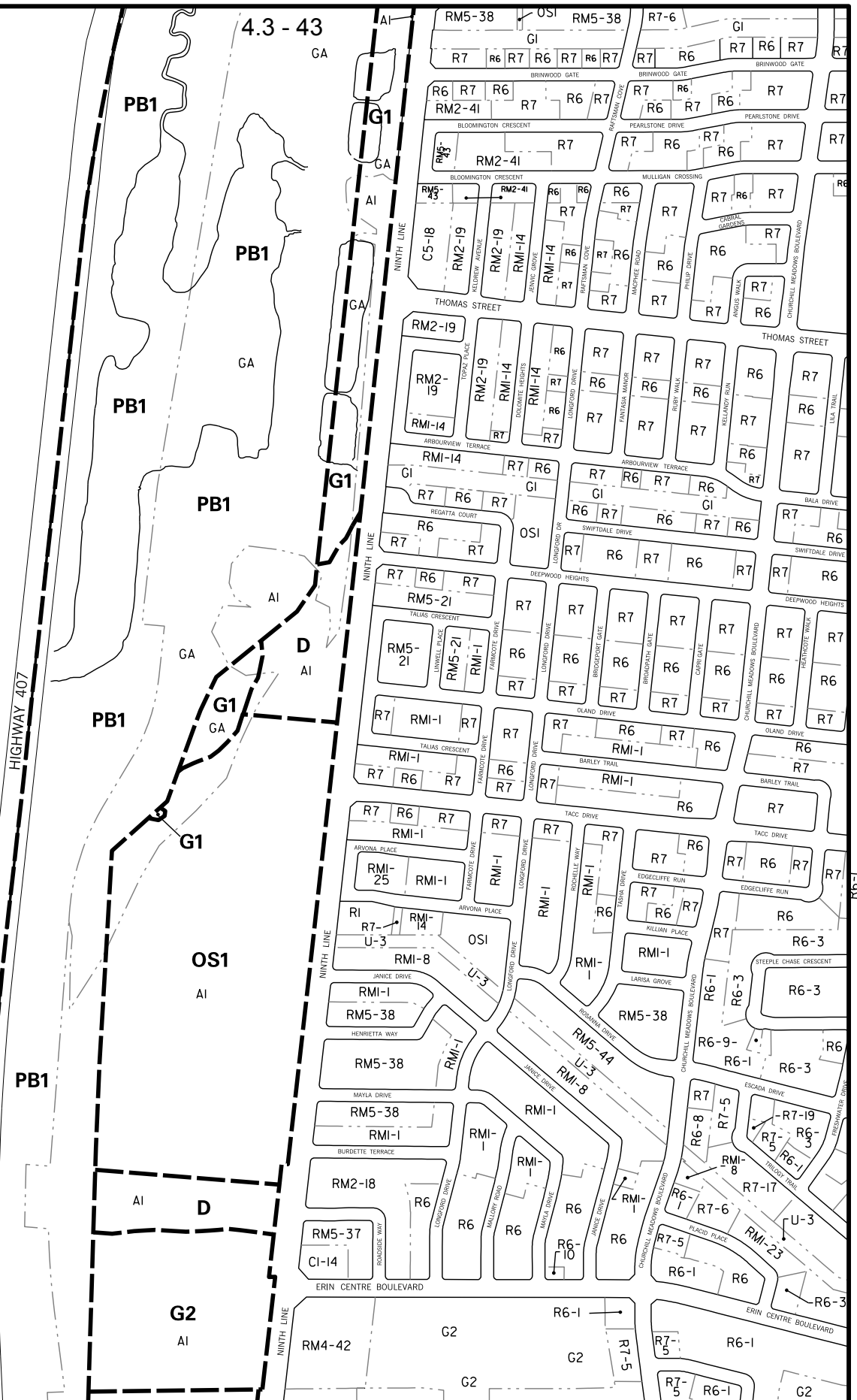
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MISSISSAUGA



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PROPOSED ZONING ALONG NINTH LINE LANDS

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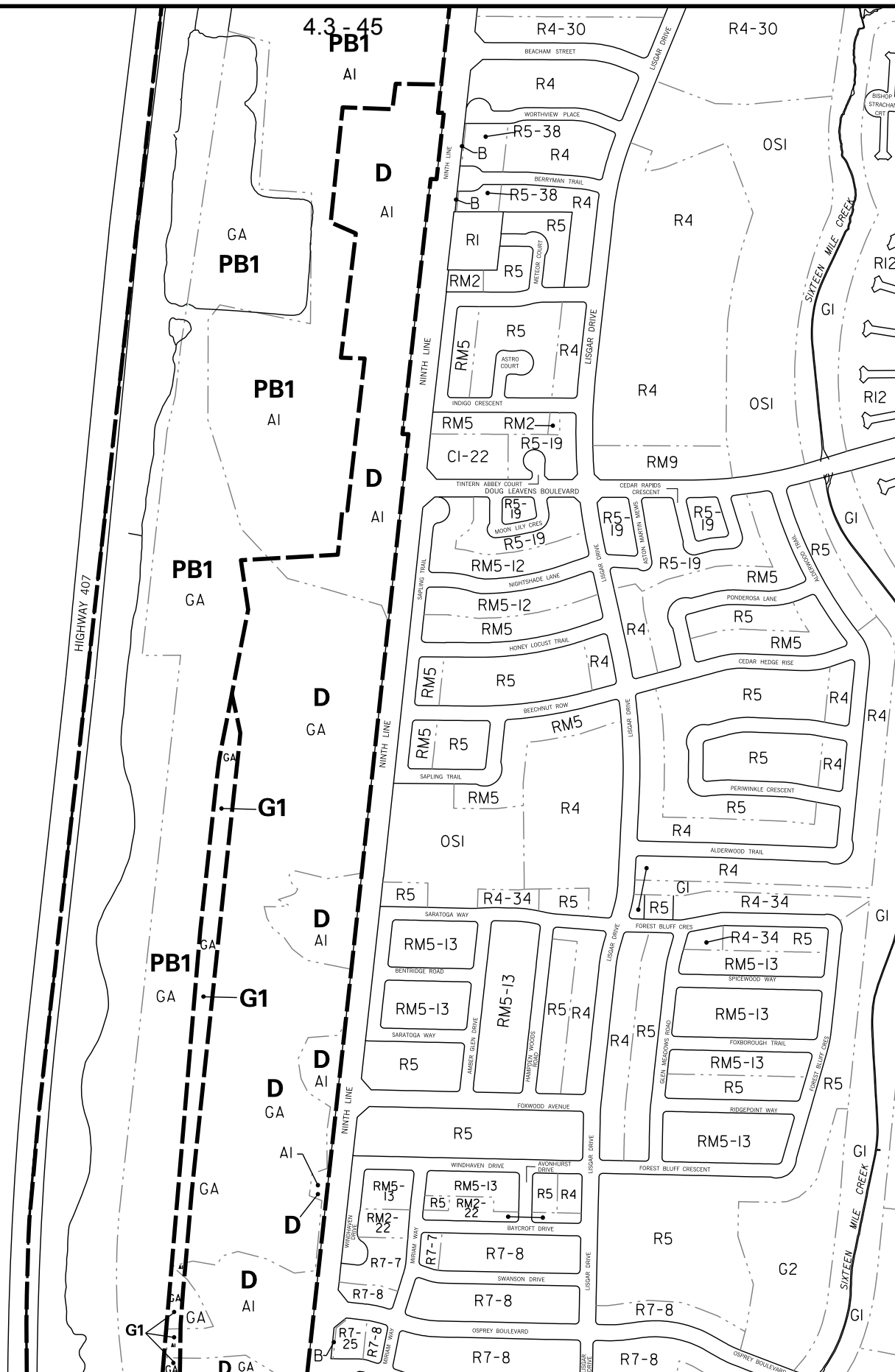
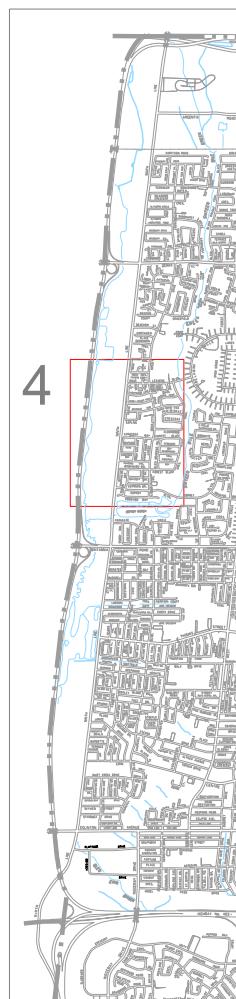
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PROPOSED ZONING ALONG NINTH LINE LANDS

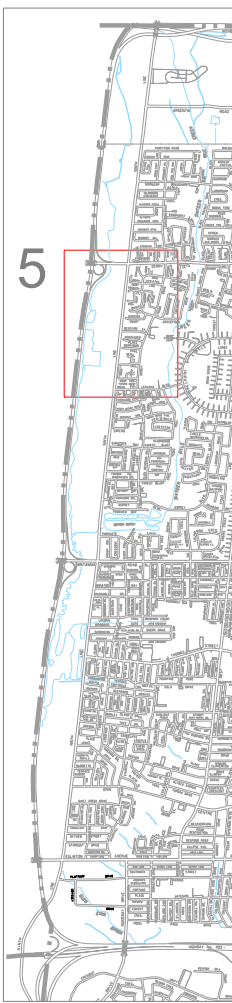
Age Group	Percentage
0-25	25%
25-50	35%
50-75	25%
75+	15%

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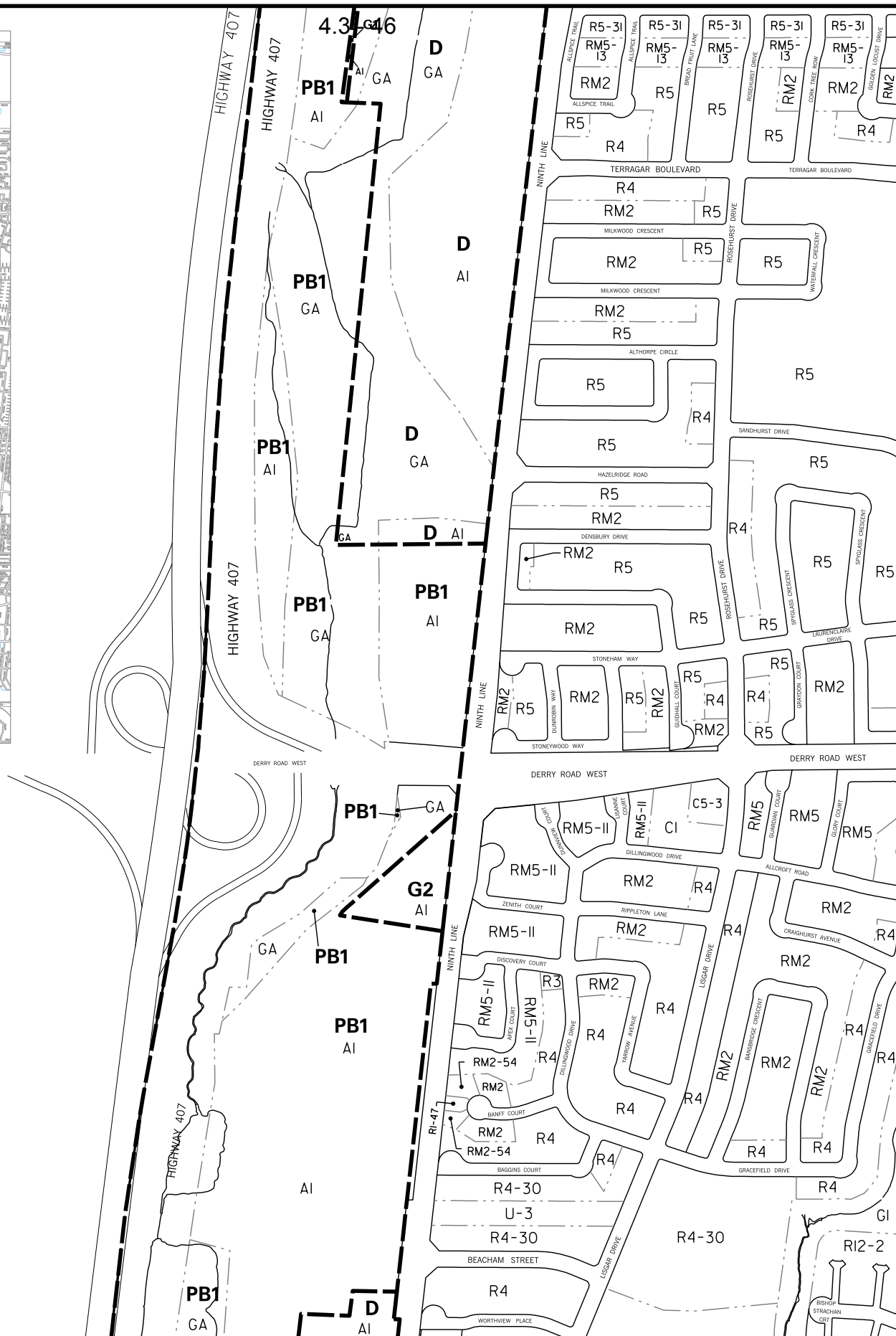


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5



PROPOSED ZONING ALONG NINTH LINE LANDS

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metres

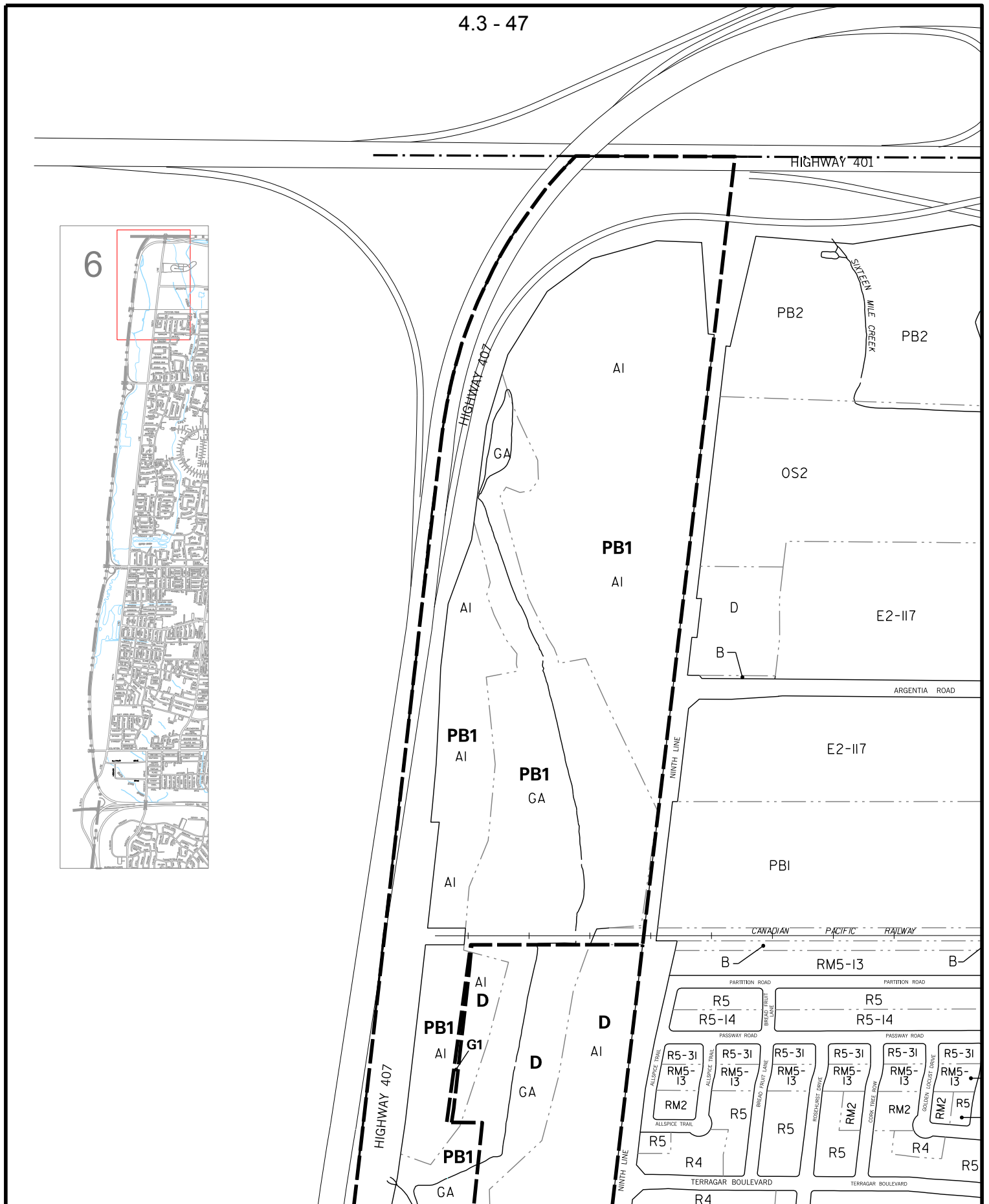
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MISSISSAUGA



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4.3 - 47



PROPOSED ZONING ALONG NINTH LINE LANDS

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metres

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MISSISSAUGA



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SHAPING NINTH LINE URBAN DESIGN GUIDELINES

CITY OF MISSISSAUGA
DRAFT JUNE, 2017



SHAPING
NINTH
LINE

Mississauga's
Northwestern
Gateway



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1 INTRODUCTION

1.1 STUDY AREA OVERVIEW

The Ninth Line Neighbourhood is located on the western boundary of the City of Mississauga. Its boundaries are Highway 401 to the north, Ninth Line to the east, the Highway 407/Ninth Line crossover to the south and Highway 407 to the west. It comprises a total of approximately 350 hectares (914 acres).

At present, the Ninth Line Neighbourhood is mostly undeveloped, with the exception of the Union Gas plant south of Derry Road, some commercial uses with outside storage, and a few residential dwellings, including an historic farmhouse near Argentia Road. While the area is mostly field, there are a number of large woodlots and natural areas.

To the east of Ninth Line are two established residential neighbourhoods, including the Lisgar neighbourhood (north of Britannia Road) and the Churchill Meadows neighbourhood (south of Britannia Road). In addition, north of the hydro corridor and CPR tracks and south of Eglinton Avenue are employment areas.



1.2 ROLE OF THE GUIDELINES

The Shaping Ninth Line Urban Design Guidelines provide detailed direction for the implementation of the City's Official Plan vision, and the Ninth Line Neighbourhood Character Area, guiding principles, and related official plan policies. They articulate the aspirations of the community, and will assist Council, City Staff, landowners, developers and the public with clear directions to guide new development.

Urban design guidelines are an essential tool to ensure new development in the Ninth Line lands supports an active, diverse and healthy City, and reflects contemporary best practices in urban design. The guidelines should be applied during the design, review and approvals process for new development in the Ninth Line lands, including both private and public projects.

The guidelines address all aspects of design, and should be referenced in their entirety in the design and review of all projects. It is not the intention of the guidelines to limit creativity. Where it can be demonstrated that an alternative built form achieves the intent of the guidelines, its merits should be considered on a case-by-case basis. Where additional advice is appropriate, projects should be evaluated by the Urban Design Advisory Panel. Each precinct should be considered for tertiary master plan requirements.

1.3 DOCUMENT STRUCTURE

The Shaping Ninth Line Urban Design Guidelines are comprised of four sections, including:

1. Introduction - Section 1 introduces the guidelines, providing an overview of the study area and describing the application of the guidelines.

2. Vision and Guiding Principles - Section 2 outlines the City's Official Plan vision. To achieve this vision within the Ninth Line lands, a series of guiding design principles have been developed through consultation with the City, stakeholders and the public.

3. Public Realm Design Guidelines - Section 3 provides recommendations related to public realm design in the Ninth Line lands, including the design of greenlands and public space and transit-supportive streets and blocks.

4. Private Realm Design Guidelines - Section 4 provides recommendations related to private realm design in the Ninth Line lands, including the design of residential, commercial, institutional and employment buildings, as well as site design matters such as on-site parking and accessibility. Guidelines for the sustainable development of buildings and sites are also provided.

2 VISION AND GUIDING PRINCIPLES

2.1 SHAPING NINTH LINE VISION

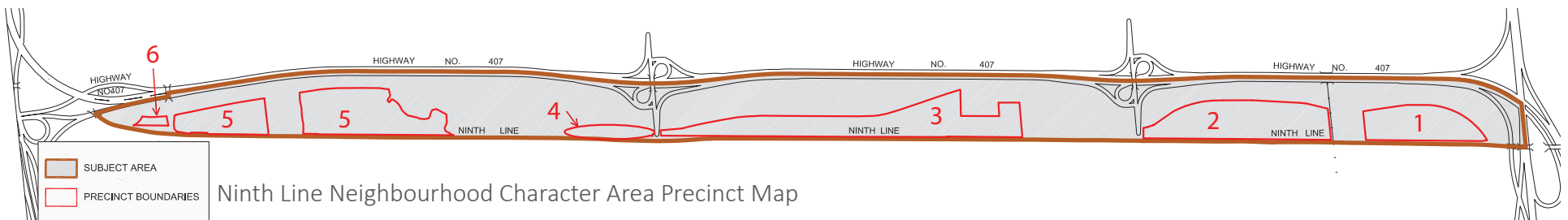
The Ninth Line Neighbourhood is the last remaining greenfield land in Mississauga, and will be planned as sustainable, transit-supportive, connected and distinct. The Ninth Line Neighbourhood, and its six precincts, will be a model for sustainable development and a gateway into the City of Mississauga. The Neighbourhood will be designed with a focus on the importance of the natural environment, and the creation of a healthy, complete community with a sense of place. Current and future Ninth Line, Lisgar and Churchill Meadows residents will have access to a linked natural heritage system, multi-use trails, parks and open spaces. Higher- order transit, community uses and facilities and a variety of housing choices and employment opportunities will be provided to meet their needs.

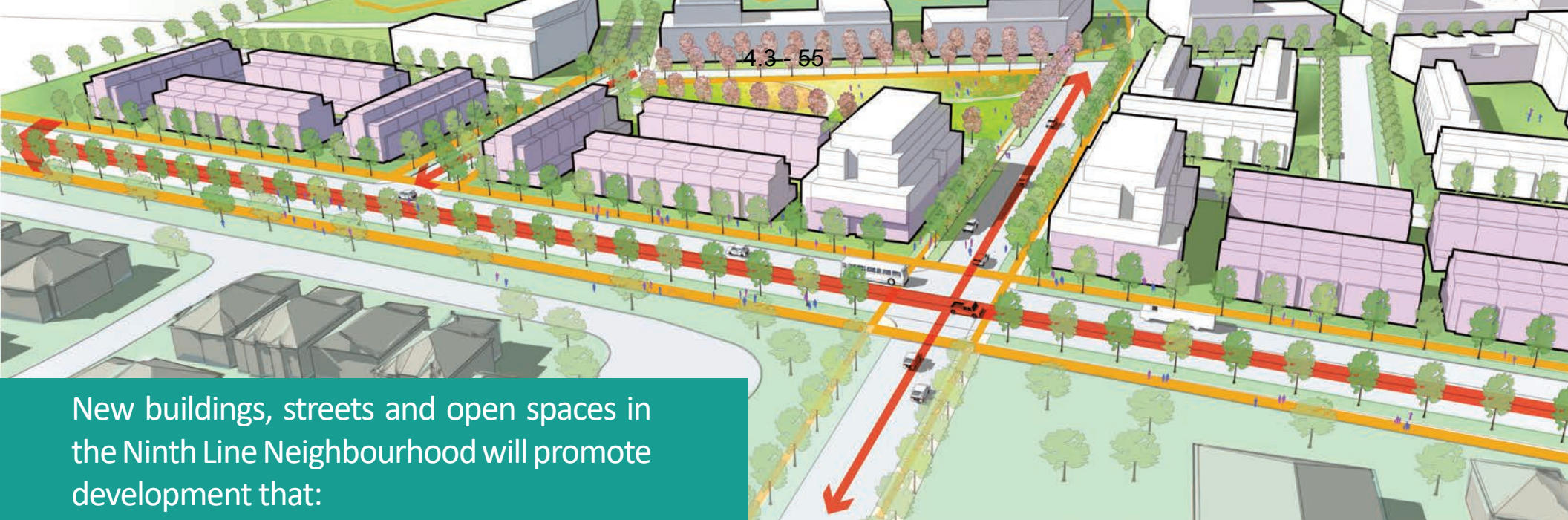


2.2 GUIDING PRINCIPLES

The Ninth Line Neighbourhood Character Area, the six Ninth Line precincts, related Official Plan policies, and the urban design guidelines are founded on extensive public and stakeholder consultation. This feedback informed the development of a set of Community Design Principles that form the basis for the Neighbourhood Character Area, six precincts, related Official Plan policies, and urban design guidelines.

The six Neighbourhood Character Area Precincts include: Precinct 1 - Employment Focus; Precinct 2 - Derry 407 Transitway Station; Precinct 3 - North Britannia; Precinct 4 - Britannia 407 Transitway Station; Precinct 5 - Community Park Focus; and Precinct 6 - Gateway Employment.





New buildings, streets and open spaces in the Ninth Line Neighbourhood will promote development that:

LAND USE AND BUILT FORM

- Provides appropriate transitions to the neighbourhoods to the east
- Is complementary to existing and future transportation facilities including locating taller mixed use buildings near Transitway stations.
- Provides a mix of housing that accommodates people with diverse housing preferences and socioeconomic characteristics and needs
- Provides a diversity of employment opportunities to meet current and future needs including areas of lowrise employment in a compact campus style format
- Reflects land use planning practices in a way that is conducive to good public health
- Provide for a diversity of community infrastructure and facilities to meet the daily needs of residents, employees and visitors
- Recognizes the significance of cultural heritage sites and landscapes
- Is a model for sustainability within Mississauga
- Demonstrates distinct and appropriate design for all buildings, streets and open spaces



CONNECTIONS

- Integrates a network of trails that link open spaces and key destinations, including to destinations outside the Ninth Line Lands
- Provides for safe pedestrian crossings of Ninth Line
- Recognizes gateways at key access points with prominent intersections
- Reinforces pedestrian supportive streets
- Integrates cycling lanes and/or multi-use paths on or adjacent to Ninth Line and other major roads
- Provides visual/physical connections between open spaces
- Supports a 407 Transitway route that minimizes the area of land used for roadway infrastructure and other potential impacts
- Enhances views from Highway 407 where practical

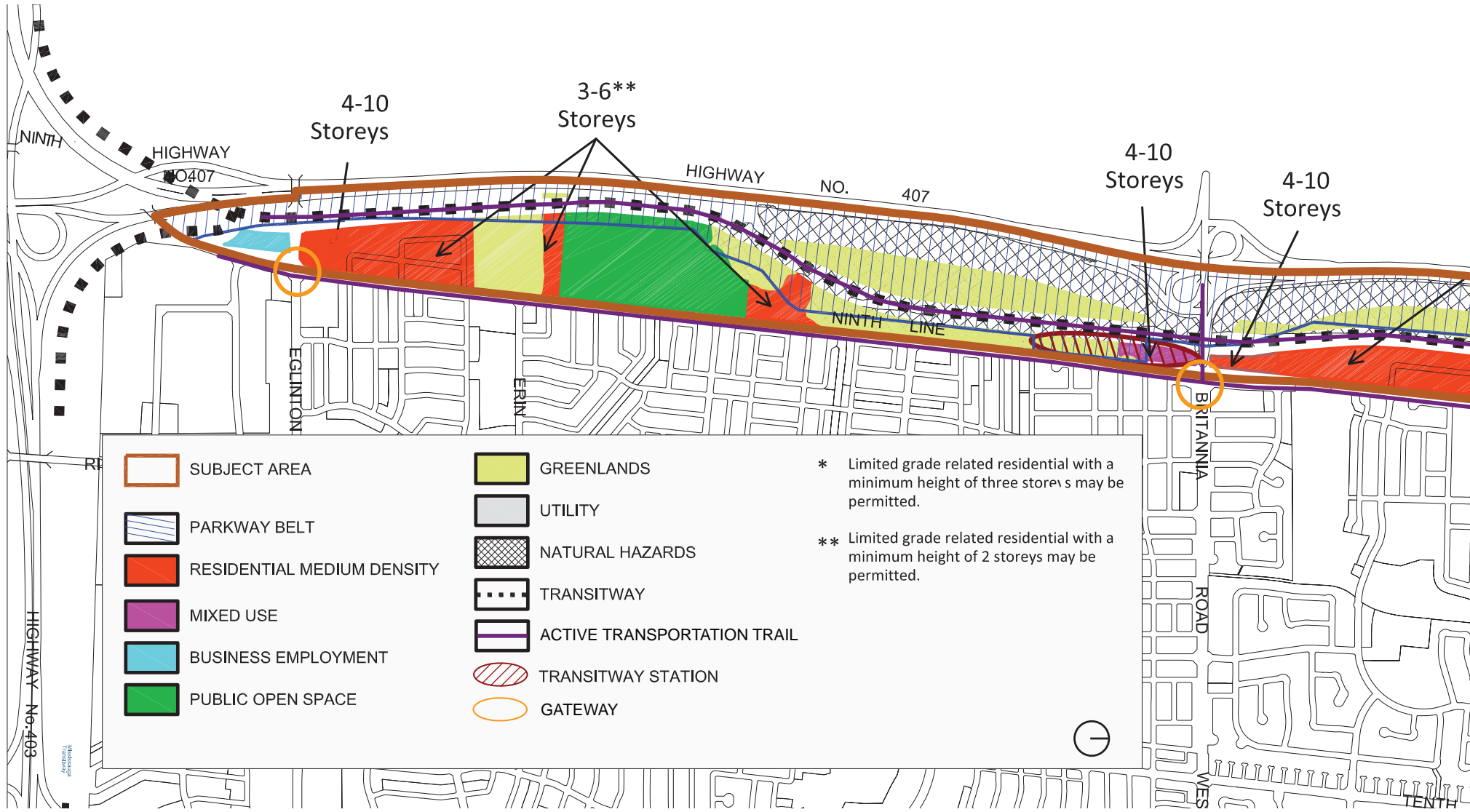
PARKS, OPEN SPACES AND NATURAL HERITAGE

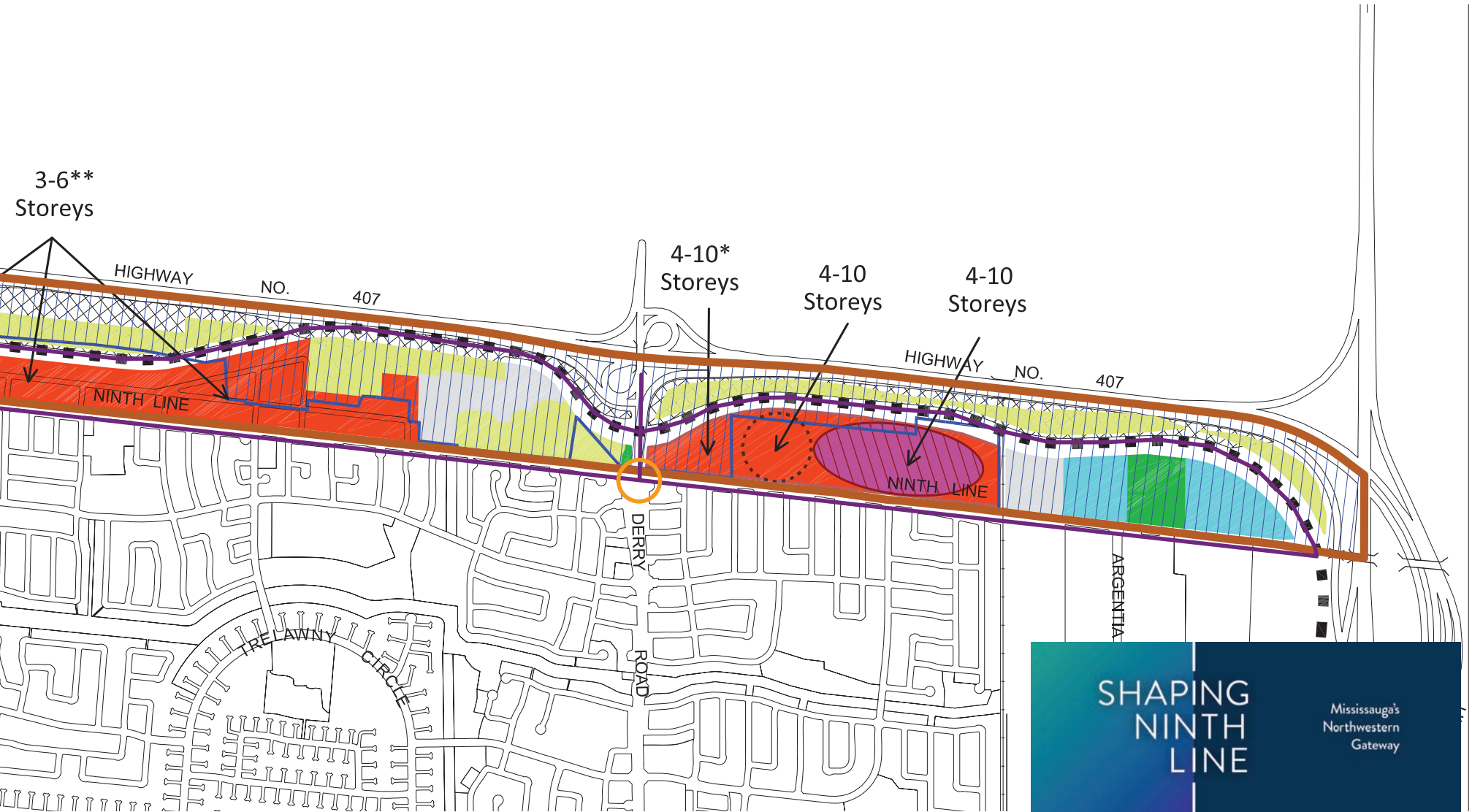
- Creates a linked natural heritage system
- Provides a variety of parks and open spaces for all ages and abilities including those which:
 - Encourage passive and active use in all seasons
 - Promote unique experiences and educational opportunities
 - Protect and enhance natural areas
- Provides parks and open space in close proximity to adjacent neighbourhoods

2.3 LAND USE CONCEPT AND PLAN

The Shaping Ninth Line land use concept below reflects the land use vision for the Ninth Line lands. This area is predominantly Residential, anchored by Business Employment uses at both the north and south end. Around the transit stations, mixed-use development is recommended to

create vibrant, active nodes. Two large areas toward the north and south of the Ninth Line lands are identified for “Public Open Space”, while the majority of the west edge of the area is identified as “Greenlands”. A multi-use trail is proposed along the entire length of the Ninth Line lands.





3 PUBLIC REALM DESIGN GUIDELINES

3.1 GREENLANDS AND PUBLIC OPEN SPACE GUIDELINES

A significant amount of the Ninth Line Neighbourhood is occupied by natural heritage and open space features, including either Greenlands or Public Open Space. If designed and considered as part of the comprehensive development of the area, these features can play an integral role in defining the character of the Ninth Line lands, and in providing connections to the adjacent stable neighbourhoods.

3.1.1 GREENLANDS

Ninth Line's Greenlands include extensive lands which are subject to "Natural Hazards"¹ as well as a stormwater management pond. The Greenlands also provide significant opportunities for unique open spaces and natural areas. New development should ensure that it preserves and enhances these existing and planned Greenlands for the benefit of Mississauga's residents and the environmental and ecological health of the Ninth Line lands.

- a. Use of the Greenlands for outdoor education and local recreation is encouraged. However, access should be restricted where necessary to ensure public safety and to protect sensitive natural heritage features. Such features should be adequately buffered and linked to other features to ensure that the natural heritage system is protected, enhanced and restored, and that ecological systems are not negatively impacted.
- b. Where feasible and ecologically appropriate, publicly accessible areas within the Greenlands should be highly visible and bordered by streets, multi-use trails, and Public Open Space. This will maximize public access, and significant views while increasing ecological awareness.
- c. Development is generally not permitted within the Greenlands. However, smaller pavilion-style buildings (i.e. no foundation) may be appropriate to facilitate the recreational use of this area. Where this is permitted, buildings should have a minimal footprint and be well integrated into the natural landscape.

¹ "Natural Hazard Lands means property or lands that could be unsafe for development due to naturally occurring processes. Along the shoreline of Lake Ontario, this means the land between a defined offshore distance or depth and the furthest landward limit of the flooding hazard, erosion hazard or dynamic beach hazard limits. Along river and stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits." Mississauga Official Plan, Oct.2016 Consolidation, "List of Definitions", p.10.

- d. Where development is located adjacent to the Greenlands, medium and higher density buildings should be designed to maximize public access, views and awareness of the landscape, and to promote safety through casual surveillance.



Where built elements are proposed within the Greenlands, they should have a minimal footprint and be well-integrated into the landscape.

3.1.2 PUBLIC OPEN SPACE

Within the Ninth Line Neighbourhood, two significant Public Open Spaces have been identified, including a large park at the south end of the neighbourhood, and a smaller open space at the north end (in association with an existing heritage house. In addition to these identified open spaces, there will be significant opportunities for new public open spaces, as well as private open spaces, associated with new development. These spaces should be designed and located to ensure safe and active use, and to reinforce a connected network of open spaces.

- a. Parks should be located along, and at the terminus of major streets to create an attractive public realm.
- b. Where possible, parks should be open on the greater of a minimum of two sides to the public street, or in the order of 50% of the park perimeter.
- c. Parks and open spaces should be designed to reflect their role and should serve the diverse needs of the community, including facilities for passive (e.g. walking trails, gardens, seating areas, park pavilions, interpretive displays) and active recreation (e.g. sports fields, skating rinks).
- d. Parks and open spaces should be visible from adjacent streets to ensure safe, active uses.
- e. Buildings fronting onto parks and open spaces are encouraged to enhance safety through casual surveillance. In such cases, clear public pathways and other measures are encouraged to ensure the space is not interpreted as private amenity space.
- f. Highly visible connections should link open spaces to adjacent boulevards and cycling facilities, on-site circulation routes, and the proposed multi-use pathway.
- g. Vehicular connections through parkland should be limited to emergency vehicle routes and access to major park facilities and parking areas.
- h. Parks should be located adjacent to the Greenlands where possible as a means of maintaining a sense of connection with the natural landscape. In addition, parks may be directly connected to institutional sites to encourage joint use of facilities including parks.
- i. Natural ecosystems should be protected and enhanced to ensure a sustainable environment for plants and wildlife.
- j. Native and naturalized, non-invasive plantings should be used wherever possible, and planting should abide by the Conservation Halton guidelines where applicable.
- k. Park entrance design should provide amenities including visitor drop-off, pedestrian scale lighting, and coordinated signage to assist in orientation and use of park amenities.
- l. Where possible, playground surfaces and park equipment should consider the use of recycled materials.

- m. Playground facilities should feature equipment that incorporates the principles of universal design.
- n. Signage, public art and other place making elements should be incorporated to develop a stronger sense of place.
- o. Park signage should be coordinated at entrances to avoid unnecessary clutter.



Parks and open spaces should be visible from adjacent streets to ensure safe, active use.

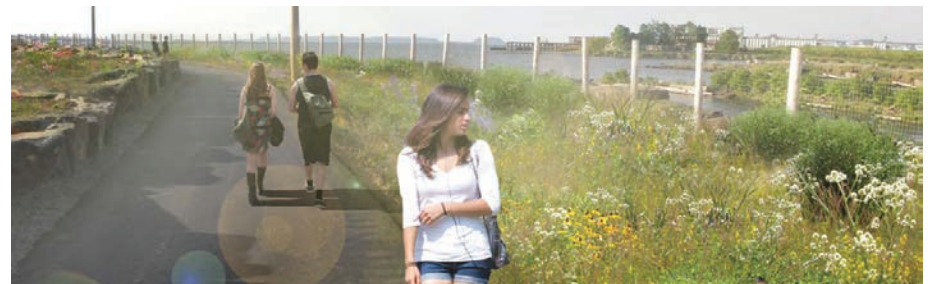


Highly visible connections should link open spaces

3.1.3 MULTI-USE TRAIL

The Ninth Line Neighbourhood Character Area envisions a continuous multi-use trail running parallel to the Transitway from Highway 401 to Eglinton Avenue. This supports alternative modes of transportation (i.e. walking and cycling) for the area's residents, connects people to the Greenlands and Public Open Spaces, and when combined with crossings of Ninth Line, provides the opportunity to provide continuous connectivity to the rest of Mississauga's Greenlands and open space system. The design of multi-use trails will be regulated primarily by Community Services and the Transportation and Works Department.

- a. The new multi-use trail and other new trails should connect to each other, and to existing trails, streets, and open spaces including those to the east of Ninth Line to create a linked trail network that provides pedestrians and cyclists with connections and recreation opportunities.
- b. Trails should link to core activity areas such as transit stations, community centres, mixed-use areas, and nearby employment areas. They should create strong links between neighbourhoods, open spaces, and natural heritage features, including those to the east of Ninth Line.
- c. The design of trails located in the Greenlands or open space areas should reflect the function and nature of the type of open space it occupies. Generally, such trails should be constructed of asphalt. All trails should be designed according to site-specific conditions.
- d. Trail widths should range from 3-4m wide, depending on the type of trail, to allow for two way cyclist or pedestrian passage depending on site specific conditions.
- e. Where applicable, multi-use trails should be designed to distinguish between walking and cycling/roller-blading areas to minimize conflicts.
- f. Multi-use trails should include multiple access points along the network to promote permeability into the system. The design of access points should consider that people arrive by a variety of means, including foot, bicycle, car, or transit. Entrances should also be designed to accommodate persons with physical disabilities and therefore include stable yet permeable surfaces.
- g. Where appropriate, multi-use trails should include adequate amenities, such as seating, waste receptacles, lighting, signage, route information, and educational and historic information. Amenities should be designed according to site-specific conditions.



Multi-use trails should connect to each other and to existing trails, streets, and open spaces including those to the east of Ninth Line to create a linked trail network.

3.1.4 STORMWATER MANAGEMENT PONDS

Stormwater management ponds will be required. These ponds provide significant opportunities for passive recreational areas and neighbourhood amenities.

- a. Views and access to stormwater management facilities is encouraged, wherever possible, to integrate them as important community amenities. Such facilities should be bounded by a combination of road and open space to allow appropriate and safe use, views and access. The degree of access should be considered on a site-by-site basis through a combination of facility edge treatments. Shallow slopes should be provided for direct access areas and overlooks with railings or densely planted areas should be applied to discourage direct access.
- b. The use of fencing should be reserved to mitigate specific safety concerns.
- c. A hierarchy of design treatments should be developed to address the various conditions of facility design and locations, including naturalized and urbanized edges. In all cases, stormwater management facilities should be designed as attractive features of the landscape, and should incorporate an arrangement of planting that does not interfere with their function. Where feasible, sitting areas with pathway connections should be provided to encourage use and reinforce safety.
- d. Public education displays should be used to increase awareness and appreciation of the facilities.



Views and access to stormwater management facilities is encouraged wherever possible to integrate them as important community amenities.

3.2 GUIDELINES FOR TRANSIT SUPPORTIVE STREETS AND BLOCKS: DERRY 407 TRANSITWAY STATION AND BRITANNIA 407 TRANSITWAY STATION PRECINCTS

New development in the Ninth Line Neighbourhood, including the organization and design of blocks, streets, and boulevards, should support and encourage transit and active transportation. Short, permeable blocks encourage efficient connectivity for all modes, while wide, attractive boulevards support vibrant, active streetscapes.

3.2.1 BLOCK LAYOUT AND ORGANIZATION

With the alignment of the Transitway, and two transit station nodes, the design and layout of streets and blocks in the Ninth Line lands should support transit use and active transportation (i.e. walking and cycling). Transit supportive design will concentrate a mix of land uses and higher densities along Ninth Line, particularly at key nodes, to provide the critical mass to support regular transit service.

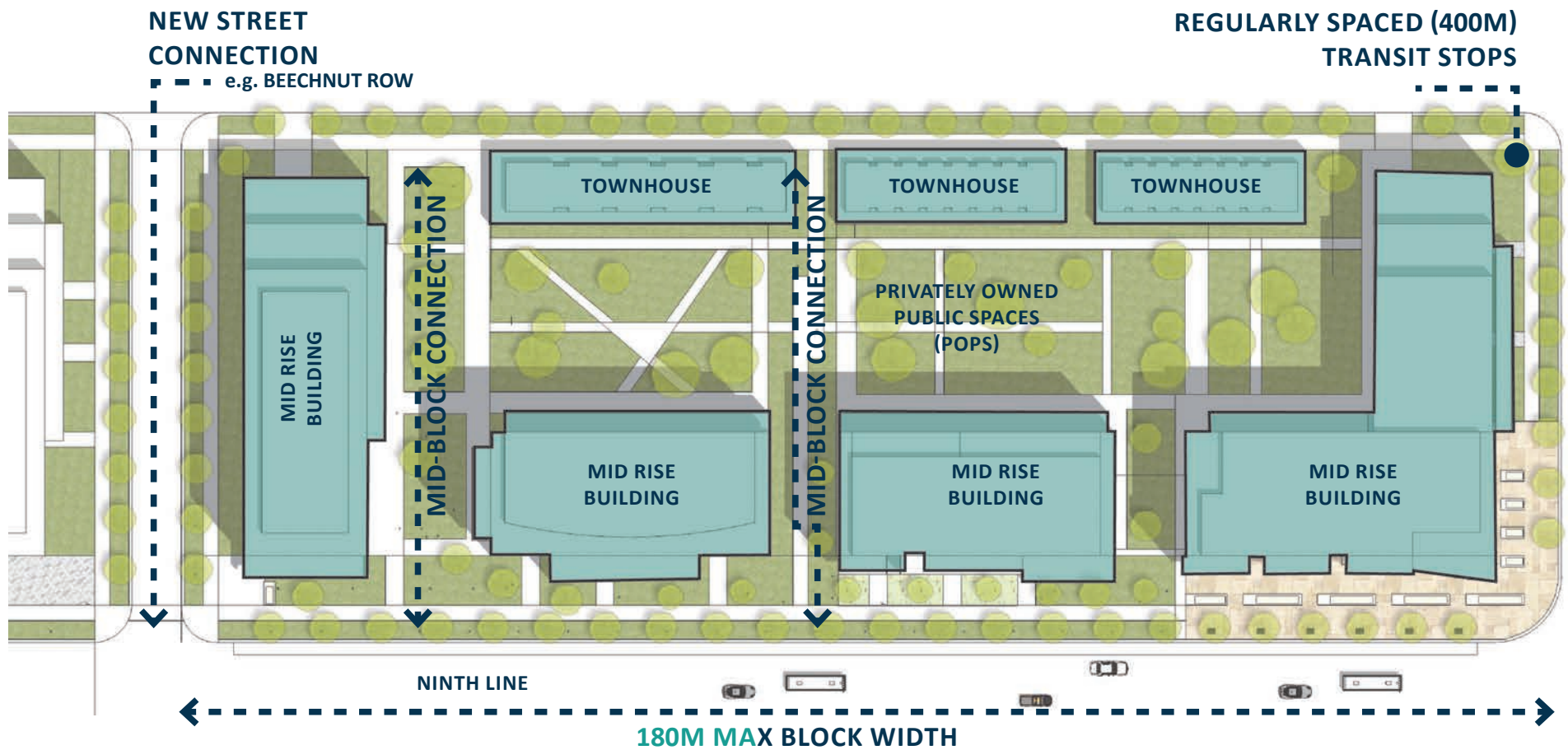
- a. New streets should reinforce a well-connected grid system, including direct connections to the east side of Ninth Line, to provide convenient connections and promote permeability throughout the Ninth Line lands.
- b. To facilitate a well-connected grid network, block lengths in the Ninth Line lands should generally be limited to 180m, and block widths should be limited to 80m. Where blocks exceed 180m, substantial mid-block connections should be provided to encourage pedestrian permeability into the neighbourhood.
- c. A mix of land uses and/or higher residential densities should be provided at key locations, such as transit station areas,

major intersections (i.e. Eglinton Avenue, Britannia Road and Derry Road), and adjacent to Open Spaces, to generate pedestrian traffic and activity throughout the day, and through all seasons.

- d. Access to transit should be located within a short walking distance of most uses (approximately 400m).
- e. The pavement width of vehicular lanes on new streets should be minimized in order to provide sufficient space for cycling facilities and wide boulevards including sidewalks.
- f. Transit stops should be located in conjunction with public amenities, where possible, including community centres, parks, schools, and other community facilities (i.e. library, gallery).
- g. Auto dependent uses, such as drive through retail and car wash facilities, should be carefully located and designed to minimize impact on the streetscape and pedestrian and cyclist traffic.



Precedent for low to mid-rise transit supportive development.

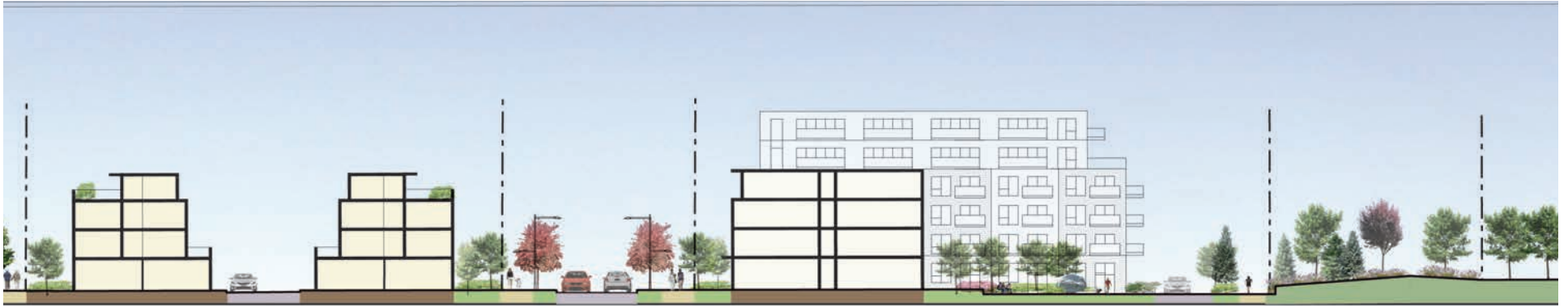


3.2.2 COMPLETE STREETS AND BOULEVARDS

3.2.2.1 ARTERIAL ROADS

Arterial roads, including Ninth Line, Eglinton Avenue, Britannia Road and Derry Roads, and a potential extension to Argentia Road, are high capacity transportation roads that accommodate regional and local travel demands. Arterial Roads also connect nodes and serve as major gateways into Mississauga and through the Ninth Line lands. Arterial Roads should have an urban character and should promote the highest level of design, including attractive buildings that frame and address the street, cycling facilities, and pedestrian-supportive boulevards characterized by wide sidewalks, street trees, consistent paving, lighting and public art. Enhanced streetscape (i.e. additional trees, sidewalk width and street furniture etc.) should be considered along the arterial road in the selected areas depending on the abutting land use and context of the precincts.

- a. Arterial roads should be designed as ‘complete streets’ that serve a variety of functions, including transit, connections between communities, and connections to other roads.
- b. Where appropriate, arterial road boulevards should be a minimum of 6m in width to provide opportunities for an enhanced streetscape condition.
- c. Street trees are recommended on all arterial roads, and should be offset 1.75-2.0m from the curb to accommodate snow storage with minimal risk to the tree. All street trees should have access to a minimum soil volume of 20m³ (30m³ if shared by two trees).
- d. A multi-use trail on the east side of Ninth Line will accommodate bicycle traffic. Bicycle parking will be provided at regular intervals, as outlined in section 3.2.5.3.
- e. Travel lane widths should be as narrow as possible to accommodate wider boulevards within the smallest possible right-of-way.
- f. Curb cuts and disruptions to pedestrian and cyclist movement should be minimized through the use of joint access driveways wherever possible.



Ninth Line Cross Section. Note: Conceptual design to be determined through future Environmental Assessment Study

3.2.2.2 COLLECTOR ROADS

Collector Roads are medium capacity corridors that connect Local Roads to one another, to intersecting Collector Roads, and to Arterial Roads. The design of Collector Roads should be more substantial than Local Roads and should include boulevards with wide sidewalks on both sides, consistent paving, and lighting. Enhanced streetscape (i.e. additional trees, sidewalk width and street furniture etc.) should be considered along the collector road in the selected areas depending on depending on abutting land use and context of the precincts.

- a. Collector Roads should be designed as 'complete streets' that serve a variety of functions, including transit and connections to other roads.
- b. Where appropriate, collector road boulevards should be a minimum of 6m in width to provide opportunities for an enhanced streetscape.
- c. Street trees are recommended on all Collector Roads, and should be offset 1.75-2.0m from the curb to

accommodate snow storage with minimal risk to the tree. All street trees should have access to a minimum soil volume of 20m³ (30m³ if shared by two trees).

- d. Bicycle facilities should be provided on both sides of Collector Roads and are encouraged over on-street parking. Where on-street parking is not possible due to street width constraints, site plans in this area should account for required visitor and short term parking needs on site.
- e. Travel and parking lane widths should be as narrow as possible to accommodate wider boulevards within the smallest possible right-of-way.
- f. Curb cuts and disruptions to pedestrian and cyclist movement should be minimized through the use of joint access driveways wherever possible.



Collector roads should be designed to serve a variety of functions including transit and connections to other roads.

3.2.3 ON STREET PARKING

On-street parking within the Ninth Line lands should be permitted wherever possible, to animate the street, reduce vehicle speeds and serve as a protective buffer between pedestrians and moving vehicles. On-street parking may be provided through lay-bys and/or bump-outs, and should reflect all appropriate engineering design standards.

- a. Parallel on-street parking is preferred over perpendicular or angled parking to minimize the overall width of the street and optimize sight-lines.
- b. On-street parking may be situated within bump-outs and/or lay-bys, but should not compromise the minimum recommended boulevard widths (4.8-6m) on collector and arterial roads.
- c. Where bump-outs are provided, they should be landscaped with street trees or low level ground cover and be designed to accommodate snow storage.

3.2.4 NOISE IMPACT MITIGATION

Sound buffering techniques should be employed along the east side of the 407 and the proposed 407 Transitway to protect the adjacent residential, public open space and employment where noise impacts are deemed to exceed an acceptable limit. Potential mitigation techniques include:

- a. Mounting well designed, acoustical barriers where appropriate.



On-street parking is encouraged to animate the street, reduce vehicle speeds, and serve as a protective buffer between pedestrians and moving vehicles.

3.2.5 STREET FURNISHINGS

3.2.5.1 SEATING AND OTHER STREET FURNITURE

Seating, benches, and other street furniture should be provided along streets throughout the Ninth Line lands, and particularly in high activity areas such as mixed-use areas, transit stations and stops, key intersections, parks and open spaces, and employment areas. Seating should be located within well-landscaped areas to provide comfort and encourage social engagement.

- a. Street furnishings should be placed in a coordinated manner that does not obstruct pedestrian or vehicular circulation, or snow removal and other maintenance requirements.
- b. Street furnishings should reflect the City's standard palette, as appropriate, but should include elements that are unique to the Ninth Line lands. Furnishing should provide a consistent and unified streetscape appearance.
- c. In special areas (i.e. transit stations, nodes, plazas) seating and benches may vary from the City standard to reinforce the unique character of the area.
- d. Where raised planters are used in the boulevard, they should be designed to function as alternative seating along the sidewalk edge.



Street furnishings should reflect the City's standard policies as appropriate, but include elements that are unique to Ninth Line Lands.

3.2.5.2 TRANSIT SHELTERS

The design and location of transit shelters will play a significant role in encouraging transit and active transportation in the Ninth Line Neighbourhood.

- a. Transit stops should be placed near building entrances and located frequently throughout the community to ensure all residents are within walking distance (400m) of transit service.
- b. Far-side stops (after an intersection) are encouraged to enhance safety and efficiency by reducing the number of stops required before proceeding through an intersection.
- c. Transit stops should include basic amenities, including seating, waste receptacles, lighting, route information, and a shelter for weather protection.
- d. Sidewalks should connect directly to transit shelters to maximize convenience.
- e. Transit stops should have barrier-free access and be located in a way that does not interfere with pedestrian movement.
- f. Transit shelters located on the sidewalk or boulevard should be located between 1 to 3m from the street curb to facilitate snow storage and minimize potential pedestrian/vehicle conflicts.

3.2.5.3 BICYCLE PARKING

The multi-use trail proposed for the Ninth Line lands, as well as on-street cycling facilities, should establish cycling as a major mode of transportation in the community. The accommodation of convenient bicycle parking is essential to support this and ensure cycling remains a preferred long-term transportation alternative. Bike parking should be incorporated into the public open space near passive and active spaces and incorporated into the locations identified below.

- a. Bicycle parking should be provided at regular intervals in mixed-use areas, around transit stations, and in other areas of high pedestrian activity.
- b. Post-and-ring bicycle parking, constructed of aluminum or galvanized steel, is preferred as larger units can impede pedestrian movement and snow clearing.
- c. Bicycle parking should be located close to building entrances and should be sheltered where possible.
- d. Longer-term bicycle storage facilities (i.e. lockers) should be provided at transit stations, open spaces and employment areas, to encourage cycling. They should be weather-protected and conveniently located.
- e. In higher density residential buildings, and along commercial corridors, short-term visitor bicycle parking should be provided in a convenient location.

3.2.5.4 PUBLIC ART

Attractive, and well-commissioned public art will enhance the Ninth Line lands, and contribute to the culture and history of the area. Public art is encouraged throughout the Ninth Line lands, particularly at transit stations, key intersections, parks, along the multi-use trail, and in other highly visible locations.

- a. Public art pieces should be durable and easily maintained.
- b. Public art should explore opportunities to celebrate local cultural diversity, historic events and figures of local, national and international significance.
- c. Public art should be both physically and visually accessible and barrier free.
- d. Sites with public art pieces should include landscaping that complements and enhances the piece where appropriate.
- e. Sites may be reserved for groupings of complementary pieces, including temporary installations.



Public art is encouraged throughout the Ninth Line lands.

3.2.5.5 STREET LIGHTING

Downcast, pedestrian-scaled lighting enhances safety and visibility on streets. In key areas (i.e. transit stations, open spaces), lighting can be used to accent special features, such as public art, landscaping, signage, etc.

- a. The design and location of lighting should consider sustainability and the impacts of light pollution, including:
 - energy efficiency;
 - directional lighting that reduces wasted energy;
 - induction lighting;
 - solar power; and,
 - street reflectors and sensors (to help regulate brightness and when lights turn on and off).
- b. Downcast pedestrian-scale lighting should be provided in high traffic pedestrian areas.
- c. All lighting should be located within a designated area to ensure it does not impede pedestrian circulation.
- d. As appropriate, additional pedestrian-scale lighting should be provided in areas with a high volume of pedestrian activity, such as transit stations, mixed-use areas, key intersections, transit stops, trail crossings, mid-block connections.
- e. The height of lighting in active pedestrian areas should be limited to 4.6m as outlined in the Healthy Development Assessment.

3.2.5.6 SIGNAGE

A hierarchy of signage should be implemented uniformly throughout the Ninth Line lands, and should encompass street signs, directional signage and commercial signage.

- a. A comprehensive wayfinding strategy should be developed, including mapping at key locations, such as nodes, and key intersections.
- b. Street furniture should not include signage (i.e. benches with advertisements) with the exception of small, unobtrusive plaques to indicate the source of funding for the streetscape item.
- c. Signage should be unified in design, and should explore opportunities to reflect local cultural diversity and history.

3.2.5.7 WASTE RECEPTACLES

Waste receptacles should be located at key intersections and in highly active pedestrian areas and should reflect the City's standards while ensuring coordination with the overall street furniture palette. The waste receptacles chosen should include slots for recycling as well as litter.

- a. Waste receptacles should be located in conjunction with street furniture, pedestrian entrances, parking areas, washrooms, key destinations and at regular intervals along major streets.
- b. Receptacle design is encouraged to complement other adjacent furnishings such as benches and transit shelters.
- c. All litter and recycling receptacles should be configured as side opening containers for convenient maintenance.

3.2.5.8 UTILITIES

The coordinated design and integration of service infrastructure and utilities will contribute to the visual quality of the Ninth Line lands. For that reason they must be considered as an integrated component in the design of streets, buildings and open spaces.

Developers should contact the City and local utilities early in the development process to coordinate the placement of above-ground utilities to reflect the guidelines below.

- a. Wherever possible, utilities should be buried below grade. The use of a joint utility trench is encouraged for access and maintenance benefits, and will free more space to accommodate street trees.
- b. Opportunities should be identified for grouping above grade utilities in single locations where feasible (i.e. the flanking yard of the public right-of-way). Such locations should be guided by the location and hierarchy of streets, storm water management facilities, parks and other components of the open space system, as well as utility access considerations.
- c. Utility cabinets, transformer vaults, hydro metres and gas metres should be incorporated into building design. Where this is not feasible, utilities should be placed in discrete locations and/or screened from public view.
- d. New and innovative solutions for integrated utility services should be explored to minimize street clutter. Products that incorporate street lighting and telecommunication facilities within the same pole are encouraged.



The coordinated design and integration of service infrastructure will contribute to the visual quality of the Ninth Line lands.

4 PRIVATE REALM DESIGN GUIDELINES

4.1 RESIDENTIAL BUILDING GUIDELINES

The developable lands identified in the Ninth Line lands are predominantly residential, providing opportunities for a range of housing types and densities within walking distance of the transit stations and mixed-use nodes. Appropriate housing types may include apartments and condominiums (up to 10-storeys adjacent to transit stations), as well as a range of townhouse forms. This mix will promote a diverse community and accommodates a wide demographic (i.e. couples, families with children, single parents, seniors, people with special needs and others).

4.1.1 TOWNHOUSES

Townhouses provide more compact higher-density housing choices than single or semi-detached dwellings, and may include standard, back-to-back, stacked, or stacked back-to-back variations. Within the Ninth Line lands, townhouses will provide an appropriate transition to the stable residential neighbourhoods to the east, in a form that supports increased density near the transit stations. Townhouses may also provide variation in heights internally within comprehensive developments. Townhouses should be designed and massed to frame streets, while respecting the existing context related to height, setbacks, and built form.

In addition to the guidelines that follow, please refer to the City's Urban Design Handbook for Low-Rise Multiple Dwellings (2015) and the DRAFT Urban Design Guidelines for Back to Back and Stacked Townhouses (March 2017).

- a. Townhouses should be limited to 3 to 5 storeys. Stepbacks are generally recommended above the second storey to create terraces, and reinforce a human-scaled public realm.
- b. Townhouses should be oriented to address the street. An adequate landscaped buffer should be provided for townhouses facing onto a widened Ninth Line. Where located at a corner, the internal configuration of the building should ensure units front onto both streets.
- c. Townhouse units should be a minimum of 6m wide. Townhouse blocks should include no more than 6 units without a break.
- d. Townhouses should generally be set back 5m from the property line to accommodate usable front yard space, while providing an appropriate transition between the public and private realm. No encroachments should be proposed within the first 3m of this setback (from the property line). Beyond this, private porches and/or stairs are encouraged.
- e. Where trees are proposed within the front yard, they should have access to 30m³ of soil.
- f. Below grade units are generally discouraged. Where partial basement units are provided, the finished floor



Left: Variations on townhouse design
Below: Precedent image of a townhouse demonstrating the optimal interface between built form and the public realm.



of the ground level unit should generally be no greater than 1.8m from grade. This will accommodate a 1.2m step down to the basement entrance while maximizing visibility from the public realm. External access and windows on the front and rear of basement level units should be provided. Basement level units are not permitted in back-to-back configurations.

- g. Private front-yard amenity space should provide a soft transition to, and high visibility between, the public and private realm. Where fencing is proposed, it should be low and highly transparent.
- h. Where no windows are provided, townhouse blocks should be separated sufficiently to accommodate a 4.8m mid-block crossing. Where windows are provided, a total separation distance of 11m is recommended.
- i. A minimum separation distance of 15m is recommended between facing townhouse units to accommodate 5m



Townhouse units should be appropriately spaced to provide opportunities for mid-block connections.

front yards, and a 4.8m mid-block connection.

- j. Townhouses should be set back 7.5m from a rear property line to ensure usable rear yard amenity space.
- k. All townhouse units should have access to usable outdoor amenity space. On more intense forms (i.e. stacked and stacked back-to-back), where front yards are associated with at-grade (or basement) units, this can be accommodated through outdoor terraces. All terraces should be a minimum of 1.5m deep.
- l. Where possible, townhouse developments should provide flexible community amenity spaces for children, adults and seniors, such as community gardening plots.
- m. Front yard parking/garages are discouraged. Parking should be at the rear of the site and/or underground (as part of a comprehensive development) and accessed via a rear-lane. If parking is provided in the form of an underground garage, long term bicycle storage should be considered and incorporated into the design of the parking garage.



Flexible community amenity spaces, such as community gardens, promote greater inclusion and social togetherness within townhouse communities.

4.1.2 APARTMENT BUILDINGS

As the most intense residential uses in the Ninth Line lands, apartment buildings will provide an 'in-between' scale that accommodates significant density, while ensuring pedestrian-supportive streets. The design of these buildings should ensure appropriate transitions to adjacent uses through carefully considered massing and stepbacks. Attractive interfaces with the public realm will be achieved through at-grade units and a high level of landscaping. In addition to the guidelines below, Mississauga's Standards for Shadow Study (June 2014) and Pedestrian Wind Comfort and Safety Studies (June 2014) should be consulted.

- a. Apartment buildings should be located and designed to frame and address the street. Where located at a corner, the building should frame and address both streets.
- b. The siting and location of apartment buildings should balance built form with on-site open space. Open space should be considered an integral part of the development, and should be optimally located to provide connections to adjacent open spaces, public uses, or indoor amenity areas. Consideration of privately owned public spaces (POPS) is recommended.
- c. Apartment buildings will generally range between 4 and 10-storeys, subject to the heights outlined on the Secondary Plan.

- d. Depending on the width of the abutting street ROW, a stepback should be applied between the 3rd and 5th-storey to create a pedestrian scaled streetwall, and to minimize the perceived height of the building at street level. Where appropriate, additional stepbacks should be provided to maintain at least 5 hours of continuous sun on the opposite sidewalk throughout the day.



Precedent image of apartment demonstrating the optimal interface between built form and the public realm.

- e. All stepbacks should be a minimum of 3m to ensure usable space for terraces and outdoor amenity space.
- f. Individual buildings should generally not be greater than 60m in width to encourage permeability (i.e. mid-block connections) through larger blocks.
- g. Where multiple buildings are provided on single or adjacent sites, a minimum of 11m separation distance should be provided between buildings. Above the building base, a 3m stepback should be provided to increase views to the sky.
- h. The streetwall should be well-articulated through both vertical and horizontal articulation that reflects the interior units. Individual entrances for at-grade units are encouraged to reinforce a vibrant and active streetscape.
- i. Apartment buildings should generally be set back 5m from the front property line to accommodate usable front yard space, while providing an appropriate transition between the public and private realm. No encroachments should be proposed within the first 3m of this setback (from the property line).
- j. Private front-yard amenity space should provide a soft transition to, and high visibility between, the public and private realm. Where fencing is proposed, it should be low and highly transparent.
- k. Where Apartment buildings abut low-rise residential forms (i.e. townhouses), an appropriate transition should be provided. At the rear of the site, a 45-degree angular plane should be applied 7.5m from the property at a height at 10.5m.
- l. All apartment buildings should have access to high-quality outdoor amenity space, including balconies, terraces, and rooftop gardens. All balconies and terraces should be a minimum of 1.5m deep.
- m. Servicing and loading should be accommodated internally, and should be located at the rear of the site. All facilities should be well screened from the public realm.
- n. Parking should be located underground, or at the rear of the site, and accessed via a rear-lane or from a side street. If parking is provided in the form of an underground garage, long term bicycle storage should be considered and incorporated into the design of the parking garage.

Precedent image of a residential building demonstrating the optimal interface between built form and the public realm.



4.2 COMMERCIAL BUILDING GUIDELINES

There will be a variety of opportunities for commercial development in the Ninth Line lands, including mixed-use buildings within the transit station areas, and small-scale commercial uses to serve the neighbourhoods. These uses will be integral to creating active and vibrant streetscapes, while also promoting a walkable and healthy neighbourhood. Where commercial buildings are proposed, they should have a high quality of architectural design and should provide pedestrian amenities (i.e. plazas, public art, seating, patios) wherever possible. Open spaces between buildings, at the street edge, and through parking areas should be well landscaped, to reinforce an attractive and memorable pedestrian experience.

4.2.1 MIXED-USE BUILDINGS

Within walking distance of the transit stations, mixed-use buildings are encouraged to create a strong destination and to reinforce an urban streetscape. Mixed-use buildings should have retail uses at grade with “spill-out” opportunities (i.e. café patios, retail displays) where appropriate. Residential and/or office uses are recommended above to provide “eyes on the street” and enhance safety through casual surveillance.

- a. Mixed-use buildings should be located and designed to frame and address the street. Where located at a corner, the building should frame and address both streets.
- b. Mixed-use buildings should generally be located at the property line, but should be set back where necessary to ensure wide (4.8-6m) boulevards that can accommodate seamless pedestrian movement and the growth of appropriately sized street trees.
- c. Buildings should generally be designed with a continuous streetwall, but variations are encouraged to create an interesting streetscape condition, and to incorporate opportunities for plazas, mid-block pedestrian connections, and/or the primary residential entrance.
- d. At least 1m should be provided at the front of the building to accommodate “spill-out” uses, such as signage, retail displays, seating.
- e. The siting and location of mixed-use buildings should balance built form with on-site open space. Open space should be considered an integral part of the development, and should be optimally located to provide connections to the sidewalk (i.e. plazas), adjacent open spaces, or transit stations. Privately owned public spaces (POPS) are encouraged.
- f. Mixed-use buildings will generally range between 4 and 10-storeys, subject to the heights outlined on the Secondary Plan. A 4.5m floor-to-ceiling height

Precedent image of a mixed-use building demonstrating the optimal interface between built form and the public realm.



is recommended at grade to accommodate internal servicing and loading, and to create a strong street presence.

- g. Depending on the width of the abutting street ROW, a stepback should generally be applied between the 3rd and 5th-storey to create a pedestrian scaled streetwall, and to minimize the perceived height of the building at street level. Where appropriate, additional stepbacks should be provided to maintain at least 5 hours of continuous sun on the opposite sidewalk throughout the day.
- h. All stepbacks should be a minimum of 3m to ensure usable space for terraces and outdoor amenity space.
- i. Individual buildings should generally not be greater than 60m in width to encourage permeability (i.e. mid-block connections) through larger blocks.
- j. At the side, the base of buildings should be designed to accommodate appropriate spacing (11m) between future building podiums. Where multiple buildings are provided on a single site, a minimum of 11m separation distance should be provided. Above the building base, a 3m stepback should be provided to increase views to the sky.
- k. The streetwall should be well-articulated through both vertical and horizontal articulation that reflects the interior uses. On streets which have been established as having the potential for retail uses, buildings will be designed to provide for the option of retail uses on the ground floor. Each unit should be clearly articulated, including individual entrances and signage. At ground level, significant glazing is encouraged to provide a strong visual connection between the public/private realm.
- l. Where mixed-use buildings abut low-rise residential forms (i.e. townhouses), an appropriate transition should be provided. At the rear of the site, a 45-degree angular plane should generally be applied 7.5m from the property at a height at 10.5m.
- m. All mixed-use buildings should have access to high-quality outdoor amenity space, including balconies, terraces, and rooftop gardens. All balconies and terraces should be a minimum of 1.5m deep.
- n. Servicing and loading should be accommodated internally, and should be located at the rear of the site. All facilities should be well screened from the public realm.
- o. Parking should be located underground, or at the rear of the site, and accessed via a rear-lane or from a side street. Both long-term and short-term bicycle parking should be provided. Long-term parking should be incorporated into the underground parking and short term should be provided near main entrances, in high visibility areas.

4.2.2 SMALL-FORMAT RETAIL

Smaller commercial retail units may be located at key nodes and intersections to accommodate day-to-day commercial needs in close walking distance to residential neighbourhoods. They should be designed and located to enhance the public realm and reinforce attractive streetscapes throughout the Ninth Line lands.

- a. The location of small-format Commercial Retail Units (CRUs) should be used to define street edges, courtyards, terraces and other public open spaces.
- b. Where multiple CRUs are provided, they should be located and designed to create a continuous main street shopping environment through their alignment, clear pedestrian connections, and (functional) multi-storey façades.
- c. Building entrances should be located on the street side of the building. Where this is not achievable, active uses (i.e. patios, marketing areas) should be provided with significant clear glazing on the building frontage, and direct connections to the public sidewalk.
- d. All visible building facades should reflect a high level of design quality. Blank facades are discouraged.
- e. CRUs should have continuous pedestrian sidewalks on all sides of the building where public entrances and parking areas are located.
- f. Areas between buildings should be well landscaped and programmed (i.e. outdoor seating and dining areas).

- g. Parking should be located at the rear of the site. Bicycle parking should be provided near building entrances in high visibility areas.
- h. Servicing and loading facilities should be located at the rear of the site, and appropriately screened from view.
- i. “Fake front” retail facades (without functioning front doors) should be avoided on street facing retail units.



Smaller commercial retail units may be located at key nodes and intersections to accommodate day to day commercial needs.

4.2.3 AUTO DEPENDENT USES: GAS STATIONS/CAR WASH

Where gas stations are proposed, they should be well integrated into the Ninth Line lands through high-quality site planning and architectural design, and should provide a balance between pedestrian and vehicle traffic.

- a. The frontages of a gas station should be occupied by a street oriented building (i.e. convenience store). Vehicle-oriented uses (i.e. gas bar/car wash) should be located at the rear or side of the site.
- b. Stacking lanes should be separated from sidewalks, pedestrian pathways and parking areas through the use of well landscaped islands.
- c. Stacking lanes should be located such that vehicle line-ups do not impede traffic along public streets or the movement of vehicles on site.
- d. Clear sightlines and views should be provided between site areas (i.e. pumps, convenience store and car wash) and the public street to promote public safety.
- e. Canopies should be provided over fueling areas. Any lighting provided should be downcast to minimize light pollution on adjacent residential areas.
- f. Complementary building materials should be used for the primary building and car wash facilities.
- g. Parking should be located at the side and/ or rear of the building, and should ensure pedestrians do not have to cross stacking lanes to enter the building.
- h. A landscape buffer should be located along the side and rear yard of the property to provide screening from adjacent uses.
- i. Where the site is adjacent to residential or institutional properties, a noise attenuation fence should be used.
- j. Noise-generating areas (such as auto service bays, car wash openings, vacuum stations, outdoor loading areas, garbage storage and stacking lanes) should be located away from adjacent uses.



The frontages of a gas station should be occupied by a street oriented building, and a landscape buffer should be located along the side and rear yard of the property to provide screening from adjacent uses.

4.3 INSTITUTIONAL BUILDING GUIDELINES

To create complete communities within the Ninth Line lands, a variety of institutional uses are encouraged, including community centres, cultural facilities, libraries, schools, and places of worship. These uses can create strong landmarks, and community anchors, and help to encourage healthy and walkable neighbourhoods.

4.3.1 SCHOOLS

Where required, schools should be located at the centre of a residential area, or between residential areas, to act as a civic anchor of the community. For public schools, the City recognizes that the building of schools will depend on demand and funding identified by the Peel District School Board and the Ministry of Education.

- a. School buildings should be designed to reflect their civic role through prominent, high quality architecture.
- b. Building design should promote safety and ease of access through well defined entrances and windows facing the public street and primary walkways.
- c. Multi-storey school buildings are strongly recommended to maximize the site and services as well as contribute to an urban street condition through building façade proportion that contributes to a sense of enclosure at the street.
- d. The main school entrance should be highly visible and distinguished through the building's architecture and detailing (i.e. door size, entry and windows). A recessed entry or projecting canopy can also provide weather protection and promote the prominence of the entry.
- e. School façades should maximize the use of operable windows to naturally illuminate and ventilate classrooms, offices, recreational and social spaces.
- f. Covered walkways or building edge colonnades are recommended for linking separate school buildings. They are also recommended for providing weather protected building edges fronting school open spaces including forecourts, courtyards, gardens or playing fields.
- g. School buildings should examine the possibility for LEED Certification, promote green building technologies and sustainable site design/organization (i.e. LEED Site Planning).
- h. Where possible, the site should be organized to extend the street network via internal pedestrian walkways and driveways.

- i. Site organization should be designed to maintain view corridors and sight lines in order to further enhance crime prevention opportunities.
- j. Bus stops should be incorporated as a lay-by within the public right-of-way where safe and efficient access can be provided.
- k. Surface parking areas should be minimized and where required should be developed as “greened” parking courts with landscaping, trees and porous or another permeable materials that promote on-site stormwater run-off and/or biofiltration, where feasible.
- l. Parking areas should be designed to accommodate pedestrian movement (i.e. planted edges, medians that incorporate dedicated pedestrian walkways, paving articulation).
- m. School sites should incorporate bike racks in convenient locations near building entrances.
- n. Schools should be centrally located and easily accessible by pedestrians, cyclists and transit users and from residential areas to support active transportation.



Covered walkways or building edge colonnades are recommended for linking separate school buildings.

4.3.2 COMMUNITY CENTRES / COMMUNITY FACILITIES

A community centre is anticipated in the south section of the Ninth Line lands, and additional facilities are encouraged as necessary. Community Centres support the recreational, cultural and educational needs of local residents and the broader Mississauga community, and can provide a strong link to Greenlands and the multi-use trail.

- a. Community Centres should be located to serve as focal points of the community, and may be located either in parks and/or along key streets where they will complement adjacent uses.
- b. Community Centres should be located to take into account connections to the multi-use trail network and the greater Mississauga parks system.
- c. Community Centres should employ high standards of architectural design.
- d. Community facilities, including community centres, should incorporate the highest standards in environmental sustainability, through both site and building design.
- e. Community Centres may be combined with other public building uses such as libraries.
- f. Community Centres are encouraged to be multi-storey buildings in order to minimize the need for large sites.

- g. Community Centres should be located on major transit routes and should be easily accessible by pedestrians, cyclists and transit users.
- h. Variations in setbacks should be incorporated for community facilities, where a building forecourt or garden is desirable.



Community centres should be located to serve as local points of the community.

4.4 EMPLOYMENT BUILDING GUIDELINES

The Ninth Line Neighbourhood Character Area generally locates employment uses at the north and south end of the Ninth Line lands, within the Business Employment areas, to provide a strong employment anchor with convenient access to Highway 403 and 407. In addition, there may be opportunities for stand-alone office buildings within the Mixed-Use areas adjacent to the transit stations. These buildings should have a high level of design to attract new business to the neighbourhood and to promote the Ninth Line lands as a significant employment node within Mississauga.

4.4.1 PRESTIGE OFFICE BUILDINGS

Office buildings in the Ninth Line lands should generally be concentrated along Ninth Line and other key streets, and should be designed as prestige buildings that will attract high-quality employment opportunities. Within the Business Employment areas, prestige office buildings are encouraged at the street edge to support a strong streetscape and public realm, and to provide a transition to internally-located light industrial developments.

- a. Office buildings should be located and designed to frame and address the street. Where located at a corner, the building should frame and address both streets.
- b. When located adjacent to Ninth Line or other main streets, office buildings should generally be located at the property line, but should be set back to ensure wide (4.8-6m) boulevards that can accommodate seamless

pedestrian movement and the growth of large, mature street trees.

- c. Buildings should generally be designed with a continuous streetwall, but variations are encouraged to create an interesting streetscape condition, and to incorporate



Office buildings should be located and designed to frame and address the street.

opportunities for plazas, mid-block pedestrian connections, and/or primary entrances.

- d. The siting and location of office buildings should balance built form with on-site open space. Open space should be considered an integral part of the development, and should be optimally located to provide connections to the sidewalk (i.e. plazas), adjacent open spaces, or transit stations. Privately owned public spaces (POPS) are encouraged.
- e. Where office buildings are greater than 4-storeys, a stepback should be applied between the 3rd and 5th-storey to create a pedestrian scaled streetwall, and to minimize the perceived height of the building at street level.
- f. All stepbacks should be a minimum of 3m to ensure usable outdoor amenity space for employees.
- g. Individual buildings should generally not be greater than 60m in width to encourage permeability (i.e. mid-block connections) through larger blocks.
- h. At the side property line, the base of buildings should be set back 5.5m to accommodate appropriate spacing (11m) between future building podiums. Where multiple buildings are provided on a single site, a minimum of 11m separation distance should be provided. Above the building base, a 3m stepback should be provided to increase views to the sky.
- i. The streetwall should be well-articulated through both vertical and horizontal articulation that reflects the interior uses. At ground level, significant glazing is encouraged to provide a strong visual connection between the public/private realm. Where appropriate, active internal uses (i.e. cafeteria, lobby, amenity space) should be located adjacent to the street.
- j. Servicing and loading should be accommodated internally, and should be located at the rear of the site. All facilities should be well screened from the public realm.
- k. Parking should be located underground, or at the rear of the site, and accessed via a rear-lane or from a side street. Both long-term and short-term bicycle parking should be provided. Long-term bicycle parking should be incorporated into the underground parking and short term bicycle parking should be provided near main entrances, in high visibility areas.

Precedent image demonstrating an active streetscape, with minimal interruption for access and parking, characterized by well-articulated facade design, active at-grade uses, a strong visual connection with the street, and a human-scaled street wall.



4.4.2 LIGHT INDUSTRIAL BUILDINGS

Within the Business Employment areas, more traditional employment uses (i.e. warehouse, light manufacturing, research and development) may be appropriate to augment prestige office uses and provide a variety of employment opportunities. These uses should generally be located in the interior of blocks and away from Ninth Line and other main streets. These uses should reflect a street-oriented character with more attractive and active uses (i.e. research and development, office, receiving) oriented toward the street, and more intense development forms pushed back to accommodate attractive landscape buffers.

- a. The siting and location of industrial buildings should be considered as part of a comprehensive site plan that reflects a more contemporary, campus-style layout. Considerations should include joint access, shared open spaces and amenity areas, and continuous connectivity between Ninth Line and the proposed multi-use trail, and other public spaces.
- b. Open space should be considered an integral part of a light-industrial campus. Privately owned public spaces (POPS) are encouraged as part of a larger open space network.
- c. Buildings should generally address the street to define a more urban street edge. More attractive indoor uses (i.e. office, research and development, receiving) are encouraged to occupy as much of the street facing frontage as possible. Where more intense forms of development are located along the street, they should be pushed back to accommodate a significant landscaped buffer.
- d. The highest quality of building design should be applied to the building façades facing public streets or open spaces.
- e. Corner buildings should address both street frontages.
- f. Parking should generally be located in the rear yard. Where side yard parking is proposed, it should be well screened from the public realm through attractive landscaping. Front yard parking is discouraged.
- g. Where large parking fields are necessary, landscape islands should be introduced to break up large asphalt areas and to delineate clear pedestrian circulation.
- h. Outdoor storage should generally not be visible from the public street or open space. Where outdoor storage is required, it should be screened with fencing and/or landscaping.



More attractive indoor uses are encouraged to occupy as much of the street facing frontage as possible.

4.5 ON SITE PARKING GUIDELINES

A variety of parking will be provided throughout the Ninth Line lands, including a mix of surface parking, on-street parking and structured (above and below-grade) parking. Where parking is provided as part of a development, it should be designed to mitigate the visual impacts on the public realm.

4.5.1 SURFACE PARKING

Within the Ninth Line lands, parking should be located underground wherever possible. Where surface parking is required, it should be located at the rear or side of buildings and screened from view. Significant effort should be made to mitigate the impacts of large surface parking lots.

- a. Large areas of uninterrupted parking should be avoided. Outside of residential areas, the total amount of parking should be minimized where possible through shared parking between adjacent properties, particularly in the evenings, weekends and other off-peak periods.
- b. Surface parking areas should be located at the rear or side of buildings. Where parking areas must be situated adjacent to the sidewalk, a landscaped buffer should be located between parked vehicles and the sidewalk. This buffer should be located within the private realm to not reduce the total sidewalk width.
- c. Planting strips, landscaped traffic islands and paving articulation should be used to clearly distinguish between pedestrian and vehicle routes, and to define smaller parking 'courts' that provide pedestrian walkways, improve edge conditions and minimize the aesthetic impact of surface parking.
- d. The amount of landscaping should be proportionate to the overall parking lot size.
- e. Landscaping, or other parking area screening devices, should not obstruct the primary building façade or total visibility of the parking area.
- f. Pedestrian-scaled lighting should be provided along pathways to enhance visibility and security.
- g. Preferential parking for bicycles, energy efficient vehicles and carpooling / car-share services are encouraged.
- h. Service and drop-off area circulation should not interfere with pedestrian or primary vehicle circulation.
- i. Where appropriate, LID technologies should be considered to mitigate the impacts of surface parking.

4.5.2 PARKING GARAGES

Parking structures should have a high level of design which is consistent with and complementary to the development and site as a whole.

- a. Parking structures fronting onto streets or open spaces should be developed where possible with an active at-grade use to provide attractive façades, animate the streetscape and enhance pedestrian safety.
- b. To help animate the street, public art, street furniture, community display cases or landscape features should be provided at grade.
- c. Vehicular access to parking structures should be located at the rear and/or side of buildings away from main building frontages and major streets.
- d. Pedestrian entrances for parking structures should be located adjacent to main building entrances, public streets or other highly visible locations.
- e. Parking within a structure should be screened from view at the sidewalk level, and the street-level wall should be enhanced through architectural detailing and landscaping.
- f. Long-term bicycle parking should be incorporated into parking garage designs.



*Top: Parking structures should have a high level of design.
Bottom: Surface parking lots should clearly distinguish between pedestrian and vehicle routes with planting strips, landscaped traffic islands and paving articulation.*

4.6 ACCESSIBILITY GUIDELINES

Principles of universal design should be applied to public streets, open spaces, site plan and building design (as per the Ontario Building Code) for new development in the Ninth Line lands. In addition to the Ontario Building Code, accessibility matters shall meet the regulations in the Accessibility for Ontarians with Disabilities Act the Integrated Accessibility Standard Regulations and the City's 2015 Facility Accessibility Design Standards.

- a. All public sidewalks should be barrier-free. The design of all buildings should result in accessibility for everyone.
- b. In high activity areas such as transit stations and key intersections, the use of multi-sensory visual and audio queues as well as textured paving should be considered to assist in orientation and the existence of potential hazards to disabled individuals. Sensory indicators may be tactile or audible.
- c. At a minimum, circulation and building access for pedestrians and vehicles should conform to barrier-free access requirements as set out by the Ontario Building Code (OBC) and the Mississauga Facility Design Standards.
- d. Access structures such as ramps should be designed to harmonize with buildings.
- e. Barrier-free accessibility should provide access to the ground level of all publicly accessible buildings.
- f. Curb ramps should provide barrier-free connections

between the driveway and pedestrian walkways.

- g. On-site tree planting and other landscaping should not be an obstacle to the barrier free path of travel.



Principles of universal design should be applied to public streets.

4.7 SUSTAINABILITY GUIDELINES

Adjacent to a significant Greenlands system, and providing a gateway to the City of Mississauga, the Ninth Line lands should be a pillar of sustainable development. To minimize adverse impacts on natural heritage features, sustainable design should be at the forefront of all development. Where feasible, on-site stormwater management is encouraged, while other initiatives (i.e. green roofs, rooftop gardens, green walls) are recommended to reduce the urban heat island effect.

4.7.1 SITE DESIGN

- a. Site design should minimize impervious hard surfaces. The surface area of driveways and parking areas should be as small as possible within allowable standards.
- b. Porous pavement, and landscaped areas with adequate size and soil conditions, should be maximized to capture roof drainage and increase the total amount of water run-off absorbed through infiltration.
- c. Existing significant trees and vegetation should be protected and incorporated into site design.
- d. Recommended landscape materials should include native and non-invasive species, as well as species that are generally drought resistant and require minimal maintenance. Planting should abide by the Conservation Halton guidelines where applicable.

- e. Landscape design should incorporate strategies to minimize water consumption (i.e. use of mulches and compost, alternatives to grass and rainwater collection systems).
- f. In larger parking areas, vegetative swales should be incorporated on the perimeter of the site to catch stormwater. These drainage basins should be planted with native plant materials that thrive in wet conditions.
- g. Well-drained snow storage areas should be provided on site in locations that enable melting snow to enter a filtration feature prior to being released into the storm water drainage system.

4.7.2 BUILDING AND NEIGHBOURHOOD DESIGN

- a. New buildings and neighbourhoods are encouraged to seek Leadership in Energy and Environmental Design (LEED) certification, or an equivalent design standard. The design of neighbourhoods and communities should pursue high standards in neighbourhood sustainability and connectivity and seek LEED for Neighbourhood Development (LEED ND) certification.
- b. New buildings are encouraged to reduce the energy

consumption of building and site systems (HVAC, hot water, lighting) through the use of appropriate mechanical and construction technology (natural cooling, light recovery, passive solar design).

- c. Mixed-use, commercial and apartment buildings should provide flexibility in the building floor plate, envelope and façade design to accommodate a variety of uses over their lifespan.
- d. Vegetated or “green” roofs are recommended, especially in areas with minimal landscaping, to minimize water runoff, improve building insulation, and provide additional outdoor amenity areas or white roofs.
- e. Water use reduction technologies are encouraged, including water-efficient appliances, such as aerators, low-flow shower heads, dual-flush toilets, front-loading washers, waterless urinals and high-efficiency dishwashers.
- f. Waste water technologies, such as rain barrels or cisterns, are encouraged in new buildings to collect and filter rain water to be recycled for non-potable domestic uses.



Landscape design should incorporate strategies to minimize water consumption.

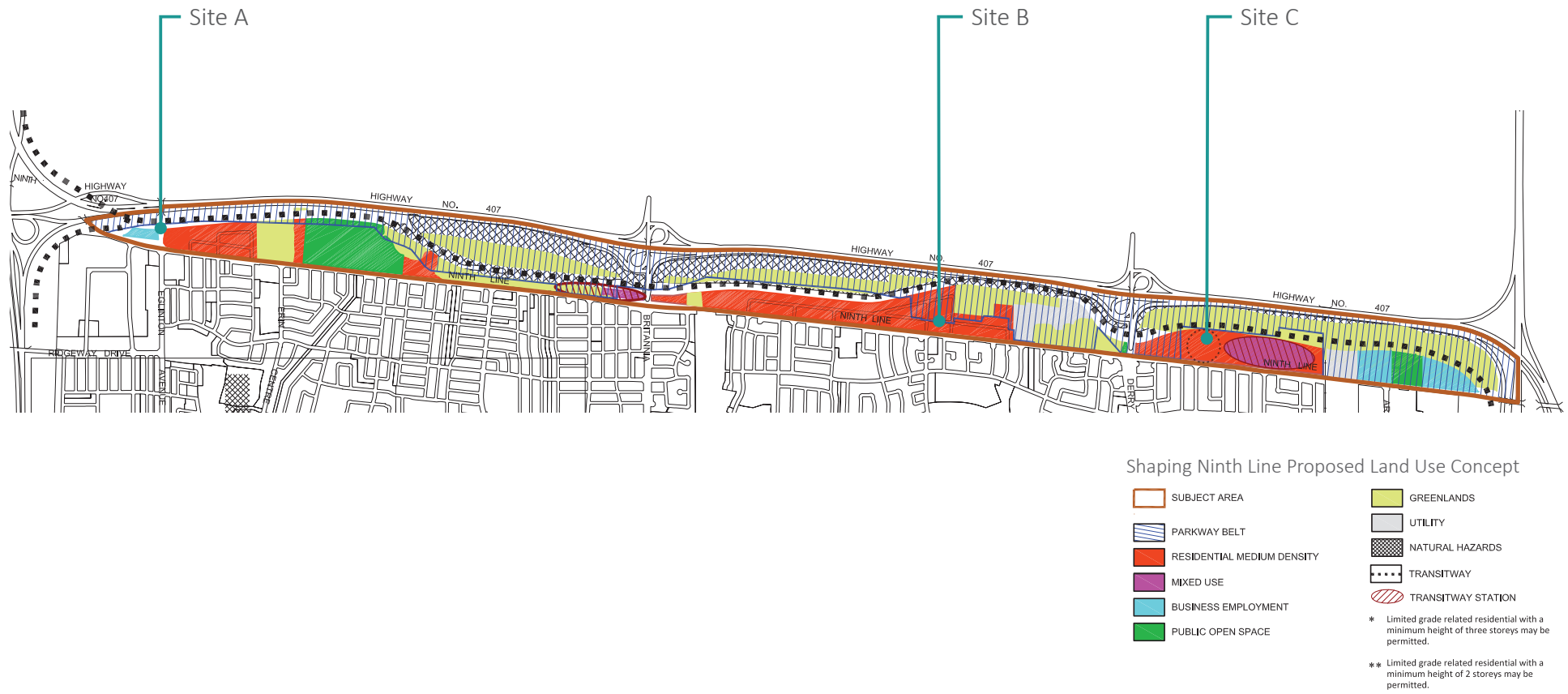
- g. All buildings should have conveniently located waste management facilities to support the separation of waste into different streams according to reuse and recycling regulation (i.e. compost, paper, plastics).
- h. Where possible, construction materials should be recycled to reduce the environmental impacts of extracting and manufacturing new materials. If there are no salvageable materials available, efforts should be made to purchase materials from demolition sales, salvage contractors and used materials dealers.
- i. New construction materials should be locally sourced to reduce the impacts of transportation. Canadian products are generally designed to withstand our climate.
- j. Construction materials should be durable and consider life cycle costing to avoid premature replacement.



Buildings in the Ninth Line Neighbourhood should reflect the highest standards of sustainable development.

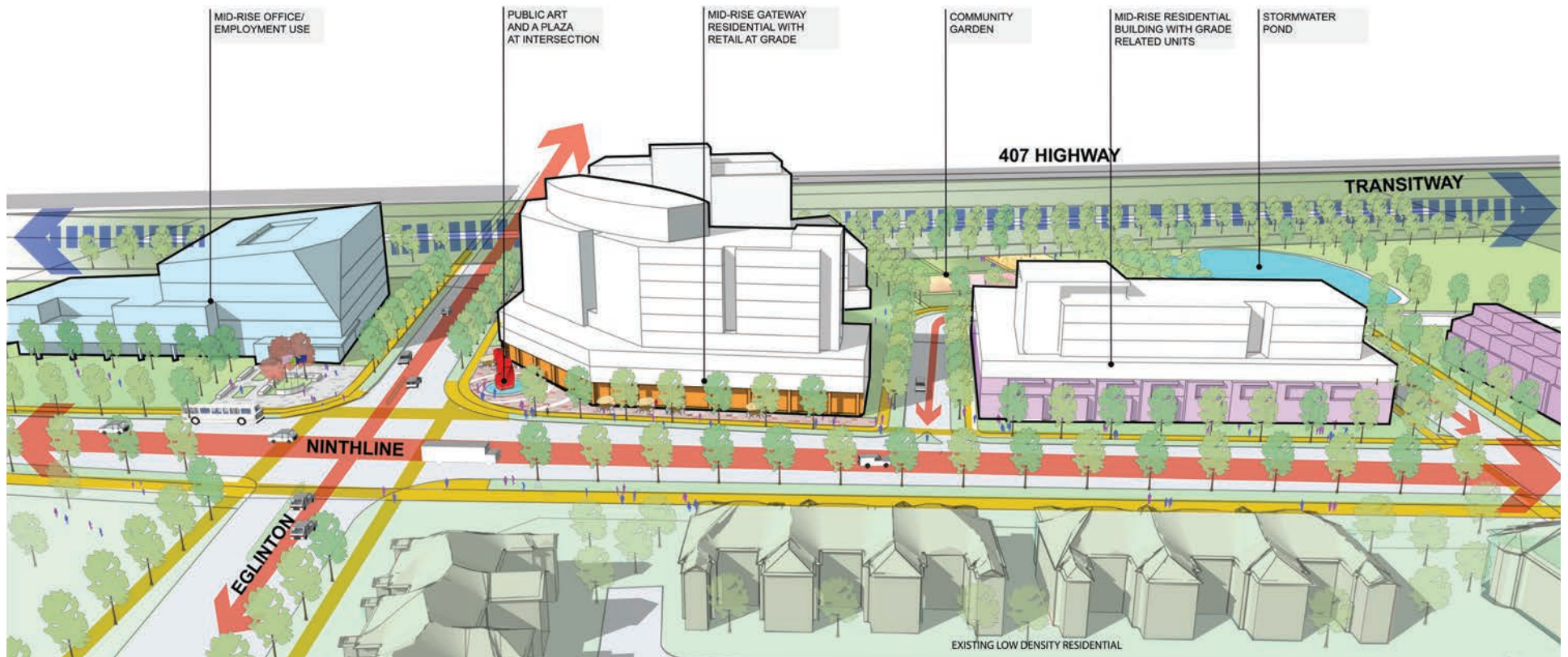
APPENDIX: SHAPING NINTH LINE DEMONSTRATION PLANS

BUILT FORM AND LAND USE | DEMONSTRATION PLAN SITES



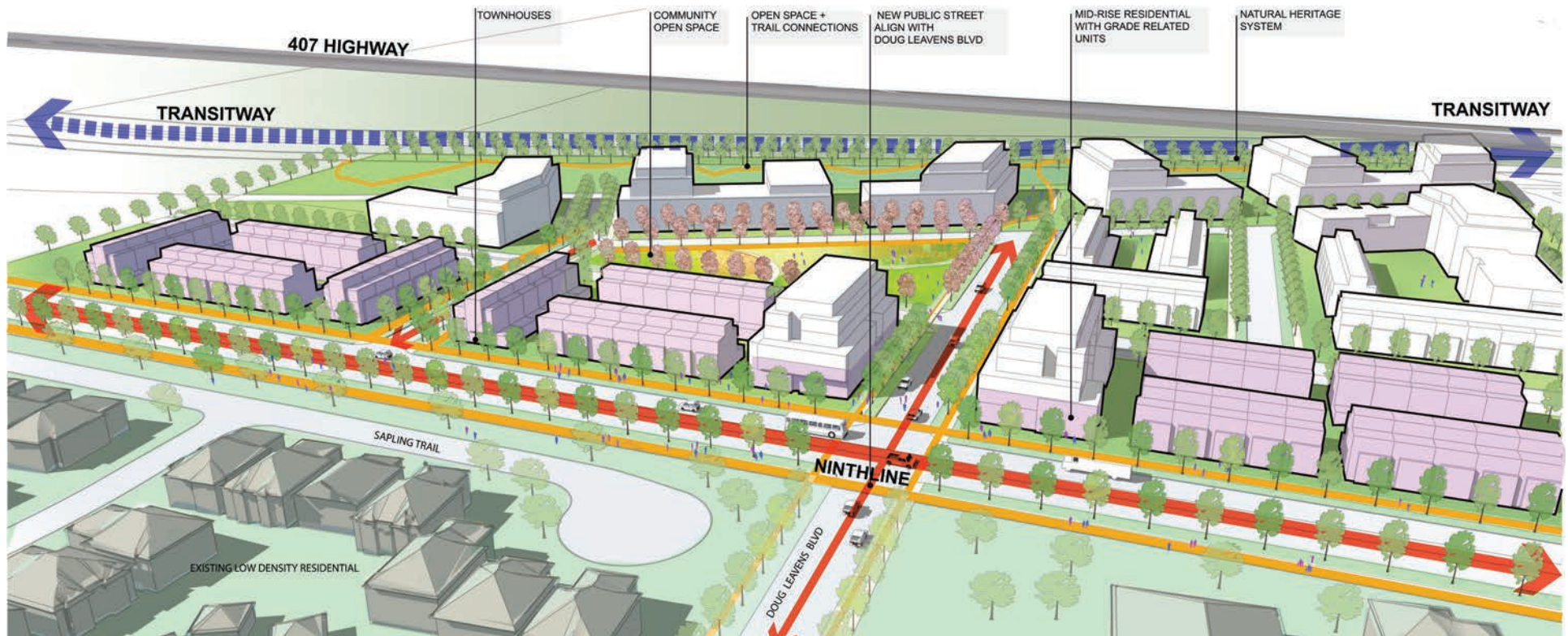
SITE A | MIXED USE COMMUNITY WITH EMPLOYMENT FOCUS AND GATEWAY FEATURE

- The Eglinton Gateway Focus area provides opportunity for both residential and employment uses at a key intersection
- Provides a transition of lower heights and densities further north along Ninth Line
- Uses should be integrated with community uses like community gardens and public/private connections



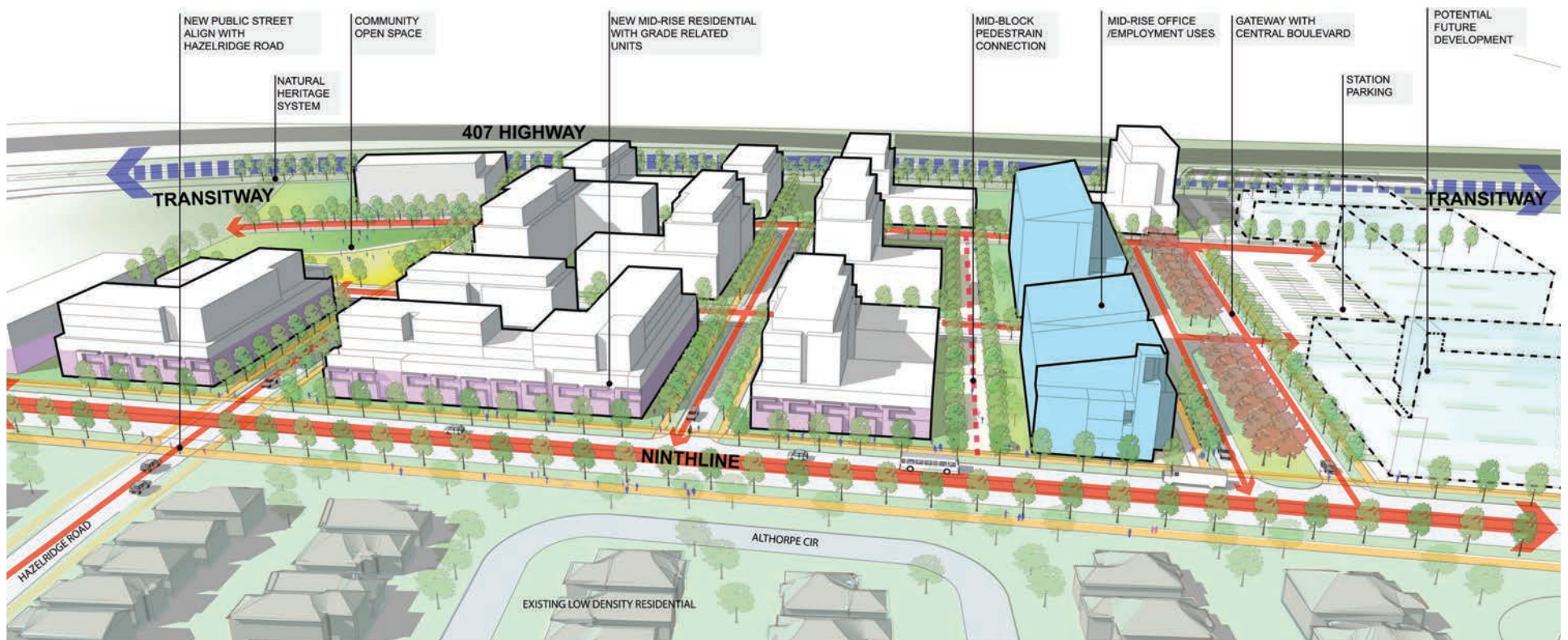
SITE B | COMPLETE COMMUNITIES: MISSING MIDDLE HOUSING OPTIONS

- Support a range of housing choices
- Plan for a mix of townhouse and low-rise development with public and private connections
- Provide trail and open space opportunities
- Establish key local public streets to serve the community and improve safety



SITE C | TRANSIT SUPPORTIVE COMPLETE COMMUNITIES

- Encourage a mix of uses and transit supportive development north of Derry Road
- Create a complete community with a mix of uses to live, work and shop
- Growth should support ridership for the future 407 Transitway



City of Mississauga

Corporate Report



Date: 2018/01/16

To: Chair and Members of Planning and Development Committee

From: Edward R. Sajecki, Commissioner of Planning and Building

Originator's files:

CD.06.AFF

Meeting date:
2018/02/05

Subject

Information Report (All Wards)**National Housing Strategy – Comments****File: CD.06.AFF**

Recommendation

That the report titled, “ National Housing Strategy – Comments” from the Commissioner of Planning and Building, dated January 16, 2018 be received and forwarded by the City Clerk to Canada Mortgage and Housing Corporation (CMHC).

Report Highlights

- Canada's much anticipated first National Housing Strategy: A place to call home (NHS) was released on November 22, 2017. The NHS has a broad focus and is a 10-Year \$40 billion dollar strategy commencing in 2019.
- The priority in the NHS is on vulnerable and low income households. The NHS could potentially strengthen its support for middle income households.
- The National Housing Council proposal to bring together representatives from all levels of government should include local municipalities in a two-tier municipal system that have been engaged on housing matters and have approved housing strategies.
- The NHS reflects and potentially advances the goals in *Making Room for the Middle: A Housing Strategy for Mississauga*.

Background

Canada's much anticipated first National Housing Strategy: A place to call home (NHS) was released on November 22, 2017. A link to the NHS can be found at <https://www.placetocallhome.ca/>.

Mississauga participated in the consultation for the NHS and provided comments in a report titled "Comments on the National Housing Strategy" dated October 25, 2016. These comments focused primarily on the need to include support for middle income households in the NHS. It identified the need for new funding mechanisms necessary to achieve reform in the housing system.

The NHS has a broad focus although the goals include strengthening the middle class and lifting more Canadians out of poverty. The NHS is a 10-Year \$40 billion dollar strategy commencing in 2019 (Appendix 1).

Comments

Table 1 provides a summary of the initiatives in the NHS including a breakdown of proposed programs, funding and expected outcomes (Appendix 2). The key features of the NHS include:

- **A human rights-based approach to housing** - The NHS will be supported by legislation that binds future Federal governments to maintain its targets and outcomes.
- **Funding and outcomes** - The document released in November is a statement of intent and does not yet include operational programs. Outside of existing programs introduced in 2016 and 2017 no new money will flow into affordable housing until the second half of 2019. It includes both new and existing programs and much of it relies on cost-sharing with the provinces and territories. Bi-lateral agreements are expected to be negotiated in 2018.
- **Priority focus is on most vulnerable and low income households** - The Strategy goals include removing 530,000 households from housing in need and reducing chronic homelessness by 50% over 10 years. The NHS could potentially strengthen its support for middle income households.

The NHS and Mississauga Housing Strategy

The following initiatives relate to the goals in *Making Room for the Middle: A Housing Strategy for Mississauga* (Mississauga Housing Strategy) and may assist middle income earners as follows:

- **National Housing Co-Investment Fund** - This Fund involves the development of new rental housing through partnerships with other levels of government including municipalities (approximately 38,000 units across Canada). This program is in line with the 'Removing Barriers' goal in the Mississauga Housing Strategy.

- **Improve Home Ownership Options** - The NHS proposes to continue to provide mortgage home insurance for households with a starting 5% down payment. It will also examine access for those harder to qualify for financing (e.g. self-employed) and introduce new measures to counter mortgage fraud and protect households. This is in line with the Mississauga Housing Strategy goal to 'Close the Missing Middle Gap'.
- **Canada Housing Benefit** - This benefit will be an average of \$2,500 per year per household portable rent supplement for 300,000 households in need. Eligible households include those housed in private market housing but struggling. The objectives of this benefit are similar to the objectives in the 'Champion Systems Reform' goal.
- **Evidence-Based Housing: Research, Data, Demonstrations** - More robust data, particularly on middle income households and housing at a municipal rather than CMA level, would enable a better understanding of housing needs for this part of the housing continuum. This is in line with the 'Be Accountable' goal.

Considerations and Clarifications

Additional considerations and clarifications for the NHS:

- **Market Supply Challenges** - The NHS could go further in addressing the market supply challenges in relation to ownership and rental housing. These challenges have led to many of the affordability issues in Canada's largest municipalities and directly impact middle income households. A review of taxation laws, including tax credits payable directly to housing producers, would promote system reform and address supply challenges.
- **Affordability Thresholds** - The NHS should clarify how affordability is defined, including the income and price thresholds that are applied to the proposed program or funding. These thresholds can impact the ability to qualify for programs and funding, especially in relation to middle income households.
- **Municipal Representation** – The National Housing Council proposal to bring together representatives from all levels of government, should include representatives from local municipalities in a two-tier municipal system. This would provide the opportunity for municipalities that have been engaged on housing matters and have approved housing strategies to work toward common objectives.

Next Steps

The following next steps are identified in the NHS:

- **National Housing Council** - A National Housing Council will be established to promote participatory and evidence-based analysis to support the National Housing Strategy. The Council will bring together various stakeholders including representatives from each level of government including municipalities to provide ongoing input on the National Housing Strategy.
- **Federal Housing Advocate** - A new Federal Housing Advocate is also proposed to recommend solutions to systemic challenges related to affordable housing.
- **Public Engagement** - A multi-year public engagement campaign is to be undertaken to reduce stigma and highlight the benefits of inclusive communities.

Strategic Plan

The need to address affordable housing requirements originated from the Strategic Plan 'Belong' Pillar. Two strategic goals relate to affordable housing – Ensuring Affordability and Accessibility and Support Aging in Place. Action 1 – Attract and keep people in Mississauga through an affordable housing strategy, links to the work on the Housing Strategy and the National Housing Strategy.

Financial Impact

Not applicable at this time. The financial impact will be determined when more detail is available on the programs and funding.

Conclusion

Historically, housing affordability has been addressed most successfully when senior levels of government have been strong players. With the release of the NHS, the Federal government has outlined a framework to move forward to increase housing affordability. The NHS reflects and potentially advances the goals in Mississauga Housing Strategy. Mississauga welcomes the opportunity to partner to advance common housing goals and objectives.

Attachments

Appendix 1: Canada's first ever National Housing Strategy (Infographic)

Appendix 2: Table 1: National Housing Strategy - Summary of Initiatives

Planning and Development Committee

2016/01/16

5

Originators file: CD.06.AFF



Edward R. Sajecki, Commissioner of Planning and Building

Prepared by: Paulina Mikicich, Manager, Planning Innovation and
Emily Irvine, Planner

A vision for housing in Canada

Canadians have housing that meets their needs and they can afford. Affordable housing is a cornerstone of sustainable, inclusive communities and a Canadian economy where we can prosper and thrive.

Housing is more than just a roof over our heads

The National Housing Strategy Principles:

People

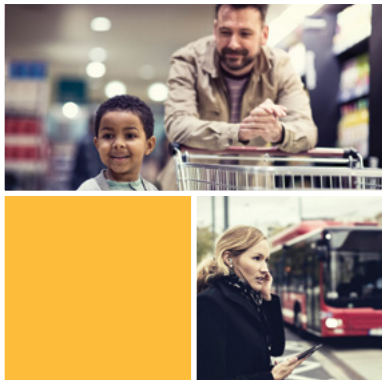
- Ensuring more Canadians have access to housing that is safe and that they can afford
- Prioritizing vulnerable persons
- Encouraging public participation in the development and evaluation of the policy

Communities

- Promoting diverse, inclusive communities by building sustainable, accessible and mixed use housing
- Empowering communities to develop and implement local solutions to housing challenges
- Promoting housing investments and life that supports Canada's climate change agenda to accessible communities

Partnerships

- Maintaining and prioritizing a resilient community housing sector
- Encouraging transparent and accountable partnerships to create better outcomes
- Recognizing that First Nations, Inuit and Metis Nation housing strategies must be co-developed and founded in the values of recognition of rights, respect and co-operation



A \$40-billion once-in-a-generation investment



\$15.9 billion

for the National Housing Co-Investment Fund

\$4 billion

for Canada Housing Benefit*

\$2.2 billion

for Homelessness Partnering Strategy

\$9.1 billion

for Community Housing Initiatives*

\$2.5 billion

for Federal-Provincial/Territorial Housing Partnership, including the North*

\$9.8 billion

for existing agreements

* Includes cost-matching by provinces and territories

Stronger communities. Greater opportunities.

The NHS is a detailed 10-year plan that will deliver results and benefit all Canadians — including building more affordable, accessible, inclusive and sustainable homes.

100,000

new housing units created representing **4x** as many units built under federal programs from 2005 to 2015**

385,000

households protected from losing an affordable home and another **50,000** benefiting from an expansion of community housing

530,000

households removed from housing need

** Compared to units built and repaired through the Affordable Housing Initiative (AHI), Renovation Programs and the Investment in Affordable Housing (IAH).

300,000

existing housing units repaired and renewed representing **3x** as many units repaired and renewed under federal programs from 2005 to 2015**

50%

reduction in estimated number of chronically homeless shelter users

300,000

households provided with an average of **\$2,500/year** in affordability support through the Canada Housing Benefit

Helping Canadians

At least **25% of National Housing Strategy Investments** will support projects that specifically target the unique needs of **women and girls**

- ✓ Ongoing consultations with women including an annual Women's Housing Symposium
- ✓ New and repaired shelter spaces
- ✓ Financial support through the Canada Housing Benefit
- ✓ Improved affordable housing options and increased shelter space through the National Housing Co-Investment Fund
- ✓ Ongoing community housing subsidies
- ✓ Targeted research on women's housing needs
- ✓ Affordable housing for senior women
- ✓ Improved housing affordability and safety through a human rights-based approach to housing



At least

7,000

SHELTER SPACES created or repaired for survivors of family violence

4,000 (NHS) + 3,000 (Budget 2016)

At least

12,000

NEW AFFORDABLE UNITS created for seniors

7,000 (NHS) + 5,000 (Budget 2016)

At least

2,400

NEW AFFORDABLE UNITS created for people with developmental disabilities

Federal programs

- Housing Rights are Human Rights
- National Housing Co-Investment Fund to build or repair housing with at least:
 - ✓ **20% accessible or universally-designed units**
 - ✓ **25% better energy-efficiency**
 - ✓ **20-year commitment to affordability**

New Tools and Partnerships

- New federal social housing agreements
- New data and research to close knowledge gaps
- New resources for community housing
- Demonstration projects to share ideas and opportunities
- National Housing Council to guide the future of the strategy
- Surplus federal lands at low or no cost for affordable housing

Partnerships with the provinces and territories

- Preserve, renew and expand community housing for low-income Canadians
- Design and deliver a housing benefit for people in housing need
- Support local needs and priorities



	<ul style="list-style-type: none"> • New legislation will require future Federal governments to maintain targets and outcomes. • A new Federal Housing Advocate will recommend solutions to systemic barriers. • A new public engagement campaign will reduce stigma and highlight the benefits of inclusive communities 	N/A	N/A
	<p>Repair existing rental housing and to develop new affordable housing.</p> <p>Established programs to be continued:</p> <ul style="list-style-type: none"> • <i>Rental Housing Construction Financing</i> • <i>Affordable Rental Innovation Fund</i> 	<p>\$15.9 billion</p> <ul style="list-style-type: none"> • \$4.7 billion financial contributions • \$11.2 billion low interest loans 	<p>Create up to 60,000 new unit including:</p> <ul style="list-style-type: none"> • 7,000 shelter spaces • 12,000 new affordable units for seniors • 2,400 new affordable units for people with developmental disabilities • 38,600 other units <p>Repair 240,000 affordable and community housing units</p>
	To maximize the National Housing Co-Investment Fund up to \$200 million in lands and buildings will be made available at low or no cost	Up to \$200 million	

	Federal government will partner with provinces and territories to build more affordable housing, reduce homelessness and create better outcomes	\$20.5 billion	
	<ul style="list-style-type: none"> Existing federal-provincial/territorial agreements 	• \$8.4 billion	
	<ul style="list-style-type: none"> Budget 2016 and 2017 federal-provincial/territorial investments 	• \$4.4 billion	
	<ul style="list-style-type: none"> New <i>Community Housing Initiative</i> to preserve existing and expand community (social) housing 	• \$4.3 billion	385,000 households <ul style="list-style-type: none"> 330,000 units from the Canada Community Housing Initiative 55,000 units from the Federal Community Housing Initiative
	<ul style="list-style-type: none"> New <i>Canada Housing Benefit</i> – direct portable rental supplement paid to families and individuals in housing need including those in social housing, on the social housing or in the private market but struggling to make ends meet Benefit as much as \$2,500 per year 	• \$2 billion	Up to 300,000 households
	<ul style="list-style-type: none"> Federal support to help provinces and territories meet local housing needs and priorities 	• \$1.1 billion	
	<ul style="list-style-type: none"> Housing needs of families in the North 	• \$ 300 million	

	<ul style="list-style-type: none"> • New <i>Federal Community Housing Initiative</i> to protect low income tenants as old operating agreements expire and continue to support vulnerable households 	\$ 500 million	55,000 units
	<p>Reduce chronic homelessness by empowering local communities to deliver a combination of measures.</p> <p>Expanded federal homelessness program.</p> <p>Target vulnerable populations such as:</p> <ul style="list-style-type: none"> • LGBTQ2 community, • homeless women, • women and children fleeing violence • seniors • Indigenous peoples • people with disabilities, • people with mental health and addition issues, • veterans • young adults 	\$2.2 Billion	Reduce homelessness by 50% within 10 years
	<p>Better information is needed to overcome housing challenges.</p> <ul style="list-style-type: none"> • Develop tools • Build capacity for greater partnerships and research • Support research • Develop network of housing experts • Introduce Solution Labs • Support pilots 	\$241 Million	

	Make housing accessible across continuum by	N/A	N/A
	<ul style="list-style-type: none"> • continue mortgage home insurance starting 5% down payment • examine access for those harder to qualify like self-employed • new measures to counter mortgage fraud 		
	First Nations and the Government of Canada will work together to co-develop a new policy framework for housing and infrastructure	TBD	TBD
		\$39.5 billion	